

WELLINGTON TOWARDS 2040: SMART CAPITAL

CENTRAL CITY FRAMEWORK

APPROACH TO IMPLEMENTATION

INTRODUCTION

Wellington's central city is its economic engine and cultural heart. It is compact, lively and full of character; a centre of government, business and creativity; a place to live – to think, learn, grow, work, shop, relax and be entertained.

But as the population grows, people's ways of living and working change, environmental and resource pressures intensify, and Wellington increasingly faces competition from other cities for people and investment. The central city will face challenges. This Central City Framework explains how we can respond to some of those challenges. It does not propose to change the central city's existing character and strengths. Rather, it seeks to enhance and build on those strengths, while making practical improvements so future Wellingtonians will enjoy a city that is even more friendly, prosperous, sustainable and dynamic. In short, it outlines a framework for improving the city in both the public and private realms, as we move towards the bicentennial in 2040 and our vision as a smart capital.

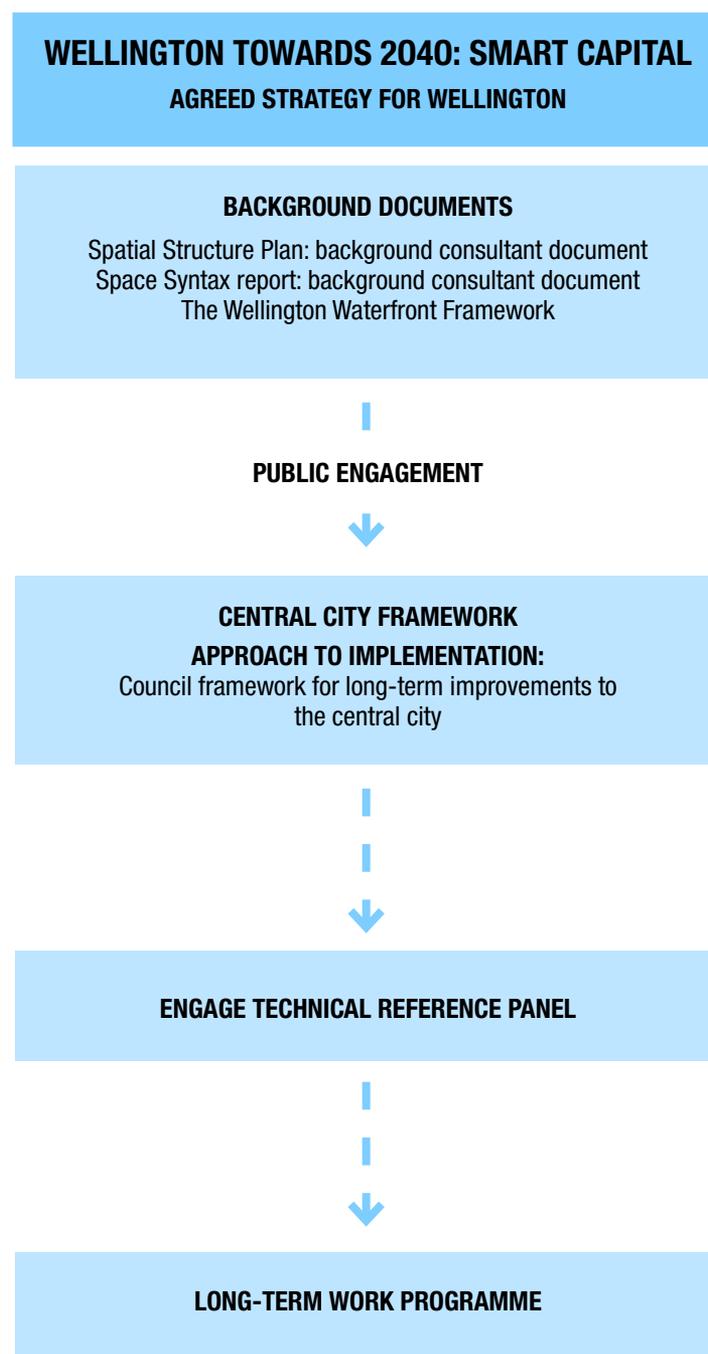


Figure 1. Wellington Towards 2040: Smart Capital sets the overall strategy for Wellington. The Central City Framework describes how we could implement the recommendations from overseas consultants, local experts and the general public. The next steps will be to gather further information on the projects suggested to create a long-term work programme.

Existing work	Supporting work	Future work
- Urban Development Strategy	- Wellington Towards 2040: Smart Capital	- Initiate catalyst projects
- Public Space Policy	- Spatial Structure Plan	- Develop precinct plans
- District Plan (central area)	- Space Syntax movement analysis	- Complete project-specific designs
- Plan Change 48: Central Area Review	- The Wellington Waterfront Framework	- Design concepts for long-term projects
- Waterfront Framework	- Economic Development Strategy	- Complete Public Space Design Manual
- City to Waterfront: Public Spaces and Public Life Study		- Set terms of reference for an urban design panel
- Heritage Policy 2010		- Explore funding mechanisms
- Climate Change Action Plan		- Integration into the District Plan
- Transport Strategy		- Implement transport improvement projects
- Parking Policy		
- Walking Policy		
- Cycling Policy		
- Bus Prioritisation Plan		
- Capital City Initiative		
- Development Contributions Policy		
- Arts Policy		
- Wellington – our sense of place		

CONTENTS

Introduction	1
Current strengths, future challenges	7
The central city now	8
Future trends and challenges	10
The way forward	10
Objectives for the central city	11
Making it happen	15
Areas of opportunity	17
Streets	19
North-South boulevards	20
East-West connectors	21
Laneways	22
Irregular streets	23
Built structure	24
Building quality	25
Built heritage	26
Case study sites	27
Open Spaces	29
Triangular spaces	30
Green walls and roofs	31
Stream streets	32
Landscape (focus areas)	33
Precincts	35
Parliamentary precinct	36
Memorial precinct (south Te Aro)	37
East Te Aro	38
Southern Victoria/Cuba precinct	39
Waterfront connections	40
Pipitea precinct	40
Systems infrastructure	41
Green infrastructure	42
Movement	43
Climate	44
Principles for prioritisation	45
Measures of success	47

1

CURRENT STRENGTHS, FUTURE CHALLENGES

CURRENT STRENGTHS, FUTURE CHALLENGES

This framework aims to protect and enhance all that Wellingtonians love about the central city, while also making improvements where they are needed in response to current and future challenges.

The central city now

The success of any city is a product of history, geography, economics, architecture, planning – and, above all, people.

A great city has a distinct character and culture – an identity that inspires passion in those who live there and envy in those who do not. It is a destination – it draws people in, to work, shop, play, learn, and enjoy themselves. It has variety – it can meet a wide range of interests and tastes. It is easy to get into and get around. And it is intimate – it is built on a human scale, and so encourages the random encounters between people that spark friendship, creativity, and – increasingly – economic success.

There is much to admire in Wellington's central city. Though Wellington is small, it is New Zealand's most 'urban' in character. This is reflected in its high population density, compact urban form, creative and cosmopolitan atmosphere, variety of experiences on offer, and dynamic, ever-

changing population.

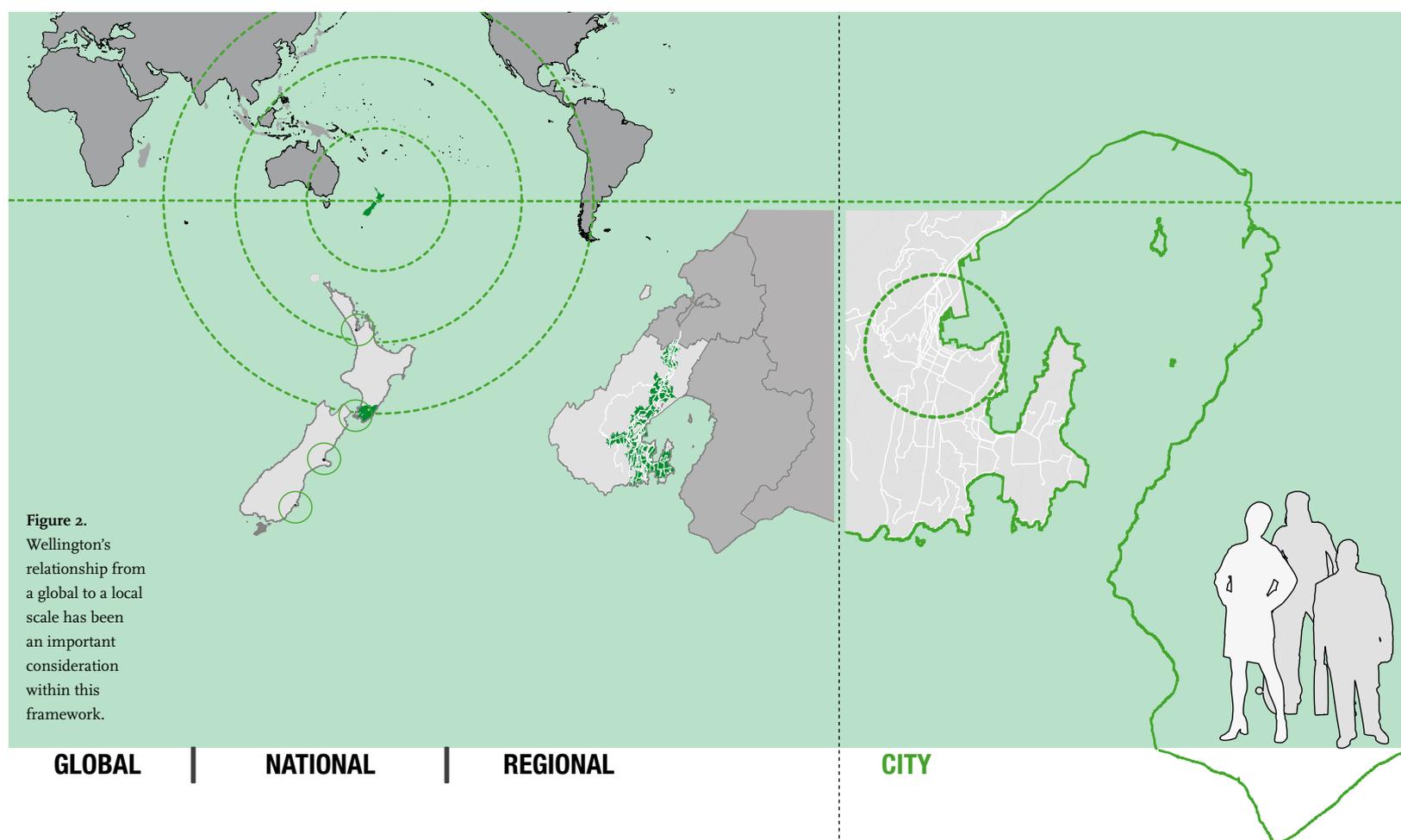
Key features of Wellington's central city include:

Compactness. The harbour and hills confine the central city within a fairly small footprint. Unlike most central cities, Wellington is small enough that it's easy to walk from one end to the other. This compactness, and the relationship between the city and the natural features that surround it, contribute to Wellington's unique character – making it an urban village with a wild edge.

A wide range of uses. Decades ago, the central city was dominated by government and corporate offices, with some light industry in Te Aro. It was quiet in evenings and weekends. Now, the central city is a vibrant area supporting a wide range of business, cultural entertainment/hospitality, and recreational uses. Increasingly, it has become a place to live as well as work – the number of inner-city residents grew by almost 50 percent in the years 2001-2006.¹

Distinctive shops. A large number of independent retailers gives the city a varied shopping experience, from the Golden Mile to the bohemian shops and cafés of the Cuba quarter. This gives the city a point of distinction when compared with the chain

1 Based on census figures.



stores and shopping malls that increasingly dominate smaller centres.

The heart of the cultural capital. The central city houses many of New Zealand's foremost cultural institutions and events, from Te Papa and the New Zealand Symphony Orchestra to the New Zealand Festival, the World of WearableArt, and more. It is also home to many creative sector businesses. Wellington's creativity and heritage are reflected in its urban environment, for example through its growing range of public art. These central city features are the basis of Wellington's status as New Zealand's cultural capital.

Café culture. Wellington's intimate street layout and the cosmopolitan tastes of its people are reflected in the city's famous café culture. The cafés, bars and restaurants that line the city's streets provide informal meeting places and help to make the central city a magnet for Wellington residents' social lives as well as working lives.

Quirky and intimate. Wellington's geography has contributed to a 'fine grained' street layout, with many smaller streets and lanes. Though main streets largely run north-south, that pattern is broken by the quays which follow the natural shape of the

harbour. Together, these features give the city an intimate and quirky feel, particularly in the Lambton and Cuba precincts. That quiriness is also reflected in the city's mix of building styles and public art. This street layout is important for the central city's vibrancy – urban planners believe that short blocks encourage people to take a variety of walking routes and so support a wide range of independent shops, cafés etc.

IN 2040

200 YEARS SINCE THE SIGNING OF THE TREATY OF WAITANGI

175 YEARS SINCE THE CITY BECAME THE NATION'S CAPITAL

PROJECTIONS FOR 2040

55 (STATISTICS NZ MEDIUM SERIES POPULATION PROJECTIONS)
THOUSAND MORE PEOPLE LIVING HERE

68 PERCENT OF ALL WELLINGTON CITY JOBS ARE IN THE CENTRAL CITY

People. The strengths of Wellington's central city reflect the tastes of the people who spend time there. On average, Wellingtonians are younger, more mobile, better educated, less car-oriented, and more affluent than the average New Zealander. This is particularly true for residents of the central city and inner suburbs. While the geography and built environment support their aspirations, it is the central city's dynamic population who give Wellington its creativity and cosmopolitan atmosphere.

Population density. Wellington City's compactness contributes to high-population density, both for resident and working populations. This helps to keep the city lively, both during working hours and in the evenings. It also means there are enough people to support variety in shopping, entertainment, recreation and other experiences. With more than half of the region's GDP coming out of the 2.1 square kilometres that make up the central city – its also a vital part of the economy.

Capital city status. Wellington's status as capital city is vital to the city's identity and ongoing success. Events ranging from protests at Parliament to Anzac Day commemorations contribute to urban vitality

and sense of place. Capital city status attracts businesses (both corporate and creative) and allows the city to sustain its population of highly-educated professionals. Capital city status also attracts media attention and fosters international connections that make the city much more cosmopolitan than a city of its size would otherwise be.

Natural setting. The significant ridgelines and hilltops, the coastline, the Town and Green Belts and the relationship of these natural elements to the grid street network integrates the city and nature in a way that no other New Zealand city does. All of these features together give Wellington its unique character, identity and 'sense of place' – allowing it to be at once intimate, cosmopolitan, quirky, wild, human, and creative. However, in some respects the central city is not as strong as it could be. For example:

Vibrancy. Some parts of the central city, such as Te Aro, have less intimate street layouts, and so shops, cafés etc tend to concentrate along main streets, leaving other areas less vital and vibrant.

Public space. In some parts of the central city – such as Tory Street – there has been rapid residential development, and retail and hospitality businesses have started to

follow, but development of public spaces and facilities has not kept up. Though inner-city parks are important, other changes such as wider pavements, improved street furniture, street trees and traffic calming measures can all make an area more people-friendly.

Building quality. Some central city buildings are of high quality and enhance people's experience of the city – others do not.

Legibility. Physical elements such as encroachments of buildings into street space, visual clutter, and barriers contribute to poor sight lines and make it difficult to find your way between the city and key destinations. This reduces people's choices. People can be a block or two from the waterfront but not be able to see or have a sense of the harbour.

Heritage. Though progress has been made, more could be done to acknowledge and celebrate Wellington's unique history, including its status as our capital city – key features of the built environment could be highlighted more effectively to tell Wellington's story.

FUTURE TRENDS AND CHALLENGES

In the next 20–30 years, all cities are going to face challenges that reflect both global and local trends. For Wellington, key challenges will include:

Competition. As technology changes and people become more mobile, cities are increasingly competing for skills, investment, and business. Smaller cities such as Wellington will increasingly be competing with larger ones such as Auckland, Sydney and Shanghai. To be competitive, we will have to be distinct. We will have to know our strengths, and offer not only opportunity but also outstanding quality of life. A dynamic central city will be important for the city's competitiveness.

Environmental and resource challenges. Larger populations, declining resources and the changing climate will change the ways cities operate. Resource use will have to become more efficient, and pollution and emissions volumes will have to fall. This will require more efficient transport, and may lead to people living closer to work and other services such as shops. With transport modes competing for limited space, some tough decisions will have to be made about the allocation of space between private vehicles, more sustainable modes such as walking and

cycling, and more efficient modes such as public transport.

Changing nature of business. Whereas an inner-city address was once vital for businesses, new technology now means that many businesses can locate anywhere and serve customers around the globe. This plan aims to provide precincts that will develop over time, giving businesses the choice of appropriate locations. This might see larger businesses as well as smaller creative businesses that rely on personal contact clustering in Te Aro.

Changing nature of retail. Small, independent retailers provide central Wellington with a crucial point of difference from suburban malls and shopping centres dominated by chain stores. Yet these smaller stores are facing increasingly fierce competition, both from chain stores and online outlets. If these smaller stores cannot survive, a vital element of Wellington's inner-city character will be lost. We must ensure opportunities for these stores are not lost.

Larger population and more demand for urban lifestyles. 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. The quality of apartments 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 that take into account the often invigorating and changable weather.

Threats to character. The city has a wide range of building types and ages – which means it can support a mix of residents (from young artists to wealthy professionals), shops (for example, from high-street fashion to new local designers) and other uses. But continuing apartment and high end retail development, along with the changing nature of retail, may change this ‘mixed’ character over time.

City as a campus. The city is home to three universities. Each has a campus or schools either in the city or inner-city suburbs. The influx of new students and academics brings vitality and a continuous sense of renewal to the city. It places demands on accommodation and housing choices.

Policy settings. The Council has an important role in delivering regulatory and other services in an affordable and business-friendly way,

including making smart use of technology to improve the integration and cost effectiveness of services. It will also be important for the Council to develop a dynamic and ongoing relationship with businesses, providing strategic leadership and practical support to the diverse Wellington economy.

Resilience. Every city faces natural hazards. How well prepared a city is to mitigating and responding to their impacts is critical. As a city that is prone to earthquakes, Wellington is well advanced in its work to reduce the impact of such an event. It has in place some policy and regulations to address seismic strengthening of buildings, an established emergency management office, programmes for ensuring infrastructure is resilient, and a community that is aware of their need to be prepared. There is a need for ongoing focus on resilience.

THE WAY FORWARD

The Council has adopted *Wellington Toward 2040: Smart Capital*, a vision for the city's future. That vision explains the challenges Wellington will face over the next 30 years (some of which are explained above), and sets out a pathway for the future based on Wellington becoming:

a people-centred city – a city that is welcoming and friendly, provides opportunities for all, has strong neighbourhoods and communities, and embraces diversity and change

a connected city – a city with a smarter and stronger economy based on knowledge, skill and innovation

an eco city – one that moves steadily towards a low-carbon future based on 'green' innovations that also provide an economic edge and support an outstanding quality of life.

For this vision to succeed, Wellington needs a **dynamic central city**. It needs a central city that is vibrant and creative, that continues to be the engine room of the regional economy offering a wide range of experiences – while also becoming greener and accommodating more people. In the following pages, this framework explains how.



Figure 3.
This framework outlines the ways in which we can have a more dynamic central city.

2

OBJECTIVES FOR THE CENTRAL CITY

OBJECTIVES FOR THE CENTRAL CITY

These objectives will guide Council decisions and actions about the future of Wellington's central city. While the Council sets planning parameters and provides the urban environment, the achievement of these objectives will depend on the actions of many people and organisations, including property developers and landlords, businesses, central government, inner-city residents and so on.

Create a prosperous central city

This will require the central city to retain and enhance its mix of residential, retail, hospitality, business, government, education and other uses. The central city will continue to rely on government, services, and creatives as the main drivers of employment. It will be attractive and offer quality of life so that people choose to live here, retailers and hospitality businesses can prosper, and smaller creative businesses can choose to cluster here (perhaps in areas of renewal). It will offer a mix of building types so smaller, independent businesses can exist alongside larger corporate ones.

Accommodate growth and change

The central city will be adaptable, flexible and robust to accommodate growth and change in uses, lifestyles and population

and natural hazards. This will require the Council to understand developers, and developers to understand community wants and needs. There will be flexibility in use of buildings, public space and infrastructure to accommodate changes in use and reduce the impact of earthquakes and climate change. Buildings and infrastructure will be designed for energy and resource efficiency. More efficient approaches to transport, traffic management and parking will be supported.

Make our streets green

Wellington's streets will become greener and more attractive through a combination of planting, new and upgraded inner-city parks, and initiatives such as 'stream streets' and wetlands in our city open spaces. Some major routes will become tree-lined boulevards. Planting and development of urban wetlands will not only make the city more attractive but also provide ecological benefits such as improving stormwater filtration. The city's heritage can also be acknowledged through the development of 'stream streets', in which the sites of underground streams are acknowledged through landscaping and planting.

FACTS FOR NOW

52 PERCENT OF THE REGION'S GDP IS CONCENTRATED IN THE

2.1 (STATISTICS NZ MEDIUM SERIES POPULATION PROJECTIONS)
SQ KM OF THE CITY CENTRE

PROJECTIONS FOR 2040

50 PERCENT OF THE WORKFORCE WILL HAVE GROWN UP WITH FACEBOOK OR THE NEXT GENERATION OF COMMUNICATIONS

68% THE PROPORTION OF THE REGION'S GROWTH THAT WILL OCCUR IN WELLINGTON CITY

Build the city in response to the local setting

Wellington is dominated by its natural landscape – its harbour and hills – in a way that very few other cities are. This landscape provides drama and interest, makes the city attractive, and shapes the city's growth. The city's special relationship with the water will continue to be protected and enhanced. Design guidance and regulations will support

building design that is more sensitive to this landscape and existing context – for example, by ensuring that building height and form are sensitive to ridgelines and other natural features, and that relevant view shafts along streets are protected and enhanced. The local climate and variability of weather conditions are major parts of the Wellington context. The streets, buildings and open spaces within the city will need to respond and be resilient to these conditions.

Create an eco inner-city

The city will support sustainable transport choices, by encouraging people to walk, bike, skate, or use public transport – only driving when needed. Buildings will also reflect an eco-city ethos, meeting strong environmental standards and providing high levels of comfort for building users while minimising use of energy and water. Innovations such as solar energy, rainwater harvesting and green

walls and roofs will be supported where practicable. Some areas of the city may be designated for leading-edge green development.

Ensure connections are easy to make

Whether you're walking, cycling, or driving, it should be easy to orient yourself in the city and find your way around, and move from place to place efficiently. Wellington's streets, buildings and public spaces can be better integrated physically and visually into their surroundings. This will improve access and encourage a stronger sense of connection between different parts of the city.

Likewise, visual and physical connections between the city and the waterfront can be improved. So can connections between the city centre and the Town Belt, as well as visual connections between related buildings such as the public institutions clustered around Parliament.

Create inner-city neighbourhoods

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 and 'sense of place' – from the Lambton quarter to Courtenay Place, Cuba Street and various parts of Te Aro. While some of these neighbourhoods are highly developed, others (such as those in Te Aro) are ripe for renewal and growth.

Each central city area will continue to be distinct, with its own character and unique mix of uses. In some areas, retail, offices, or hospitality businesses will predominate while others will develop into inner-city residential neighbourhoods. These vibrant neighbourhoods will be safe, comfortable, varied and attractive. They will offer a range of places for people to get together. New developments will complement and enrich their surroundings.

Tell our stories

The central city will clearly reflect its own past and the identities of its people. Wellington's capital city status will be reflected in its urban environment, particularly in the area around Parliament. It will celebrate tangata whenua and the diversity of its population in the design of its streets, buildings, parks and squares, signs and public artworks, building upon the exciting 'sense of place'.

The city will also reflect the changes in its natural environment, for example through the stream streets referred to above. As we walk around the city, we should be aware of the history beneath our feet.

Strengthen character and coherence

Many parts of the central city have clearly defined built character, with most buildings conforming to a distinctive size, shape and relationship with the street. Overall, Wellington has an urban and 'gritty' feel that

sets it apart from other cities in New Zealand. Cuba Street, for example, is characterised by low-rise heritage buildings built close to and opening out onto the street. Similarly, the medium and high-rise buildings of Lambton Quay and Willis Street – though of various ages and styles – have a direct relationship with the street and provide activity at ground level.

In contrast, some parts of the city have a mixture of building shapes, sizes and styles, with inconsistent street frontages. These can be successful and form a character of their own as in areas such as East Te Aro. More consistent approaches to buildings' form and street relationships will enhance character and make the city more attractive and walkable.

Improving the central city's resilience

Proposed areas of opportunity have been recommended based on the objectives above. See table on the following page.

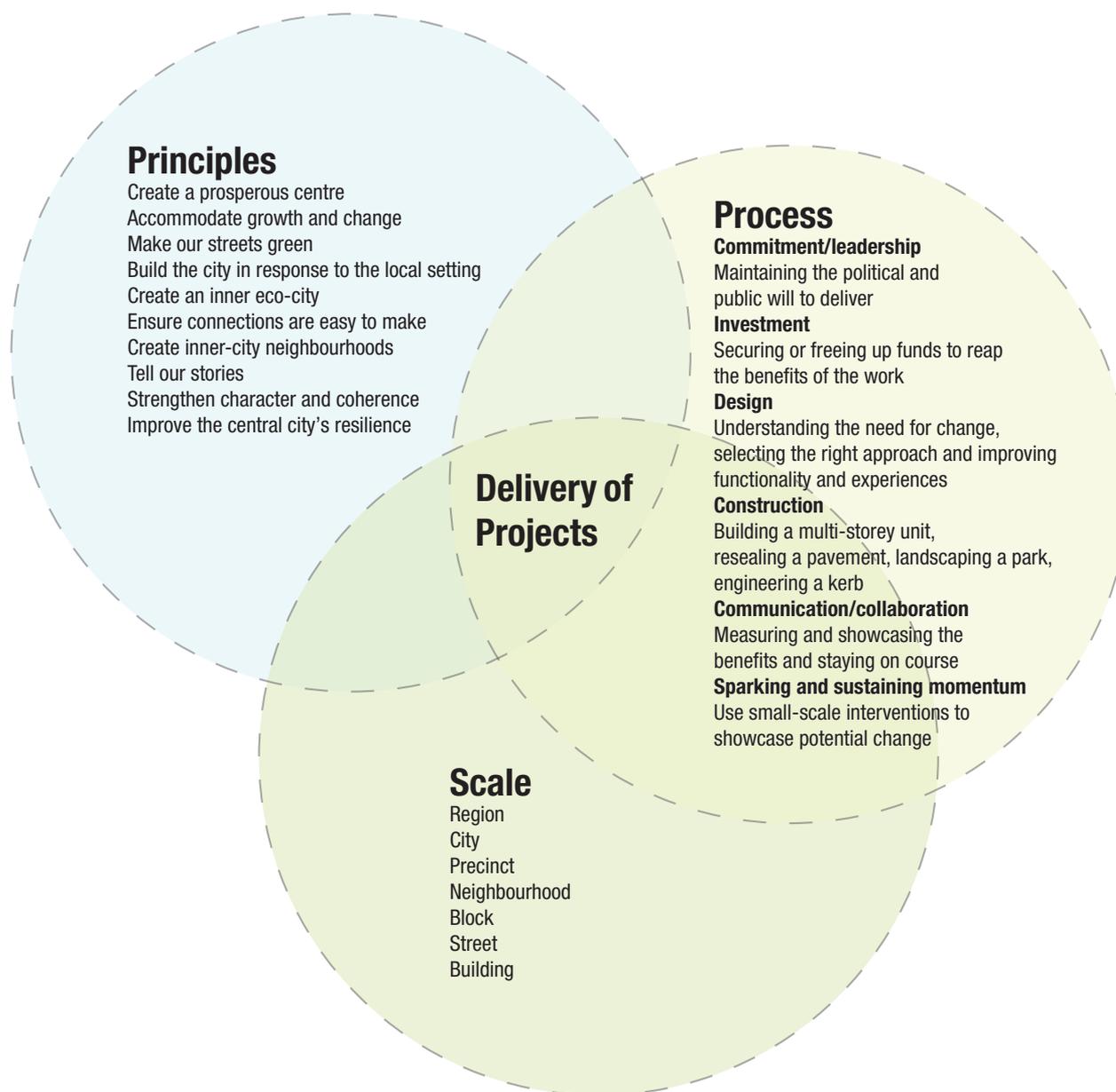


Figure 4.
 The design principles, the scale of project and the process will be key in the implementation of the Central City Framework

OBJECTIVES	Create a prosperous central city	Accommodate growth and change	Make our streets green	Build the city in response to the local setting
Areas of opportunity				
STREETS				
North-South boulevards	✓	✓	✓	✓
East-West Connectors	✓	✓	✓	✓
Laneways	✓	✓		
Irregular streets	✓	✓	✓	
BUILT STRUCTURE				
Building quality	✓	✓		✓
Case study sites		✓		✓
OPEN SPACES				
Triangular spaces	✓	✓	✓	
Green walls and roofs	✓	✓	✓	
Stream streets	✓		✓	✓
Landscape (precincts)	✓	✓	✓	✓
PRECINCTS				
Parliamentary precinct	✓		✓	
Memorial precinct	✓	✓	✓	✓
East Te Aro precinct	✓	✓	✓	✓
Victoria/Cuba precinct		✓	✓	✓
Waterfront connections			✓	✓
Pipitea precinct	✓	✓		✓
SYSTEMS INFRASTRUCTURE				
Green Infrastructure		✓	✓	✓
Movement	✓	✓	✓	
Climate	✓	✓	✓	✓

Figure 5. The identified Areas of opportunity have been assessed against the objectives.

Create an eco inner-city	Ensure connections are easy to make	Create inner-city neighbourhoods	Tell our stories	Strengthen character and coherence
✓	✓	✓	✓	✓
✓	✓		✓	✓
✓	✓	✓	✓	
✓	✓	✓	✓	✓
✓		✓		✓
		✓		✓
✓		✓	✓	✓
✓		✓	✓	✓
✓	✓		✓	✓
✓		✓	✓	
✓	✓		✓	✓
✓	✓	✓	✓	✓
✓	✓	✓		✓
✓	✓	✓	✓	✓
	✓		✓	✓
	✓	✓		✓
✓			✓	
✓	✓	✓		✓
✓			✓	✓

3

**MAKING
IT
HAPPEN**

MAKING IT HAPPEN

Projects that aim to enhance the liveability of towns and cities often start at the street, block, or building scale. All too often these are done in isolation from their surroundings.

This framework is developed in response to this point. It considers the future of Wellington's central city as a whole and aims to enhance and transform it through a number of smaller scale projects.

The aim is to renew the city in a sustainable way. Doing things once, economically and in a way that is flexible and resilient to changes.

At its simplest, implementing the framework will involve:

commitment/leadership – maintaining the political and public will to deliver

investment – securing or freeing up funds to reap the benefits of the work

design – understanding the need for change, selecting the right approach and improving the function and experiences

sparking and sustaining momentum – use small-scale interventions to showcase potential change

construction – building a multi-storey unit, resealing a pavement, landscaping a park, engineering a kerb

communication/collaboration – measuring and showcasing the benefits and staying course.

The overall implementation plan has been based on:

- deliberate, phased approach to making changes
- realistic expectations with the inclusion of both short- and longer-term projects
- identifying catalyst projects with low risk but potentially high rewards
- stewardship/making sure that city improvements have been adequately planned, designed and tested
- initial funding being drawn from the reprioritisation of existing long-term plan – budgets related to central city upgrades
- consideration of new or additional funding mechanisms. Further research will be done to determine how alternative models can contribute to the implementation of the framework – this will include investigation into an Urban Development Agency
- the identification, simplification and introduction of planning rules
- open dialogue.

The final point relates to the fact that the framework's success is dependent on the contribution of the not only the Council but also the design, development and property communities, and institutions that are central to the city achieving its vision as a smart capital.

Engaging local experts throughout the implementation

Council staff will establish a technical reference panel with members of the local development and design community. The overall aim would be to draw on the group's skills, experience and expertise to:

- have their say on recommendations on the prioritisation of the areas of opportunity
- peer-review design briefs as the framework is implemented.

The creation of such a reference panel will be a useful step in ensuring quality results and has the additional benefit of a wide understanding and advocacy of the framework's intentions.

Engagement with interested and affected parties will also occur on a project and site-by-site basis as the framework is implemented.



STORYBOX KEY FACTS

What? four interactive shipping containers to engage with Wellingtonians about the direction of their city

Where? Odlins Plaza and Te Aro Park

Who? 6000 locals and visitors to the city

When? 23 June–23 July 2011

4

AREAS OF OPPORTUNITY

AREAS OF OPPORTUNITY

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 opportunities. While some opportunities 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.

The framework aims to achieve benefits across a range of sectors – it provides a long-term frame of reference – reducing the need for ad hoc decisions and ensuring the integration of city improvements.

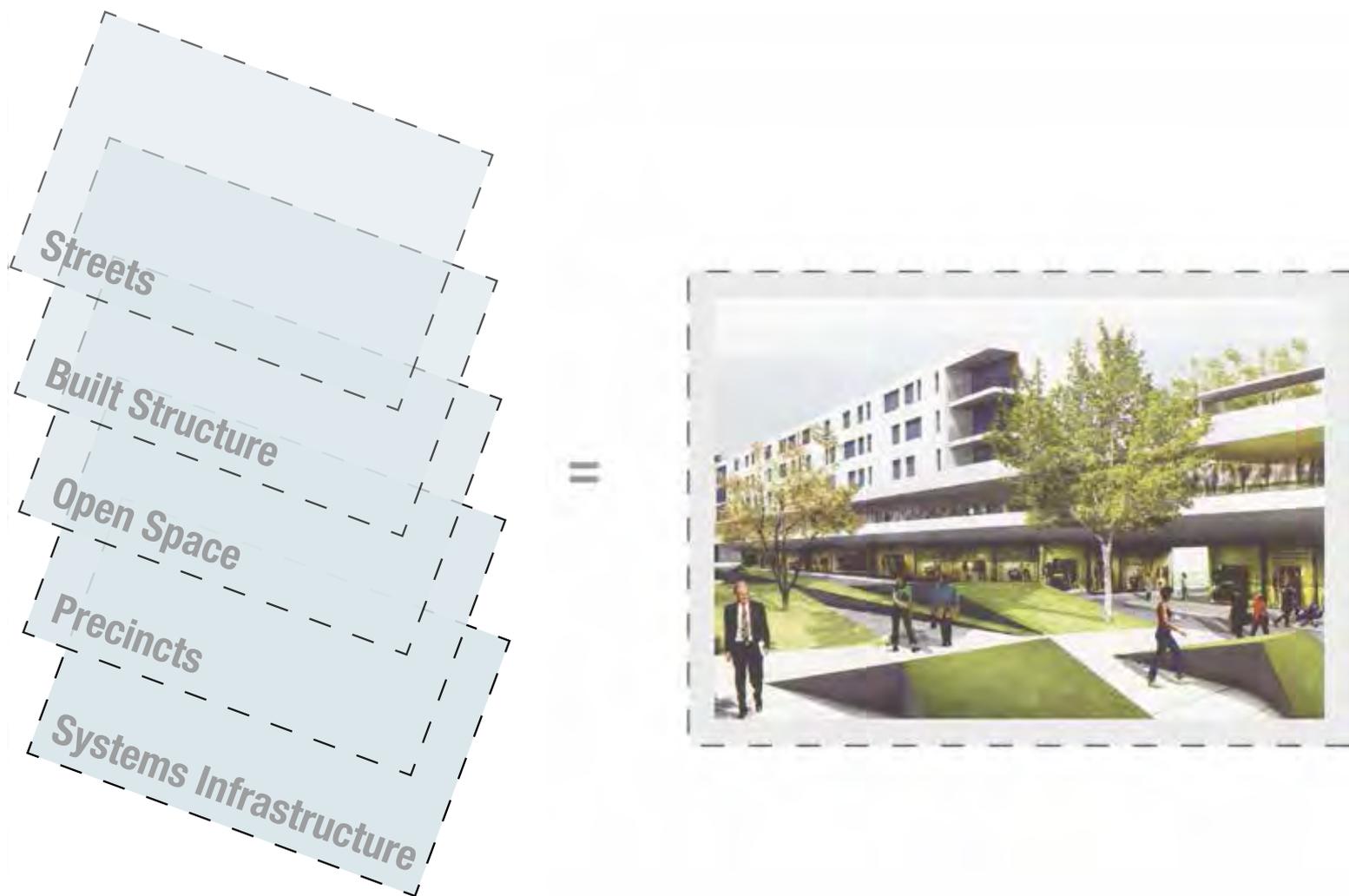


Figure 6.
Each area of opportunity has a relationship to the five workstreams. These workstreams were used as the primary analysis tools within the Spatial Structure Plan.

STREETS

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

Streets are a critical part of a city's structure. They provide a context for buildings, express the underlying landform, 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 central city's character.

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, cafés 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 ease of movement and increasingly become destinations in their own right.

**80 PERCENT OF
THE CENTRAL
CITY'S OPEN
SPACE IS
MADE UP
OF STREETS**

LEGEND

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

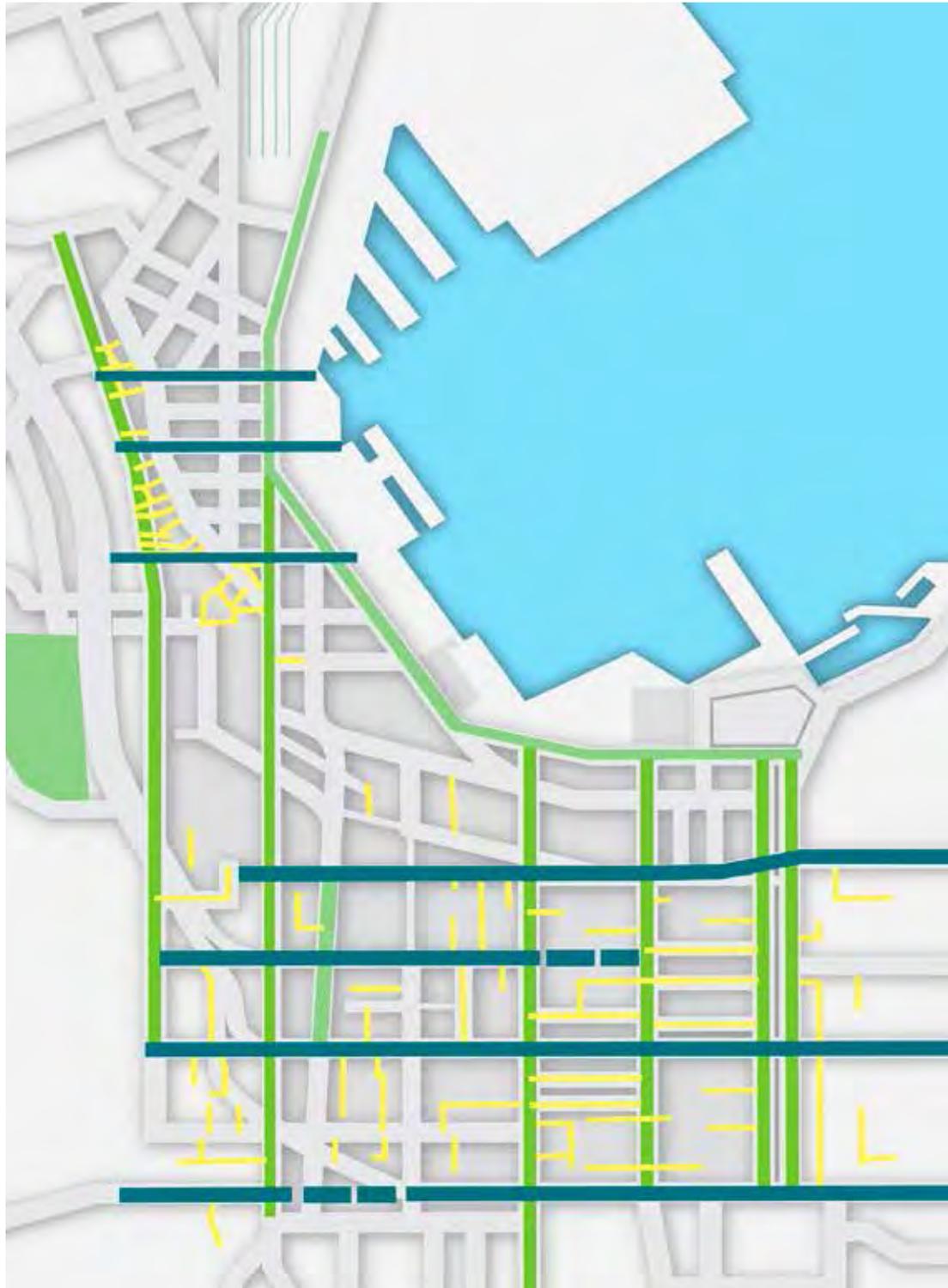


Figure 7.
The overlay
above depicts the
relationship of the
proposed different
streets projects.

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, cafés 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, cafés, 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. The design would include landscaping and footpath redesign while maintaining the flow of transport.





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, road dimensions, cycling, public transport considerations, landscaping, street furniture, building controls.

Areas of opportunity

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 Westpac 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, views, comprehensive street landscaping, paving and lighting.

Kent and Cambridge terraces

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 (ie 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.

Potential 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 Street and Willis Street.
- Design concepts for longer-term projects.
- Complete upgrade of Taranaki Street and Willis Street Golden Mile section (within established budget).
- Sustain partnerships with property owners to achieve desired built-form results.
- Study and prepare recommendations for built-form controls for inclusion in the District Plan.
- Establish costs and funding for longer-term projects.

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 to the waterfront.

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.



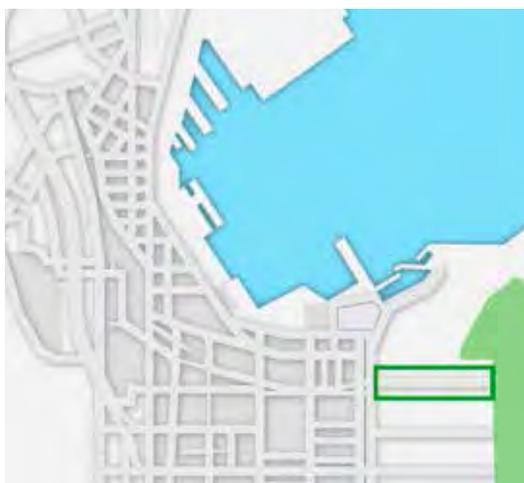


Figure 9.
Location of
Majoribanks Street.

Figure 10.
Existing
Majoribanks Street.

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.

Areas of opportunity

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 ground level 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.

Potential actions

- Set design principles.
- Specify furniture, the paving and vegetation standards for streets to relate to Public Space Design Manual.
- Complete detailed streetscape design for each identified street.
- Engage with artists 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.
- Consider heritage as a key priority in design and planning.

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 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.



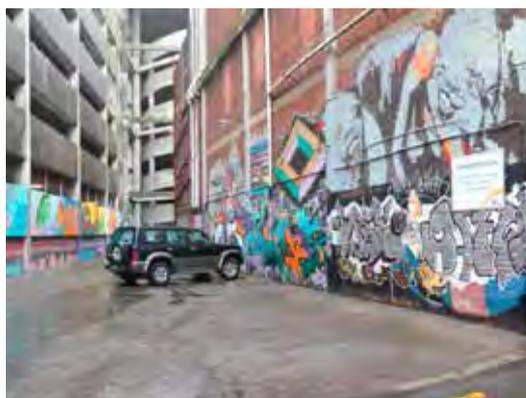


Figure 12.
Location of Opera
House Lane.

Figure 13.
Existing Opera
House Lane.

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, cafés, 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.

Areas of opportunity

Opera House Lane, Eva Street, Leeds Street

These lanes, plus the extension of a link across the Michael Fowler car park, will provide significant improvements in connectivity between Te Aro and the waterfront.

Plimmer Steps, Cable Car Lane, Farmers Lane, Masons Lane

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 Lambton Quay level.

Ebor Street, Holland Street West, Alpha Street

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.

Potential actions

- Set design principles.
- Specify furniture, the 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 the current District Plan.
- Sustain partnerships with property owners to achieve desired built-form results.
- Consider property acquisitions as an option to ensure delivery of lanes.
- Fund minor street improvements.

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 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.



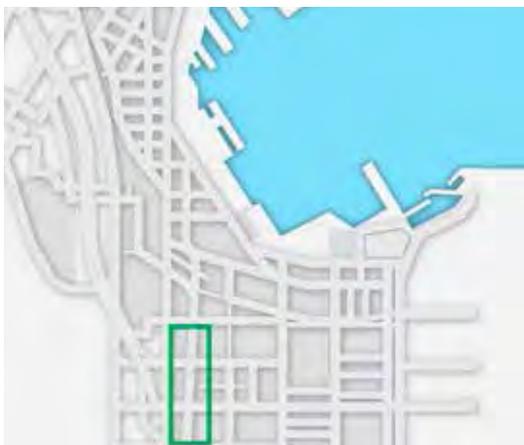


Figure 15.
Location of
Victoria Street.

Figure 16.
Existing Victoria
Street.

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.

Areas of opportunity

Jervois Quay

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

Lambton Quay study

This will consider built-form alignments at street and podium level, access to sunlight, views, 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.

Potential actions

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

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 local setting**
- **Create an eco inner-city**
- **Create inner-city neighbourhoods**
- **Tell our stories**
- **Strengthen character and coherence**

PROJECTIONS 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)

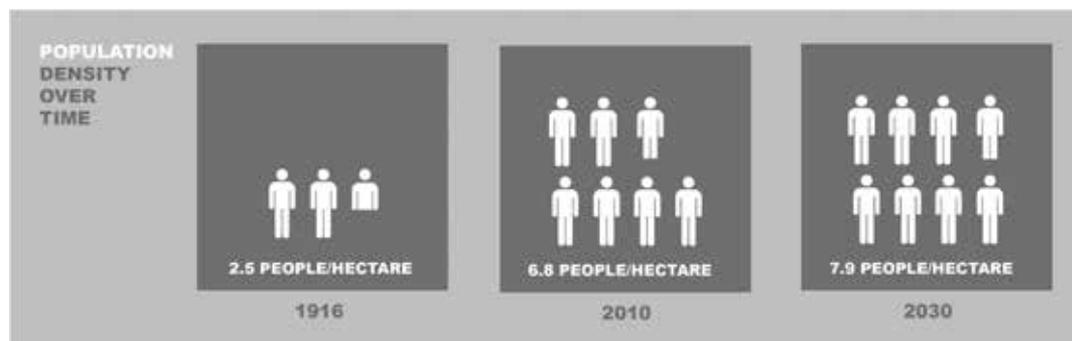


Figure 18. Innovative built structures that reflect the character and context of the area they are in help strengthen the coherence of the city.

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 rigour to the street.



Areas of opportunity	Potential actions
<p>Residential apartment design guide</p> <p>Create a comprehensive residential apartment design guide to increase private and public amenities, and encourage 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.</p>	<ul style="list-style-type: none"> – Review existing design guides and planning controls related to built-form. – Review standards within Building Code and Act. – Create a comprehensive residential apartment design guide. – Use design guides to create assessment criteria within the District Plan. – Work with architects, developers, property owners, and other development professionals on education regarding apartment developments.
<p>Urban development panel</p> <p>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 and make sure they comply with our standards.</p>	<ul style="list-style-type: none"> – 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.
<p>Integration of spatial tools into regulatory model</p> <p>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.</p>	<ul style="list-style-type: none"> – 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.
<p>Ground floor frontage plan</p> <p>An overall plan defining uses and character of ground floor frontages, upgrades of frontages, alignments of facades as well as principles for zones on footpaths for commercial activities.</p>	<ul style="list-style-type: none"> – 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.
<p>Building resilience guide</p> <p>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.</p>	<ul style="list-style-type: none"> – 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.

BUILT HERITAGE

Wellington's built heritage, as seen in places such as Cuba Street, is a key component of the city's character. Heritage must 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 Arcade) 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 Māori 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.





Areas of opportunity

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 are as vital and prominent a part of the city as heritage 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.

Integration of heritage into the strategic design of public space

A stage of open space planning 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.

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.

Steps required

- Partner with mana whenua on revision of the Māori heritage listings in the District Plan.
- Explore the creation of heritage 'applications' for use in the city.

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

- 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.

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 mass, scale, alignment, building type and open space options.

They provide insight on the following issues:

- current regulations, likely bulk and mass
- 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 results 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 Street becomes an important built-form. The principles for this site are:

- 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.



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

79 DIXON STREET

The site is important because of its prominent corner position, its location in relation to other projects and the constrained size. The principles for this site focus on:

- the reinforcement of the alignment 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.



More 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 pedestrians can take the shortest or most intuitive route.



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

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 building 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.



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

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:

- increasing the amount of external walls facing the street, this gives street addresses to more 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.



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

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. The main considerations are:

- articulation of massing to reduce shadowing effects on park
- increasing access to sunlight
- using massing to emphasise significant intersection
- the provision of roof terraces to provide residential communal and private open space
- 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.



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

OPEN SPACES

- **Make our streets green**
- **Create an eco inner-city**
- **Build the city in response to the local setting**
- **Create inner-city neighbourhoods**
- **Tell our stories**

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 are increasingly looking for 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 of public-space design.

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.

LEGEND

- Waterfront
- Parliament, Memorial Park processional route
- Cuba Street
- Blue Spaces – paths to waterfront
- Blue Spaces – stream streets (indicative)
- The Terrace and Lambton Quay
- Access to large spaces
- Triangle spaces
- East Te Aro area
- Civic area
- Victoria and Cuba area



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

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. Further details on these projects is available in Section 4.4.3 Te Aro. 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.
An extension of Te Aro park would allow for greater uses. Cuba Mall will provide a great, active edge to this space.





Figure 23.
Existing address to
Cuba Mall.

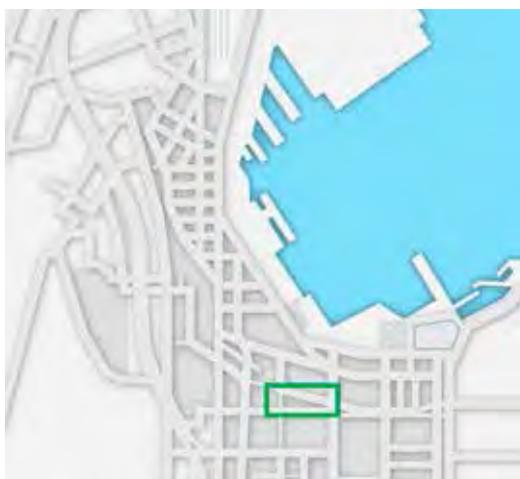


Figure 24.
Location of
Te Aro Park.

Areas of opportunity

Te Aro Park

This area could be better integrated into Cuba Mall and offer a performance space.

Victoria and Wakefield intersection

The redesign of this space could better connect two significant streets to Civic Square and through to the waterfront.

Lambton and Hunter and Willis Street Block

A redesign of this space could better emphasise the important heritage buildings here and improve the intersection of three important streets.

Post Office Square

The redesign of this space would improve its appeal, use as a park, and provide a clearer link to the waterfront through Grey Street.

Michael Fowler car park

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 Laneways section*) 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 Street.

Potential actions

- Undertake comprehensive landscape design.
- Buy property.
- Buy relevant property in order to extend the park.
- Work with mana whenua.
- Work with surrounding cultural venues to establish ways to use the space for performance.
- Undertake comprehensive landscape design in alignment with Civic Square project objectives.
- Undertake traffic assessment.
- Fund from renewals and new upgrade budget.
- Undertake streetscape design.
- Work with property owner to develop the block.
- Illustrate potential through concept design.
- Test assumption of use and patronage.
- Undertake landscape design in line with Jervois Quay project.
- Work with heritage to ensure the story of the square is told.
- Undertake a parking impact study.
- Illustrate potential through temporary/display initiative.
- Undertake landscape design.

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. It also encourages the private provision of green space to complement those provided by the city.

Wellington's climate is such that the outdoor use of open spaces in elevated positions would require shelter, but this

can be achieved with design that considers 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.



Areas of opportunity

Narrow streets

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

Green building code

The long-term aim is for all new buildings 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.

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:

- 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
- encouragement of private open spaces within apartment/residential developments, and the use of green roofs and green walls to improve the stormwater management performance and visual amenity of the area.

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 and 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.

Potential 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.

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

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

- 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 explore the relationship between urban planning and sustainable urban food systems.

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

STREAM STREETS

Seven historical streams run under 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, before 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.

Areas of opportunity

Stream streets

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 terraces, Taranaki Street, Harris Street, Waring Taylor Street, Whitmore/Bunny/Bowen streets and Pipitea Street.

Old coastline

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.

Potential actions

- Partner with mana whenua to develop the concept.
 - Work with Wellington Waterfront and the Technical Advisory Group to establish appropriate relationships between stream streets and the waterfront.
 - 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 new projects in relation to street upgrades.
- Develop landscape palette.
 - Include heritage interpretation.

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 distinctive character.

We aim to develop open space across the focus areas that have different character and uses depending on location and weather constraints to supplement the space we already have.



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

Areas of opportunity	Potential actions
<p>Capital City: Parliament and Memorial</p> <p>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.</p>	<ul style="list-style-type: none"> – Work with the Ministry for 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 <i>Parliamentary Precinct</i> section). – Continue to work with the New Zealand Transport Agency (NZTA) and the Ministry for 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 new works for street projects.
<p>Civic</p> <p>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:</p> <ul style="list-style-type: none"> – the legibility of connections between Civic Square and the street network surrounding it – increasing the active use of the square – creating more legible links between Willis Street and the waterfront. 	<ul style="list-style-type: none"> – Undertake specific pedestrian analysis. – Comprehensive public space design. – Identify potential modification to adjacent buildings and uses and work with stakeholders to define timing around any modifications. – Detailed design for streetscape and square. – Complete new projects.
<p>Cuba/Victoria</p> <p>Design options for the public open spaces of Cuba Mall and upper Victoria Street will be explored.</p>	<ul style="list-style-type: none"> – Undertake Victoria and Cuba precinct plan. – Complete detailed design for streetscape simplification.
<p>East Te Aro</p> <p>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 for the residents in this neighbourhood. The focus will be on:</p> <ul style="list-style-type: none"> – existing public open spaces which can be made more effective, and specific design development will be required for these – development of a new linear park using the Kent and Cambridge terraces median strip and linking between the Basin Reserve and Waitangi Park – clearer delineation of open spaces at each end of Courtenay Place – opportunities for small park spaces. 	<ul style="list-style-type: none"> – 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 terraces.

Areas of opportunity	Potential actions
<p>Allenby steps/pocket park (Terrace Gardens)</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>Public Space Design Manual</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 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 Planⁱⁱⁱ, 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 the public art strategy. – Align maintenance and renewals budgets to match the recommendations within the manual.
<p>Access to large spaces</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 make more people use them as well as enhancing the experience of 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>Clyde Quay</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>	<p>Prepare a public space plan that considers:</p> <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.
<p>Wellington Waterfront</p> <p>The Wellington Waterfront Framework will be implemented. See separate framework document (available at www.Wellingtonwaterfront.co.nz).</p>	<ul style="list-style-type: none"> – Implement framework.

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



WELLINGTON
207sq m



NEW YORK
18sq m



LOS ANGELES
25sq m

PRECINCTS

- **Create a prosperous central city**
- **Accommodate growth and change**
- **Ensure connections are easy to make**
- **Create inner-city neighbourhoods**
- **Strengthen character and coherence**
- **Build the city in response to the local setting**
- **Tell our stories**

Though Wellington's central city is compact, it is also made up of a series of distinct precincts or neighbourhoods. Each has its own character – from the region's premier 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 urban character and heritage
- ambience of parts of the city, and the overall sense of place
- ensuring the right balance between built fabric and open space
- increased private amenity
- enhanced public amenity
- reduced environmental impacts of development
- increased community participation
- greater variety of business locations housing choice.

LEGEND

- A:** Parliamentary precinct
- B:** Memorial precinct
- C:** East Te Aro precinct
- D:** Victoria/Cuba precinct
- E:** Waterfront – Central precinct
- F:** Pipitea precinct

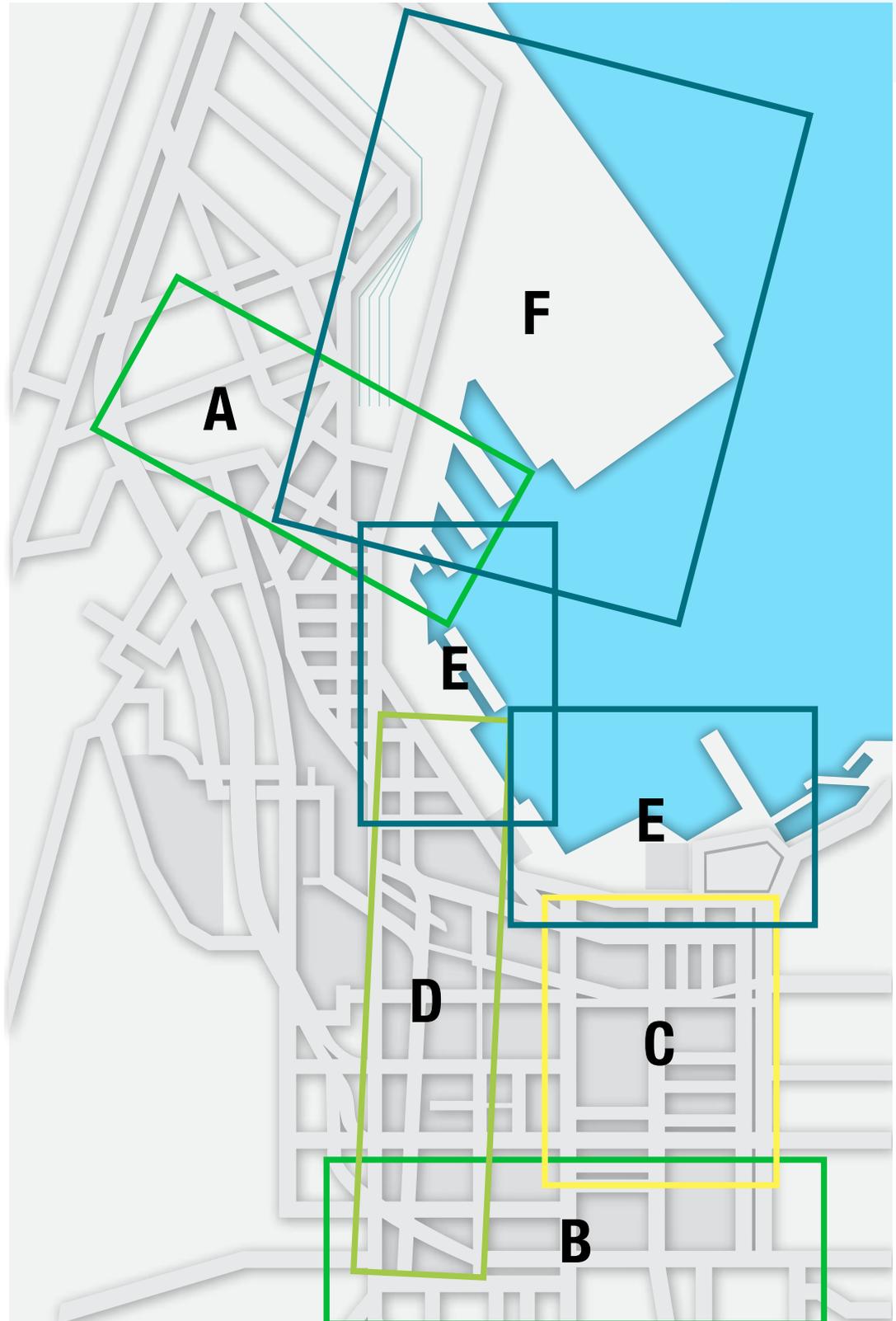


Figure 29.
Precinct plans will build on the existing character of an area and define how it will look and function in the future.

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, the 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.
- 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 Hill (Tinakori Hill) 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.



Areas of opportunity

Parliamentary precinct plan

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.

Potential actions

- Identify further constraints and opportunities with stakeholders.
- Undertake comprehensive precinct plan.
- Create new works programme.
- Integrate with planning and design guidance along with other regulatory mechanisms.
- Work with the Historic Places Trust to ensure the 'historic area' maintains integrity.

Guiding principles of the precinct plan will be:

- openness
- national significance with informality
- a place of debate and learning
- heritage
- connection (a place of migration)
- a source of national pride.

Figure 30.
The parliament precinct will deliver better places for people to spend time while ensuring built and social heritage is not lost.



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.

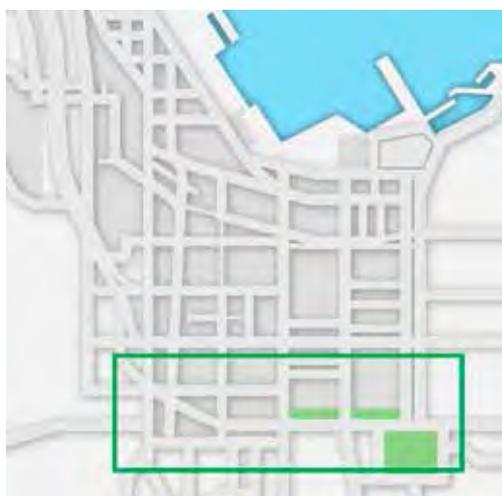
Its east-west vista provides clear links between the Town Belt and Kelburn. Its proximity to Adelaide Road – an identified area of

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).

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.



Areas of opportunity

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 a National War Memorial Park, and steps to make more effective use of the small streets – providing easier movement and a sense of community.

Potential actions

- Identify further constraints and opportunities with stakeholders.
- Undertake a comprehensive precinct plan.
- Create a new 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)
- heritage
- a place of reflection and learning.

Figure 31.
The integration of the memorial park and surrounding uses will form a green edge to the city that provides ease of connections to the southern inner-city suburbs. Image: Provided by Wraight Athfield



EAST TE ARO PRECINCT

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. They 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

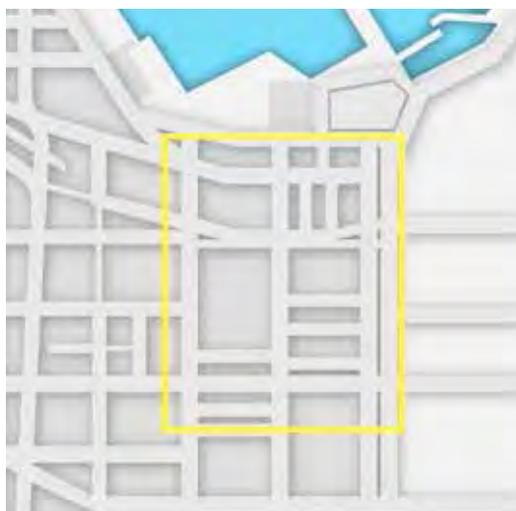
dominance of low-rise buildings means that it operates on a human scale.

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
- 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.

Areas of opportunity

East Te Aro

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.

Potential actions

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

Guiding principles for the precinct plan will be:

- 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).

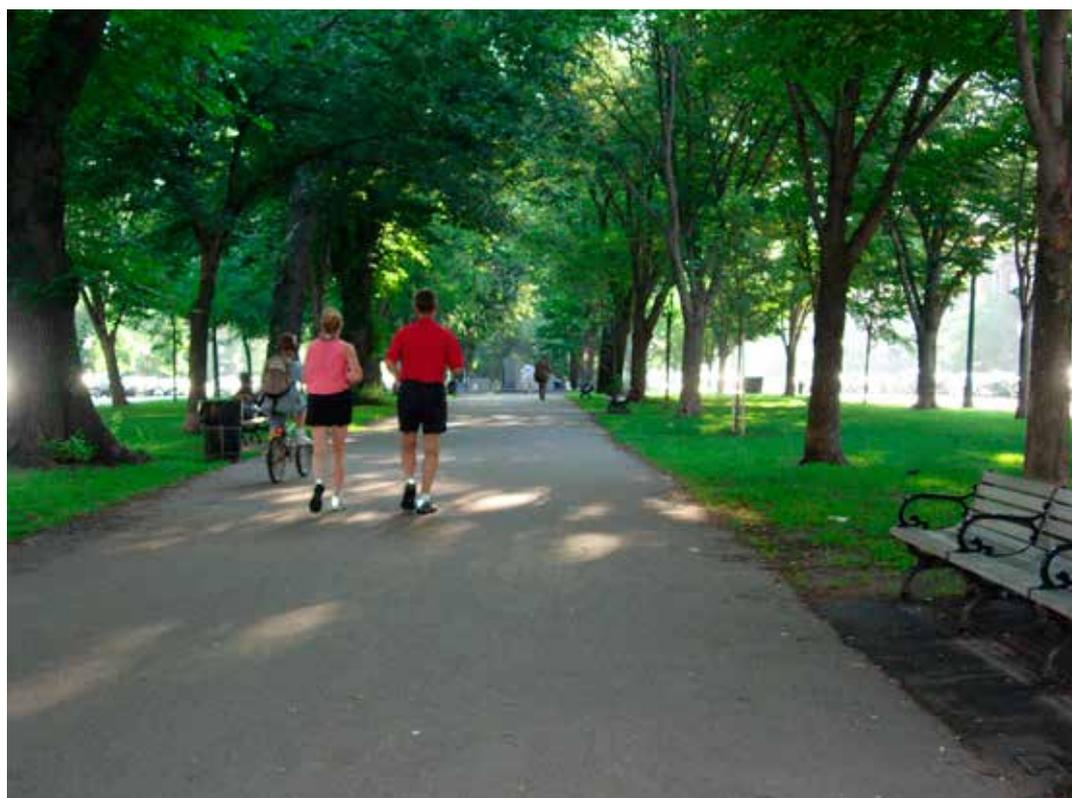


Figure 32.
Existing street medians, like those along Kent and Cambridge terraces can be used to create enjoyable places for pedestrians and cyclists.

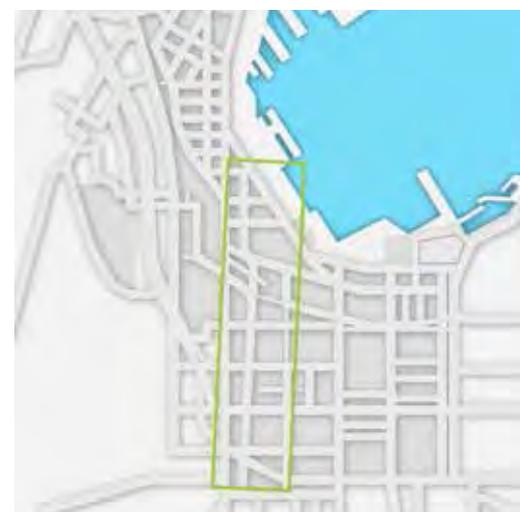
SOUTHERN VICTORIA/ CUBA PRECINCT

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, cafés and bars. It is a physical expression of the city’s creativity, diversity and openness.

Southern Victoria Street, 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.



Areas of opportunity

Victoria and Cuba precinct plan

The plan will consider:

- 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.

Guiding principles of the precinct plan will be:

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

Potential actions

- Identify further constraints and opportunities with stakeholders.
- Undertake a comprehensive precinct plan.
- Work with landowners.
- Integrate with planning and design guidance along with other regulatory mechanisms.
- Integrate heritage into design context.



Figure 33.
A concept proposal
for the Victoria and
Cuba precinct.

WATERFRONT CONNECTIONS

The development of the city's waterfront is governed by a separate urban design framework, the Wellington Waterfront Framework (available at 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.



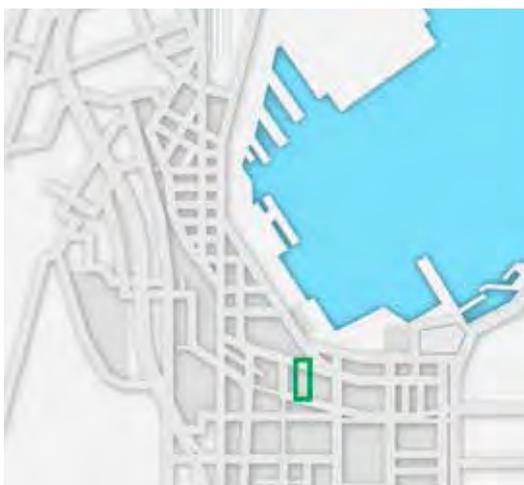


Figure 34.
Location of
Michael Fowler
Centre car park.

Figure 35.
Existing condition
of Michael Fowler
Centre car park.

Figure 36.
Connections to
the waterfront
can be made
either through
streets, lanes or
by creating better
environments in
existing pedestrian
thoroughfares.

Areas of opportunity

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.

Actions

- 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).
- Complete design brief to enhance connection between Lower Cuba Street and the City to Sea Bridge.



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. The port is a vital part of the city's economy. There are no known or foreseeable changes planned in its core operations in the coming decades. A portion of port land – Harbour Quays – has been deemed surplus for port operations and is being developed under the Port Redevelopment Masterplan, which is consistent with the framework principles. Harbour Quays is a large format office park that has been developing over the past decade and will be an important northern gateway and mixed-use area of the city.

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 premier shopping street)
- 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:

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





Areas of opportunity

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.

Actions

- Undertake precinct connection plan.
- Work with the port on its future master plans and implementation of Harbour Quays.
- Work with the port and NZTA on Aotea Quay gateway.

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 by:

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

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

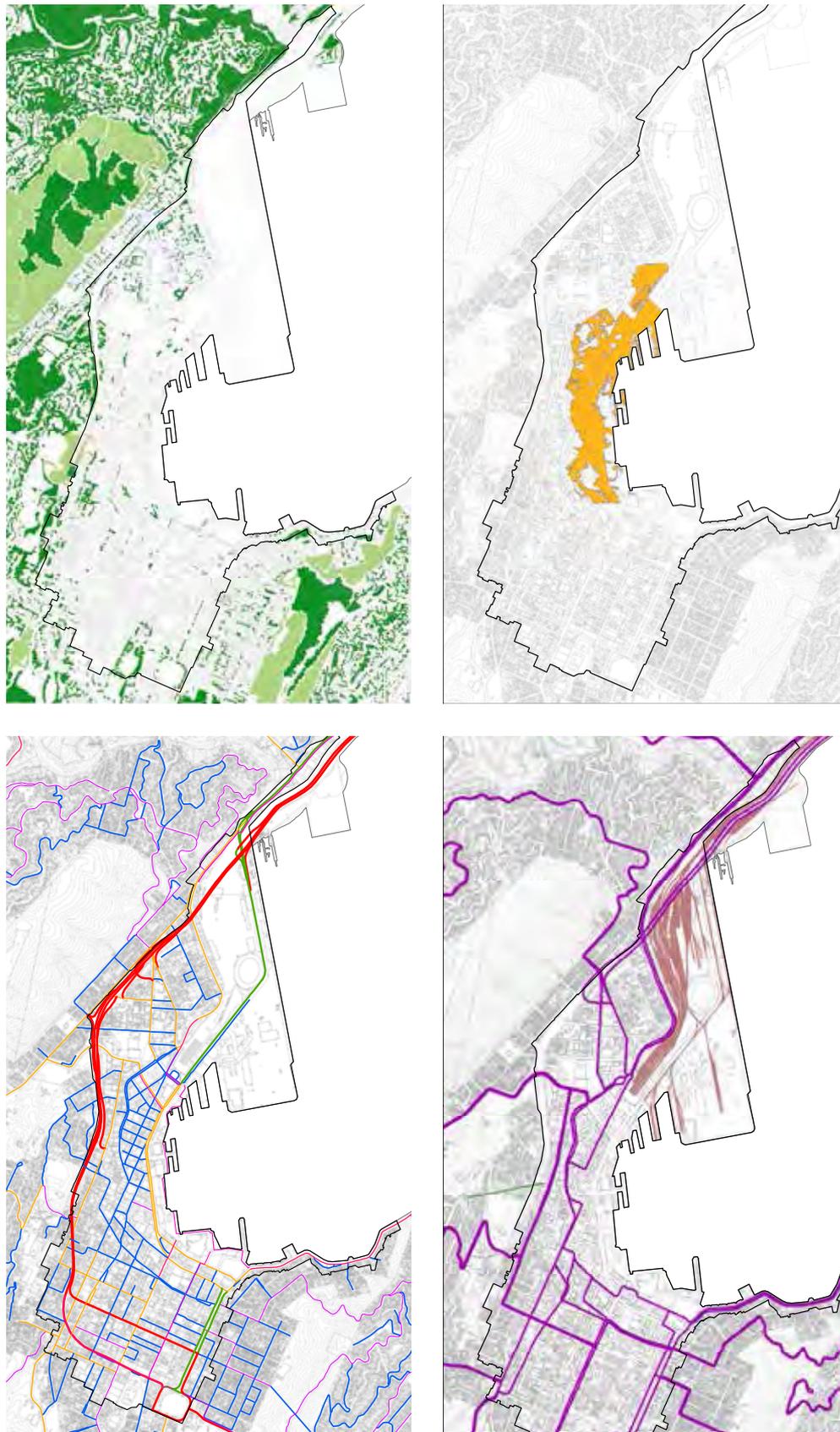


Figure 37.
Layered systems
analysis will be
the basis of all
the research and
project work.

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 stormwater, 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.

As well as 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 paved 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.

Areas of opportunity

Sustainable water management standards

The project will consider improvements in all areas such as buildings, open space and the way we collect stormwater in streets. This will also set design standards and relate to the Public Space Design Manual.

Green network plan

The development of a legible green network of spaces and links. This will include vegetation and systems both within public spaces such as streets and parks and also look at how private development can play a role.

Potential actions

Identify 'gaps' within our infrastructure standards and guidelines.

Develop best practice guidance in conjunction with the public space policy and other relevant infrastructure policies.

Develop guidance on the design response to natural systems for streetscapes and open space design.

Develop citywide vegetation plan including investigation into appropriate species.

Develop network plan in conjunction with landscape focus areas and precinct plans to ensure multi-functional open space.

Consider the uses of open space in environmental emergencies and ensure they provide refuge.



Figure 38. 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.

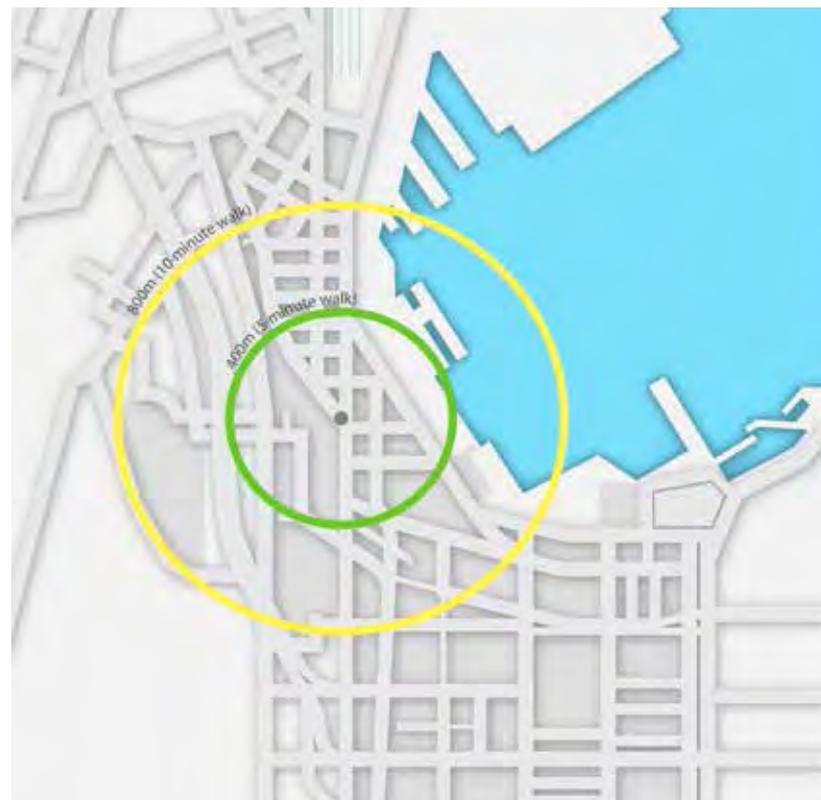


Figure 39. Green areas show existing parks spaces, blue dashed lines show indicative location of historic streams.

MOVEMENT

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

Figure 40. 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.



Areas of opportunity

Accessibility improvement plan

Factors such as the one-way system, the placement of furniture, traffic islands, and slip lanes can all affect the quality of the environment for pedestrians and cyclists 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 accessibility plan.

Potential actions

- Identify problem areas.
- Work with transport team to develop improvements.
- Develop a new works programme related to upgrades and renewals.
- Incorporate design standards into the Public Space Design Manual.
- Review existing and develop new engineering quality standards.

Movement economy impact study

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).

- Identify areas of conflict.
- Identify contributing factors.
- Work with transport team and researchers to provide solutions.

Urban design and transport integration plan

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.

- Identify areas of conflict.
- Work with transport team to develop a description for each central city street that meets the needs of all transport modes and identifies focus areas on specific streets.

Comprehensive cycling lan

A cycling plan to align with open-space structure, key destinations and feasible through routes.

- Review the Cycling Policy.
- Undertake research that identifies key movement routes for cyclists and potential future routes.
- Develop new works programme for landscape and streetscape improvement for appropriate enhancements for cyclists.
- Investigate new modes of short-term hire for bicycles.

State highway integration

The state highway and the way it integrates with the city requires attention, not only to mitigate the current proposals but to ensure that as the transport agency plans further projects we have a proactive role.

- Work with NZTA to ensure integration of Memorial Park and the Basin Reserve infrastructure projects.
- Open-space design for unused areas adjacent to highway such as the Willis, Ghuznee and Arthur Street intersections.
- Develop a strategy to reduce motorway impacts and introduce boulevard strategy along the quays.

A comprehensive parking plan

People use their vehicles in the city for different purposes. A comprehensive parking plan will ensure that we provide adequately for vehicle use in strategic locations as well as other modes.

- Review Parking Policy.
- Identify strategic parking areas within the city.
- Investigate methods of providing parking.
- Investigate means of delivery.

CLIMATE

Wellington experiences 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 means the city environment is becoming 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.

As well as our existing climatic conditions, we are also faced with adapting to and mitigating climate change.



Areas of opportunity

A wind and climate study

This will help across all projects especially in determining how built-form and landscape can be used holistically to mitigate the wind effects on streets.

Potential actions

- Commission comprehensive study.
- Align and evaluate all project work against this study to ensure mitigation through holistic design.

Green building code

As described in 4.2.1 *Building quality* the aim of this code will be to increase the environmental performance of buildings. This code will also integrate with the *Building Resilience Guide*.

- Integrate Green Building Code with existing regulatory mechanisms.

Address rising water levels

As identified within the Climate Change Action plan we will need to adapt in response to the changing climate. One of the drivers is the rising sea level and the water table. Although we need to find solutions, we must consider ways to maintain the vibrant street life Wellington is known for.

- Investigate areas identified as being 'vulnerable' within the central city.
- Develop options for how we might adapt our buildings, streets and open spaces.



5

PRINCIPLES FOR PRIORITISATION

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 wellbeing 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 on 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
- their condition
- 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:

Base project

These are required as background urban research and will be used across a range of projects.

Lifecycle upgrades

These will bring positive effects but should be undertaken as existing infrastructure (for example) reaches the end of its life, or when external stakeholders initiate them.

Catalyst project

These can readily be achieved, replicated and have the ability to demonstrate the framework's potential.

Medium-term projects

10+ year timeframe.

High-impact project

These bring about substantial and immediate change to an area and (potentially) facilitate others to act.

6

MEASURES OF SUCCESS

MEASURES OF SUCCESS

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

Greater diversity

We seek greater diversity in the central city's population (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 want 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 recreation time

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 want 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 43.
People enjoying
the view and
native planting
on Wellington's
waterfront.

Figure 44.
The mixed-use and 'boutique' nature of Cuba Street forms a major part of Wellington's character.

Figure 45.
Sheltered, informal open space being enjoyed.



Relationship Between Measures of Success and Objectives

	MEASURES	Greater diversity	Fewer emissions	More walking
OBJECTIVES				
Create a prosperous central city		✓		
Accommodate growth and change		✓	✓	
Make our streets green			✓	✓
Build the city in response to the local setting				✓
Create an eco inner-city			✓	✓
Ensure connections are easy to make			✓	✓
Create inner-city neighbourhoods		✓	✓	✓
Tell our stories		✓		
Strengthen character and coherence		✓		✓



More leisure time	More employment	Greater productivity/ economic growth	More people	Sustainable property values
✓	✓	✓	✓	✓
	✓	✓	✓	✓
✓			✓	
✓				✓
✓		✓	✓	✓
✓		✓	✓	
			✓	✓
✓				
✓		✓	✓	✓