

DISCUSSION PAPER



How and where will Wellington grow?

*Proposals for change and
character protection*

WELLINGTON CITY COUNCIL
MAY 2008

Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**

Contents

MESSAGE FROM THE MAYOR	1
1. REVIEW OF INFILL HOUSING – BUILDING ON A COMPACT CITY	2
1.1. INTRODUCTION	2
1.2. How does Wellington City plan for growth?	3
1.3. What is infill housing?	4
1.4. Why a targeted approach?	4
1.5. What have we done so far?	5
1.6. Positive feedback on a targeted approach	5
2. PROPOSALS FOR CHANGE AND CHARACTER PROTECTION	6
2.1. Key Diagram – Proposed Areas of Change and Character protection	6
2.2. Proposed Areas of Change	9
2.2.1. The Central Area	10
2.2.2. Johnsonville town centre	11
2.2.3. Adelaide Road	12
2.2.4. Kilbirnie town centre	13
2.2.5. Riddiford Street fringe	14
2.2.6. Tawa town centre	15
2.2.7. Karori Road corridor	16
2.2.8. Miramar town centre	17
2.2.9. Newlands local centre	18
2.2.10. Crofton Downs neighbourhood centre	19
2.2.11. Lyall Bay Parade	20
2.2.12. Luxford Street	21
2.3 Proposed areas of character protection	22
2.3.1 Areas requiring further investigation	24
2.4 Proposed Areas of Character Protection – Maps	25
2.4.1. The inner residential areas of character protection	25
2.4.2. The coastal fringe areas of character protection	26
3. MAKING CHANGE HAPPEN	27
3.1. Changing the District Plan	27
3.2. Developing a concept plan and actions	28
4. WHAT STEPS ARE PROPOSED FROM HERE?	29
5. HAVE YOUR SAY	BACK COVER



Message from the Mayor

The word is out that Wellington is a great place to live. It's compact and vibrant, set on the edge of a beautiful harbour, and offers a great urban lifestyle. In the last five years, the population of Wellington City has grown by nearly 16,000 and is showing no signs of slowing down.

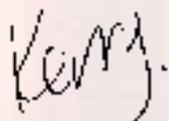
We are getting older too and changing demographics means fewer people are living in each home. That is pushing up demand for infill housing, townhouses and apartments.

How do we accommodate this growth, and protect Wellington's distinctive nature? Our suburbs have their own unique sense of place and identity and are highly accessible to the CBD and other key employment locations. Some are fortunate enough to have retained a lot of their original character and have values worth protecting.

The way we manage residential growth is a key challenge and a high priority for the Council. While housing growth within existing suburbs is needed and encouraged, we should be mindful of the particular qualities that make Wellington so special. We should also ensure that our approach to infill housing is sustainable, promotes the efficient use of resources and meets future demands.

By suggesting areas of change and areas of character protection, this paper builds on the feedback we have received from the community over the last year, and proposes a new way to manage residential growth. I would encourage you to engage in this critical debate on the future of our city.

You can start by commenting on this Discussion Paper on the Council's website www.Wellington.govt.nz or mail or fax, as listed in Have Your Say on the back cover of this booklet.



KERRY PRENDERGAST
Mayor of Wellington



1. Review of infill housing – building on a compact city

1.1. Introduction

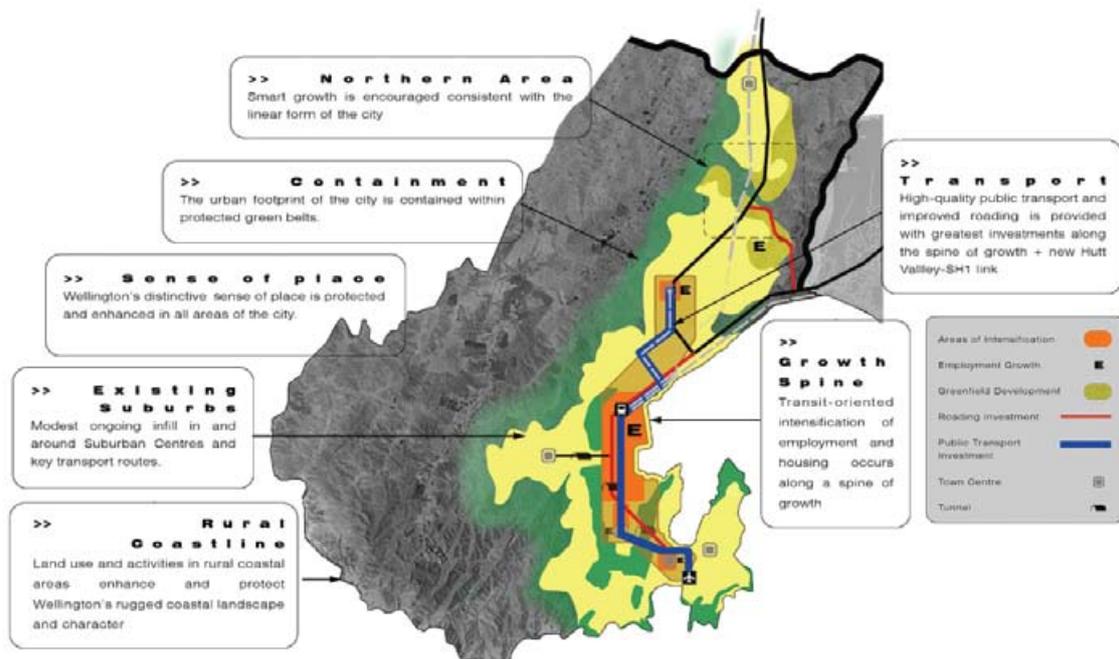
With Wellington's population steadily increasing, growth has to happen somewhere. In order to build a compact, sustainable, and liveable city and to make sure that growth happens in the right way, Wellington City Council is proposing a new approach to managing residential growth.

The initiative is based on the idea of taking a more targeted approach to infill housing – encouraging growth in and around key centres with good infrastructure and public transport, while safeguarding identified character in others. This concept was subject to public consultation last year, and received significant public support.

The Council has now put together a list of potential 'areas of change' and 'areas of character protection', and we want to hear from you what you think about these areas. The comments and suggestions generated from this consultation process will help us to prepare a final proposal, on which we will again seek public feedback later in the year.



WELLINGTON CITY URBAN DEVELOPMENT STRATEGY

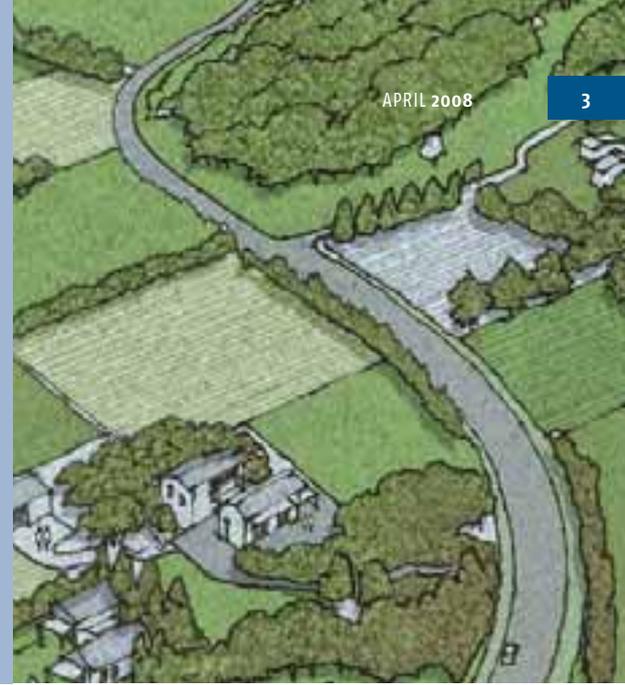


1.2. How does Wellington City plan for growth?

Wellington City Council has several policies and projects that contribute towards managing the City's growth in a sustainable way.

URBAN DEVELOPMENT STRATEGY

This aims to *direct growth to where the benefits are greatest* and sets the overall framework for managing growth and change in the city. It introduces the concept of the *growth spine* – which encourages growth in housing and employment in key centres linked by a public transport spine between Johnsonville and the Airport.



INTEGRATION WITH OTHER COUNCIL PROJECTS

The Council is also working on several other projects relating to how we plan for growth. Some of the most important ones are:

- Developing a Centres Policy to guide development in our centres
- Reviewing the Suburban Centres chapter of the District Plan
- Developing concept plans and action plans for Johnsonville town centre and Adelaide Road
- The Ngauranga to Airport transport study
- The bus lane priority study
- Developing walking and cycling plans.

REVIEW OF INFILL HOUSING

As part of the implementation of the Urban Development Strategy, the Council initiated a major review of infill housing in July 2006.

The review is made up two parts:

- Part 1 – examining the specific District Plan provisions affecting the quality of individual infill housing development; and
- Part 2 – examining the Council's current long-term policy on the location of infill housing, including how we might target infill housing and intensification to produce a better fit with land use and transport infrastructure.

The Council has already made significant progress on Part 1 by tightening the rules for residential housing with Plan Change 56.

The focus of this discussion document is on Part 2. This forms part of the Council's strategic assessment of infill housing and growth management framework.





1.3. What is infill housing?

Infill housing is a general term that refers to new housing within existing areas. For the purposes of this discussion paper, it covers both 'backyard' infill, new dwellings built within an existing suburb of older houses, and more intensive housing such as apartments and townhouses, creating higher levels of residential density.

1.4. Why a targeted approach?

Wellington residents value the city's compact nature, its character and heritage, and its superb natural setting¹. Growth should not be allowed to put these things at risk.

There is evidence in some areas that poorly designed infill housing is impacting on valued suburban character and amenity. There are also examples of higher-density development in areas not well serviced by infrastructure and public transport. Allowing growth to continue in this way represents a potential threat to our unique sense of place, compact urban form and the efficient use of infrastructure.

From a climate-change perspective, our compact urban form is fundamental to reducing vehicle use and congestion, and helps to reduce greenhouse gas emissions. It also increases the city's resilience to increased energy prices.

Some of these concerns are related to the growth pressures we are facing. The population of Wellington City grew by nearly 16,000 over the last five years and is not showing any signs of slowing down. Demographic projections show that Wellington will require some 23,000 new dwellings to house 37,000 more residents by 2051².

Of these dwellings, it is estimated that over 60% will be for high or medium-density housing – units, apartments and townhouses. This high demand for apartment-style living reflects a number of trends including the shift to inner city living, smaller households, an ageing population and declining home affordability.

The Council therefore must be smart and strategic about how it manages growth.

A targeted approach to infill housing allows us to:

- Be more sustainable – makes the most efficient use of existing services and infrastructure (roads, businesses, shops, bus and train services, broadband, power and water) and reduces urban sprawl.
- Support our centres – having more people living close to town and neighbourhood centres will provide an economic impetus for our centres, some of which are struggling or need further investment.
- Accommodate growth and improve housing affordability – provides opportunities for increased housing supply in places where the benefits are greatest and where people want to be (especially as they age), close to shops, jobs, services and public transport.
- Preserve sense of place – it protects neighbourhood character and heritage values where they are most valued.
- Promote housing choice – increases the range of housing options for everyone from first home buyers and young families to empty nesters and the elderly.

¹ Quality of Life 07, in twelve of New Zealand's cities.

² UDS Working Paper 9 (revised 2008) – Quantifying the growth spine, MERA (2007) revised regional projections, Property Economics (2005) housing demand study.

1.5. What have we done so far?

We have already made considerable progress.

PLAN CHANGE 56 – MAY 2007

In May 2007 we tightened the rules of the Wellington City District Plan to improve the quality of new residential development and to better protect the amenity of surrounding residential areas. Plan Change 56 came into effect on 29 November 2007. While it will take some time to see improvements in the quality of development on the ground, Council officers have already noticed a significant improvement in the quality of applications for new residential development.

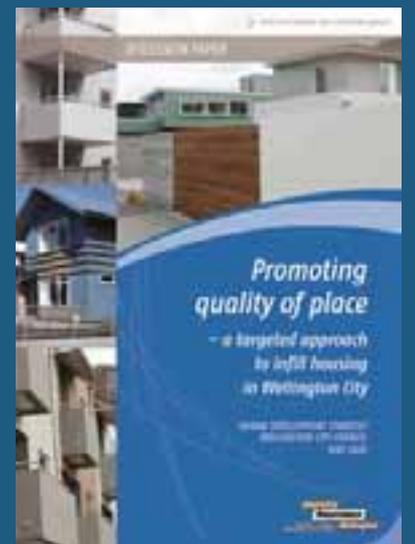
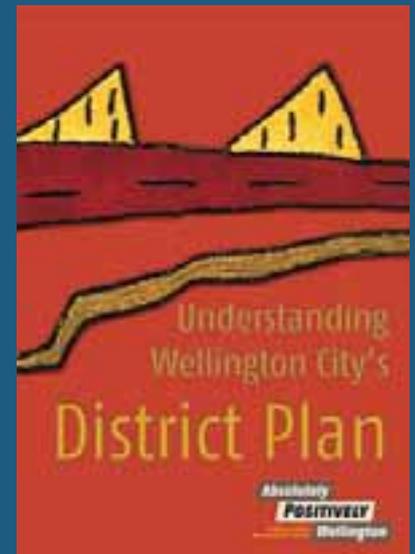
DISCUSSION PAPER 1 – MAY 2007

In conjunction with Plan Change 56, the Council carried out a city-wide consultation process on the discussion paper *Promoting quality of place – a targeted approach to infill housing in Wellington City*.

Building on the compact city approach, the discussion paper put forward the idea of encouraging growth in around our key centres with good public transport and away from areas with significant character or poor infrastructure.

The paper introduced the concepts of:

- Areas of **change** where comprehensive redevelopment of housing would be encouraged, resulting in change to the character of these areas and moderate to significant increases in residential density.
- Areas of **limited infill** where infill housing and moderate intensification would be allowed to occur, as is currently the case, but with a greater focus on the quality of individual development.
- Areas of **stability** where infill housing and intensification (semi-detached housing and town houses) would be tightly controlled or not allowed at all.



1.6. Positive feedback on a targeted approach

Over 260 submissions were received from both individuals and groups on the new approach set out in the discussion paper.

With 83% of the respondents supporting a targeted approach in some form or another, the feedback provides a clear message that there is unease with the existing approach of allowing intensification to occur anywhere in our suburbs.

There was also strong support (73%) for areas of stability. As you would expect, there was less (but still significant) support for areas of change, with 61% supporting the idea of encouraging more intensive development in specific locations.

The feedback provided some very useful comments and ideas about locations best suited to growth and those that perhaps require greater protection. A summary of the feedback is available on the infill review project page on the Wellington City Council's website www.Wellington.govt.nz

2. Proposals for Change and Character Protection

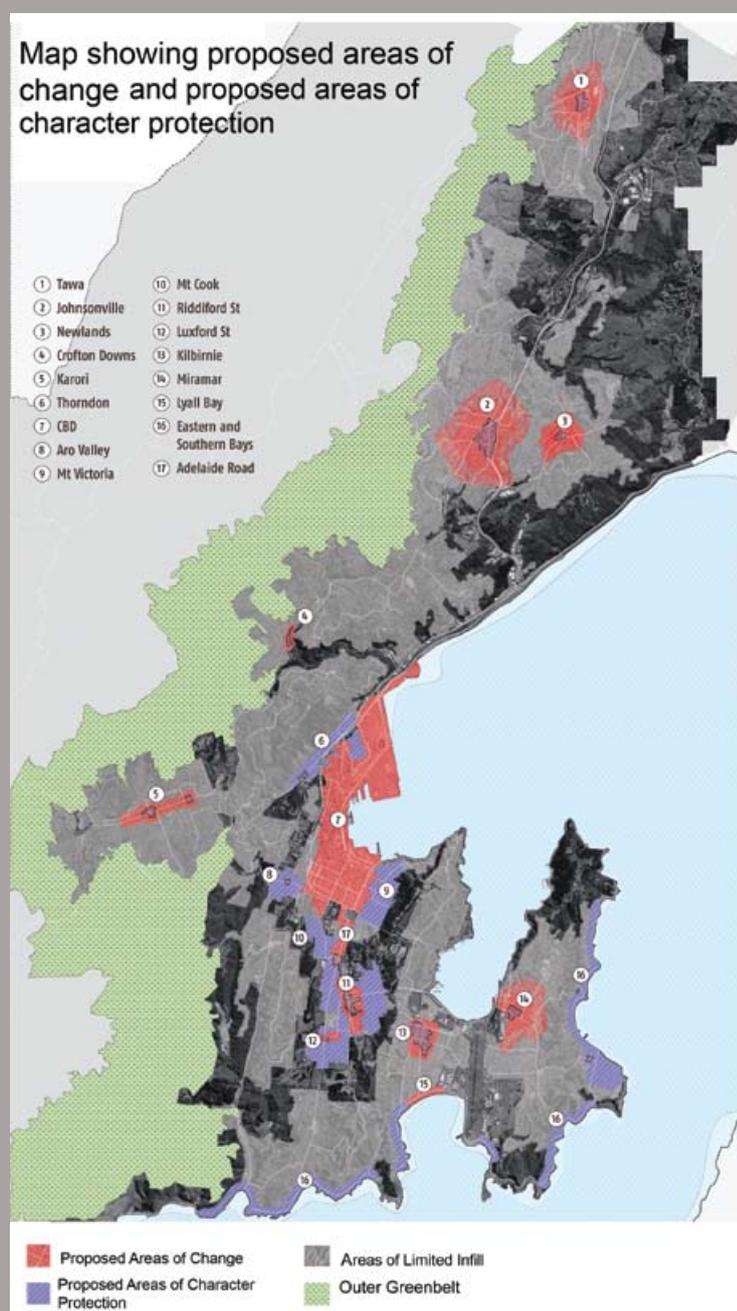
This section of the discussion paper outlines the proposed options for 'areas of change' and 'areas of character protection'.

It shows the areas that we think are best suited to residential intensification, and those that we think need special recognition because of their character values. For other residential areas in the city the new rules under Plan Change 56 will continue to apply – these other areas are called 'areas of limited infill'.

AREAS OF LIMITED INFILL

Areas of limited infill allow infill housing and moderate intensification to occur but with a greater focus on quality. New development in these areas will need to comply with District Plan Change 56. Plan Change 56 aims to ensure that the adverse effects associated with infill housing are better managed to reduce the effect of development on the amenity of surrounding neighbours and the character of the suburbs.

2.1. Key Diagram – Proposed Areas of Change and Character protection



2.2. Proposed Areas of Change

Areas that can support increased growth are called areas of change.

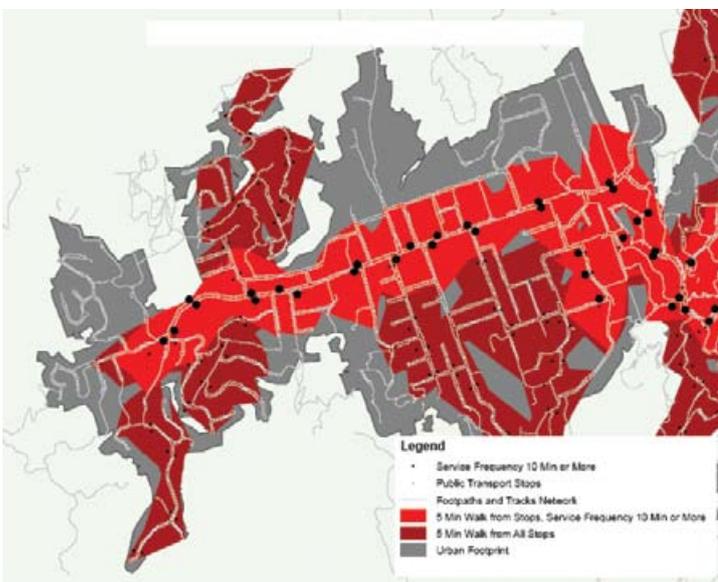
These are areas where comprehensive redevelopment of housing would be encouraged and facilitated, resulting in moderate to significant increases in residential density and changes to the character of some parts of the city.

The **process** used to develop and assess areas of change is set out in the adjacent diagram.

The key **criteria** used to identify and select the proposed areas of change include:

- **Proximity to centres and employment.** Specifically:
 - areas less than 20 minutes walk from the Golden Mile
 - areas less than 10 minutes walk from town centres (Tawa, Johnsonville, Karori, Newtown, Kilbirnie, Miramar)
 - areas less than 5 minutes walk from smaller centres
- **Areas best served by public transport,** based on a combination of walking distance to public transport (bus and rail) and frequency of service.

- **Character and heritage values.** Understanding which areas in the city have significant character and heritage values is an important consideration in this review. The citywide Character Study helped to identify areas with significant character and heritage values, and their relative sensitivity to change.
- **Carrying capacity** of areas based on infrastructure and services, including:
 - The ability of the road network and water-based infrastructure (water, waste water and stormwater) to cope with increased growth
 - Land availability and existing density
 - The provision of community facilities, recreation facilities and schools
 - Open space.
- **Environmental hazards** such as flooding and earthquake risk and significant resource values such as bush remnants
- **Development conditions,** including land values and market demand for town house and apartment living.



Accessibility to Public Transport in Karori



Areas with most benefit based on walking distance from Golden Mile and centres

Process Diagram – Deciding Areas of Change

Step 1 – Sieve mapping using Council's GIS system:

- Identifying areas with extreme constraint or poor access
- Mapping walking distance from town centres and public transport stops to identify areas that have the most benefit
- Refining these areas based on environmental constraints (flooding, earthquake), resource values (heritage, character), infrastructure capacity (roading, water, community facilities)

Step 2 – Develop a proposed outcome for each area based on density, built form and housing, and relating that to the existing density and built form

Step 3 – Consider the likely planning approach required to achieve the outcome

Step 4 – Undertake a SWOT exercise of the proposal to identify strengths, weaknesses, opportunities and threats for each proposed area based on research and ground conditions

Step 5 – Recommendations and peer review of findings by internal officer reference group

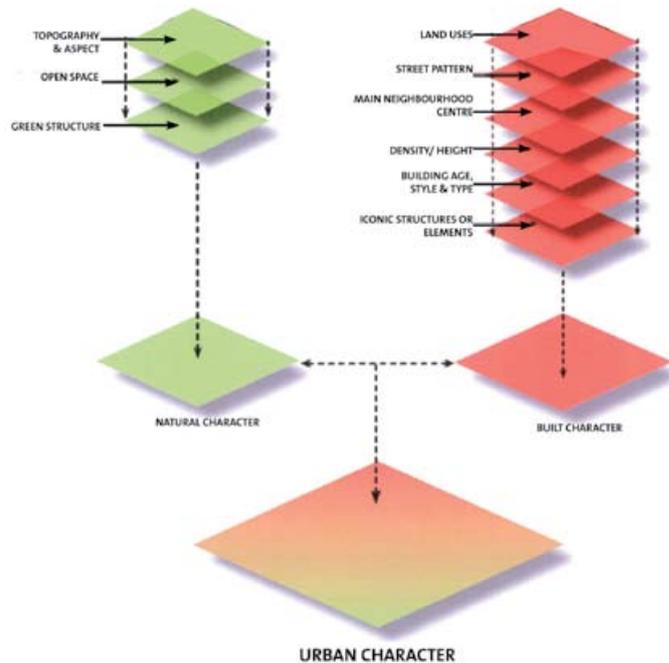
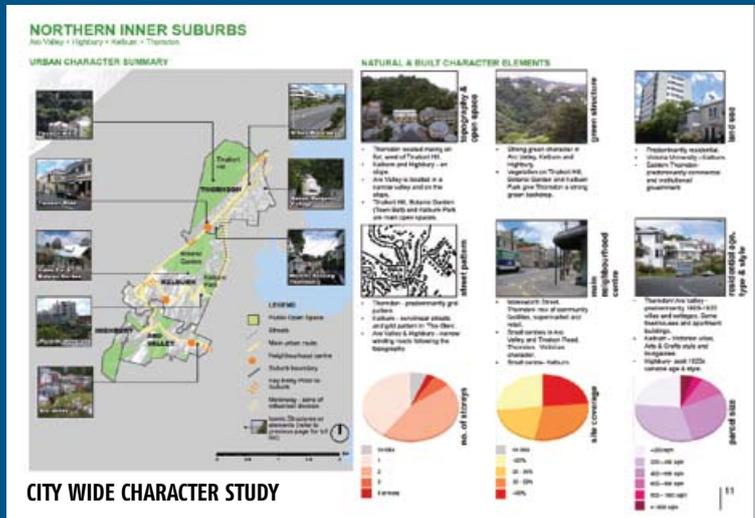
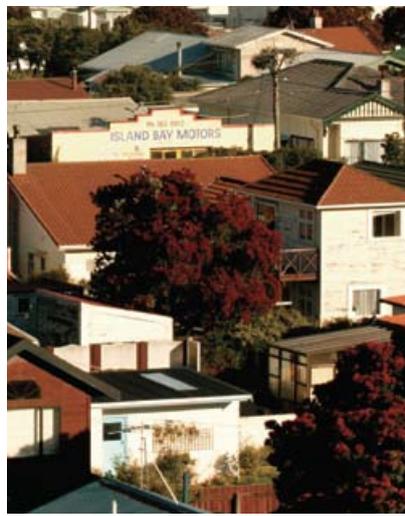


DIAGRAM SHOWING PROCESS OF DEFINING URBAN CHARACTER



Map showing 1 in 50 year Flood Zone



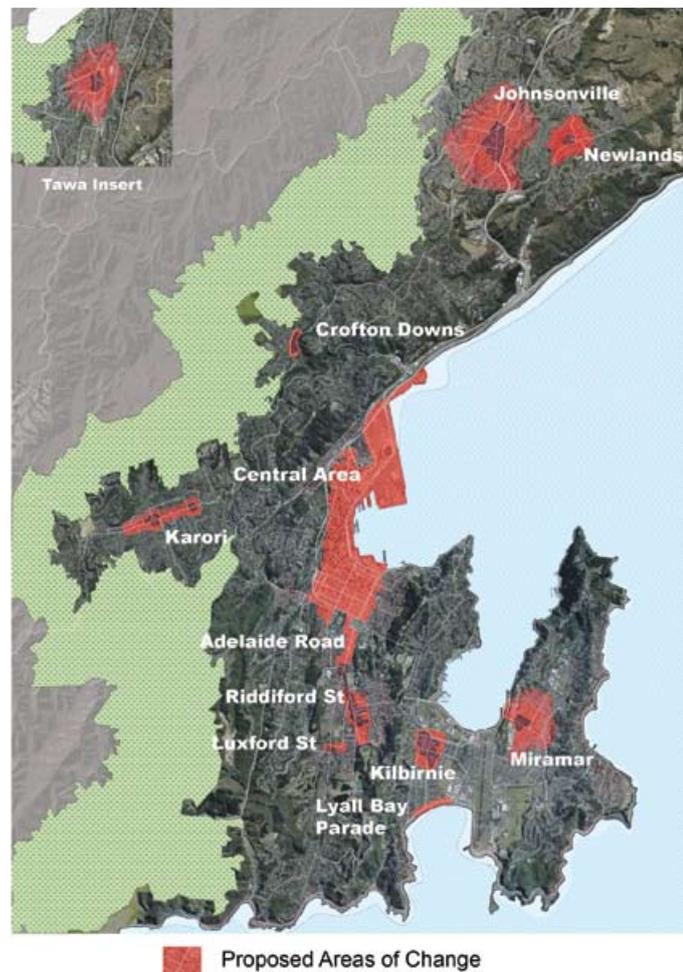
Proposed areas of Change

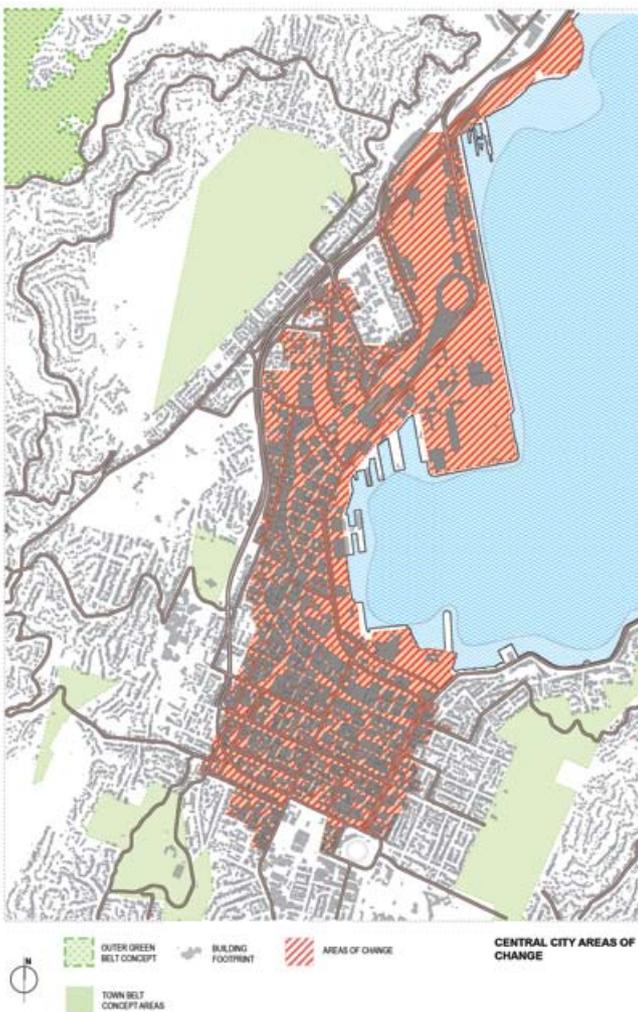
Based on these key criteria, the **areas that we recommend** be considered as areas of change are:

- **Centres along the Growth Spine:** the central city, Adelaide Road, Kilbirnie town centre and in and around Johnsonville town centre
- **Town Centres:** Karori Road corridor, in and around Tawa and Miramar town centres and Riddiford Street in Newtown
- **Other Areas:** Crofton Downs local centre, in and around Newlands local centre, Luxford Street in Berhampore, and Lyall Bay Parade.

Areas we do not recommend but which were considered are:

- Khandallah local centre, Brooklyn local centre, Island Bay local centre, Hataitai local centre.





2.2.1 The Central Area

PROFILE

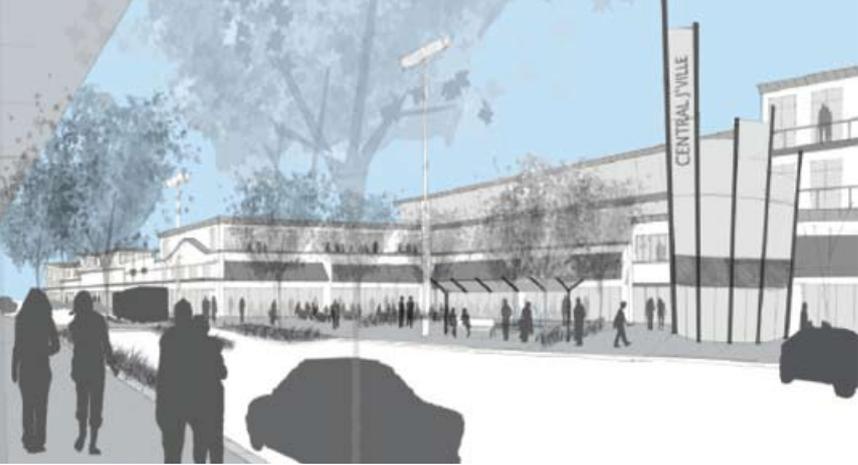
- Existing area: about 300 hectares
- District Plan zone: Central Area
- Regional CBD with about 73,000 jobs and 100,000 m² retail floor space
- Seat of Government and national capital functions
- Entertainment and waterfront
- Inner city living popular with about 12,000 living in the Central Area
- Current number of dwellings about 8000

PROPOSALS

- Continued apartment development throughout the Central Area in accordance with existing guidelines in the District Plan
- Additional dwelling estimate to 2051: 8,500
- Additional population estimate to 2051: 13,500

WHEN

- Planning complete
- Development on-going



2.2.2 Johnsonville town centre

PROFILE

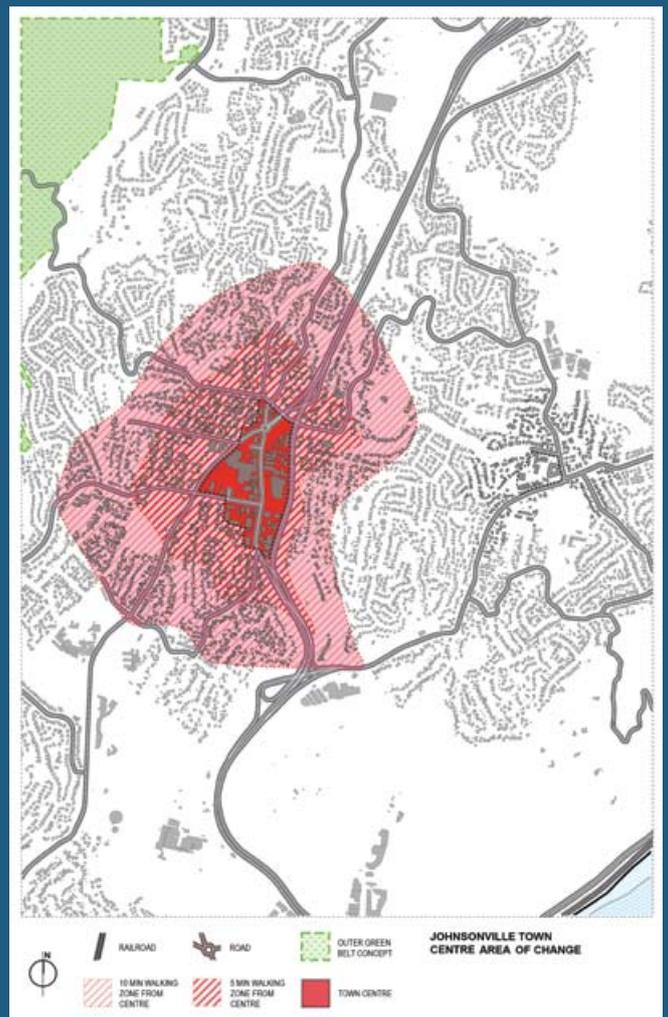
- Existing area: about 255 ha
- District Plan zone: Suburban Centre and Outer Residential
- Sub-regional function, with retail focus around Johnsonville Mall
- Community hub with Keith Spry Pool, community centre and library
- Highly accessible via car, bus and rail
- Outer boundary **10 min walk** from centre
- Inner boundary **5 min walk** from centre

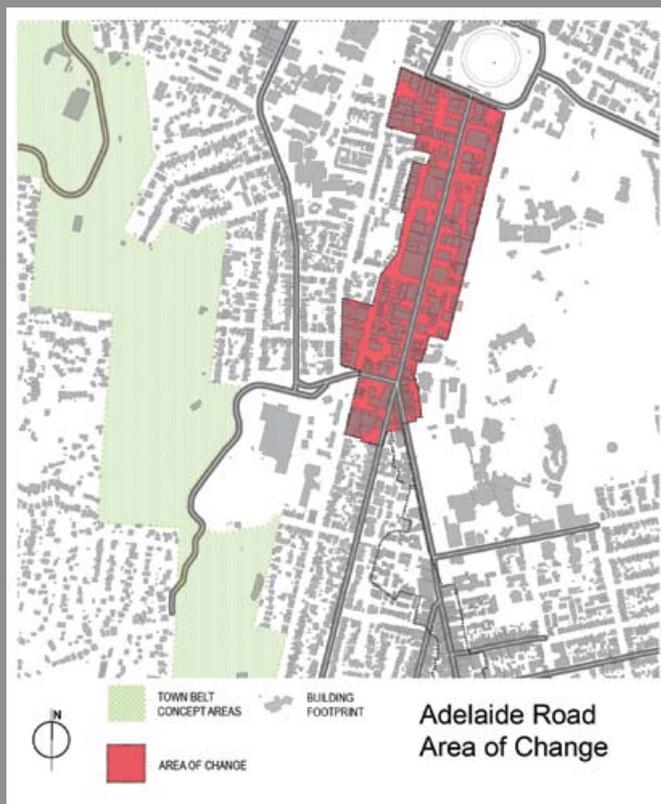
PROPOSALS

- Apartment living in the commercial area, above ground floor where opportunities exist
- 4 storey medium-density apartments and terrace housing within a 5 min walk from the centre and large vacant sites (eg Sheridan Terrace).
- 2 to 3 storey medium-density terrace housing and townhouse development in outer zone (5 to 10 min walk).
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity to be investigated for affordable housing scheme
- Additional dwelling estimate to 2051:1700-2000
- Additional population estimate to 2051:2800-3500

WHEN

- Planning for growth underway
- Centre plan complete by end 2008





2.2.3. Adelaide Road

PROFILE

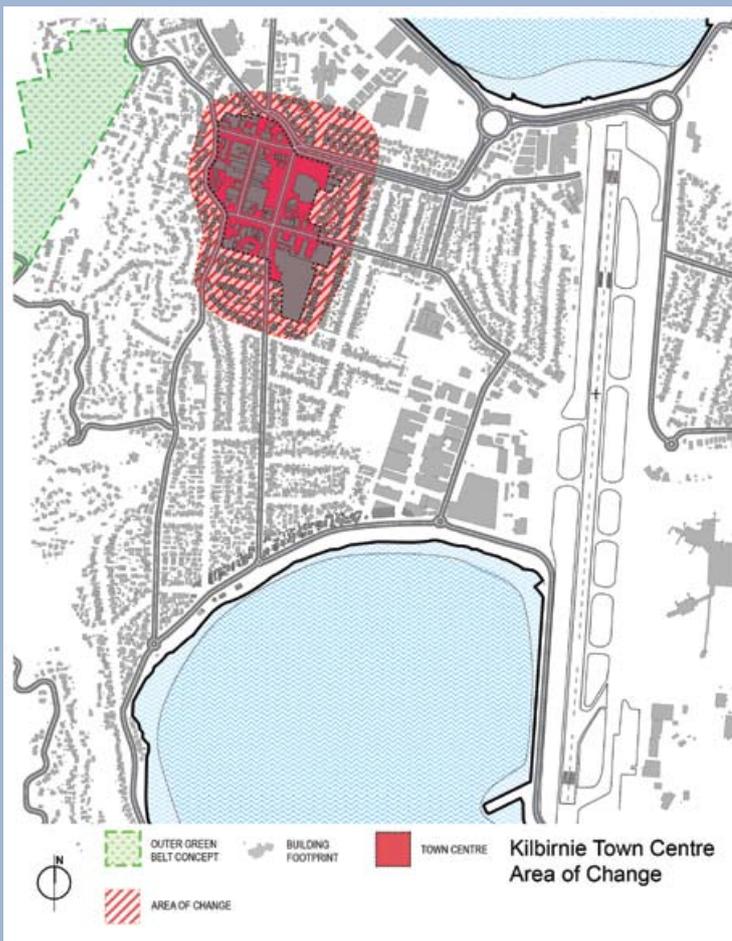
- Existing area: about 15 ha
- District Plan zone: Suburban Centre
- Highly mixed use
- 'Movement economy' businesses (car service, car based retail) and office employment along Adelaide Road
- Apartment and townhouse living on the fringe
- Public transport: high frequency bus route

PROPOSALS

- Significant redevelopment opportunity to improve amenity and design
- Continued mixed use proposed, with further apartment living above commercial uses
- Potential for medium-density townhouse development
- Opportunity for affordable housing
- Additional dwelling estimate to 2051:1000–1700
- Additional population estimate to 2051:1500–2700

WHEN

- Planning for growth underway
- Development framework in place by end 2008



2.2.4. Kilbirnie town centre

PROFILE

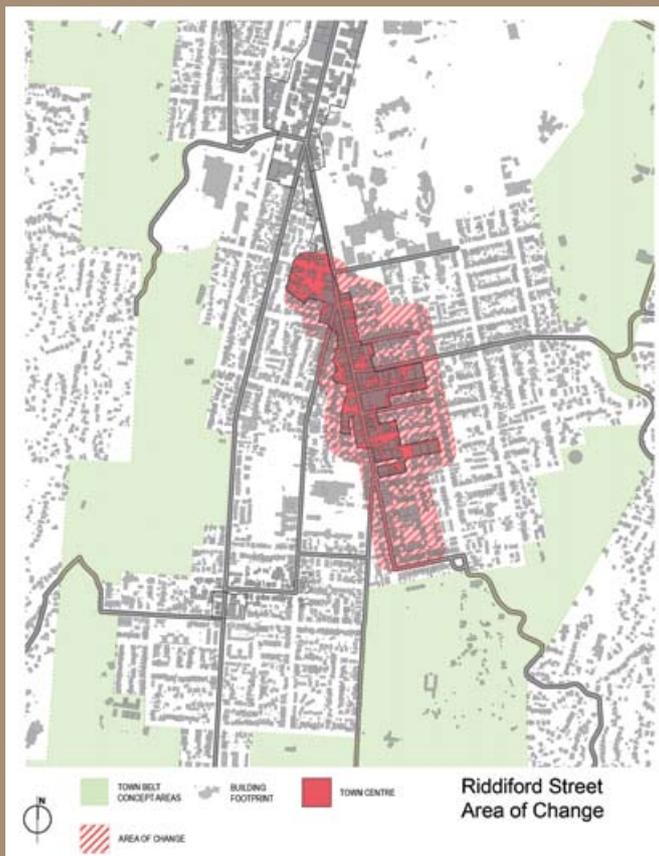
- Area: about 30 ha
- District Plan zone: Suburban Centre and Outer Residential
- Sub-regional centre with large supermarket and recreational facilities
- Public transport: high-frequency bus route

PROPOSAL

- Apartment living above ground floor level in commercial areas
- 2 – 3 storey medium-density terrace housing and townhouse development in areas immediately adjacent to centre
- Additional dwelling estimate to 2051:600
- Additional population estimate to 2051:950

WHEN

- Planning for growth proposed to start in 2009



2.2.5. Riddiford Street fringe

PROFILE

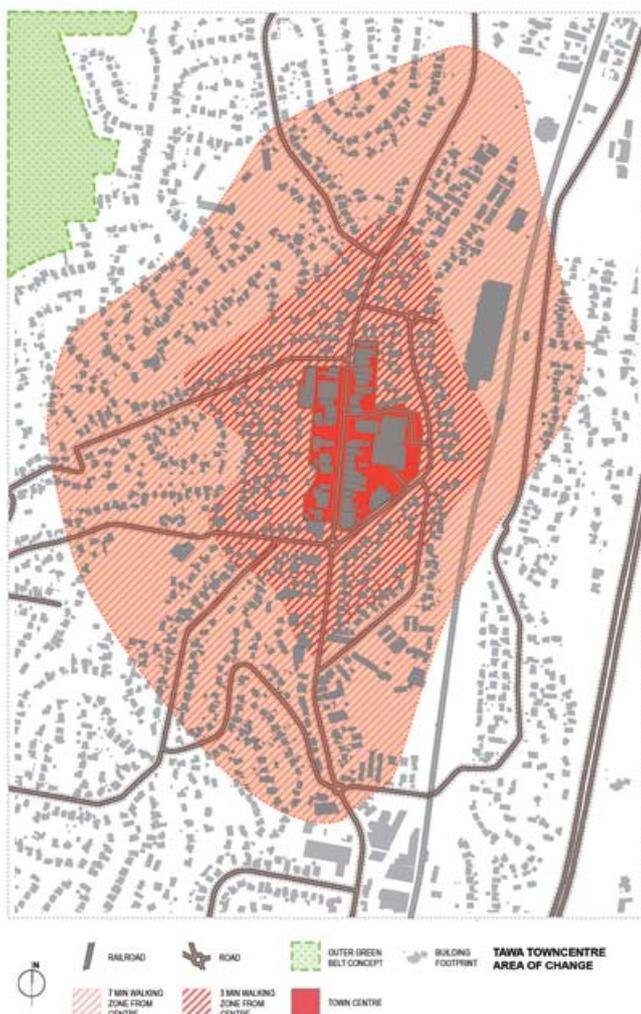
- Area: about 30 ha
- District Plan zone: Suburban Centre and Outer Residential
- Good accessibility via road and bus
- Major retail-based town centre with supermarket, cafes and restaurants
- Strong character values
- Significant employment in surrounding areas
- Good community facilities within the area including library and community centre

PROPOSALS

- Apartment living above ground floor in commercial zone
- 2-4 storey medium-density terrace housing and town house in adjacent areas.
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Character and heritage to be incorporated into development vision and facilitation
- Opportunity to be investigated for affordable housing scheme
- Additional dwelling estimate to 2051:500
- Additional population estimate to 2051:850

WHEN

- Planning for growth as resources become available



2.2.6. Tawa town centre

PROFILE

- Area: about 98 ha
- District Plan zone: Suburban Centre and Outer Residential
- Good accessibility via road and rail, average bus
- Main street commercial area, with good supermarket offering
- Good community facilities including library
- Outer boundary **7 min** walk from centre
- Inner boundary **3 min** walk from centre

PROPOSALS

- Some apartment living above ground floor in commercial zones
- 3-4 storey medium-density apartments and terrace housing around centre, based on a 3min walk from the town centre
- 2-3 storey medium density terrace housing and townhouse development in outer zone (3 to 7 min walk)
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity to be investigated for affordable housing scheme
- Additional dwelling estimate to 2051:1100
- Additional population estimate to 2051:1800

WHEN

- Planning for growth following as resources become available



2.2.7. Karori Road corridor

PROFILE

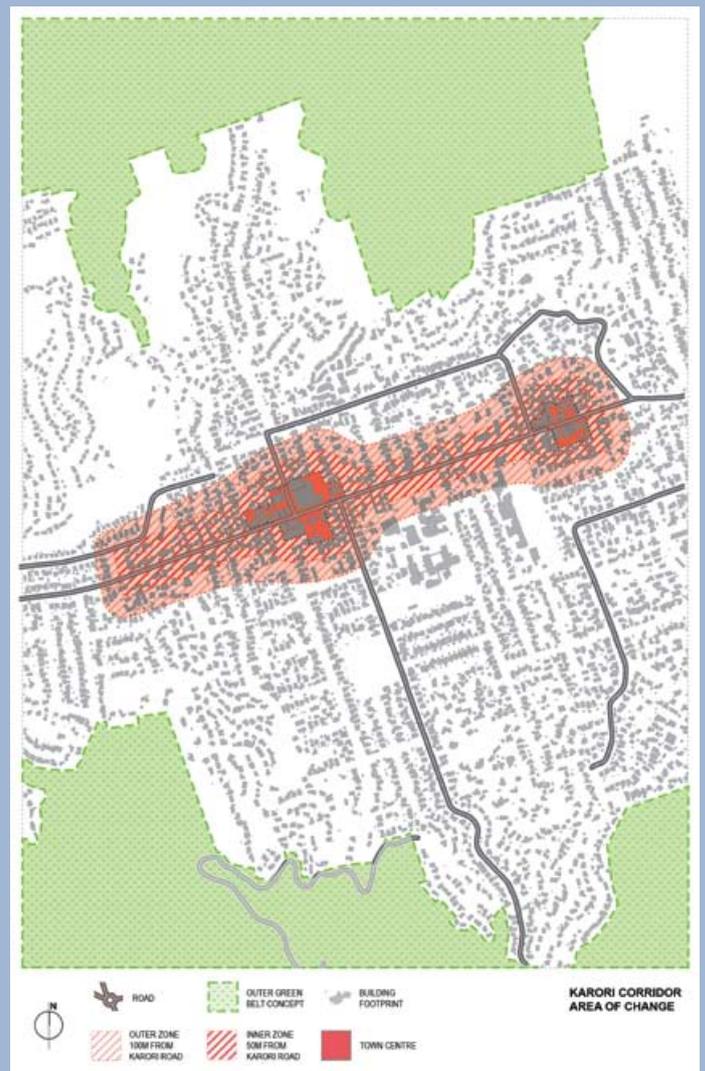
- Area: about 36 ha
- District Plan zone: Suburban Centre and Outer Residential
- Karori town centre dominant with supermarket, retail and community facilities
- New library
- Mainly convenience retail in Marsden Village
- Karori Road is the primary arterial to the city, with high-frequency bus service
- Outer boundary **100 metres** from Karori Road centre line
- Inner boundary **50 metres** from Karori Road centre line

PROPOSAL

- A corridor approach from Morley Street to Marsden Village
- Apartments in the centres above ground floor
- Inner zone (50m from road centre): 3–4 storey medium density apartments and terrace house redevelopment
- Outer zone (50m to 100m): 2–3 storey medium-density terrace housing and townhouse development
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity affordable housing
- Additional dwelling estimate to 2051:500
- Additional population estimate to 2051:850

WHEN

- Planning for growth as resources become available





2.2.8. Miramar town centre

PROPOSAL

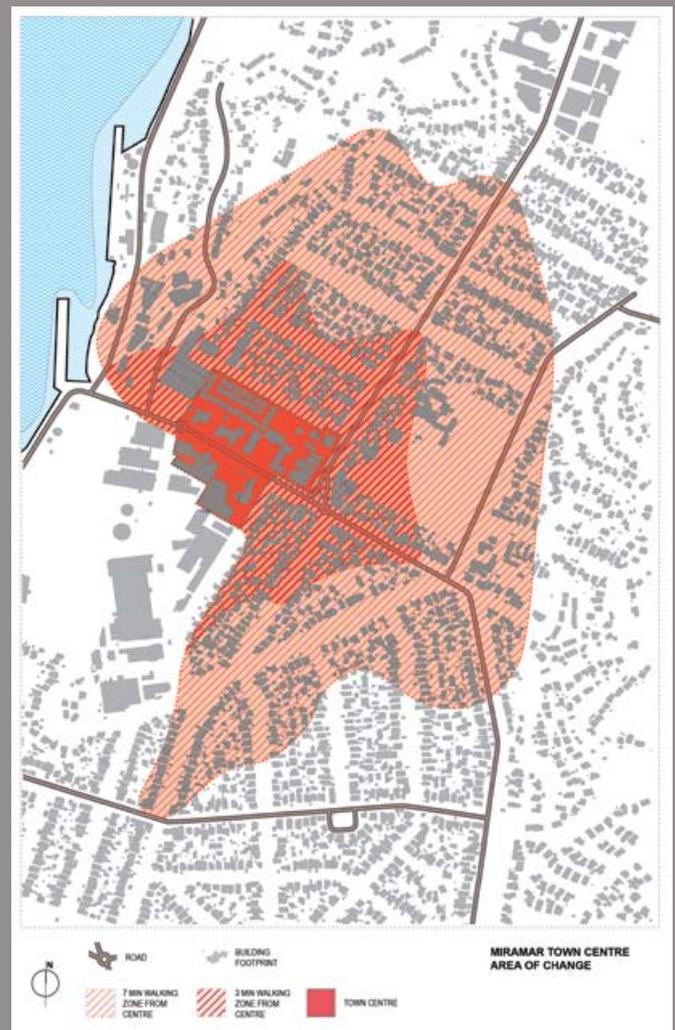
- Area: about 80 ha
- District Plan zone: Suburban Centre and Outer Residential
- Good accessibility via road and bus
- Predominantly strip retail along main road with supermarket
- Significant employment in surrounding areas
- Good community facilities within area including library and community centre
- Outer boundary **7 min** walk from centre
- Inner boundary **3 min** walk from centre

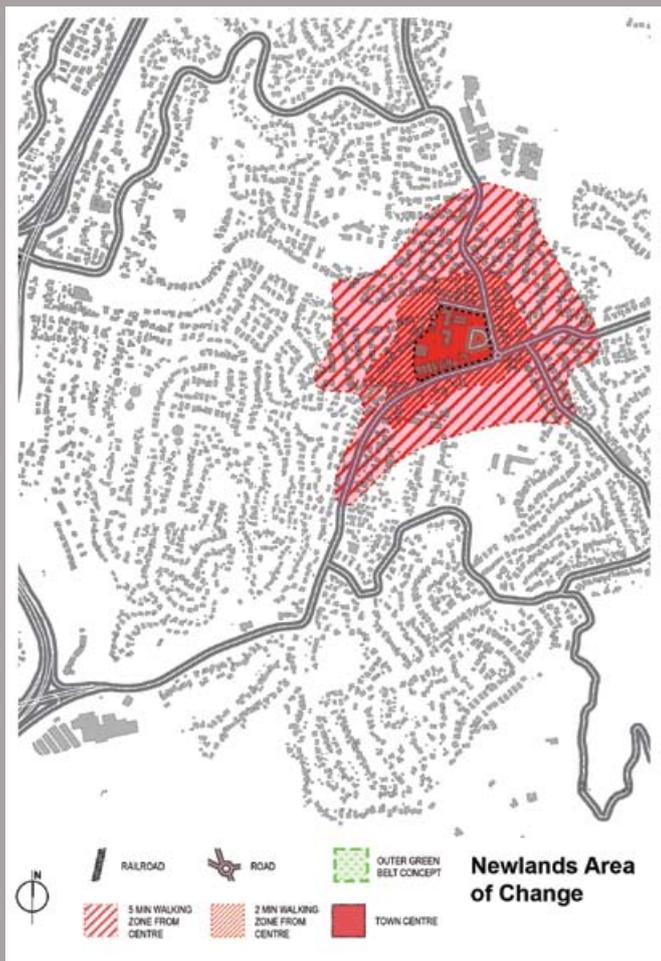
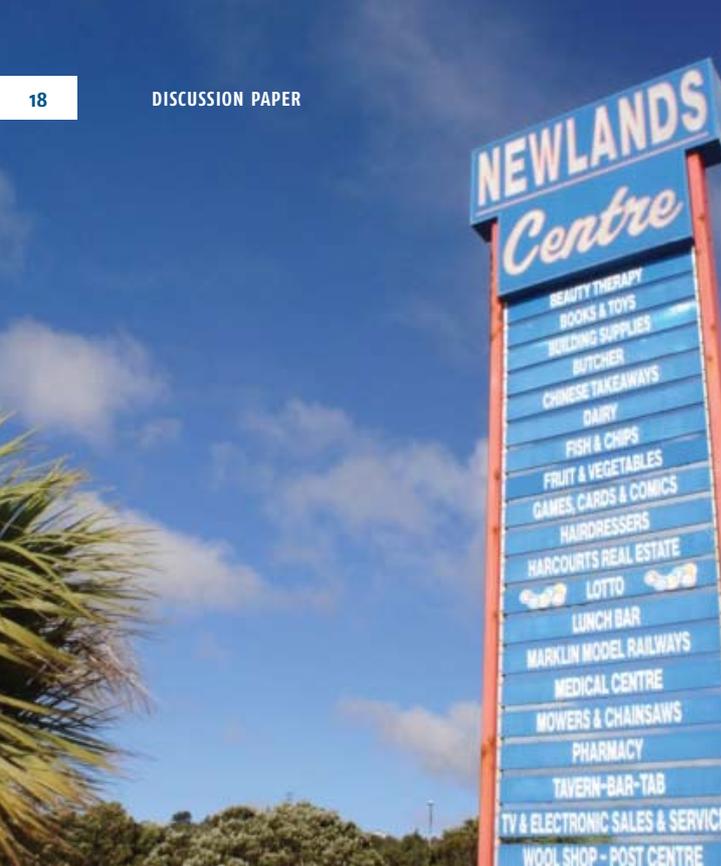
PROPOSALS

- Some apartment living above ground floor in commercial zone
- 3–4 storey medium-density apartments and terrace house redevelopment around centre, based on a 3min walk from the town centre
- 2–3 storey medium-density terrace housing and townhouse development in outer zone (3 to 7 min walk).
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity for affordable housing
- Additional dwelling estimate to 2051:1000
- Additional population estimate to 2051:1600

WHEN

Planning for growth as resources become available





2.2.9. Newlands local centre

PROFILE

- Area: about 43 ha
- District Plan zone: Suburban Centre and Outer Residential
- Public transport: good bus
- Centre type: local centre with convenience retail offering and community facilities

PROPOSAL

- Potential for apartment living above ground floor in centre
- 2-3 storey medium-density townhouse, terrace house redevelopment around centre, based around a 5 min walk from the centre
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity for affordable housing scheme
- Additional dwelling estimate to 2051:420
- Additional population estimate to 2051:670

WHEN

- Planning for growth as resources become available



2.2.10. Crofton Downs neighbourhood centre

PROFILE

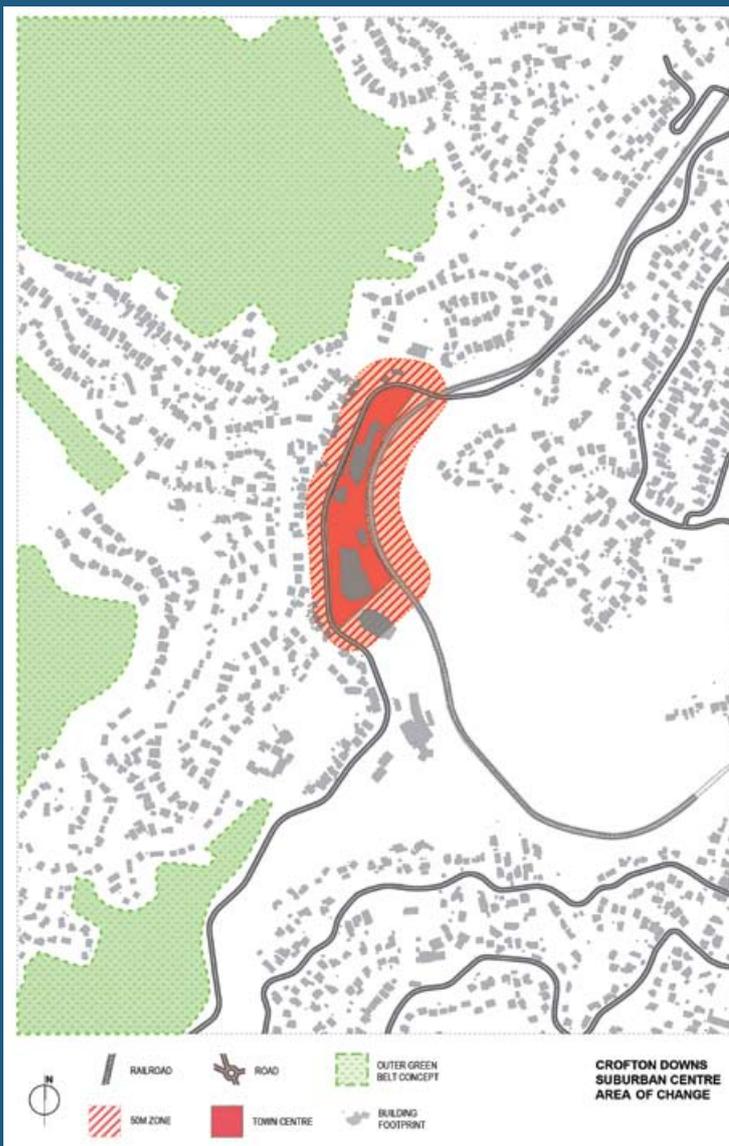
- Area: about 7 ha
- District Plan zone: Predominantly Suburban Centre, with some Outer Residential
- Public transport: rail and bus
- Centre type: local centre including supermarket, garden centre and hardware store

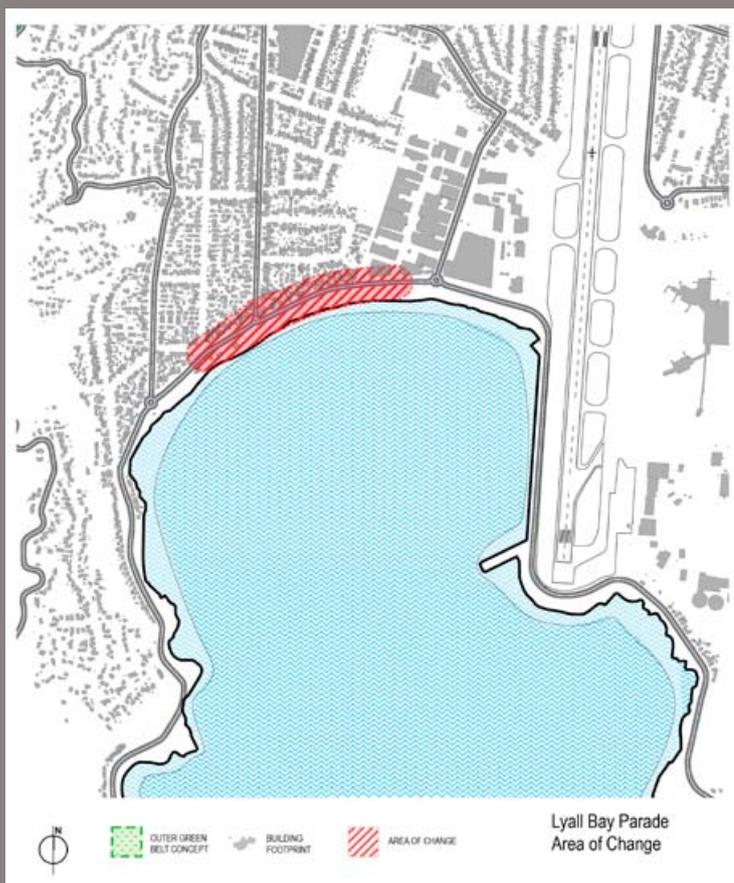
PROPOSAL

- Potential for comprehensive redevelopment of commercial area, to include mix of residential living options, including:
 - apartment living above commercial uses
 - 2–4 storey medium density terrace housing and townhouse development
- Opportunity for affordable housing scheme
- Additional dwelling estimate to 2051:140
- Additional population estimate to 2051:250

WHEN

- Planning for growth as resources become available





2.2.11. Lyall Bay Parade

PROFILE

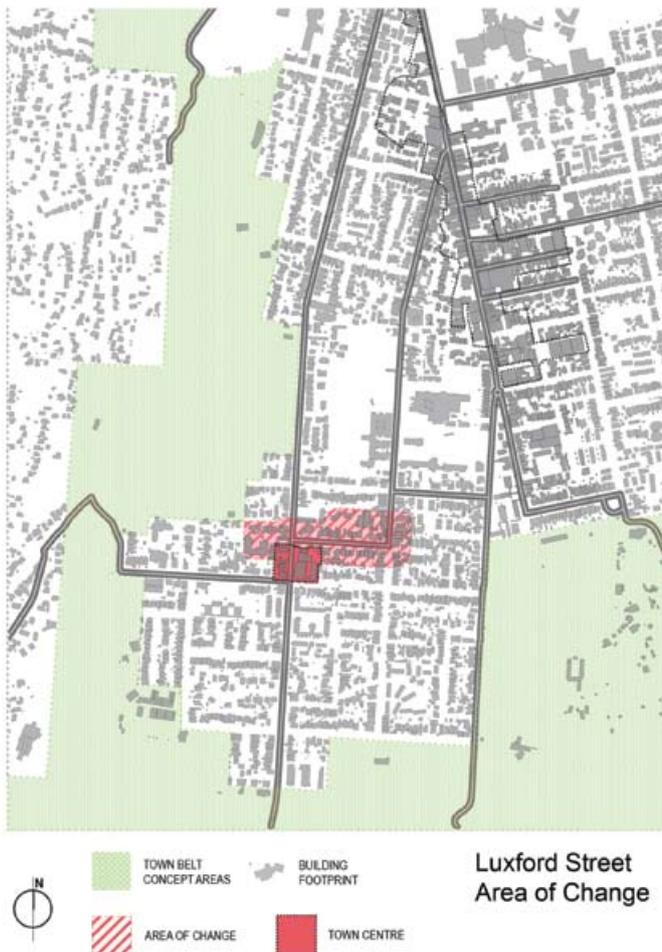
- Area: about 4 ha (not including road)
- District Plan Zone: Outer Residential Area and Suburban Centre (eastern end)
- Mainly detached dwellings with some commercial use along the beach parade

PROPOSAL

- Potential for comprehensive re-development of the Parade to a high quality living/recreation zone, including:
 - 3–6 storey medium-density apartment or terrace housing
 - Supporting commercial use (eg small retail, cafe, restaurant) on ground floor
 - Public space upgrades
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Additional dwelling estimate to 2051:250
- Additional population estimate to 2051:400

WHEN

- Planning for growth as resources allow, or combined with Kilbirnie town centre



2.2.12. Luxford Street

PROFILE

- Area: about 4 ha
- District Plan zone: Suburban Centre and Outer Residential
- Area within two high frequency bus routes anchored by Berhampore neighbourhood centre
- Good proximity to Newtown and Island Bay centres

PROPOSAL

- Potential for comprehensive redevelopment of the Luxford Street corridor to a high quality living zone, including:
 - 3–4 storey medium-density apartment or terrace housing
 - Supporting commercial use (eg small retail, cafe, restaurant) on ground floor
 - Public space upgrades
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity for affordable housing
- Additional dwelling estimate to 2051:250
- Additional population estimate to 2051:400

WHEN

- Planning for growth as resources become available

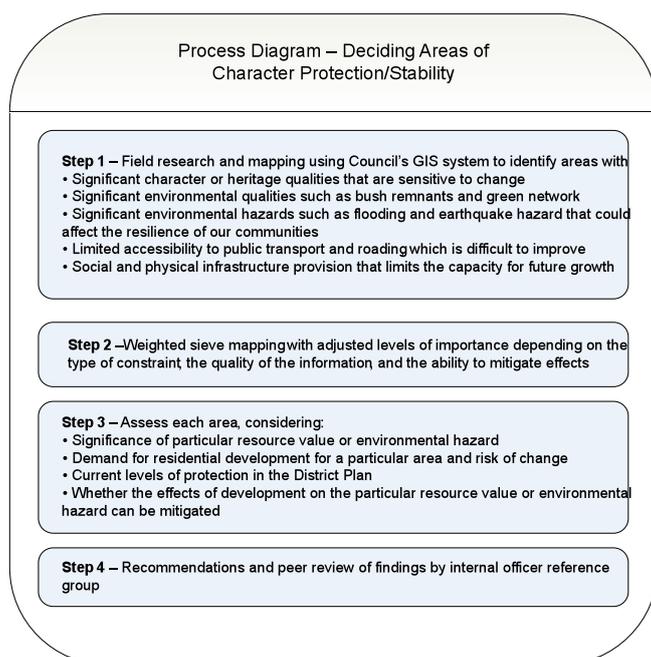


2.3. Proposed Areas of Character Protection

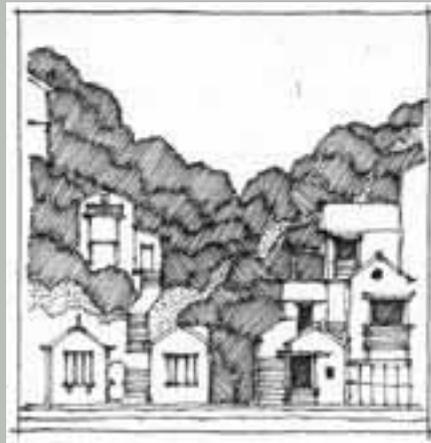
Some parts of Wellington require special consideration because they have significant character values that are sensitive to change. We are calling these 'areas of character protection'.

The term 'areas of character protection' replaces the term of 'areas of stability' that we used for public consultation last year. We have decided to do this because, while there is justification for further character protection in some areas, the analysis of existing conditions in the city shows that there is insufficient justification to heavily constrain or prohibit development in any residential areas of the city³. This is due in part to the generally good state of our infrastructure. We are also fortunate in Wellington City that we can deal with many of our capacity issues with good planning and targeted infrastructure improvements.

The **process** used to select areas of character protection (and the initial concept of areas of stability) is set out in the following diagram.



³ WCC, Revised 2008, UDS Working Paper 1 – *City Profile and Policy Stocktake*, Opus International Ltd, July 2007, UDS Working Paper 14 – *Roading Constraints and Opportunities for infill housing and intensification*. WCC, 2008 – Internal sieve mapping process.



A city-wide character study was commissioned by the Council late last year as part of this work⁴. The study, which is available on Council's website, is a strategic level exercise describing the built and natural character elements of each suburb in the city. The report also identifies areas within the existing urban fabric of the city that are 'sensitive to change'. These areas provide a very useful starting point for considering proposed areas of character protection.

The key **criteria** used to refine areas for character protection include:

- Whether the area was identified as an area sensitive to change in the Character Study.
- Strength of the values that exist in the place as noted in the detail of the Character Study.
- Whether the character of the area is unique from a city perspective or does it just have local significance.

- Level of risk of change – this is likely to be higher in areas with high amenity values.
- Degree to which the existing planning provisions are insufficient to protect the character.

Based on the above, the areas that **we recommend** be considered as areas of character protection are:

- The parts of the inner residential area subject to the 1930's demolition rule, including parts of Mt Victoria, Thorndon, Aro Valley, Mt Cook, Newtown and Berhampore.
- Coastal/residential fringe area in the eastern and southern suburbs including Karaka, Scorching and Worser Bays, Seatoun, Breaker Bay, Moa Point, part of Lyall Bay, Houghton Bay, Island Bay, Owhiro Bay.

⁴ Boffa Miskel, January 2008, *Wellington City Urban Character Assessment*.



2.3.1. Areas requiring further investigation

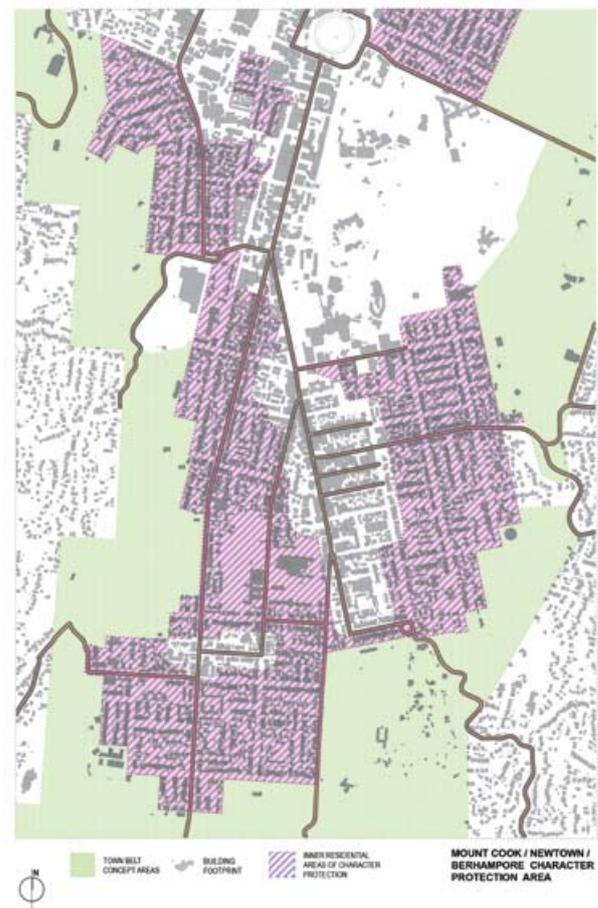
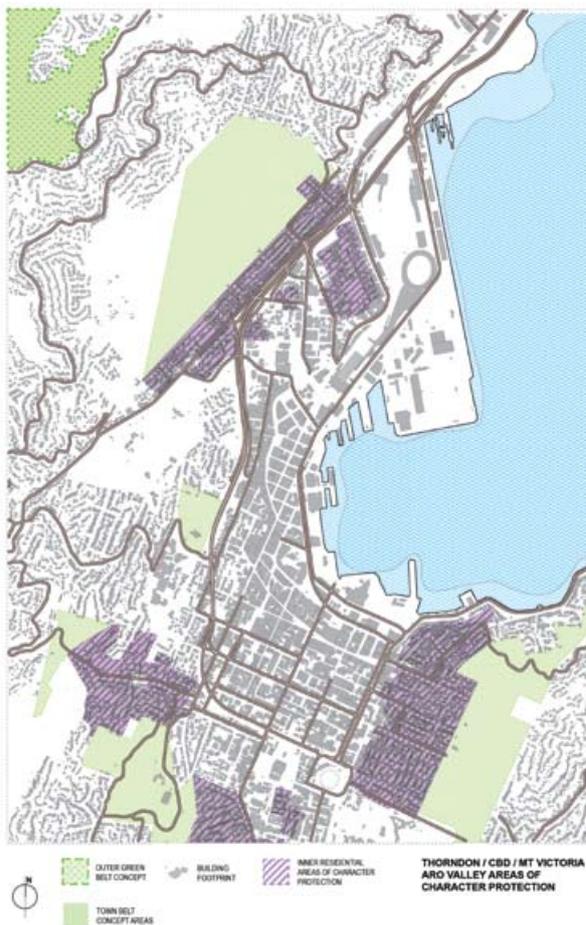
The process to identify areas with character and heritage values is complex and likely to be an ongoing area of work for the Council. Some areas requiring further investigation as areas of character protection have been identified through this process. These areas fall into two groups – residential living areas and commercial areas.

Areas requiring further investigation as areas of character protection include:

- The area surrounding Crawford Green in Miramar.
- The Glen Road area and west Bolton Street area in Kelburn.
- Consistent streetscape areas east and south of Kilbirnie town centre.
- Consistent streetscape areas in Karori such as around Messines Road, Nottingham and Standen streets.
- Aro Valley village and Kelburn village.
- Commercial buildings set around the corner of Luxford and Rintoul Street in Berhampore. Note these buildings fit within the proposed Luxford Street area of change and require specific character management.
- Brooklyn village and Hataitai village.
- Commercial buildings set around Mersey Street and commercial buildings at the seaward end of The Parade in Island Bay.

2.4. Proposed Areas of Character Protection – Maps

2.4.1. The inner residential areas of character protection



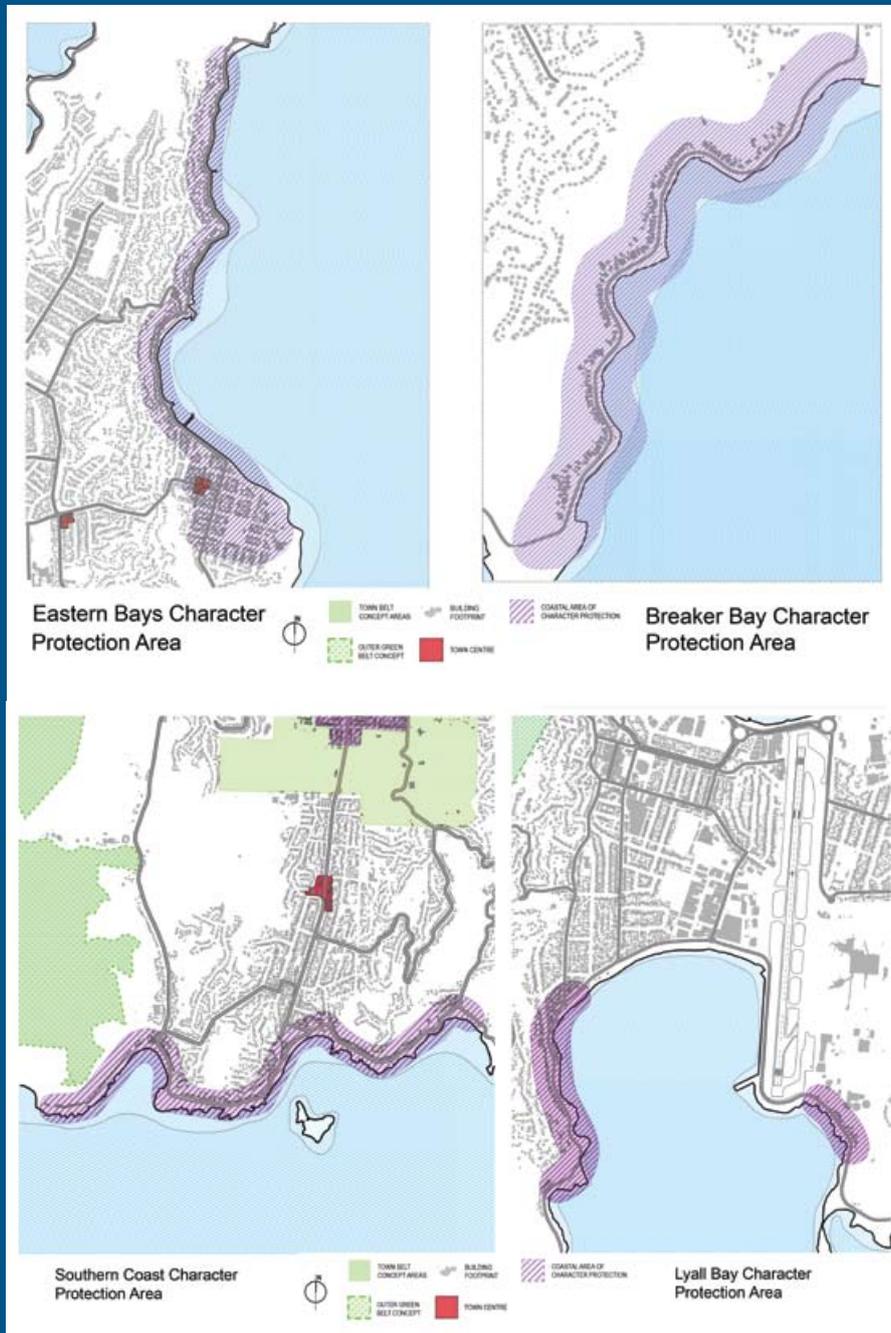
OUTCOME SOUGHT

- Design and scale of new development to fit within the existing neighbourhood character.
- Significant heritage areas and buildings protected.
- Sense of place and character enhanced by new development.

PROPOSALS

- We will do a review of heritage in these areas to determine where additional heritage recognition may be required.
- We will consolidate existing character protection rules (such as the 1930s demolition rule) to ensure a consistent approach across all inner residential suburbs.

2.4.2. The coastal fringe areas of character protection



OUTCOME SOUGHT

- Design and scale of new development to enhance coastal amenity and fit within the existing coastal character.
- Inappropriate earthworks on the escarpment avoided.

PROPOSALS

- We will review existing rules and consider developing a design guide for new development on the coastal fringe.



3. Making change happen

It is one thing to identify areas of change and character protection and another to make it happen on the ground.

Both statutory (rules) and non-statutory actions will be required to put in place the necessary conditions for areas of change and character protection. The approach for each area will depend on its specific circumstances and is likely to include some of the following:

- Making changes to the District Plan to provide for additional protection or to allow increased density in certain areas
- Collaborative master-planning processes to develop a shared vision for each area and to identify actions to make change happen
- Reviewing investment programmes to ensure we have the right infrastructure, facilities and services in place to support growth
- Entering partnership projects with other agencies (such as Housing New Zealand) and the private sector to attract investment and ensure sustainable development.

3.1. Changing the District Plan

The District Plan sets out the policies and rules that the Council uses to manage the city's natural and built environment. It is one of the key tools we have to facilitate and manage growth, but it is not the only tool.

Some of the proposed areas of character protection (such as the inner residential areas) already have additional character controls that require only minor amendment.

In other areas such as the coastal fringe, we will investigate the need for further provisions (such as a coastal fringe design guide) to ensure their character and sense of place is preserved.

For areas of change it is proposed to introduce new policies and rules into the District Plan to enable higher-density development to occur. It is likely that the policies and rules will be tailored for each area, taking into account:

- The need to retain active commercial uses in suburban centre zones – that is, only allowing residential use above the ground floor in retail streets
- The suitable density in surrounding residentially zoned areas. For example, the rules are likely to differentiate to allow greater levels of density close to centres and lower densities towards the edge of the boundaries.
- Mechanisms to achieve good quality urban design and protect any outstanding heritage values.

3.2. Developing a concept plan and actions

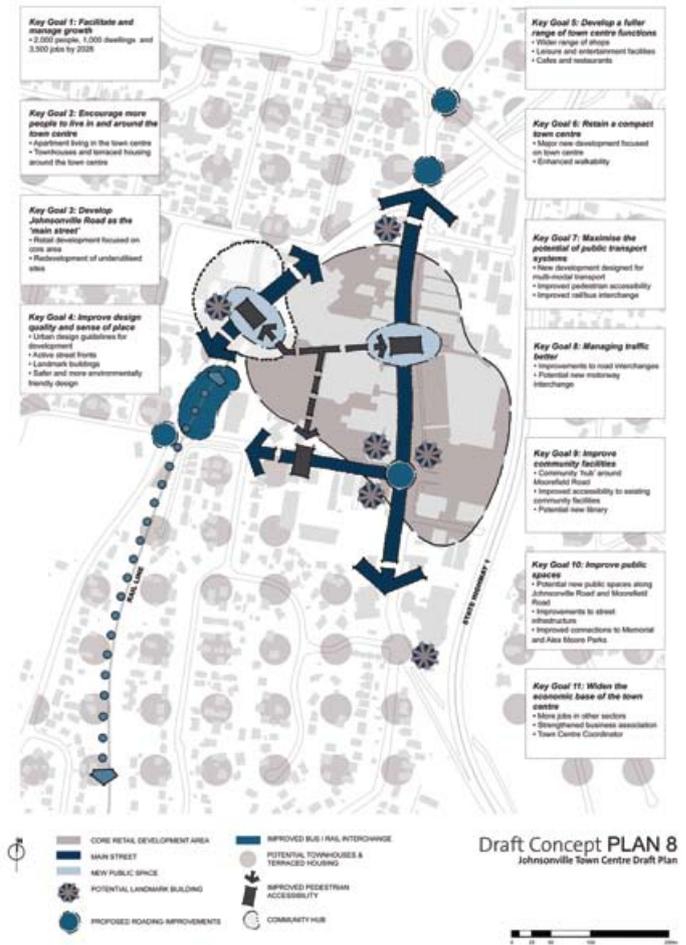
Planning for growth and change requires more than enabling rules in the District Plan. It is a collaborative effort between the Council, the community, the private sector and other agencies.

The Council has already begun to work with some communities on planning for change and growth in their areas. We have just completed a review of the planning rules for the Central Area and have almost completed the concept plan and action plan for Johnsonville town centre. Mt Cook residents and businesses along the northern end of Adelaide Road are currently working with the Council to prepare an urban development framework for the area.

Building on the good work that has been done, it is proposed to work with communities to develop a concept plan and action plan for each change area.

The Council will stage the rollout of these planning processes according to priority and as resources become available.

The table below provides an indication of how this could occur.



<p>PRIORITY 1 AREAS Planning for growth underway or proposed</p>	<ul style="list-style-type: none"> • Central Area (complete) • Johnsonville town centre (underway) • Adelaide Road (underway) • Kilbirnie (proposed to begin next year)
<p>PRIORITY 2 AREAS Planning for growth (vision and actions) will start as resources become available</p>	<ul style="list-style-type: none"> • Tawa town centre • Karori Road corridor • Miramar town centre • Riddiford Street fringe
<p>PRIORITY 3 AREAS Planning for growth (vision and actions) will follow priority two areas as resources become available</p>	<ul style="list-style-type: none"> • Newlands local centre • Crofton Downs local centre • Lymm Bay Parade • Luxford Street



4. What steps are proposed from here?

We will pull together comments and suggestions generated from this discussion paper. These will be summarised and put on our website.

The next step will be to use this information to prepare a final proposal for areas of change and character protection. We will consult later in the year on this proposal, which will comprise:

- A final list of proposed areas of change and areas of character protection, with boundaries accurately displayed
- A proposed District Plan change, including policies and rules to enable development in accordance with the outcomes proposed for areas of change and character protection.
- A programme of non-statutory actions to implement the new policy direction in areas of change and character protection
- An amendment to the Urban Development Strategy, incorporating the new policy direction and priority actions.



5. Have your say

*We are inviting your comments and feedback on this Discussion Paper before **Monday 7 July 2008**. Feedback can be made via mail, email, internet and fax as follows:*

MAIL

FREEPOST Wellington City Council
PO Box 2199, Wellington 6011
Attention: Paul Kos, City Planning Unit

INTERNET

An online submission form from
www.Wellington.govt.nz

EMAIL

infill@wcc.govt.nz

FAX

04 801 3165

If you have any queries or would like to find out more about the review of infill or the Urban Development Strategy, visit our website at www.Wellington.govt.nz or **Paul Kos on 04 499 4444**.

PRIVACY AND PERSONAL INFORMATION

Personal information will be used for the administration of the consultation process and may be made public. All information collected will be held by the Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information. If you wish your personal details or any parts of your feedback to be treated confidentially, please state this in your feedback. You may submit comments anonymously.