
4

Projects

4.0 Projects

This section sets out our intentions and the next steps for specific parts of the city – its streets, buildings, open spaces, precincts and systems infrastructure. These are ideas for a dynamic central city – one that’s built for people.

We want a city that:

- is attractive and green, with high quality buildings, parks and squares
- encourages people to walk around and spend time outdoors
- offers places to sit and relax, meet with friends, go to entertainment or sports events, shop, eat and drink, work, and live
- is a friendly place; a place of creativity and imagination.

Wellington’s central city is all of these things already. But it can be made even better.

The projects in this chapter are not blueprints to be implemented exactly as described – rather, they provide a framework showing how the objectives, referred to in the preceding section, can be realised.

Each section outlines a series of actions or projects. While some projects may relate to only one section, often they will have multiple benefits. For example, improvements to a laneway can ease traffic flow through the street network as well as being the catalyst for improved built form along its edge.

This overlay is an important aspect of the framework – it provides a long term frame of reference – reducing the need for ad hoc decisions and ensuring the integration of city improvements.



Figure 6. Each project suggested has a relationship to the five workstreams identified. These workstreams were used as the primary analysis tools within the Spatial Structure Plan.

4.1 Streets

Streets are a critical part of a city’s structure. They provide a context for buildings, express the underlying land-form, and provide a basis for the local economy – allowing for the movement of people and goods, and providing places where people interact.

Improvements to Wellington’s streets will give better access across and within the city; enhance access to open space areas, such as the waterfront and the Town Belt; make streets more attractive and pleasant; and add to the character of the central city.

Walking is at the start and the end of every journey. It’s also the cheapest form of travel, the most environmentally friendly, and the most sociable. Pedestrians give a city its life.

Wellington’s streets therefore need to be designed and built to encourage walking. This means that walking routes have to be safe, well lit, sheltered and attractive. The city has to be easy to navigate on foot. There must be a range of possible walking routes from place to place, with each route punctuated with places to stop such as shops, cafes and open spaces.

While all great cities are walking cities, other modes of transport are also important. The city should be safe to cycle, skate or move about in a wheelchair. Cycling routes should be clear, and cycle stands easy to find.





Almost half of Wellingtonians use public transport to get to and from work in the central city, and demand is likely to increase in future. The street system should support reliable, efficient public transport. And public transport stops should be comfortable and easy to find.

Vehicles will remain important for transport of people and goods, and the street system must also support safe, efficient vehicle movement.





The transport network has a natural rhythm depending on the time of day and week. Some streets are important routes into and across the city and are busiest at peak hours, while others are more important for shoppers and other short-term visitors and remain busy throughout the day or weekends.

The following projects reflect these factors and aim to make greater use of the city’s streets – ensuring they provide for ease of movement and increasingly be destinations in their own right.

80% of the central city’s open space is made up of streets.

-  **Make our streets green**
-  **Ensure connections are easy to make**
-  **Create an eco inner city**
-  **Create inner city neighbourhoods**

LEGEND

-  East West Streets
-  North South Streets
-  Irregular streets
-  Lanes

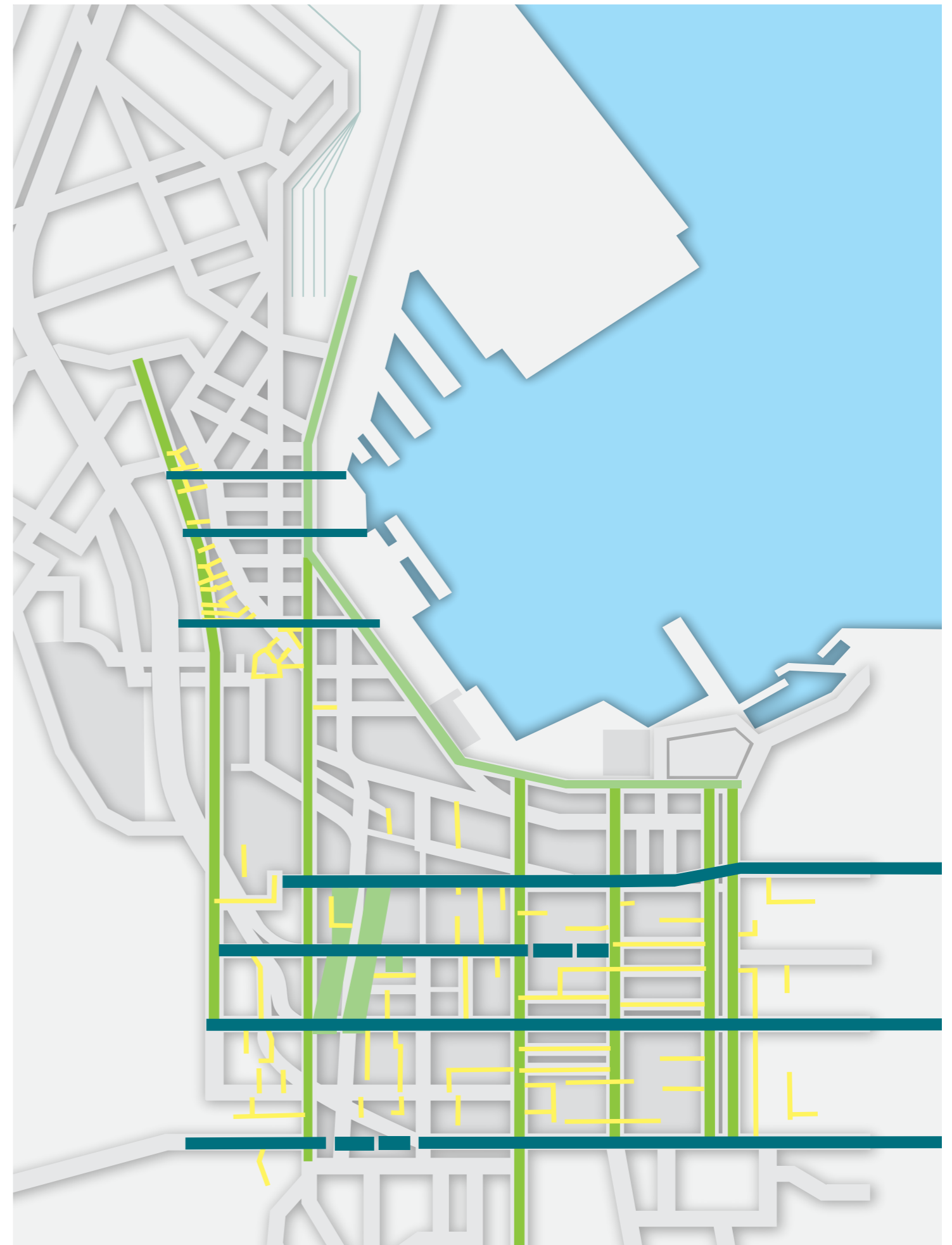


Figure 7. The overlay above depicts the relationship of the proposed different streets projects.

Boulevards design brief

This will define the role of each North-South street and design the future streetscape to ensure increased pedestrian and cyclists' comfort, while accommodating public transport and private vehicles. This will also take into consideration best practice sustainable streetscape design. Each street will have slightly different considerations, however, some common factors include climate (wind and solar), lighting, carriageway dimensions, cycling, public transport considerations, landscaping, street furniture, built form controls.

Projects

Taranaki Street

Taranaki Street is a major movement spine within the city and it is proposed it will be "greened". This street forms part of the processional route through the city from Parliament up to Government House. The design will ensure prioritisation of pedestrian comfort through comprehensive landscaping, paving and lighting upgrades. A review of development controls, canopy provision and encroachments will also be undertaken.

Willis Street

This specific design will consider Willis Street from Karo Drive right through to Customhouse Quay. This is important as it provides a spine through from the south of the city to the Wellington Regional Stadium. As the nature of the street changes over its length this will most likely be reflected in the design (ie the 'Golden Mile' section will be paved differently). However, this design will comprehensively review alignments at street and upper levels, shading of the street from adjacent buildings, visual amenity, comprehensive street landscaping, paving and lighting.

Kent and Cambridge Terrace

These streets have an important role to play in relation to the Basin Reserve and the waterfront. The intention is to combine a number of the median islands into a linear park. Alternative concepts will also be explored, such as placing the park at the eastern side of the road providing a clear edge to the central city. Key sites for development will also be identified.

Tory Street

Tory Street is an important street for views. Because the elevated south end is visible along the street, it also helps people to understand the topography of Te Aro. Uneven building alignments and encroachments make Tory Street feel "messy". These will be reviewed, along with comprehensive street landscaping, finishes, furniture and lighting.

Cuba Street

This specific design will aim to protect the character of Cuba Street. It will include a review of heritage controls and built form controls (i.e. controls of building size and shape), landscape, open space network, and the potential for development of an outdoor performance space. It will also enhance character through lighting, planting, paving and street furniture. The incorporation of an enlarged Te Aro Park, and the addition of key lanes and links, will also be considered.

Actions

- Set design principles
- Specify furniture, paving and vegetation standards for streets to relate to Public Space Design Manual.
- Complete detailed streetscape design for catalyst projects: Taranaki St and Willis St.
- Design concepts for longer term projects.
- Complete upgrade of Taranaki St and Willis St golden mile section (within established budget).
- Sustain partnerships with property owners to achieve desired built form outcomes.
- Study and prepare recommendations for built form controls for inclusion in the district plan.
- Establish costs and funding for longer term projects

4.1.1 North-South boulevards

Te Aro's North-South streets include Kent and Cambridge Terraces, Tory and Taranaki Streets, Cuba Street and Willis Street. They are important both for people and vehicles getting in and out of the city, but they are not performing as well as they could, either as transport corridors or as pedestrian areas, largely because:

- buildings, kerbs and footpaths do not always align, which affects activities at ground level and creates left-over and dead spaces
- street blocks are too big – larger blocks mean fewer route options for pedestrians and so less diversity of shops, cafes and other services
- there are not enough areas of interest to encourage people to stop and spend time
- poor sight lines make it hard for pedestrians, cyclists and drivers to navigate, and break the connection between the city and the waterfront.

In effect, these streets are merely acting as corridors – rather than as spaces where people will spend time.

Future improvements to these streets will:

- clarify the alignment of buildings, kerbs and footpaths
- clarify the role these streets play in connecting people and vehicles throughout the city and form appropriate streetscape responses
- improve pedestrian spaces
- promote active uses at street level – such as shops, cafes, appropriate residential development and other uses with open doorways and/or dynamic window displays
- provide street trees, where appropriate, transforming them into urban boulevards.



Figure 8. A vision for the greening of Taranaki Street. Smart design solutions incorporating landscaping and increased pedestrian amenity while maintaining transport efficiencies will be investigated.

4.1.2 East-West Connectors

The central city is framed by the harbour and Town Belt. These provide a stunning backdrop as well as recreational spaces. Despite their close proximity, they can be difficult to access.

The city's East-West streets can enhance the connections between the city and the Town Belt, waterfront, and university campuses.

The longer East-West streets in Te Aro provide cross-valley links. Their large blocks provide visual connections across the city but could function better with clearer pedestrian connections into the Town Belt and up to Victoria University's Kelburn campus. These pedestrian connections, in turn, have the potential to increase the amount of pedestrian activity into and within Te Aro.

This could be achieved through the introduction of street trees and shared spaces, which would enhance urban ecology and soften the cityscape, making it more comfortable for pedestrians.

Improving the intersections and uses of the shorter streets in the Lambton Quarter could provide more direct connections from the city and the waterfront.

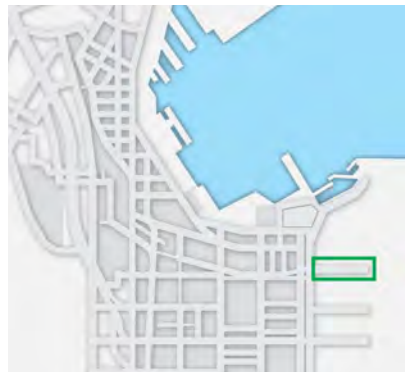


Figure 9. Location of Majoribanks Street.



Figure 10. Existing Majoribanks Street.



Figure 11. Cross-valley connections will make the town belt more accessible from the city. Connecting existing city streets with the pathways within the town belt and ensuring entry points are easy to get to.

East-West connectors design brief

This project involves making the open spaces on the central city's edge more desirable and easy to get to. It also involves making the most of the city's streets as open spaces, and making them 'greener' and more attractive. Specific streetscape design will be undertaken to protect character of streets through heritage review, corridor studies and revised built form controls, clarifying each street's role in Te Aro, and setting a palette for lighting, planting, paving and urban design fittings.

Projects

Buckle Street

Buckle Street frames the southern end of the CBD. It is a core element of the (capital city) processional route, being the address for the memorial park and the Carillion. Massey University also fronts the street. These will need to be critical considerations in the detailed design of the Ngauranga to Airport roading upgrade.

Vivian Street

Vivian Street (adjoined by Pirie and Buller Streets) provides a direct line of sight and is the only continuous road across the valley. Design intentions include:

- Enhanced pedestrian connections at the edges to the Town Belt and Victoria University
- Ensuring that entry points relate to commuting routes
- Improvements to pedestrian comfort

Dixon Street/Courtenay Place/ Majoribanks Street

These are already well integrated streets within the city. This project requires minor works (including signage, lighting, and well designed access points).

Willeston Street

The street is an axis with notable heritage sites (Stewart Dawsons corner and the Old Bank Arcade) and one of the highest pedestrian spots in the city. Its potential as a visible and short connection to the waterfront is not realised. This can be achieved through:

- An improved at grade crossing point to Frank Kitts Park.
- Work with property owners to encourage new ground level activity along the street and at the corner of Jervois Quay.

Waring Taylor Street

While there is limited activity on this street, it offers a clear visual connection to the waterfront. Its potential as a primary pedestrian access route is likely to increase with developments in the Kumutoto area of the waterfront. The physical quality of the street (ie lighting and paving) should be improved as part of its next scheduled upgrade.

Actions

- Set design principles
- Specify furniture, paving and vegetation standards for streets to relate to Public Space Design Manual.
- Complete detailed streetscape design for each identified street.
- Engage with artist on specific streets to produce conceptual ideas.
- Work with NZTA on Buckle Street design.
- Investigate options for pedestrian routes from Buller Street to the university.
- Investigate town belt track links for commuting.
- Facilitate ground floor activity on building developments on Willeston Street.

Laneways design brief

The design brief will determine which laneways have the most potential for development and set out how they can develop in ways that increase pedestrian use of the laneways and surrounding areas, thereby making ground floor uses such as shops, cafes, exhibition spaces and so on more viable. The brief will encourage development opportunities by demonstrating the potential for laneways to become more heavily used. Specific design of the different type of lanes throughout the city will also be included. The design will consider comprehensive landscaping, finishes, adjacent uses and lighting. The lanes identified below are recommended as catalyst projects.

Projects	Actions
<p><i>Opera House Lanes, Eva Street, Leeds Street</i></p> <p>These lanes, plus the extension of a link across the Michael Fowler carpark, will provide significant improvements in connectivity between Te Aro and the waterfront.</p>	<ul style="list-style-type: none"> - Set design principles - Specify furniture, paving and vegetation standards for streets to relate to Public Space Design Manual - Complete detailed streetscape design for each identified street. - Engage with artists to produce art strategy for lanes - Develop recommendations for built form controls to amend current district plan. - Sustain partnerships with property owners to achieve desired built form outcomes. - Consider property acquisitions as an option to ensure delivery of lanes. - Fund minor street improvements.
<p><i>Plimmer Steps, Cable Car Lane, Farmers Lane, Masons Lane</i></p> <p>These links, stairs and lanes, bridge the vertical gap between the Terrace and Lambton Quay. These will become critical as more buses are using the Terrace and people are looking for better ways to connect to the level of Lambton Quay.</p>	
<p><i>Ebor Street, Holland Street West, Alpha Street</i></p> <p>These small streets could be extended through to the other side of the blocks they inhabit. Such an extension could provide opportunity for residential development and potentially greater public open space.</p>	

4.1.3 Laneways

Laneways are small streets that link larger street blocks, offering pedestrians, vehicles and cyclists shorter routes through the city. They also bring light into potentially dark areas, offer views of nearby landscapes, and provide sheltered routes in bad weather.

By making movements easier and quicker, they encourage people to get out and about. This increases opportunities for people to interact with each other, makes street life more vibrant and safe, and allows retail and other activity to thrive.

Wellington already has a network of small streets but there is scope to improve these to create a network of highly distinctive, attractive, pedestrian-friendly, safe and viable laneways.

This will require both public and private commitment, as many laneways are in private ownership. The aim is to prioritise laneways that are most important to the overall pedestrian network, work with property owners and developers to encourage better design and land use, and embed a regulatory environment that supports this.

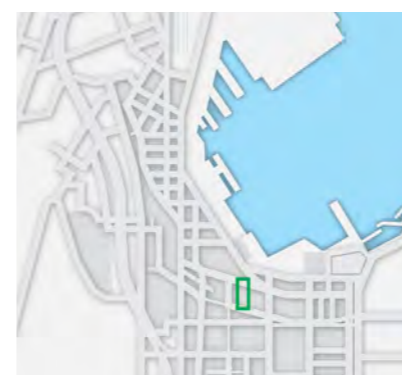


Figure 12. Location of Opera House Lane.



Figure 13. Existing Opera House Lane.



Figure 14. Making lanes safe, vibrant, and pleasant environments to be in will provide a secondary more sheltered network for people to move through the city in.

4.1.4 Irregular Streets

Lambton Quay and Courtenay Place follow the form of the original Wellington shoreline, while Jervois Quay follows the current form. These streets vary in width, and are often curved. This adds a distinctive aspect to the city's character, and also creates a number of open spaces (many of which are triangular – see section 4.3 *Open Spaces*) where these streets intersect with those on the North-South or East-West grid.

Victoria Street is the result of a number of streets being combined to form one street. It, too, is irregular in shape with a distinctive kink as it intersects with Manners and Dixon Streets. For future improvements to Victoria Street, see section 4.4 *Precincts*.

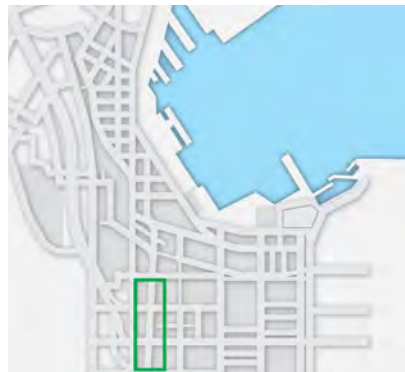


Figure 15. Location of Victoria Street.



Figure 16. Existing Victoria Street.

Figure 11. Left: Location of Victoria Street. Right: Existing Victoria Street. Below: Buildings are used to define the edge of the street and parks. Where irregular streets meet the city grid triangle spaces are formed, these could be used for green spaces that provide relief from the buildings.



Figure 17. Buildings are used to define the edge of the street and parks. Where irregular streets meet the city grid triangle spaces are formed, these could be used for green spaces that provide relief from the buildings.

Irregular Streets design brief

Specific street design projects for each of the irregular streets are required, as they all have very different constraints and opportunities. In general, these specific design projects should identify the role of each street and how that can complement the other streets within the city centre.

Projects

Jervois Quay

This design will consider the future of the Quay in light of the Ngauranga to Airport Corridor Plan that should see traffic on the Quays reduced once the State Highway works are complete.

Actions

- Set design principles and approaches to these streets.
- Complete concept streetscape design for each identified street to feed into precinct studies

Lambton Quay study

This will consider built form alignments at street and podium level, access to sunlight, visual amenity, key links between The Terrace and the waterfront and sites for urban renewal.

Victoria Street

This project will be specifically related to the *Victoria Street Precinct Plan*. The street design component will review the alignment of buildings and kerbs, landscaping, finishes, lighting, and street furniture to prioritise pedestrian comfort. Alongside this, both the precinct plan and the new residential design guide will provide built form guidelines. Key sites for public and private catalyst projects will also be identified.

4.2 Built structure

Buildings are places of shelter and activity. Be it to sleep, work, or share a meal at a restaurant, buildings are core to the functioning of any city. They are also prominent features of the public realm. Their architectural qualities can dramatically add (or detract) from a place. Collectively, they create order in the city.

Wellington's central city residential population is likely to grow by several thousand people in coming decades. Though some of these people will find homes in inner suburbs, most will live in CBD apartments and townhouses. Residential amenity will need to improve, and developers will most likely have to cater for a wider range of residents, from individuals looking for 'crash pads' to families choosing an inner city lifestyle. The city centre will need to provide services and recreation opportunities for children and the elderly.

There is sufficient capacity under the existing planning controls to accommodate growth. The key issues facing the city is ensuring quality and efficiency (that is, the right building on the right site).

The city's building stock is varied in terms of age, type and performance (eg energy efficiency). As buildings become renewed and sites developed there are opportunities to improve the quality and contribution that they can make to the city.

By developing in a way that takes into account the environment, surroundings, and the changing expectations and needs of businesses and residents the city's building stock should be resilient into the future.

The following projects aim to:

- 📍 **Create a prosperous central city**
- 📍 **Accommodate growth and change**
- 📍 **Build the city in response to the landscapes**
- 📍 **Create an eco inner city**
- 📍 **Create inner city neighbourhoods**
- 📍 **Tell our stories**
- 📍 **Strengthen character and coherence**

Facts for 2040:

20+ thousand estimated new dwellings required to accommodate growth across the whole city

(Population growth divided by average dwelling size of 2.5 people)



Figure 18. Innovative built structures that reflect the character and context of the area they are located help strengthen the coherence of the city.

4.2.1 Building Quality

Buildings should be designed with the landscape, streetscape, and neighbours in mind. Some buildings are well designed and have strong, clear links with the street and nearby open spaces. But in some parts of the city there are ad hoc relationships between buildings and street, with some buildings set back from the pavement while neighbouring buildings encroach. This gives a street an incoherent appearance, makes it harder to navigate, and harms character.

Likewise, some building developments are insensitive to the landscape or to neighbouring buildings. One example is building too close to the balconies or windows of neighbouring apartments.

Future planning regulations will enhance building quality, requiring sensitivity to streetscapes, landscapes and neighbouring buildings. The Council will also encourage buildings of distinction on key street corners and adjacent to public spaces and boulevards.

The Council will seek to ensure that the regulatory model is clear and managed in a way that provides certainty for developers, occupiers, neighbours and for future generations.



Figure 19. Buildings should be related to the surrounding area and add interest and rigor to the street.

Projects

Residential Apartment Design Guide

Create a comprehensive Residential Apartment Design Guide to increase private and public amenities, more efficient use of land and greener building standards. This will also take into account emergent technologies and the ability to more easily adapt buildings for different uses over time.

Actions

- Review existing design guides and planning controls related to built form
- Review standards within building code.
- Create a comprehensive residential apartment design guide.
- Use the design guide to create assessment criteria within the district plan.
- Work with architects, developers, property owners, and other development professionals on education regarding apartment developments.

Urban development panel

An urban development panel could be established to assess large-scale or significant development proposals. The panel would include architects, landscape architects, technical consultants and property professionals. The overall objective would be to improve the quality of applications to achieve clearly stated regulatory, amenity and environmental standards.

- Review existing panel models within the New Zealand and international context
- Assess potential of having a regional panel.
- Develop the model for Wellington, including member selection criteria.
- Communicate to the development community the purpose and use of the panel.

Integration of spatial tools into regulatory model

The integration of precinct plans and other spatial tools that will be used to set new built form controls into the existing regulatory model is an essential project. This will include work on the District Plan, policies and strategies. Within this project, a clear communication and education plan will be required.

- Examine legislative constraints and enablers for the use of spatial tools.
- Determine possible options for spatial tools to be integrated and analyse the impact of these.
- Investigate the use of different technology for delivery.

Ground Floor Frontage Plan

An overall ground floor frontage plan defining uses and character of ground floor frontages, upgrading of frontages, alignments of facades as well as principles for zones on footpaths for commercial activities.

- Review existing design guides and planning controls
- Undertake comprehensive plan in relation to street role and function study
- Align advice with other proposed guidance documents
- Investigate best tools to implement
- Begin implementation process, with potential addition to existing design guides.

Building Resilience Guide

Create a comprehensive guide that promotes best practice responses on resilience for buildings. This will address both retrofits and new buildings with a particular focus on issues of flexibility, earthquakes and other environmental emergencies, and the risks associated with climate change.

- Review existing codes and guidance
- Undertake research on international best practice and innovation
- Work with appropriate authorities on lessons learned on resilience
- Complete a comprehensive guide
- Investigate the best methods to implement.

Projects

Heritage application

Wellington city didn't exist 200 years ago. Its history is remarkably compressed and it's a story of change. It's a history that is most clearly seen in the different ages and layers of buildings. But Wellington also has a much deeper and longer history than its buildings reveal. It has a geology, mythology, physical and cultural landscape and whakapapa that are unique. The study, expression and sharing of these can be as vital and prominent a part of the city as Victorian architecture. While significant sites will continue to receive protection or acknowledgement in situ, stories and experiences will also need to be documented and shared. New and interactive ways of sharing these will be explored as will treatments such as 'stream streets' in the built environment.

Steps required

- Partner with Mana Whenua on revision of the Maori heritage listings in the District Plan.
- Explore the creation of heritage 'apps' for use in the city.

Integration of heritage into the strategic design of public space

A stage of the planning of open space should be a consideration of context, including heritage. This encourages learning about the traditional uses for certain areas within the city and using these ideas to feed into the conceptual design of space. An example is how buildings were designed to emphasise parts of the street network.

- Undertake case studies that demonstrate the primary lessons learnt from heritage within Wellington city.
- Apply case studies and principles to inform open space design.

Promote heritage debate

An area or building's heritage may relate to architectural style, events that happened there or other values. Promoting an understanding and debate about the merits of these would be an important test in guiding a review of current and future listings in the District Plan.

- Assess the existing range of heritage listings in terms of the type of heritage they represent.
- Identify potential new listings that reflect 'gaps' in heritage.
- Assess the merits of introducing a 'scaled' heritage categorisation and associated levels of protection.
- Showcase examples of adaptive and economic reuse of heritage buildings.
- Identify levels of investment to ensure heritage stock is adequately maintained.

4.2.2 Built Heritage

Wellington's built heritage, as seen in places such as Cuba Street, is a key component of the city's character. Heritage should be protected and sustained.

This does not only mean protecting heritage buildings where that is safe and practicable. It also means learning lessons from the past about how the city's built character and streetscapes were created. As one example, in colonial times commercial buildings were typically built to the street, whereas in more recent developments the relationship between buildings and street has been less consistent. In turn, this inconsistency affects the character of a street or precinct.

A specific example is triangular sites on street corners. In colonial times, these important sites had high quality buildings (such as Lambton Quay's Old Bank) covering their entire footprint. More recently, however, these sites have sometimes been built with square or rectangular buildings that are cheaper to construct but don't have clear relationships with the street or its history.

This framework aims to make a feature of these triangular sites. These junctions where three streets come together are prominent. Improving the way their edges relate to their surrounds will be an important consideration. (Also see section *Open Space*.)

Other interventions referred to elsewhere in this framework, such as 'stream streets' and initiatives to acknowledge Wellington's Maori settlements and land use, will also reveal the city's natural and cultural past.



Figure 20. Stewart Dawson's Corner and the MLC building show how clear built relationships to the street can help people find their way within a city.

4.2.3 Case Study Sites

Six sites have been identified as significant to the success of other projects in this framework. The sites were chosen and studied for the following reasons:

- the potential for development to contribute to key projects while still meeting developers' feasibility constraints
- the ability to test assumptions
- the site itself or existing built form was problematic.

Studies undertaken within the Spatial Structure Plan focused on massing, scale, alignment, building type and open space options. They provide insight on the following issues:

- current regulations and likely massing
- public and private amenity issues
- streetscape and context / relationship to the area
- access to sunlight and cross ventilation
- private open space.

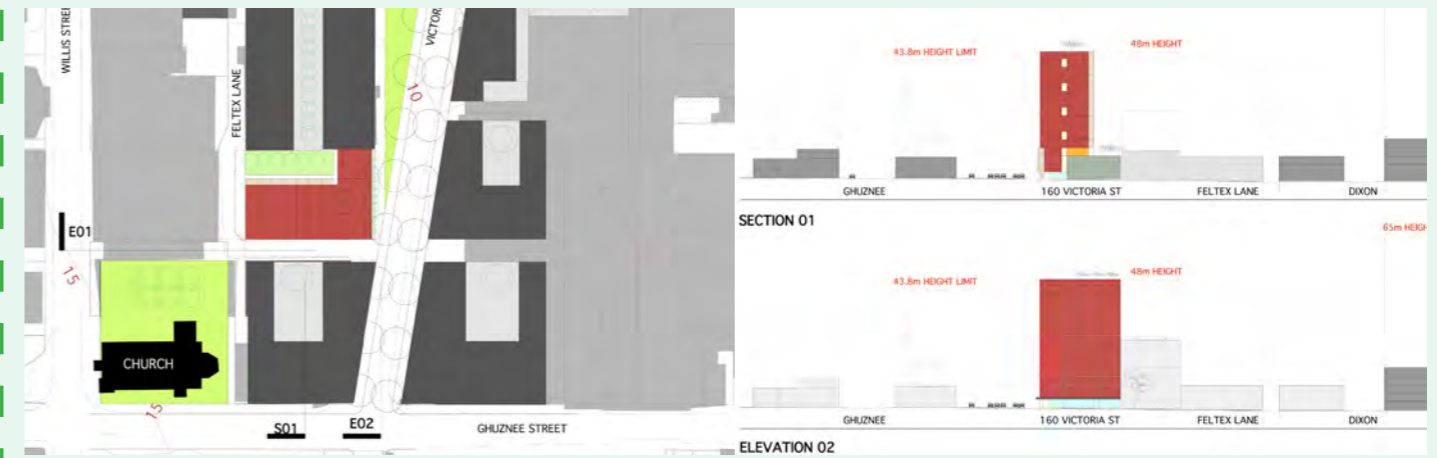
These studies are intended to be used to achieve better outcomes with the specific property owners/developers of these sites. It is also expected that they can be used as demonstrations to show how the approach could be applied to sites with similar conditions.

It is anticipated that further sites will be identified for specific study through the completion of precinct studies.

160 Victoria Street

Within the context of the proposed Victoria Street, realignment 160 Victoria becomes an important built form. The principles for this sites focus on:

- Relationship between massing and neighbouring sites
- Relationship of form to the hierarchy of adjacent streets
- Creating useful private open space
- Creating useful communal open space
- Improving the public domain quality of surrounding streets
- Ensuring adequate natural light and ventilation to all units.

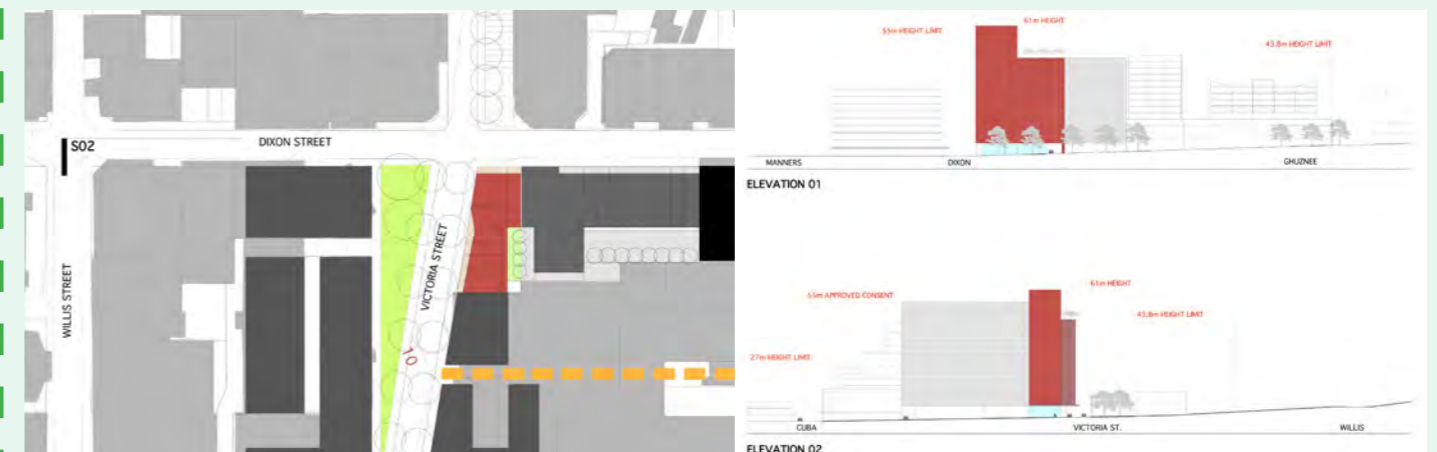


Further detail can be found on each case study within the Spatial Structure Plan - page 76.

79 Dixon Street

The significant corner position of this site, combined with a constrained site size and position on the corner of a proposed "East-West link" and Victoria Street realignment, makes this site vital in the realisation of a number of projects. The principles for this site focus on:

- The reinforcement of the realignment of Victoria Street
- Increased structure for the East-West link
- Relationship of massing to neighbouring developments and potential amalgamation of sites
- Creating useful private open space
- Creating useful communal open space
- Improving the public domain quality of surrounding streets
- Ensuring adequate natural light and ventilation to all units.



Further detail can be found on each case study within the Spatial Structure Plan - page 81.

169 Wakefield Street

This site has three street frontages and should form an edge to the important North-South spine of Taranaki Street. The relationship to Te Papa, Circa theatre and the waterfront in general are also important factors. Principles articulated for this site are:

- Use of internal courtyards to provide adequate light and ventilation
- Use of podium structures to provide communal open space
- Using appropriate building size and shape to define important corners and provide structure to wider space
- Introducing cross-site walking links at ground level so that pedestrians can take the shortest or most intuitive route.



Further detail can be found on each case study within the Spatial Structure Plan - page 93.

49 Tory Street

This site has some large buildings that currently don't adequately address the primary frontage and it also has the potential to deliver greater connectivity through the large Te Aro blocks. The focus for this site is on:

- Introducing new street frontages to maximise both number of addresses, solar gain and cross-ventilation into units
- Using increased height to offset public uses through site
- Increasing massing related to street hierarchy
- Creating useful communal open space
- Improving the public domain quality of surrounding streets
- Ensuring adequate natural light and ventilation to all units.

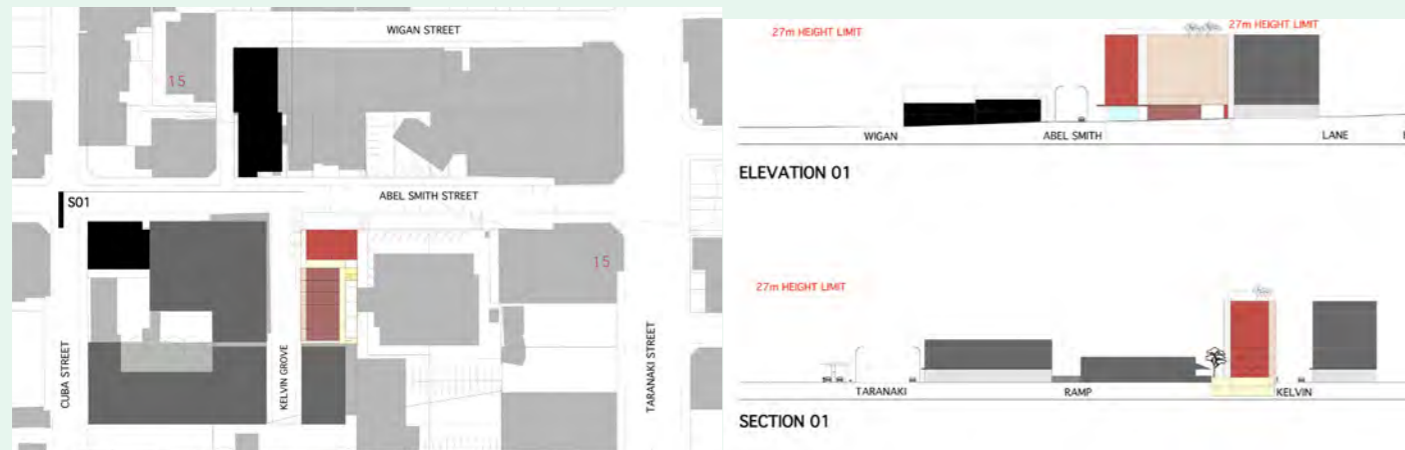


Further detail can be found on each case study within the Spatial Structure Plan - page 89.

15 Abel Smith Street

The size, shape and general context of this site makes for an interesting study. The principles focused on are:

- Mixed- use development
- Introducing different typologies to deal with inherent site issues
- Ensuring adequate natural light and ventilation to all units
- Indicating entry to buildings through articulation of the form
- Increasing passive surveillance to the street
- Creating useful private open space
- Creating useful communal open space
- Improving the public domain quality of surrounding streets.



Further detail can be found on each case study within the Spatial Structure Plan - page 86.

11 Victoria Street

This full block site is triangular in shape and forms part of one of the most important intersections in Wellington. Any proposal on this site will have significant impact on Frank Kitts Park, the waterfront, and the adjacent city blocks. Main considerations here are:

- Articulation of massing to reduce shadowing effects on park and reduce apparent scale
- Increase access to sunlight
- Using massing to emphasize significant intersection
- Provision of roof terraces to provide residential open space amenity
- Using balconies to increase passive surveillance and animate the building façade
- Improving the public domain quality of surrounding streets
- Ensuring adequate natural light and ventilation to all units.



Further detail can be found on each case study within the Spatial Structure Plan - page 97.

4.3 Open Spaces






The central city is literally surrounded by nature: hills, sea and sky are dominant features of the urban landscape. The central city itself, by contrast, is characterised by hard surfaces and little vegetation.

This framework aims to introduce more green spaces – places to reflect, relax, kick a ball, play with the kids. These spaces include small parks, green roofs, and green links. These will be introduced when we upgrade streets, when areas are revitalised, and when developers and building owners recognise that tenants value such spaces.







These spaces are needed because of growth in the inner city population – inner city residents increasingly are seeking out comfortable spaces for relaxation and recreation. Green spaces are also needed because of changing patterns of activity in the inner city, for example as people use the inner city for exercise or to attend events and festivals. The increasing use of technology also needs to be considered in the design of public space.

Other benefits of the projects outlined here include:

- more public meeting places
- greater diversity of spaces
- increased biodiversity within city environment
- refuge spaces for environmental emergencies
- increased awareness of the city's ecology and history.

-  **Make our streets green**
-  **Create an eco inner city**
-  **Build the city in response to the land and streetscapes**
-  **Create inner city neighbourhoods**
-  **Tell our stories**

LEGEND

	Parliament, Memorial Park processional route
	Cuba Street
	Blue Spaces- paths to water front (indicative)
	Blue Spaces- Stream Streets (indicative)
	The Terrace and Lambton Quay
	Access to large Spaces
	Triangle Spaces
	East Te Aro area
	Civic area
	Victoria + Cuba area

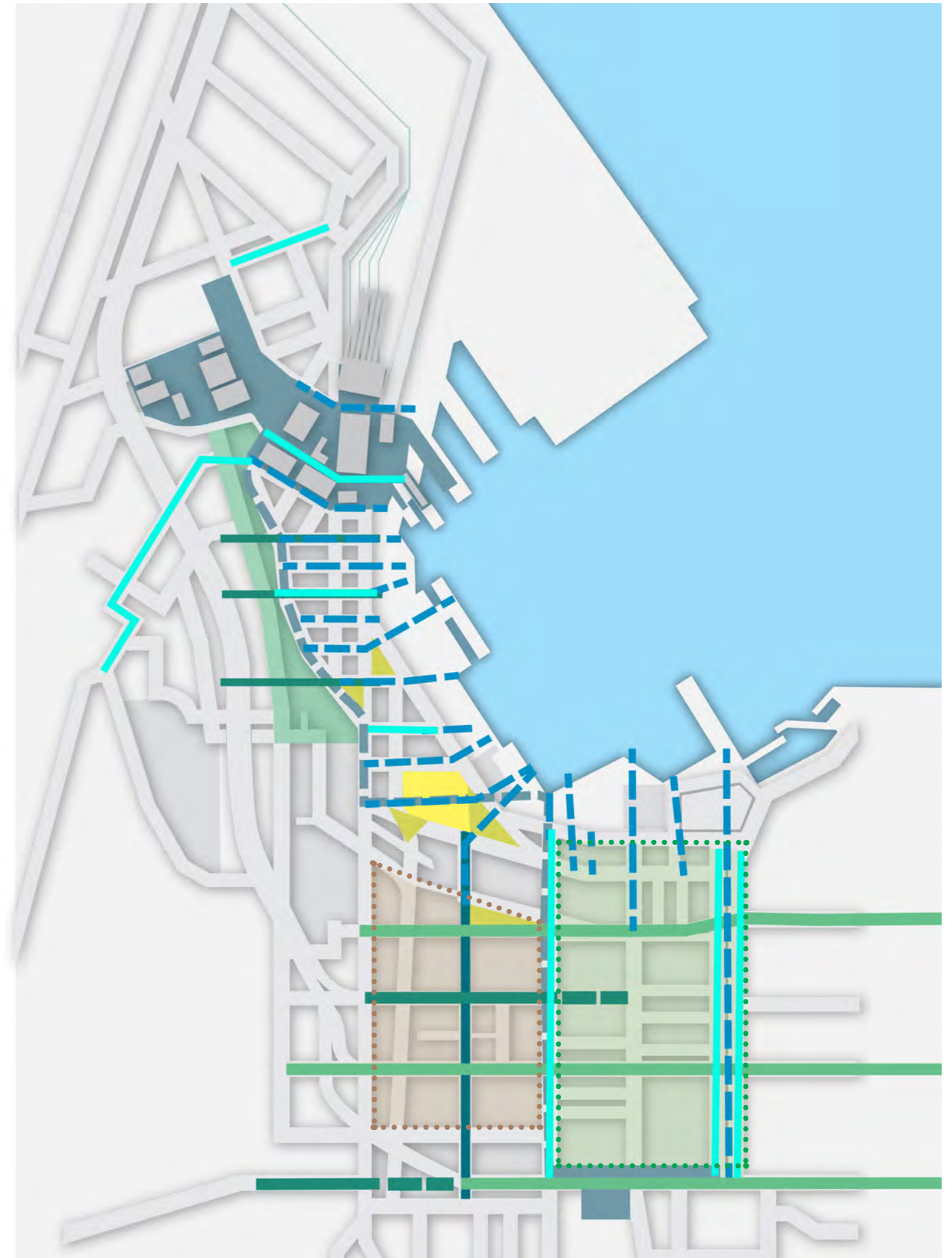


Figure 21. The relationship between the proposed open space strategies will form an integrated green network.

Project	Actions
<p><i>Te Aro Park</i></p> <p>This area could be better integrated into Cuba Mall and offer a performance space.</p>	<ul style="list-style-type: none"> – Undertake comprehensive landscape design. – Fund property acquisition. – Acquire relevant property in order to extend the park. – Work with surrounding cultural venues to establish ways to use the space for performance.
<p><i>Victoria + Wakefield intersection</i></p> <p>The redesign of this space could better connect two significant streets to Civic Square and through to the waterfront.</p>	<ul style="list-style-type: none"> – Undertake comprehensive landscape design in alignment with civic square project objectives. – Undertake traffic assessment. – Fund from renewals and new upgrade budget.
<p><i>Lambton + Hunter + Willis Street Block</i></p> <p>A redesign of this space could better emphasise the important heritage buildings here and improve the intersection of three important streets.</p>	<ul style="list-style-type: none"> – Undertake streetscape design – Work with property owner to develop the block
<p><i>Post Office Square</i></p> <p>The redesign of this space would improve its appeal use as a park and provide a clearer link to the waterfront through Grey Street</p>	<ul style="list-style-type: none"> – Illustrate potential through concept design. – Test assumption of use and patronage. – Undertake landscape design inline with Jervios Quay project.
<p><i>Michael Fowler Carpark</i></p> <p>The primary aim of this redesign is to join the western Te Aro area to the waterfront. This is a key component of the laneways project (see section Laneways) making ground floor activity on Opera House lane economically viable. It has the added benefit of providing a cultural ribbon – joining the City Gallery, Te Papa, the Wharewaka, the Town Hall, Michael Fowler Centre, the Opera House and beyond to the theatres on Courtenay Place and the Film Archive on Taranaki St.</p>	<ul style="list-style-type: none"> – Undertake a parking impact study. – Illustrate potential through temporary / display initiative. – Undertake landscape design.

4.3.1 Triangular Spaces

Triangular spaces in urban environments are highly prized because they represent a junction of more than two streets, offering wider, more interesting views and a vantage point from which to see where you are in the city. They make cities easier to navigate and therefore more walkable.

Wellington’s central city has an abundance of triangular spaces which were created where the original city street grid met the old shoreline. They make a significant contribution to the central city’s compact, pedestrian friendly form and tell an important story about the way Wellington has changed over time.

This framework proposes the redesign of five key triangular spaces to make the most of their special features and strategic locations. These redevelopments will improve connections to the waterfront and other civic spaces, create more quality cultural and performance spaces, and revitalise parts of the city.

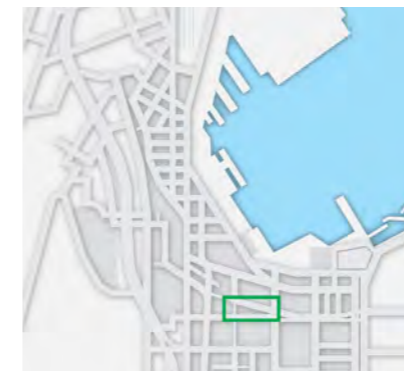


Figure 22. Location of Te Aro Park.



Figure 23. Existing address to Cuba Mall.

Figure 16. Left: Location of Te Aro Park. Right: Existing address to Cuba Mall. Below: An extension of Te Aro park would allow for greater uses. Cuba Mall will provide a great, active edge to this space.



Figure 24. An extension of Te Aro park would allow for greater uses. Cuba Mall will provide a great, active edge to this space.

4.3.2 Green Walls and Roofs

Many of the city's buildings have flat roofs and terraces or podiums. These can be fitted with green roofs. Although green roofs are easier to achieve with new buildings, there is the potential to retrofit existing structures. The benefits include reduced peak flows to the stormwater system, reduced stormwater contaminants, habitat for birds, and cooling from reduced solar gain to internal spaces.

Wellington's climate is such that the outdoor use of open spaces in elevated positions would require shelter, but this can be achieved with good design and consideration as to prevailing wind direction and access to sunlight.

Green walls are commonly used in places where the space is narrow and relatively well sheltered, to provide visual interest and to cool spaces. Wellington's narrow streets and lanes would be well suited to these forms of greening provided a water supply can be maintained – these can be linked with green roofs by retaining rainwater for use to reticulate water to the green walls.

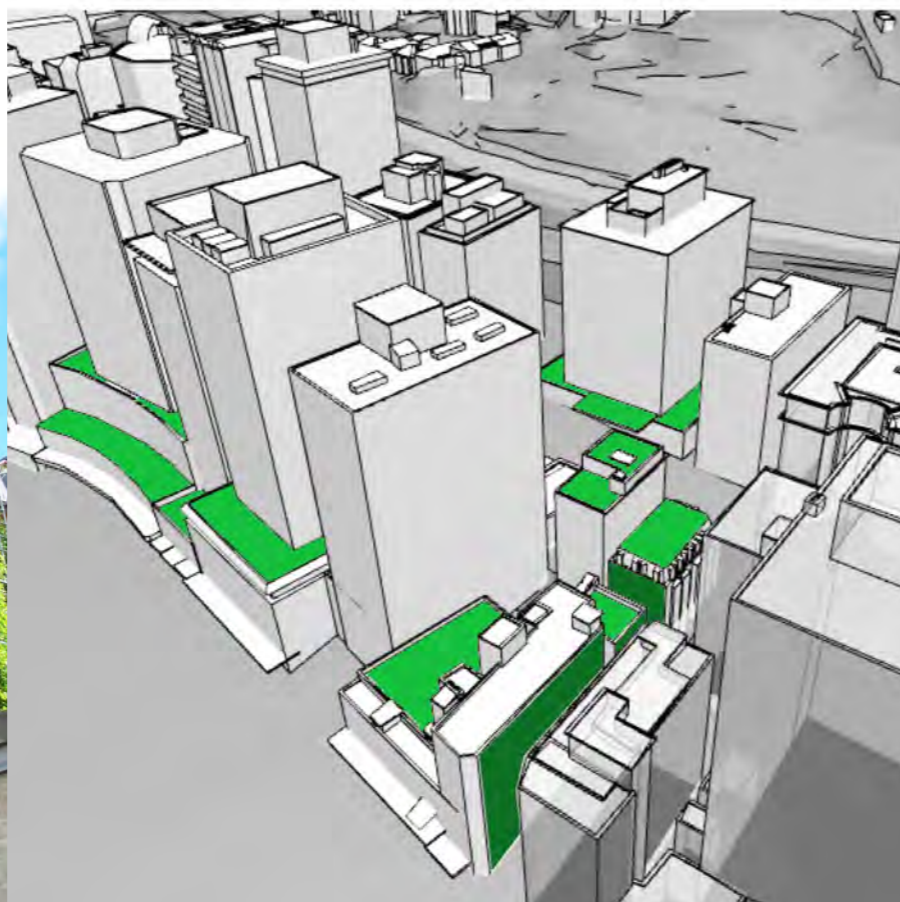


Figure 25. Retrofitted green walls and roofs can be introduced to deliver some benefits for both the performance of buildings and public amenity.

Project

Narrow Streets

Green walls can be investigated for use within streetscape projects especially on some of the narrow streets, links and lanes.

Actions

- Identify within the laneways design (see section *Laneways*) which areas may be appropriate for green walls.
- Work with property owners to incorporate green walls in conjunction with lane upgrades.
- Create a vegetation standard for green walls.
- Extend the Council's road reserve planting scheme to include inner city green walls.

Green building code

The long term aim is for all new builds and retrofits to achieve green status. While green standards are becoming the norm for new buildings, it is still necessary to assess and illustrate the potential for retrofits to achieve those standards.

- Research and determine the most appropriate method for delivering green buildings
- Develop best practice standards.
- Work in partnership with developers to deliver green buildings.

Vertical connections between the Terrace and Lambton Quay

The spaces connecting the Terrace and Lambton Quay can be used as part of the open space network. Primarily this will see the:

1. Development of small, sheltered, elevated open spaces integrated into the public lanes and steps linking the two streets, and into existing spaces on The Terrace
2. Encouragement of private open spaces within apartment/residential developments, and the utilisation of green roofs and green walls to improve the stormwater management performance and visual amenity of the area.

- Produce a green walls/green roofs toolkit.
- Undertake detailed design work for identified sites.
- Fund and undertake capital works to improve the public realm.
- Work with building owners to encourage retrofit of existing podium roof spaces.

Edible City urban research lab

Like air, water, and other basic human needs, food is easy to take for granted when it is abundant. Patterns of consumption depend significantly on personal choice, cost, land use, but transportation and other factors such as natural disasters also influence access to and security of food supply. The question and role of food in our cities is explored by Massey University. Understanding its consequences for Wellington is important.

- Raise public understanding and awareness by providing locations in the city for display and research projects.
- Use the city as a living 'laboratory' to test out applied research into urban agriculture and related factors
- Collaborate with researchers to generate new research on the relationship between urban planning and sustainable urban food systems.

Project	Actions
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<p>Stream Streets</p> <p>Introduce filtration and hydrological systems as landscapes on streets that are sites of historical streams. This enables the improvement of stormwater quality from surface street runoff prior to discharge to the harbour and will provide some detention in the street system to reduce surface flooding in high rainfall events. It also reflects the natural history of the city. The use of tree-pit soakage should continue on the other larger city streets. Streets included within this project are Kent and Cambridge Terrace, Taranaki Street, Harris Street, Waring Taylor Street, Whitmore/Bunny/Bowen Streets, and Pipitea Street.</p>	<ul style="list-style-type: none"> - Partner with mana whenua to develop the concept. - Undertake landscape design and develop standard details. - Investigate appropriate methods for filtration and end of pipe treatment - Determine location points related to stream streets. - Complete capital works in relation to street upgrades.
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<p>Old coastline</p> <p>Develop a consistent landscape treatment that is continuous along the old shoreline, incorporating stormwater management. This can be used to reinforce the Golden Mile and city identity.</p>	<ul style="list-style-type: none"> - Develop landscape palette.
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4.3.3 Stream streets

Seven historical streams run under the fabric of the city. These streams could be used to create different types of streetscapes that celebrate the city’s natural heritage. Planting and landscaping could be used to filter stormwater runoff before it is discharged into the harbour, as well as reducing surface flooding during high rainfall.

The form of each of these ‘stream streets’ would vary according to the street space available and the landscape concept being incorporated.

Wellington’s original coastline ran along Thorndon and Lambton Quays and Wakefield Street, prior to a major earthquake in 1855 and subsequent land reclamations. This original shoreline is an important part of the city’s character. Although the original shoreline is marked with plaques and is evident from the streets’ irregular shapes, there is potential to make it more distinctive by using landscaping which will also improve filtration of stormwater.

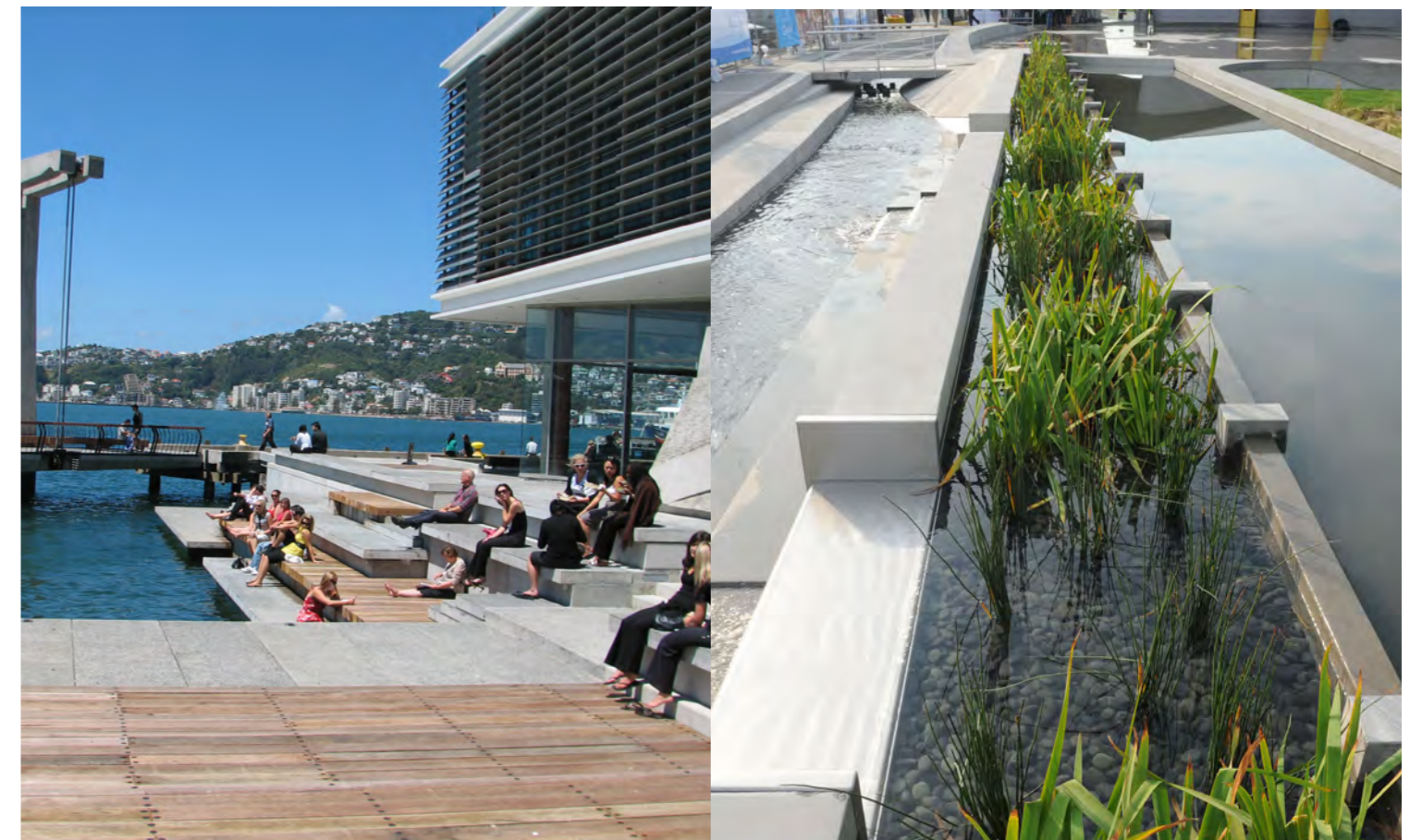


Figure 26. Left: Celebration of where original streams meet the harbour can provide great places for people. Right: Incorporation of water into public space design can have functional benefits also.

4.3.4 Landscape (focus areas)

Landscape affects the way the city is laid out and functions, and the way we experience it. This is true of geological features, historical changes such as reclamations, and the way we design spaces and introduce vegetation. Future designs can enhance areas and contribute to their distinctiveness of character.

Across the focus areas development will aim to provide open space that has different character and uses depending on location and weather constraints to supplement the space we already have.



Westpac Stadium



Parliament



Queens Wharf



Frank Kitts Park



Courtenay Place



Vivian Street



Buckle Street



Mt Cook

Figure 27. Sections across the city explain the relationship of the city to the surround hills and harbour.

Projects

Capital City: Parliament + Memorial

The green spaces at Parliament, the proposed Memorial Park, the open space related to the railway station, and the processional route that is to link these together provide important recognition of Wellington's capital city status.

Actions

- Work with the Ministry of Culture and Heritage (and others) on activities to showcase the 150th anniversary of the capital moving to Wellington in 2015.
- Develop a comprehensive open space design for the Parliamentary area (in line with objectives set out in the precinct plan see section Parliamentary precinct)
- Continue to work with the New Zealand Transport Agency (NZTA) and the Ministry of Culture and Heritage to ensure the delivery of Memorial Park.
- Define the processional route and ensure that streetscapes within this reflect the precincts that it runs between
- Undertake relevant capital works for street projects.

Civic

The space between Willis Street, Harris Street, Jervois Quay and Lower Cuba Street forms a 'hinge' within the city. This area is home to Civic Square. This project is a comprehensive design that focuses primarily on:

1. The legibility of connections between Civic Square and the street network surrounding it
2. Increasing the active use of the square.
3. Creating more legible links between Willis Street and the waterfront.

- 1. Undertake specific pedestrian analysis
- 2. Comprehensive public space design.
- 3. Identify potential modification to adjacent buildings and uses and work with stakeholders to define timing around any modifications.
- 4. Detailed design for streetscape and square.
- 5. Complete capital works.

Cuba / Victoria

Design options for the public open spaces of Cuba Mall and upper Victoria Street will be explored.

- Undertake Victoria and Cuba precinct plan.
- Complete detailed streetscape simplification design

East Te Aro

East Te Aro has undergone significant change due to growth of residential apartments over the last 10 years. A comprehensive landscape plan is required for this area to determine where the opportunities are for small park spaces that can provide amenity for the residents in this neighbourhood. The focus will be on:

1. Existing public open spaces which can be made more effective, and specific design development will be required for these
2. Development of a new linear park utilising Kent and Cambridge Terrace median and linking between the Basin Reserve and Waitangi Park.
3. Clearer delineation of open spaces at each end of Courtenay Place
4. Opportunities for small park spaces.

- Complete East Te Aro precinct plan to identify potential new open spaces, and use wind study to help determine appropriate built form to try and mitigate wind issues.
- Undertake detailed design for existing open space upgrades.
- Work with NZTA to determine specifics for Kent and Cambridge Terraces and how they integrate with Basin Reserve.
- Undertake landscape design for Kent and Cambridge Terrace.

Projects	Actions
<p><i>Allenby steps / pocket park (Terrace Gardens)</i></p> <p>Redesign the pocket park and access way. The park can be developed as a staging post between the city and Kelburn campus. It also offers the potential as a performance / theatre space or a community garden.</p>	<ul style="list-style-type: none"> – Undertake pedestrian movement study. – Explore private, institutional funding, and Plimmer bequest funding options. – Complete design concepts. – Complete detailed design.
<p><i>Public Space Design Manual</i></p> <p>The manual aims to achieve improved streetscape, high-quality materials and a high standard of maintenance. It is a key tool for achieving the objectives of the Council's Public Space Design Policy (available at www.Wellington.govt.nz). This manual provides the palette of materials, fixtures and furniture in public space areas targeted for investment in Wellington's central city and suburban centres.</p>	<ul style="list-style-type: none"> – Use analysis within the Spatial Structure Plan², along with consideration of transport objectives, to determine primary urban planning objectives for each street within the city. – Undertake stage 2 of the Public Space Design Manual which rationalises the street furniture for each precinct and common street types – Set performance criteria for monitoring public space – Ensure a relationship between the palettes suggested and techniques used with the suburban centres. – Align with public art strategy – Align maintenance and renewals budgets to match the recommendations within the manual.
<p><i>Access to large spaces</i></p> <p>There are large open space areas that can play an increased role in the provision of open space in the city. Primarily these are the Town Belt and waterfront. Improving the links to these from the central city will enable increased utilisation in combination with additional amenity provision within these large open areas.</p>	<ul style="list-style-type: none"> – Implement East-West street projects. – Develop a signage strategy that directs people towards these spaces from within the urban environment. – Provide a series of entry points and linkages from the edge of the Town Belt up to the ridgeline and lookout points – Highlight popular walking routes for visitors to the city.
<p><i>Clyde Quay</i></p> <p>Create a public space plan to improve public access to the historic Clyde Quay Harbour and connection back to the rest of the waterfront and up to Mt Victoria.</p>	<ul style="list-style-type: none"> – Prepare a public space plan that considers: <ul style="list-style-type: none"> – current and proposed relationship with Oriental Parade – current and proposed access arrangements – heritage fabric – landscape – public facilities – built form.

WELLINGTON HAS OVER 200m² OF GREEN SPACE PER CAPITA - ONE OF THE GREENEST CITIES IN THE WORLD



WELLINGTON
207m²



NEW YORK
18m²



LOS ANGELES
25m²

4.4 Precincts






Though Wellington's central city is compact, it is also made up of a series of distinct precincts or neighbourhoods, each with its own character – from the region's premiere shopping high street to the entertainment district around Courtenay Place to the creativity of Cuba Street, as well as office parks and inner city residential areas. Some of these neighbourhoods are relatively underdeveloped and ripe for renewal and growth.

As the number of people living within the central city grows, we want to ensure that we are also growing communities and neighbourhoods. This can be achieved by ensuring that developments provide not only places to live but also places for recreation, relaxation, and for people to get together.

A series of precinct plans will set out urban design objectives, built form criteria, and site guidelines that will integrate with other regulatory tools. These plans will provide a guide to developers who may want to invest in the neighbourhoods that are being developed.

The benefits of this work include:

- enhancing the existing character of parts of the city
- ensuring the right balance between built fabric and open space
- increased private amenity
- increased public amenity
- reduced environmental impacts of development
- increased community participation
- greater variety of business locations
- housing choice.

-  **Create a prosperous central city**
-  **Accommodate growth and change**
-  **Ensure connections are easy to make**
-  **Create inner city neighbourhoods**
-  **Strengthen character and coherence**

LEGEND

- 4.4.1 Parliamentary Precinct
- 4.4.2 Memorial Precinct
- 4.4.3 East Te Aro Precinct
- 4.4.4 Victoria/Cuba Precinct
- 4.4.5 Waterfront - Central Precinct
- 4.4.6 Pipitea Precinct

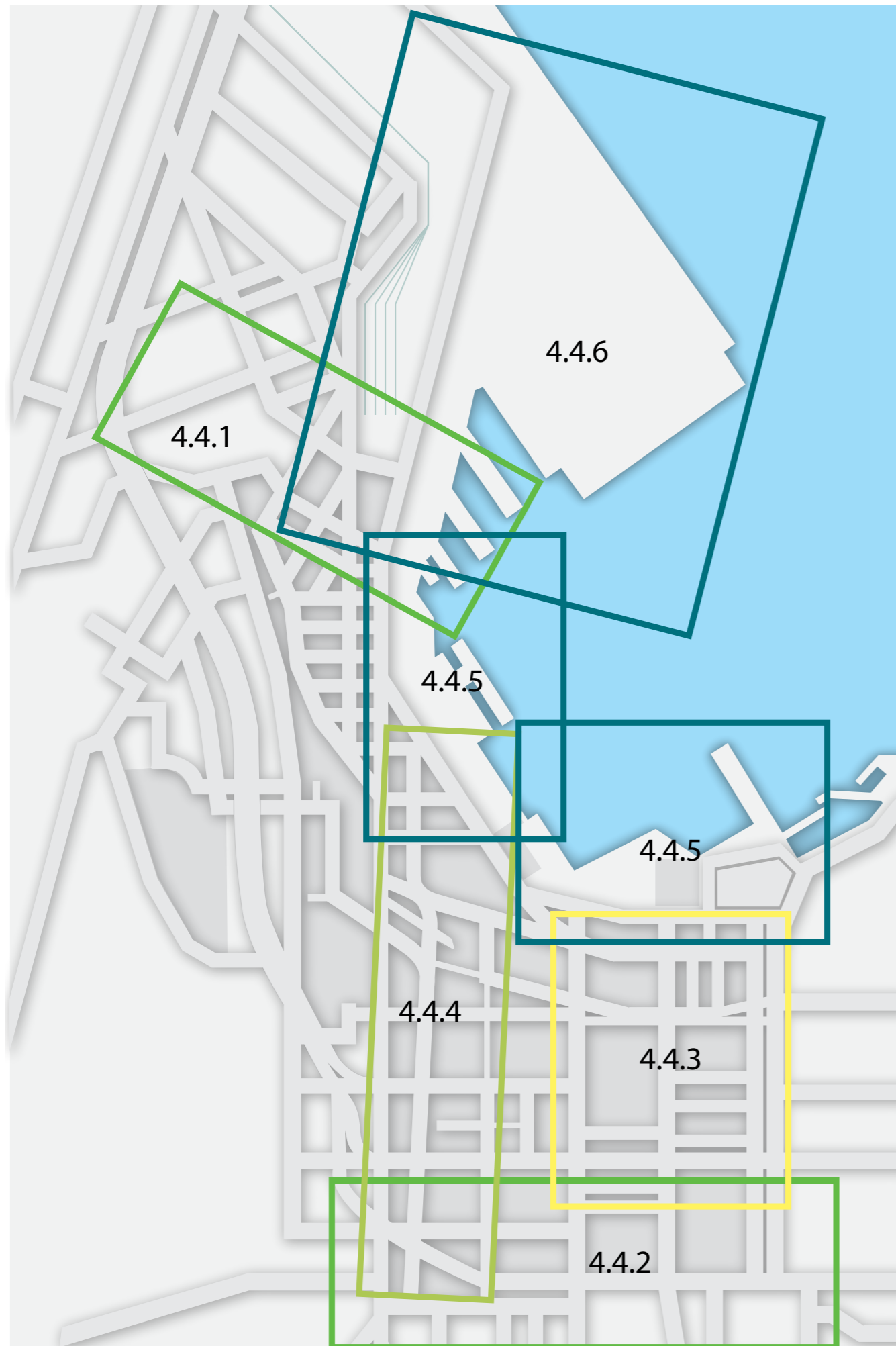


Figure 28. Precinct plans will build on the existing character of an area and define how it will look and function in the future.

4.4.1 Parliamentary precinct



As the name indicates, the Parliamentary precinct's primary function is government. It is home to Parliament, ministries, departments, and foreign embassies. It's also home to the judiciary, Victoria University's Law School, and cultural institutions such as the National Library and Archives New Zealand.

Though it is busy during the day, it is relatively quiet during evenings and weekends in spite of the presence of the Cathedral of St Paul and the addition of a number of apartment blocks in the last decade or so.

Current urban character

The area has:

- a number of distinctive buildings – they currently act as objects rather than contributing to the overall surrounds
- a detached feel from the city – the current spatial design creates a sense of distance from the northern end of Lambton Quay and from the waterfront
- a number of 'fortress-style' buildings – the High Court, Court of Appeal, National Library, Victoria University – that add to this sense of detached spaces.

Emerging or desired function

This precinct's critical function is as a centre of government, and this will continue to be the case long into the future. The precinct can, however, perform this function more effectively:

- The spaces between iconic buildings can be better designed, not only to improve connections between various parts of government but also to make the precinct more open and welcoming



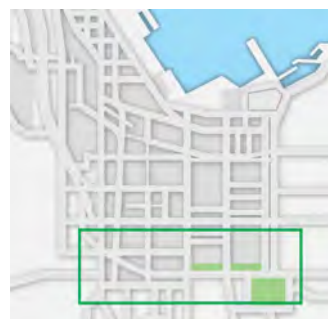
Figure 29. The parliament precinct will deliver better places for people to spend time while ensuring built and social heritage is not lost.

- The precinct can more effectively reflect New Zealand's status as one of the world's most open and long-standing democracies. Its built form, signage and other aspects of urban design can share the story of New Zealand's democracy and so foster a sense of belonging and nationhood.
- A stronger identity and more openness will allow the precinct to more effectively cater for tourism, reflecting Wellington's capital city status.
- A wider variety of uses can be encouraged, so that the precinct is busy all week round, not just during working hours.
- Open spaces can connect the precinct to Te Ahumairangi and the waterfront, which are geographically nearby but visually remote.
- A holistic approach can be taken to find solutions for reducing the effects of the wind.

As noted earlier, a processional route is to also be introduced from Parliament to the Memorial and beyond to Government House.

Projects	Actions
<p><i>Parliamentary precinct plan</i></p> <p>The project is to create a precinct plan to guide future development in the area. Works would likely include the development of civic space at Molesworth Street with Parliament as its western edge and the cathedral to its north; a stronger physical and visual harbour link; and a new entry and urban edge to Lambton Quay.</p>	<ul style="list-style-type: none"> - Identify further constraints and opportunities with stakeholders - Undertake comprehensive precinct plan - Create capital works programme - Integrate with planning and design guidance along with other regulatory mechanisms.
<p><i>Guiding principles of the precinct plan will be:</i></p> <ul style="list-style-type: none"> - openness - national significance with informality - a place of debate and learning - heritage - connection (a place of migration) - a source of national pride. 	

4.4.2 Memorial precinct (south Te Aro)



This area has three main functions. It acts as a transition space between the central city and southern suburbs, provides traffic movement across the city, and is an educational area with Massey University's city campus, two high schools and a primary school in close proximity. It is also bordered by nationally significant buildings such as Government House and the National War Memorial, as well as the Basin Reserve.

The area lacks a defining characteristic. It is made up of large city blocks with a number of vacant sites. It is dominated by traffic, not people, and it is characterised by a general sense of dislocation.

Emerging or desired function

The area has a number of characteristics that can be harnessed to make it a distinctive and desirable neighbourhood:

- As an elevated area that is relatively open, it is well suited to an increase in residential living.
- The creation of a National War Memorial Park will provide a break-out area for students and local residents.
- Its east-west vista provides clear links between the Town Belt and Kelburn.
- Its proximity to Adelaide Road – an identified area of revitalisation – will complement its growth, meaning more people will walk and cycle through the area.

There is an opportunity for existing laneways and smaller East-West linking streets to be developed to provide improved spaces for pedestrians and support small businesses (see Laneways).



Figure 30. The integration of the memorial park and surrounding uses will form a green edge to the city that provides ease of connections to the inner city suburbs to the south. Image: Provided by Wraight Athfield

Projects

South Te Aro/ Memorial Precinct

The project is to create a precinct plan to guide future development in the area. Key aspects of the plan will be the creation of National War Memorial Park, and steps to make more effective use of the small streets providing for easier movement and a sense of a local neighbourhood.

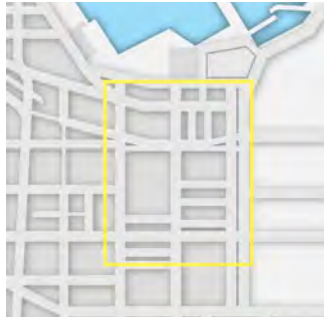
Actions

- Identify further constraints and opportunities with stakeholders.
- Undertake comprehensive precinct plan.
- Create capital works programme
- Integrate with planning and design guidance along with other regulatory mechanisms.

Guiding principles of the precinct plan will be:

- openness – connection to the hills
- a green edge to the central city
- location choices for small to medium business
- housing choice
- an inner city neighbourhood (residential and mixed use)
- a place of reflection and learning.

4.4.3 East Te Aro



This precinct covers the area between Taranaki Street and Kent/ Cambridge Terraces. The area has a variety of functions:

- inner city living – over the last decade or so there has been rapid growth in the number of residential apartments
- ‘hidden’ bars, night spots and boutique stores
- destination shopping – such as large format retail and car yards
- transit – Vivian Street and Kent and Cambridge Terraces are main thoroughfares
- employment – small office blocks, some light manufacturing, and service outlets
- low rise buildings, but with a mix of building ages and types.

The street grid is composed of regular North-South streets and regular but less continuous East-West streets. This means there are many intimate streetscapes, and that streets offer clear views towards both the harbour and the Town Belt.

Though the street blocks are fairly large, there are many public and private links crossing these blocks, which have potential for renewal to make them more accessible, vibrant and pedestrian friendly.

The mix of building types and ages gives the area an urban, gritty feel, while the dominance of low-rise buildings means that it operates on a human scale.

However, the area suffers from:

- discontinuous development – the area has sites that are empty or are used only for ground-level car parking
- limited space to congregate – the area has little greenery and very few open spaces where people can gather
- few opportunities to engage in city life – the area is dominated by cars; only a few areas are pedestrian friendly



Figure 31. Existing barriers for vehicles can be used to create enjoyable places for pedestrians and cyclists.

- a broken street grid – this makes it difficult for people to navigate across town from east to west, and means that street blocks are not very coherent and provide little reason for people to explore them on foot.

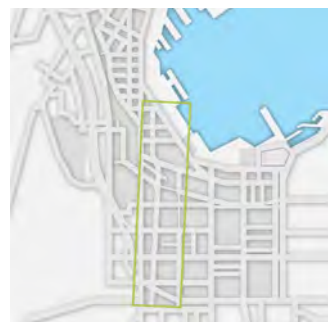
Emerging or desired function

East Te Aro has attracted a significant amount of residential/apartment development. This can continue, but space also needs to be provided for small and medium sized business which will provide not only places of work but also more lively streets. As the area becomes more densely populated, it is crucial to sustain and extend the smaller East-West streets and laneways to provide walking routes and protect access to sunlight and views.

With the commercial heart of the city concentrated on the Quays and Terrace, Te Aro can develop as a mixed use inner city neighbourhood – retaining some of its existing ‘gritty’ character while also developing more of an urban residential feel with sustainable buildings, greener streets, and more activity at street level.

Projects	Actions
<p><i>East Te Aro</i></p> <p>The project is to create a precinct plan to guide future development in the area. The precinct will be bordered by two boulevards and offer improved connections across the city. It will offer model examples of sustainable retrofits and new builds creating a sense of renewal.</p>	<ul style="list-style-type: none"> – Identify further constraints and opportunities with stakeholders. – Undertake comprehensive precinct plan. – Create capital works programme. – Integrate with planning and design guidance along with other regulatory mechanisms.
<p><i>Guiding principles for the precinct plan will be:</i></p> <ul style="list-style-type: none"> – flow – introduce additional laneways and pedestrian links to make the area more walkable – variety – emphasise the fine-grained nature of the street grid – distinction – heighten architectural quality to add the character of the area, and encourage sustainable building and retrofits – location – choices for small to medium business with the bordering boulevards able to carry larger office blocks on some key sites – housing choice – neighbourhoods (residential and mixed use). 	

4.4.4 Southern Victoria/Cuba Precinct



Despite being a block apart, southern Victoria Street and Cuba Street are two very different spaces.

Cuba Street is a heritage area filled with eclectic shops, cafes and bars. It is a physical expression of city's creativity, diversity and openness.

Southern Victoria St, by contrast, feels like the city 'petering out'. Dominated by cars, its primary function is one of transit across or out of the city. Unlike Cuba Street, it has many sites that are unused or used only for parking, and very little street level activity to provide atmosphere or encourage pedestrians.

Emerging or desired function

Southern Victoria Street is ready for development and revitalisation as an inner city neighbourhood, with quality residential buildings, and space for shops and small business offices. This change in use – along with new green spaces, a network of pedestrian walkways, and a clearer street alignment – will reinvigorate this area as a place to live and work. It will make the area more walkable and more lively, and make businesses more viable. Revitalisation will contribute positively to neighbouring areas, including Cuba Street and nearby university campuses including Victoria's architecture school and Massey's main campus.

Projects	Actions
<p><i>Victoria + Cuba precinct plan</i></p> <p>The precinct plan will consider:</p> <ul style="list-style-type: none"> – A new street alignment that better integrates Victoria Street into Te Aro's street network, improves pedestrian comfort, and increases public domain quality generally. – New paving, landscaping and lighting. – New landscaped spaces to boost Te Aro's civic and ecological performance. – Two pocket parks, incorporating a new civic north-south link between Ghuznee and Vivian Streets. – New boulevard landscapes to define major streets. – Pedestrian links strengthened and extended. – New residential building developments to incorporate landscaped private courts, providing increased open space amenity and enhanced privacy, and access to sunlight and cross-ventilation. – Development of Marion Street as a shared space in conjunction with development over time of the adjacent land on the east side. 	<ul style="list-style-type: none"> – Identify further constraints and opportunities with stakeholders. – Undertake comprehensive precinct plan. – Work with landowners – Integrate with planning and design guidance along with other regulatory mechanisms.

Guiding principles of the precinct plan will be:

- clear built structure
- housing choice
- sustain city character
- green links
- renewal



Figure 32. A concept proposal for the Victoria and Cuba Precinct.

4.4.5 Waterfront connections



The development of the city's waterfront is governed by a separate urban design framework, the Wellington Waterfront Framework (available at www.wellingtonwaterfront.co.nz). This has guided the creation of quality open spaces for recreation and enjoyment, as well as quality building developments for both public and private use.

Connections to the waterfront from the rest of the central city can be enhanced. In particular, connections to the waterfront from the area between Taranaki and Tory Streets could be clearer and easier for pedestrians. Cable Street infill can bring a mixture of residential and cultural uses to the area, enlivening this vital precinct.

Projects	Actions
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Waterfront connection plan
The project will consider improvements in connections between the waterfront and the city covering both street links and relationship to built form and activities.

- Undertake precinct connection plan
- Develop concept plans in response to proposed reduction in traffic on Jervois Quay (in line with the Ngauranga to Wellington Airport Corridor Plan).

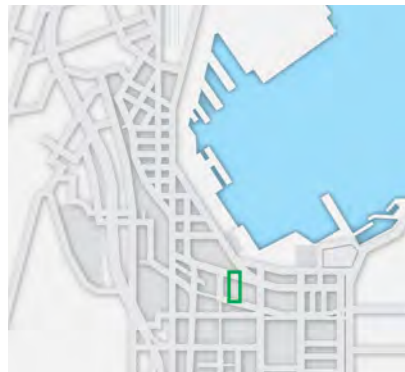


Figure 33. Location of Michael Fowler Centre carpark.



Figure 34. Existing condition of Michael Fowler Centre carpark.

Figure 25. Left: Location of connection across Michael Fowler Centre carpark. Right: Existing condition of Michael Fowler Centre carpark. Below: Connections to the waterfront can be made either through streets, lanes or by creating better environments where existing pedestrian thoroughfares are.



Figure 35. Below: Connections to the waterfront can be made either through streets, lanes or by creating better environments where existing pedestrian thoroughfares are.

4.4.6 Pipitea precinct



The Pipitea Precinct is a large area that includes major city infrastructure: the operational port, the Wellington Regional Stadium, and the railway station. It also includes Harbour Quays – a large format office park that has been developing over the past decade and will eventually turn into a mixed use area.

The area borders other vital precincts including:

- the Parliamentary precinct (home to Parliament, courts, government offices and a university campus among other things)
- the Lambton precinct (home to offices as well as the region's premiere shopping street), and
- the waterfront.

The key consideration for the Pipitea precinct is how to enhance connections to the rest of the central city, while maintaining the integrity of existing vital functions such as:

- movement of goods
- providing a gateway to the city for commuters and for visitors on cruise liners and ferries, and
- providing access to the stadium for major events that are important to civic pride.

Projects	Actions
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Pipitea Precinct connection plan
The project will consider improvements in connections between the precinct and central city, covering both street links and relationship to built form and activities.

- Undertake precinct connection plan
- Work with the port on its master plan
- Work with the port and NZTA on Aotea Quay gateway.





4.5 Systems infrastructure

Natural systems including movement, water, wastewater, energy and climate are a part of city life. Their impacts have been modified over time as the provision of core infrastructure - roads, pipes, drains, power, seawalls etc - became more secure.

Climate change, earthquakes, biodiversity loss, growth and emerging technologies now provide a new context to consider the long term viability and security of supply of some of this infrastructure.

An aim of this project is to enhance the long term resilience of the city in response to these factors. This will be achieved in three ways:

- By embedding responses within the projects. For example pocket parks provide additional places for people to congregate during emergency events
- By undertaking studies and research into best practice and local conditions
- By raising public awareness of the importance of these systems and managing them for our quality of life.

-  **Create an eco inner city**
-  **Make our streets green**
-  **Accommodate growth and change**
-  **Tell our stories**

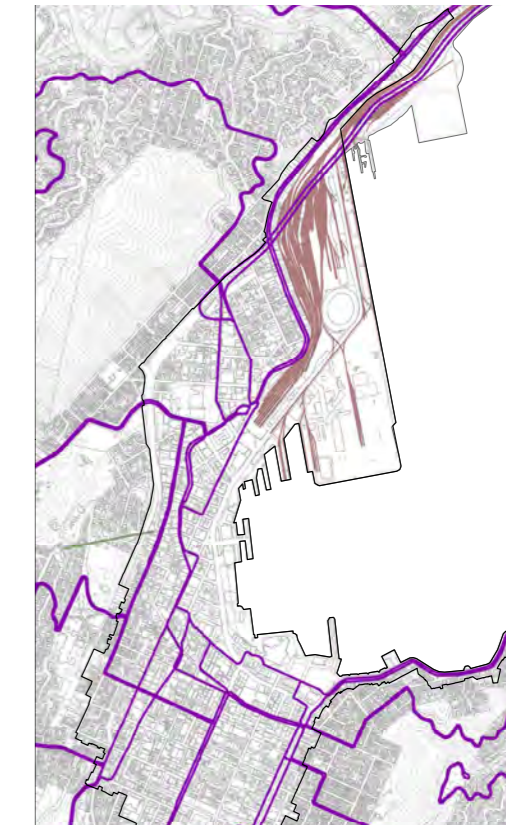
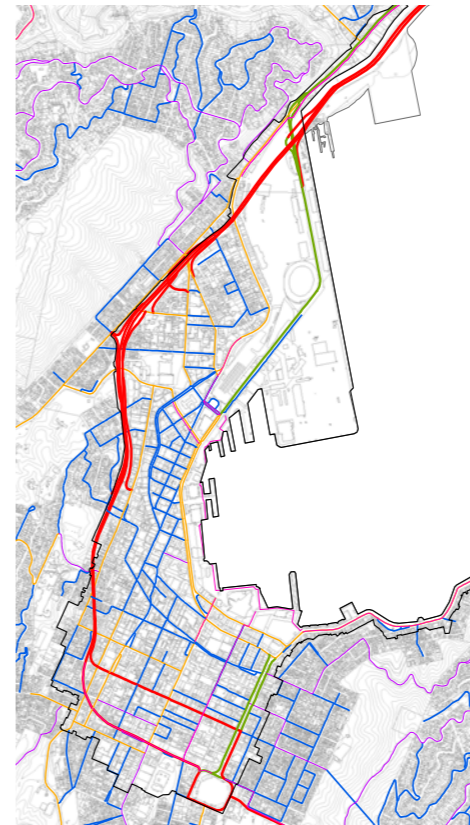
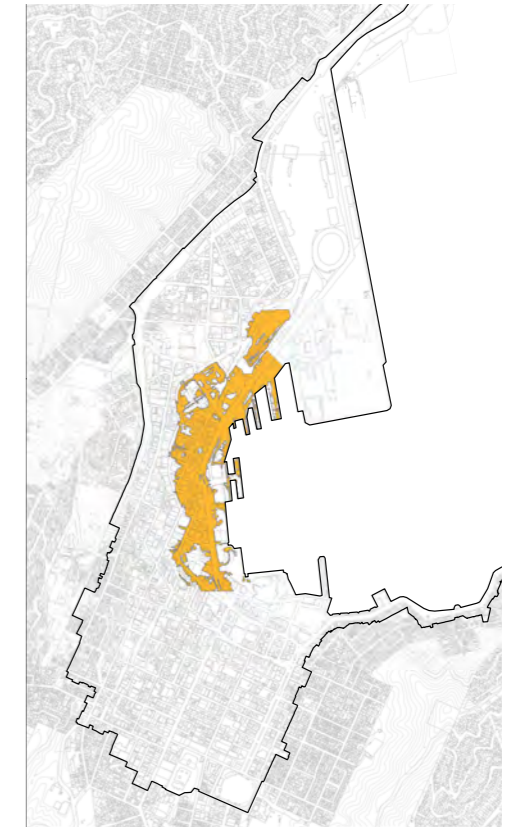
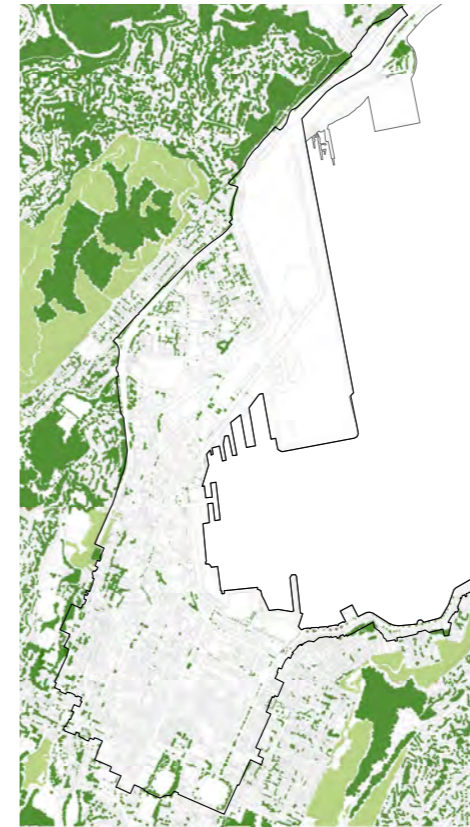


Figure 36. Layered systems analysis will be the basis of all the research and project work

4.5.1 Green Infrastructure

Green infrastructure is the interconnected network of open spaces and natural areas, such as parks, reserves, wetlands and native plant vegetation, that naturally manages storm water, reduces flooding risk and improves water quality. Green infrastructure usually costs less to maintain when compared to traditional forms of infrastructure.

There are opportunities to incorporate more green infrastructure into Wellington's central city. This is in keeping with Wellington's aspiration to become an eco-city and will contribute to Wellington becoming a model for sustainable living.

In addition to promoting "green infrastructure" in specific areas of the city, there are broadly applicable initiatives that can integrate soil and plant systems throughout the city's hardscape areas. Dispersed areas of green infrastructure would provide for the cumulative rehabilitation of the urban environment by intercepting dust, moderating ambient air temperatures and wind velocities, and treating air and water quality.

This includes:

- Sustainable water management standards
- Creating a legible green network of spaces and links
- Responding to existing natural systems within open space.



Figure 37. Innovative ways to provide green infrastructure within buildings will be investigated, the example above slows the water on its path to the stormwater system by using planting.



Figure 38. Stream streets, the open spaces and other vegetation help form a legible green network.

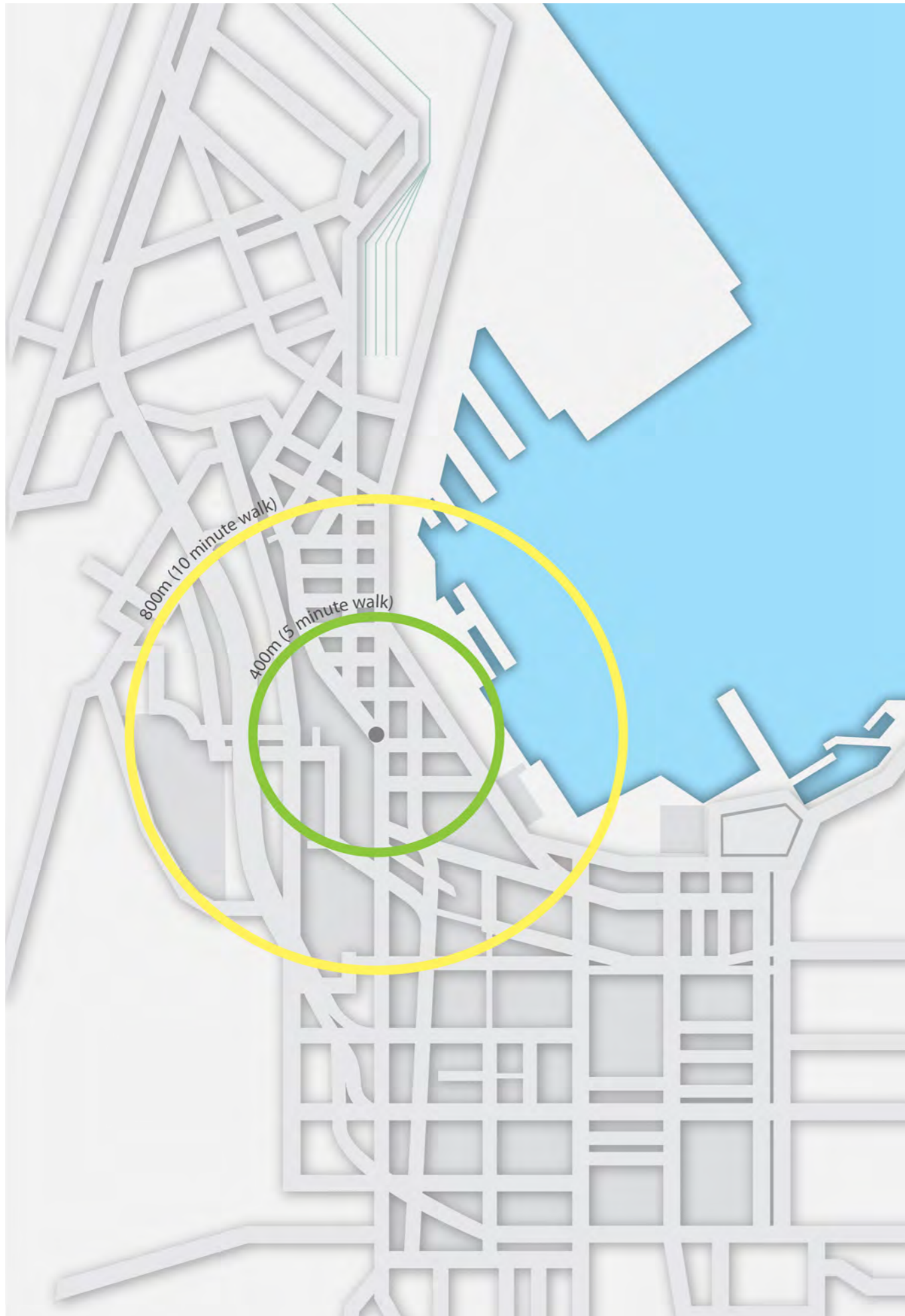


Figure 39. Wellingtonians walk further than people in other New Zealand cities. We need to ensure this continues by providing pedestrians a pleasant environment to be in.

4.5.2 Movement

Wellington's existing transport network carries large volumes of people and goods into, out of, and through the central city safely and efficiently. However, to ensure that this continues Wellington's street network will need to be continuously monitored to ensure movement efficiency for all modes. Steps to this end will include:

Interventions to improve accessibility: factors such as the one-way system, the placement of furniture, traffic islands, and slip lanes can all affect the amenity for pedestrians and the cyclist and can present barriers to those in wheelchairs. Reducing or eliminating the negative affects of these, while still acknowledging their need to perform their traffic carrying role efficiently, will be a focus of the streets projects.

Understanding the economic impact of improved 'wayfinding' for vehicles and studying the distribution of traffic across the network (rather than concentrated on one or two streets).

Assessing the alignment between the role and function of each street within the city centre and the location of public transport routes, parking locations and the best places to walk and cycle must occur.

Supporting work will include:

- Comprehensive Cycling Plan
- State Highway integration
- Review of engineering quality standards
- A comprehensive Parking Plan

4.5.3 Climate

Wellington is a city which is subject to high winds. The city topography, the heights of buildings and the width and orientation of the streets and open spaces also combine to dictate wind speeds and the level of sun or shade to public places. These factors also influence the extent to which light can penetrate into city buildings.

The growth in city living require attention to the city environment as the “backyard” for many people. Access to quality open spaces, sun and shelter are important to the quality of the living experience and the long-term sustainability of this aspect of Wellington’s future.

Coupled with our climatic conditions we are now faced with adapting and mitigating to accommodate climate change.

Our work in this area will include:

- Wind and climate study
- Increasing the environmental performance of buildings
- Addressing rising water levels.



Figure 40. The wind plays a significant role in the way people experience the city.



Figure 41: Hafen City, Germany has been designed to accommodate levels of flooding. Innovative options for addressing rising water levels while still maintaining streetlife will be explored within a wider study for the city.

5

Principles for prioritisation

5.0 Principles for prioritisation

How do we decide what to do and when?

It's a simple question with a complex answer. To develop the projects set out in this framework, we've taken into account a huge range of factors. The spatial structure, movement potential, trends, the future of the city, public comments, and the need to take action were all key factors.

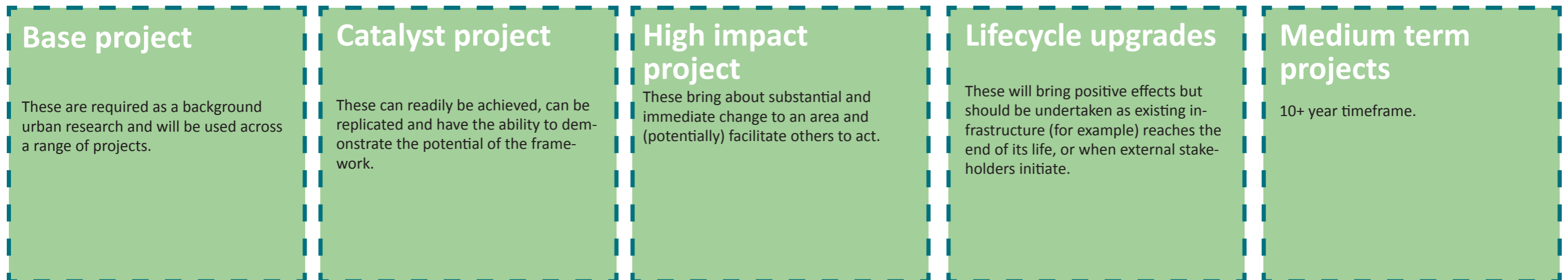
The overall aim is to enhance the well-being of Wellington and its people by sustaining a dynamic central city, provide more certainty about the future, and ensure prudent management of the city's finances and assets. We've also had to be mindful of the links between the different parts of our work — for example, the relationship between transport and urban form, or the environmental impact of urban development.

We will consider the following to guide the timing of projects:

- legislative and regulatory requirements and changes to those
- consistency with Council strategies and policies
- cost and funding options
- benefits / return investment
- urgency – the extent to which a project represents a one off opportunity or can be realised at later stages
- whether someone else will fund/provide it if we don't
- whether we'll achieve significantly more benefits or incur significantly less cost by funding/providing the project now instead of later
- its relationship to existing Council services and assets
 - how old they are
 - what condition they are in
 - whether they are meeting current needs
 - how much longer they can last for
 - whether demand will go up in future (because the population is growing or people are doing things differently)
 - what maintenance work, upgrades and renewals will be needed to meet demand in the next 10 years or so
- any risks involved.

Prioritisation categories

The projects will be assessed against these and then prioritised into the following categories:



6

Measures of success

6.0 Measures of success

A set of indicators will be developed to measure the effect of the framework. This will be based around the following:

Greater Diversity

We seek greater diversity in the population of the central city (in terms of age, ethnicity and household makeup) as well as greater diversity in terms of commerce and the types of organisations that are present in the city.

Potential measures include tracking the changing demographics of central city residents and business/employee demographics.

Fewer emissions

We seek to have a city that is more environmentally sustainable and produces less greenhouse gas emissions.

Potential measures include tracking city wide emissions, electricity and fuel use, commuting habits and the sustainability of the city's building stock.

More walking

A walkable city is a sustainable city. We seek a city where walking is a viable and well-used transport option.

Potential measures include tracking the amount of people walking into the CBD and around it, and measuring how 'walkable' the city is.

More time recreating

We aim for a city where people want to spend their leisure time as well as work.

Potential measures include attendance at key central city events, pedestrian activity out of hours and the extent to which people choose to spend time in the central city.

More employment

We seek to have a central city that has a high level of employment for its residents and those who travel into it. The city will be a centre of ideas and commerce.

Potential measures include comparisons of employment rates with other New Zealand CBDs and tracking raw employment numbers. Counting job vacancies is a potential measure of labour demand.

Greater productivity / economic growth

We seek a city that boxes above its weight in terms of economic contribution. A well functioning central city will enable commerce and industry to operate more efficiently and successfully.

Potential measures include measuring Wellington's contribution to the nation's economy and the extent to which Wellington is perceived as a good place to do business.

More people

More people residing in the Central city will enable sustainable growth and attract desirable flow on effects such as new businesses and fewer greenhouse emissions from commuting.

Potential measures include tracking the population level and density of the central city and the ability of the central city to accommodate a growth in population.

Sustainable property values

A more desirable central city will create demand from those that want to be there. Sustainable property values recognise a relationship between investment and use. We aim to see a rise in property values both in terms of land and improvements, that reflect investment.

Potential measures include tracking the values of land and buildings (both residential and commercial), demand for tenancies and resource and building consents (to look at future trends).



Figure 42. People enjoying the view and native planting on Wellington's waterfront.



Figure 43. The mixed use and “boutique” nature of Cuba Street forms a major part of the character of Wellington.



Figure 44. Sheltered, informal open space being enjoyed.

OBJECTIVES	Create a prosperous central city	Accommodate growth and change	Make our streets green	Build the city in response to the landscapes	Create an eco inner city	Ensure connections are easy to make	Create inner city neighbourhoods	Tell our stories	Strengthen character and coherence
MEASURES									
Greater diversity	●	●					●	●	●
Fewer emissions		●	●		●	●	●		
More walking			●	●	●	●	●		●
More time recreating	●		●	●	●	●		●	●
More employment	●	●							
Greater productivity/ economic growth	●	●				●			●
More people	●	●	●		●	●	●		●
Sustainable property values	●	●		●	●		●		●