

DRAFT

Wellington Urban Growth Plan

2014 - 2043

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



Wellington character:
*Housing around
Mt Victoria.*

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EXECUTIVE SUMMARY

This is an action-focused plan to ensure Wellington City residents can continue to enjoy a world-class quality of life as the city grows. It updates and replaces the Council's previous Urban Development and Transport strategies.

Wellington city's population is expected to grow by around 50,000 over the next 30 years. The plan ensures as the city's population increases, new houses, infrastructure and services are developed sustainably and in areas that benefit the city the most.

The objective of the Wellington Urban Growth Plan is to promote smart growth that enhances Wellington's liveability, compactness and distinctiveness.

It is the Council's guide for supporting investment in growth areas and facilitating change in key areas - a blueprint for prioritising and managing future growth. This includes the regeneration of urban areas, investment in the transport network and other infrastructure, the development of new housing and community facilities, and the delivery of improved public spaces.

The Wellington Urban Growth Plan is supported by numerous projects and other Council plans and strategies. It fits with - and helps to achieve - our long-range vision, Wellington Towards 2040: Smart Capital. And it integrates our Long Term Plan and strategies for economic development, environmental, social and recreation and governance.

As well as accommodating extra people into the city, the plan provides and protects natural spaces, preserves places of historical value, and ensures residential and commercial developments are in close proximity to essential infrastructure, transport and amenities. But it's also about enabling opportunities - regenerating and making the best use of land and properties suitable for redevelopment and identifying the best sites for new business and community developments.

The plan will also improve the quality and consistency of Council decisions on planning and development applications and provide certainty for the city's stakeholders - developers, central government, iwi, other councils, architects, planners, ratepayers and residents.

To be effective, it is important the plan remains relevant, so we'll continue to regularly monitor it to make sure it reflects changing local priorities and development pressures. This will include assessing and reporting back to Councillors and the organisation's Executive Leadership Team on the progress made in achieving the objectives.

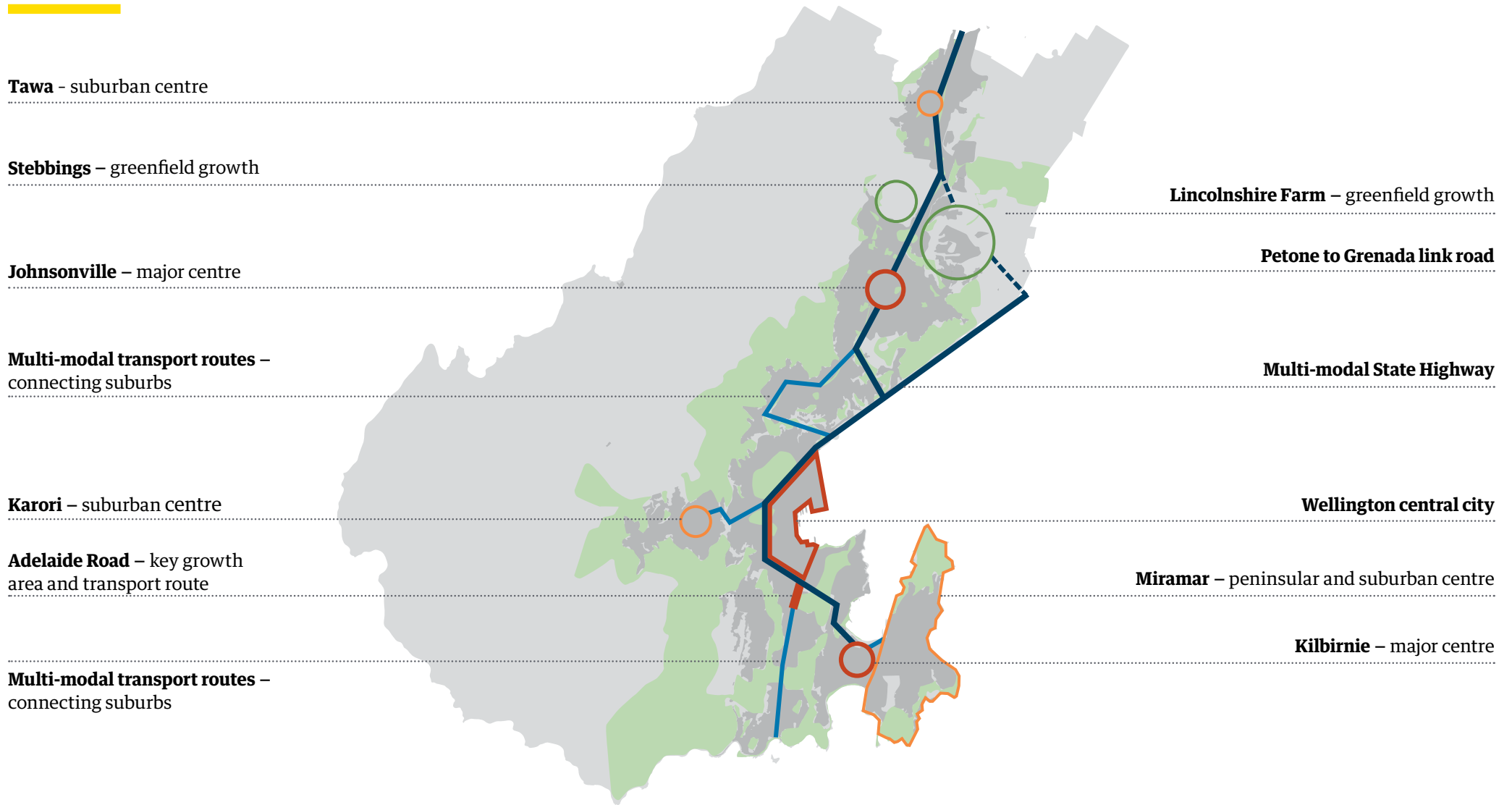
In summary, the Wellington Urban Growth Plan provides a framework for sustainable development. It anticipates the city's future needs and growth areas while protecting the environment and our heritage and building on the things that make the city special.

We think it will be a catalyst for positive change and progress.



*Wellington's
skyline: Our harbour
and city skyline.*

Concept Plan:
Urban growth strategy for Wellington



Our compact city

The city's urban areas are close to - or surrounded by - the Town Belt and the reserves, rural land and hill-tops that form the outer greenbelt. More intensive residential and other development is encouraged in locations with quality transport links, infrastructure and community facilities.

Greenfield growth area



New greenfield housing developments and subdivisions are encouraged in areas where transport and other infrastructure exists or is planned. These areas include Lincolnshire Farm and Stebbings Valley.

Development along the growth spine



More intensive residential and commercial development is happening and planned along the 'growth spine' - between Johnsonville town centre and Wellington Airport - where investment will be focused on development, transport and infrastructure.

Dynamic central city



The central city is Wellington's economic, social and cultural hub. It is a focus for business investment and employment growth; high density living; high quality buildings and public areas; events and cultural activities; and investment that will support all the different ways people want to get around.

Attractive suburban centres



Suburban centres provide for a mix of residential, commercial and social activities. Medium-density housing is encouraged in and around key centres. Quality infill housing occurs in existing residential areas. Growth in these areas is encouraged by improvements to transport infrastructure and connections so people have more choice about how they get between these key centres and the central city.

Integrated and connected transport system

A fully integrated transport system enables people and freight to move easily and safely around the city, and has strong links to the wider metropolitan area.

Transport routes that provide choice



High levels of walking and cycling are encouraged by investing in safety and quality network improvements. High quality public transport (including bus rapid transit) and improved road links are developed with significant investment along the growth spine, suburban connections, and the proposed new Hutt Valley-SH1 link (Petone to Grenada).

Resilient and set in nature

Wellington is a compact and increasingly resilient city with strong buildings and structures; more green infrastructure (eg parks, open spaces, trees, landscaped areas, waterways), low-impact urban development, sustainable transport options, and energy efficient buildings. Earthquake strengthening of buildings and infrastructure continues, particularly along key transport routes.

Sense of identity and place



The city's distinctive character and appeal is enhanced by protecting our natural environment, managing our heritage assets, and making sure people can easily get to the waterfront, harbour and other open spaces.

Blue-belt and coastline



Development and activities in these areas need to respect and enhance the harbour and rugged coastal areas,



KAPITI
A NEW ZEALAND
ORIGINAL

Waitangi Park:
*Green spaces
are important to
Wellingtonians.*

1.0 INTRODUCTION

Context

Wellington continues to grow as more people make the city their home here, attracted by work opportunities, lifestyle and culture, high quality services and the proximity to the harbour, hills and our other beautiful natural assets.

Just 15 years ago, 170,000 people lived in the city. Today our population is 200,000. By 2043 the population will grow to 250,000.

A lot of this growth is expected to be accommodated in the inner city area. For example, Te Aro can expect a 93 percent increase in population and the central city, a 125 percent increase. Growth in other areas is expected to be concentrated along the city's 'growth spine'.

As the nation's capital city and the Wellington Region's centre of productivity and innovation,

it is crucial that future growth and investment is concentrated in areas that benefit the city the most.

The Council has numerous plans and policies that support our strategic vision. The Wellington Urban Growth Plan updates, combines, builds on and replaces our Urban Development Strategy and Transport Strategy, which were both adopted by the Council in 2006.

Purpose

This Wellington Urban Growth Plan is an action plan for how the city develops. Its objective is to promote smart growth and the development of sustainable communities that enhance Wellington's liveability, compactness and distinctiveness.

It is our primary guide for decisions that relate to planning, growth, land use, housing, transport and infrastructure. It also integrates and helps to achieve the goals identified in our other key strategies, contributing to decision making on economic development, public spaces, community character, and parks, open space and recreation.

It identifies areas with good residential or commercial development potential, ways we would like to see these areas or sites redeveloped to benefit the city, and ways to improve the transport network and urban design opportunities.

In short, the main objectives of the plan are to:

- accommodate and direct new growth to areas that best contribute to the city's economic, social and environmental prosperity and resilience

- ensure new developments contribute to or enhance the city's quality of life
- encourage new development that will help lift land values
- ensure new developments fit with the Council's transport objectives ie development occurs close to the 'growth spine' and good public and other transport links so people have choices about how they travel and can get where they need to go and have goods delivered quickly and easily - improving productivity and making these neighbourhoods more desirable places to live
- clarify where the Council should target its investment to encourage city-enhancing land-use changes.



Centre investment:
Urban improvements to Kilbirnie town centre.

Wellington Māori - settlement and partnership

Māori whānau, hāpu and iwi are an important part of the city's history and unique identity. They are also important partners in delivering on the objectives of this plan.

Taranaki Whānui ki te Upoko o Te Ika (Taranaki Whānui) is the recognised iwi collective that includes Te Ātiawa, Ngāti Tama, Ngāti Ruanui and Taranaki interests in the area known as the Port Nicholson Block, which includes Wellington City (as well as Lower and Upper Hutt cities). Ngāti Toa is also acknowledged by the Waitangi Tribunal as having mana whenua interests on the south-west coast of the city. Mana whenua status acknowledges the customary authority of these iwi groupings within the Port Nicholson boundaries and the ongoing connection they have with the land.

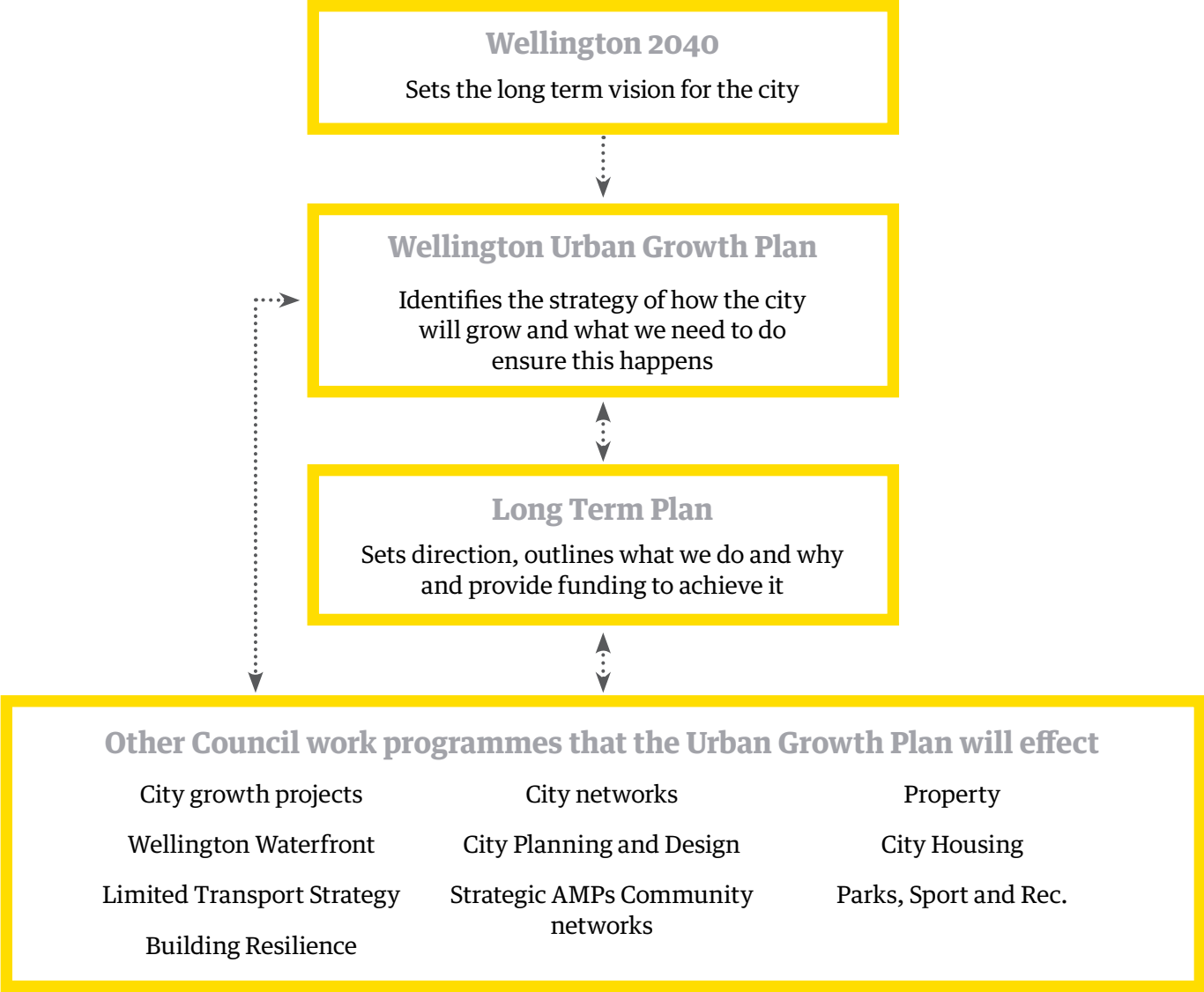
Wellington whānau, hāpu and iwi have an important partnership role in the long-term cultural, social,

economic and environmental wellbeing of the city. It is important that the heritage of tangata whenua, Māori culture and traditions is protected and incorporated into the development of the city through the actions identified in this plan.

This will require the ongoing involvement of iwi in the development of the city, and the nurturing of partnerships with the Council and other partners to help deliver on actions and projects. It also involves acknowledging and identifying sites of historical importance to Māori; ensuring public spaces, buildings, artworks and events provide opportunities to reflect the city's relationship with Māori; and ensuring that the provisions of plans and policies such as the District Plan support the protection of Māori historic heritage, culture and traditions, and reflect the principles of Te Tiriti o Waitangi.

Where does the Wellington Urban Growth Plan fit?

The following diagram shows how this plan fits within the Council's strategic framework.



2.0 THE CITY NOW

Wellington residents enjoy a high quality of life. The city leads the country on measures of social wellbeing, environment and community strength.

On top of being the political capital, the city is also known as the creative industries and arts capital with museums, theatres, high-tech firms and cafes - serving some of the world's best coffee - all within easy reach of natural attractions such as the harbour and native bush walks.

The city is vibrant, attractive and compact, making it easy to get around without a car.

One area where Wellington lacks a competitive edge is the economy. This is why the Council's number one priority, as stated in the Long Term Plan, is to grow the economy and create more employment

opportunities so that the city attracts and retains more people to live and work here.

We do however have all the ingredients to grow a strong economy. Playing to the city's strengths and investing in the right areas to stimulate growth is the key. We have to focus on supporting our areas of advantage such as film, IT and design, education and creative industries.

This plan ensures future urban growth and change reinforce the physical and spatial characteristics that make Wellington special. It also ensures the city will continue to provide a high-quality urban environment that contributes to the stimulating urban experience Wellington offers.

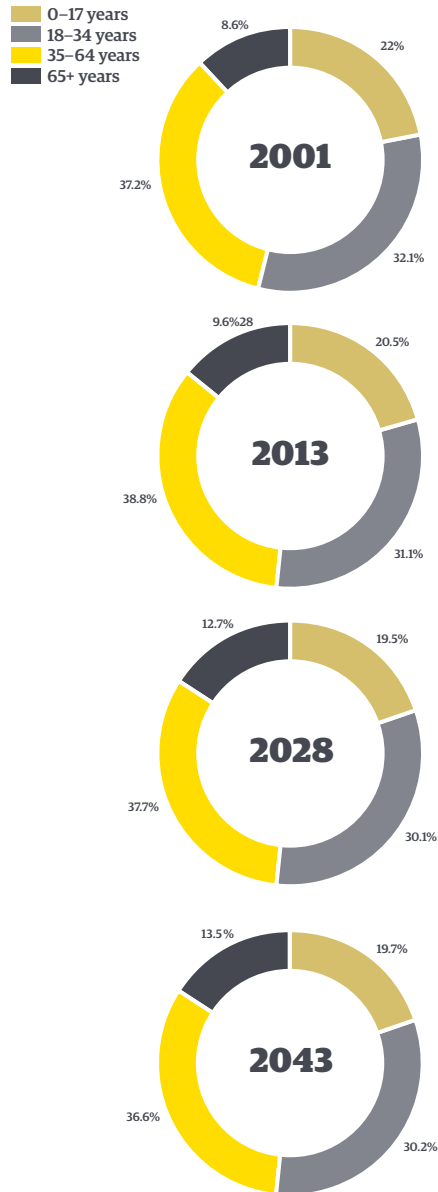
Population and growth

The single biggest factor that will influence the future urban form and functioning of Wellington is population growth. That and changing population demographics will have significant implications for the city's land use patterns, and transport and infrastructure investment.

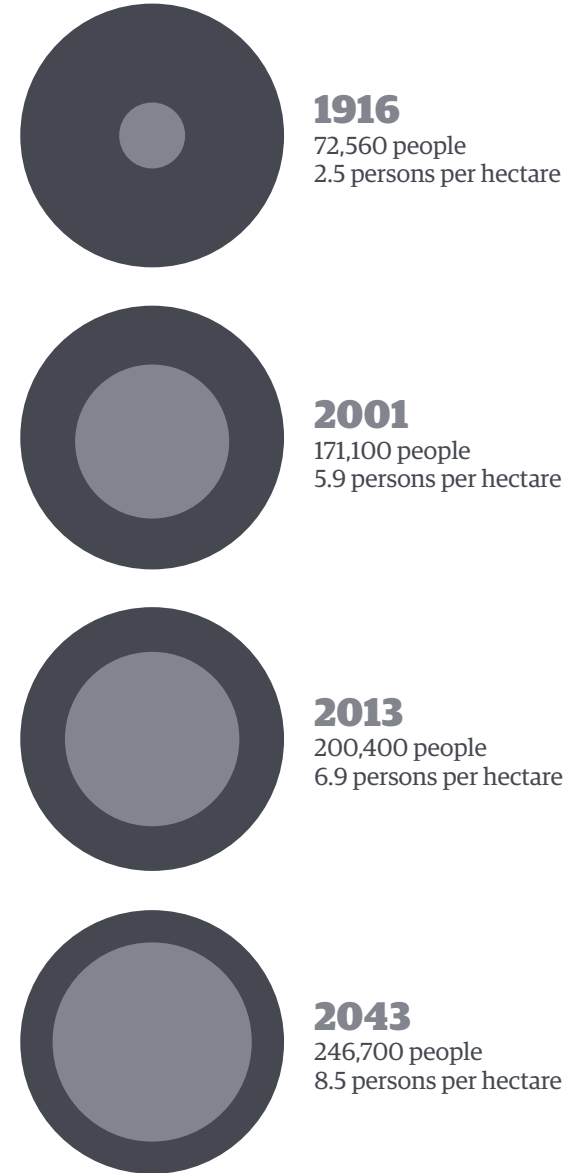
Wellington is a desired destination for young adults and students, attracted to a city with strong employment opportunities and attractive lifestyle and entertainment qualities. This contributes to the city having higher rates of education compared with regional and national figures.

The city will also undergo a shift as our population ages. By 2043, 13.5 percent of city residents will be over 65, which will have impacts on our housing, transport and social service needs, and economy.

**Wellington's ageing
population forecasts**



**Wellington's density
history and forecasts**

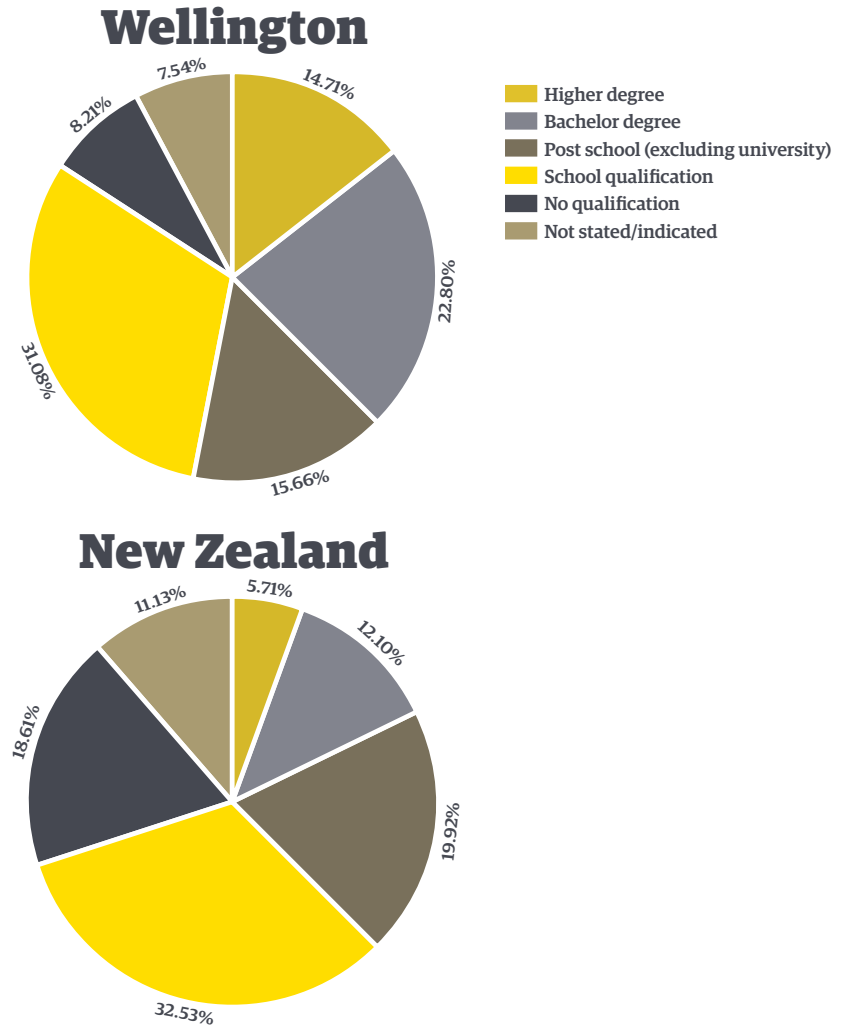


Wellington and New Zealand qualifications

The drivers for growth are Wellington’s diverse economy, its vibrancy, a significant number of students and more older people. The city population as of 2013 is 200,400, and is forecast to grow by almost 50,000 in the next 30 years.

The population and growth by 2043:

- The city’s population is expected to be more than 246,700, with growth directed to maximise benefits to the city.
- The population in the central city area is expected to increase by 84 percent - from 18,019 in 2013 to 33,150 in 2043.
- Wellington’s population growth and diversity will foster the city’s vibrancy, the creation of accessible employment opportunities, and support continued investment in housing, transport and other infrastructure.



Housing

Quality and affordable housing is the cornerstone for the wellbeing of our families, communities and a successful city. The challenge for Wellington as a city is one of choice - continuing to offer a variety of housing options, suitable for residents and families of all types and ages, within the bounds of our compact city.

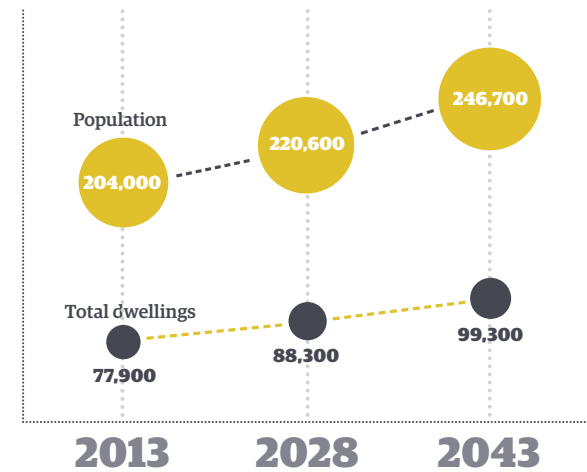
The city's projected population growth will result in the need for an additional 21,000 residential dwellings by 2043 (approximately 715 new homes per year). The inner city and adjoining areas will continue to attract the majority of renters, rental investors and young non-family households, while the majority of families wanting to buy will seek affordable options in the suburbs. An aging population will increase demand for age-appropriate housing choices (often smaller, more manageable

housing that is close to services) within peoples' local suburbs. This movement could help free up more housing choices for families.

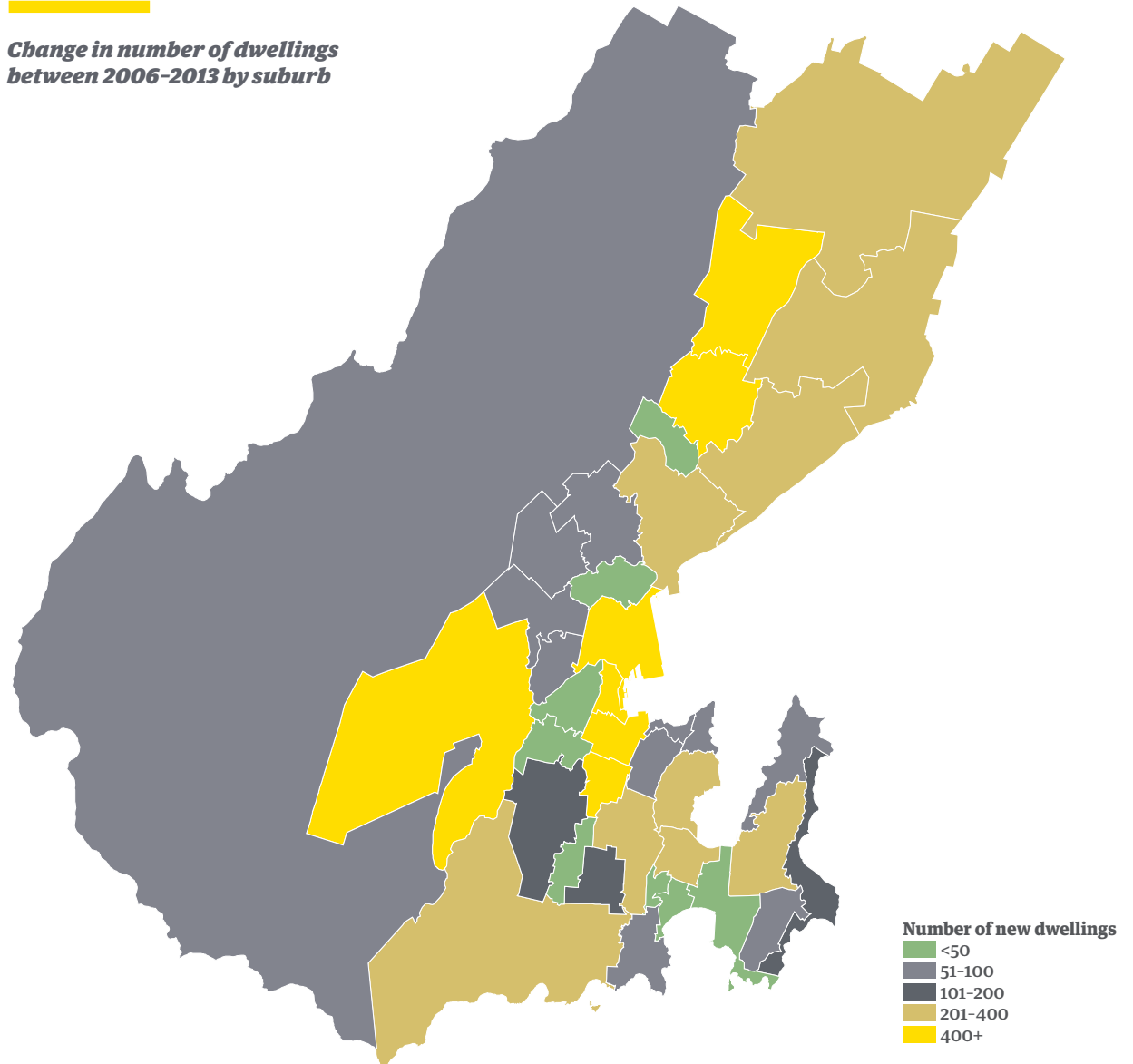
Since 2007, there have been more new central city apartments, medium density (townhouse and smaller apartment complexes) and infill housing built, than more traditional stand-alone (greenfield) housing. This trend is expected to continue. The aim of this plan is see most of the growth over the next 30 years occur in the central city and along the growth spine. Greenfield development areas (mainly in the northern suburbs beyond Johnsonville) will provide for the expected demand for new single detached homes.

We expect 25 percent of new housing to be low density; 35 percent medium density; and 40 percent high density.

Increasing number of dwellings and people in Wellington



Change in number of dwellings between 2006-2013 by suburb



The city's housing in 2043

- Residential development forecasts show the number of dwellings in the central area (Wellington Central, Te Aro, Pipitea and Thorndon) will increase by an average of 244 dwellings a year.
- The number of dwellings in the central area will grow 88 percent in the 30 years from 2013 to 2043 - from 8,263 dwellings to 15,573.
- The city will stay compact with continued central city apartment development and an increasing stock of quality medium-density housing options in areas near the city centre and in key suburban centres.
- There will be a wide range of quality housing options that meet the needs of the city's diverse population.
- This plan's targets for new housing density types (low: 25 percent; medium: 35 percent; high: 40 percent) are met.

Natural environment and sustainability

This plan recognises the importance of Wellington's unique natural environment and how this supports healthy communities. It recognises the value of our closeness and connection to nature, how this makes Wellington unique, and it aims to maximise the benefits of this setting.

One of the best ways of doing this is to keep the city compact by containing development within the city's existing urban limits. This plan supports the protection of natural features from the impacts of development, enhancement of the city's green infrastructure (eg parks, open spaces, landscaped areas); reducing the city's carbon footprint and ensuring quality open spaces and recreation opportunities in key locations. In doing this, Wellington will enhance its attractive lifestyle and ability to compete globally for visitors, talented workers and events.

Our natural environment and sustainability in 2043:

- Our network of open spaces, parks and reserves, the waterfront, harbour and coastline continue

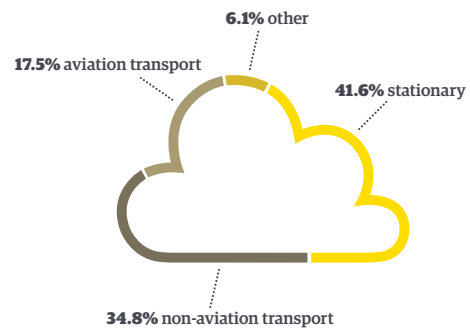
to be highly valued by residents and are easily accessible.

- Nature and natural systems are a fundamental part of the city. There are more green buildings and an established green infrastructure network across the city.
- The natural environment is an integral part of the city's sense of place, and provides a range of economic, social and health benefits.
- The environmental impacts of urban development and transport are minimised and new buildings and subdivisions embody sustainable, low impact urban development principles.
- The city's compact form, our high levels of walking, cycling and public transport use, and the increasing stock of energy efficient, low carbon buildings help reduce our carbon emissions.

Low carbon footprint

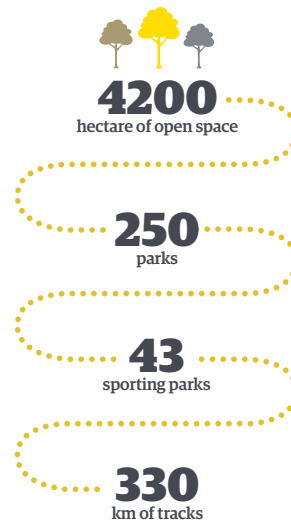
5.8 tonnes

of greenhouse gas emissions in Wellington per person.
The city's emissions are:

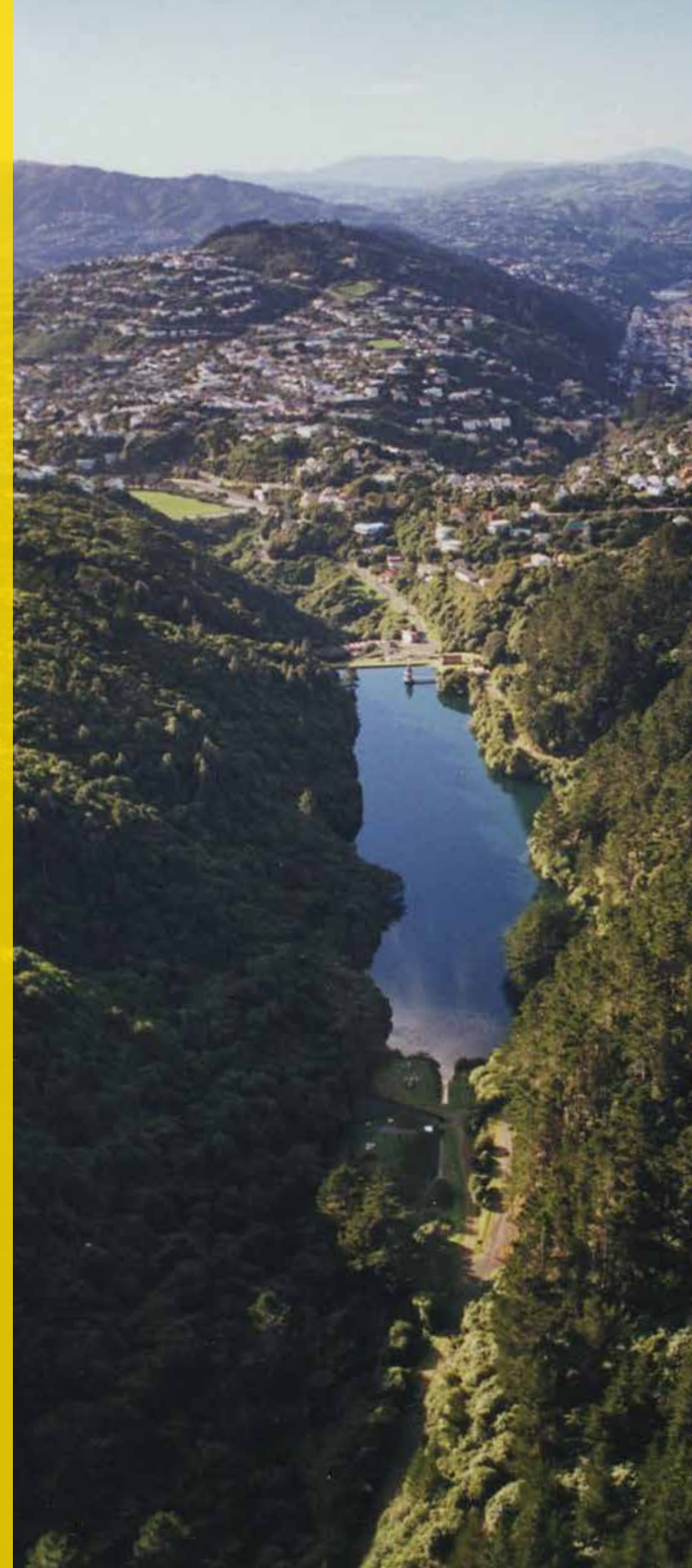


* Stationary uses are home and business uses not associated with transport

Open space network



Zealandia:
Wellington has strong environmental and conservation links.





Tonnes of CO2 emissions

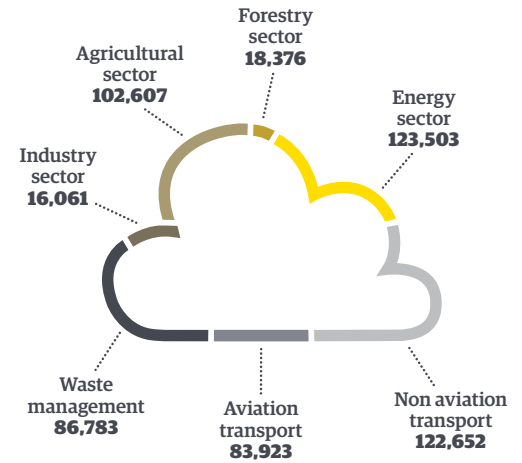
Wellington region



The reduction between the emissions expected and aim is **553,905 tonnes of CO2 emissions**. This is reflected in sector improvements totalling (t CO2 e):

*This is not a Council policy but a potential target Wellington region could reach. Research completed by URS.

Projected CO₂ emission reduction by sector



City resilience

Earthquakes are the biggest natural hazard risk and pose significant resilience challenges for Wellington with the city straddling several active fault lines. Wellington is also vulnerable to a range of other natural hazards, some challenges being immediate, while others (like sea-level rise) require long-range planning. These risks include severe storms, flooding, landslides, tsunami and sea-level rise.

The need to increase our resilience will be a key influence on the planning and infrastructure investment decisions the Council makes over the next 30 years. Climate change impacts and the predictions of more severe weather events and sea-level rise will have ramifications, particularly for low-lying coastal urban areas.

We will spend a considerable amount on making the city more resilient to earthquakes. This includes strengthening our earthquake-prone buildings

in the central city and suburban centres. Our physical infrastructure lifelines (transport, water, wastewater, power supply) will be particularly important, as well as ensuring our social infrastructure is protected.

The city's resilience in 2043

- Investment in buildings and key infrastructure, and the adoption of new urban development approaches and new technologies, mean the city's built form and transport network is increasingly resilient to natural hazards and the impacts of climate change.
- Land use and development in areas most at risk from the impacts of natural hazards and climate change is managed to minimise the risks to people and property.



Earthquake strengthened:
Ombra on Cuba Street.

Transport and movement

Having a high quality transport system is a key to Wellington's economic, environmental and social success and an essential part of the city, so must be considered in an integrated way.

Wellington is relatively well placed to face the transport challenges of the next 50 years. The city is compact with a dense urban form, many people work in the central city, and we have a comparatively young, educated population who have demonstrated they are open to change. We have a good public transport system, and car ownership is relatively low by national standards. Walking as a transport mode is very high (20 percent of journeys) by national and international standards. There has also been a recent rise in the numbers of people cycling despite a lack of cycling infrastructure (the 2013 Census showed a 73 percent increase in residents cycling to work).

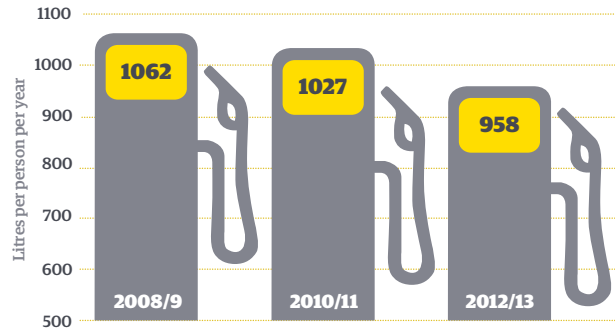
Wellington continues to move towards being a more resilient and sustainable city, supported by our changing transport choices. This plan recognises the important role our public transport system plays in moving people around the city (currently 34 percent of journeys into the central city on weekdays are by bus and 6 percent are by train). It also recognises the planned transport improvements that are being made across the city. Capitalising on these investments, as well as fostering the development of active modes - walking and cycling - will be key to the city's future success.

Our transport network in 2043

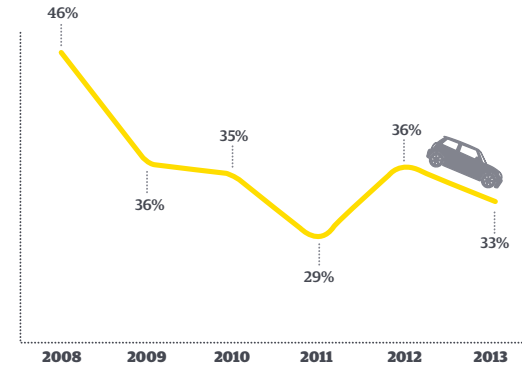
- The proportion of people using active modes to, from and around the central city continues to increase.

- A high proportion of residents (over 90 percent) still agree that the city is pedestrian friendly.
- Wellington's cycling safety (as measured by the rate of injuries and deaths of people on bikes) significantly improves.
- The percentage of people using public transport increases and our usage continues to be one of the highest in the country.
- The Wellington City Roads of National Significance projects are completed in a way that maximise benefits to the city (projects include Basin Reserve improvements, Buckle Street underpass, additional Mt Victoria and Terrace tunnels, Aotea Quay to Ngauranga Gorge improvements and Transmission Gully).

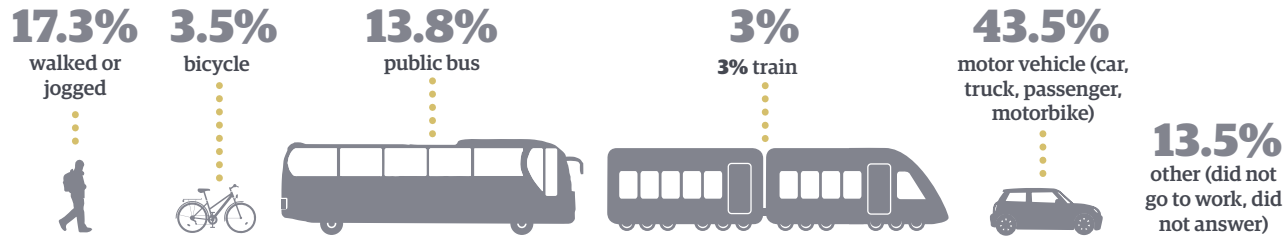
Decreasing fuel usage in Wellington



People who take a car into the CBD.



Commuters per week commuting into Wellington City (2013).



Infrastructure

Infrastructure underpins everything the city does. Having high quality, reliable infrastructure is critical to our economic, social, environmental and cultural wellbeing and fundamental to Wellington being a successful city. It is also by far the biggest area of Council spending. It is therefore important for this investment to provide value to ratepayers and maximise benefits to the city.

The city's projected population growth, and new housing and commercial development over the next 30 years, will require new infrastructure, particularly in northern greenfield areas where there is little or no current infrastructure. Existing infrastructure in urban areas also requires continual upgrade and renewal, particularly in areas where development is planned and more people will be living or working.

The impact and increased frequency of natural hazards will also place increasing pressure on

infrastructure, both to withstand the actual event (for example, earthquakes and storms), as well as being able to return to operation quickly after an event. Targeting investment to ensure resilience of critical infrastructure will be a key focus.

Developing Wellington's green spaces and infrastructure will also be important in creating a healthier and more resilient city.

The infrastructure in 2043

- The resilience of the city's infrastructure is increased through targeted investment in strategic locations and critical networks.
- Our investment in public infrastructure keeps pace with the city's population growth and new housing development (especially along the growth spine, other suburban growth areas and in greenfield growth areas).

Economy and employment

How the city develops - its urban form - is a critical factor in unlocking economic potential. Our compact layout, central city density and close proximity to major commercial centres - coupled with high quality transport links (including sea and air connections) - provide a distinct competitive advantage for Wellington.

How we plan for and manage growth through this plan will help maximise economic benefits, whilst also ensuring environmental and social benefits. Ensuring the efficient use of land and providing development capacity in the right locations are at the heart of this.

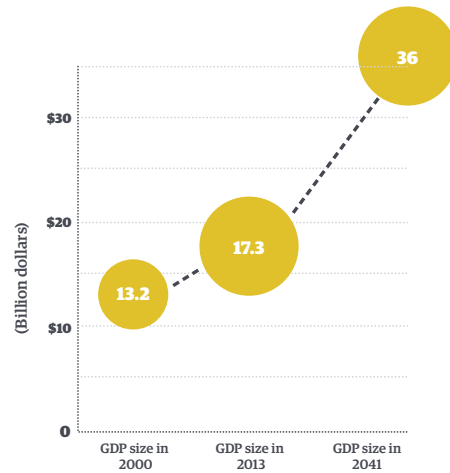
Wellington is the economic heart of the region, generating around two-thirds of the region's gross domestic product (GDP), much of it in the geographically small area of the CBD. As such, much of the city's employment is clustered in the central city.

The city's projected population growth will help support economic growth and the creation of employment opportunities. This plan identifies investment priorities in key locations to stimulate growth.

Our economy and employment in 2043

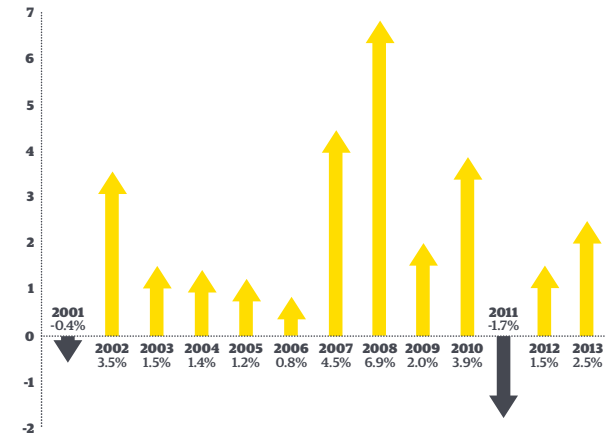
- The Council's approach to managing growth and development ensures the immediate and long-term economic vitality of the city.
- The central city continues to be the economic, social and cultural hub of the city and wider region.
- The city's suburban centres and other business areas help support economic growth.

GDP size



*Taken from Aspirational forecast scenario for 2014 prepared by BERL Economics.

GDP growth rate per year



Heritage and character

Wellington's heritage is a precious and finite resource and is important in shaping the character of the central city and suburbs. It is part of what makes Wellington unique and attractive. Heritage also plays a significant role within our economy: through direct employment; providing retail and commercial spaces; and as a focus for advertising and tourism.

Wellingtonians highly value the city's unique heritage and character. The city's rich and diverse historic heritage includes buildings and structures, sites, townscapes, streetscapes, landscapes and other historical places. We value them as features in the city's landscape and appreciate both their natural and human-made elements. Historic heritage is also of fundamental importance to Māori, their culture and traditions.

The plan recognises the importance of protecting and enhancing elements that help give Wellington its sense of place - the compact walkable nature of the city, its suburban villages, its heritage buildings and objects, character areas, and Māori heritage values and sites.

Our urban heritage and character in 2043

- Growth and development of the city values and enhances the key elements that form part of Wellington's unique identity and character.
- The legacy of the past is recognised through the appropriate protection, conservation and use of the city's significant cultural and historic heritage.
- The number of earthquake-prone heritage buildings continues to decrease through investment in strengthening and sensitive redevelopment.



**Neighbourhood
character:**
*Early Wellington
housing gives Mt
Victoria its character.*

3.0 THE CITY FOCUS

Our strategic approach

This plan has been developed to align and help achieve the four goals in the Council’s strategic plan Wellington Towards 2040: Smart Capital. These are to be people-centred, connected, an eco-city and to have a dynamic central city.

It outlines how the city’s growth and development will happen in a way that maximises economic, social and environmental benefits to the city. The bulk of the growth, as this plan shows, will happen within or near to the central city area and key centres and corridors.

The plan seeks to preserve the city’s character, to keep it compact and connected with nature and to ensure we have an efficient and accessible transport network.

The following map describes the key components of the plan’s overall approach. It builds on the concept of the ‘growth spine’ as the city’s key development,

transport and investment corridor. It also underlines the central city’s role as the main economic, social and cultural hub of the region, and emphasises its capacity for further high-density apartment development and commercial growth.

The growth spine is anchored by Johnsonville and Kilbirnie town centres, which are Wellington’s largest centres outside the central city, and have the ability to support more intensive residential and mixed use development. The city’s other suburban centres provide for a mix of residential, commercial, social and cultural activities, with more intensive types of housing encouraged in suburban locations with good supporting transport and other infrastructure. New greenfield growth is provided for in the city’s northern growth areas.

Projects and actions for specific focus within the next 10 years, which deliver on this strategic approach, are identified under ‘Our focus areas’.

Our key outcomes

There are three key strategic outcomes we aspire to for the city with this plan. They are that Wellington will be:

Prosperous

The city’s economic health and prosperity is critical to its ongoing success and its attractiveness as a place to live and work. To make the city more prosperous we need to:

- provide opportunities and access to employment and education
- attract and retain talent
- provide affordable living and transport options.

Liveable

Wellington as a liveable city will be vibrant, affordable and resilient, with a strong sense of identity and ‘place’ expressed through its urban form, openness and accessibility. A key factor in Wellington’s liveability is keeping the city compact.

To make the city a more attractive place to live we need:

- vibrant, safe and cohesive communities
- quality, convenient and comfortable urban areas and public spaces
- to be able to get around easily.

Resilient and environmentally successful

As a resilient and environmentally successful city, we will continue to invest in our network of natural assets - our parks, gardens, coastline, town belt, reserves and harbour (blue belt). This will help to support the city's ecology and biodiversity, while also absorbing carbon emissions and further enhancing these natural areas and features. Our aims are:

- reducing the environmental impact of development
- ecological enhancement and protection
- adapting to natural hazards and climate change.



Liveable city: Cyclists, pedestrians, cars and buses all use the CBD.

Our focus areas

This section sets out the Council's actions for specific parts of the city - areas of growth, buildings and housing, centres and infrastructure for all modes of transport and systems. The actions and initiatives identified provide a framework showing how the key strategic outcomes can be achieved. Detailed implementation plans for specific actions will be developed once this plan has been adopted.

Key actions and initiatives are grouped under the following five focus areas:

- transformational growth areas
- liveable and vibrant centres
- real transport choices
- housing supply and choice
- natural environment and city resilience.

Each focus area outlines a series of opportunities, projects and actions seen as important in shaping the future growth and development of the city. These may apply citywide, or may be location specific, depending on the situation.

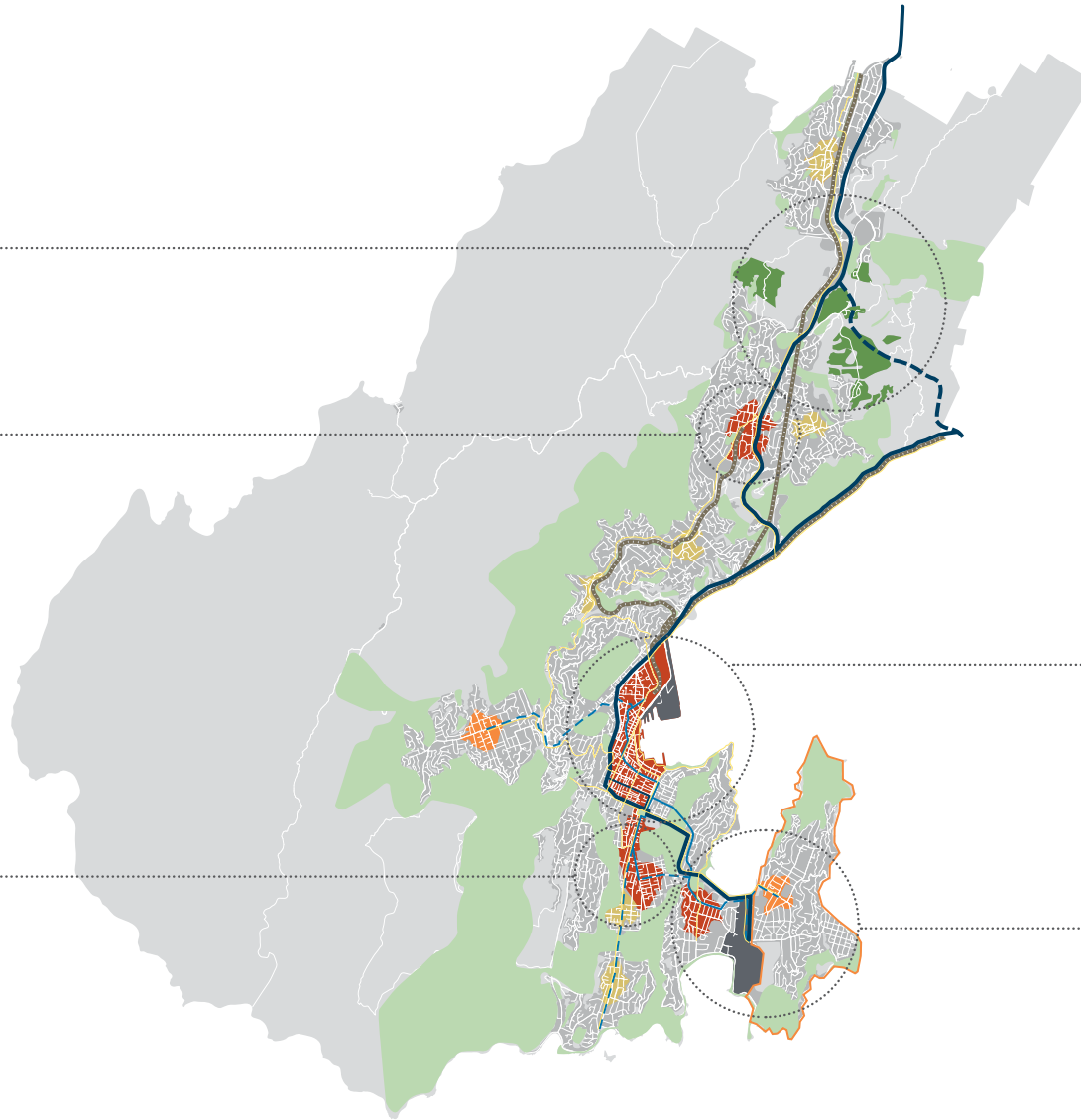
While some opportunities may relate to only one issue, often they will have multiple benefits. For example, areas such as investment in Victoria Street provide major opportunities for regeneration and residential growth, but are equally beneficial in delivering improved public transport, cycling and walking.

Summary Plan
The Wellington Urban Growth Plan

The construction of the Petone to Grenada link road will help encourage development in the Lincolnshire Farm and Stebbings as greenfield growth areas.

Johnsonville and the town centre will be a targeted regeneration area with the major roading improvements and a medium density housing demonstration project.

The delivery of the public transport spine and cycle lanes will encourage development in the Adelaide Road area. Berhampore and Island Bay will be looked at as future growth areas.



A number of projects will happen in the CBD. The Victoria Street upgrade will be followed by improvements and regeneration in East Te Aro and the development of an inner city park.

Other precincts will also be targeted for investment, including the civic centre, our laneways and Parliamentary precinct. A Pipitea Access Plan will look at improving port access.

Transport improvements will include the public transport spine, safe cycle lanes and reviewing the efficiency of our city's one-way streets.

Investments will be made in public transport, cycle facilities and the airport precinct. Support and regeneration of Kilbirnie and Miramar town centres will continue as well as guidance on appropriate development and housing choices for Shelly Bay and Watts Peninsula.

TRANSFORMATIONAL GROWTH AREAS

This focus area brings together and outlines below, all the actions required to deliver positive urban development in the locations that have been identified as suitable places for growth. When we look at where the best place to grow is, we take a number of factors into consideration. Some of these are:

- the capacity of the existing infrastructure
- key transport infrastructure
- existing key activities and services to cater for people
- existing community facilities
- whether change in the area will support and enhance the mix or type of homes and business uses on offer to people that live and work there.

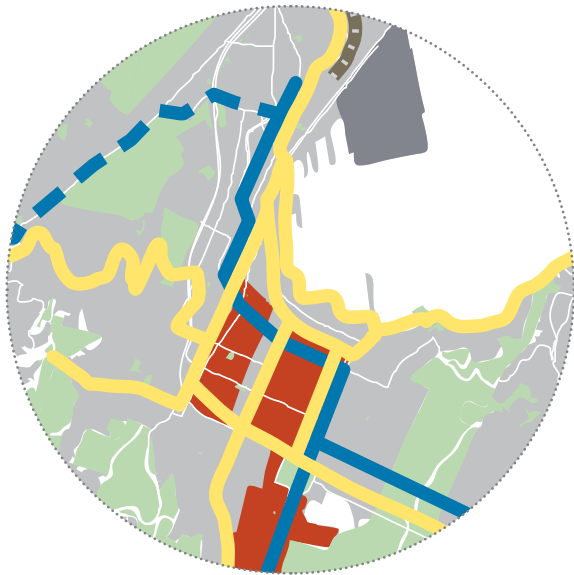
Our approach builds on the previously identified growth spine, directing development towards the central city, Johnsonville and Kilbirnie. The benefits of the growth spine approach include:

- improving the efficiency of infrastructure by locating more people in areas with existing high capacity
- retaining the character of suburban areas that many people enjoy by increasing the density in some locations
- providing opportunities for people to live closer to where they work or to access high quality transport options
- concentrating investment into a smaller number of centres.

We continue to provide a mix of development opportunities through our planning. Some of the greenfield development areas present exciting opportunities for transformation also, and these are reflected within this focus area.

To transform some of the areas, we will need to work with external partners to co-invest and maximise the benefits to the city. We will also need to coordinate land use, transport planning and investment in supporting infrastructure as a means of creating the conditions that will help generate economic growth ideas and activity.

Transformational growth areas



Lower Stebbings

Lincolnshire Farm

Johnsonville

Port

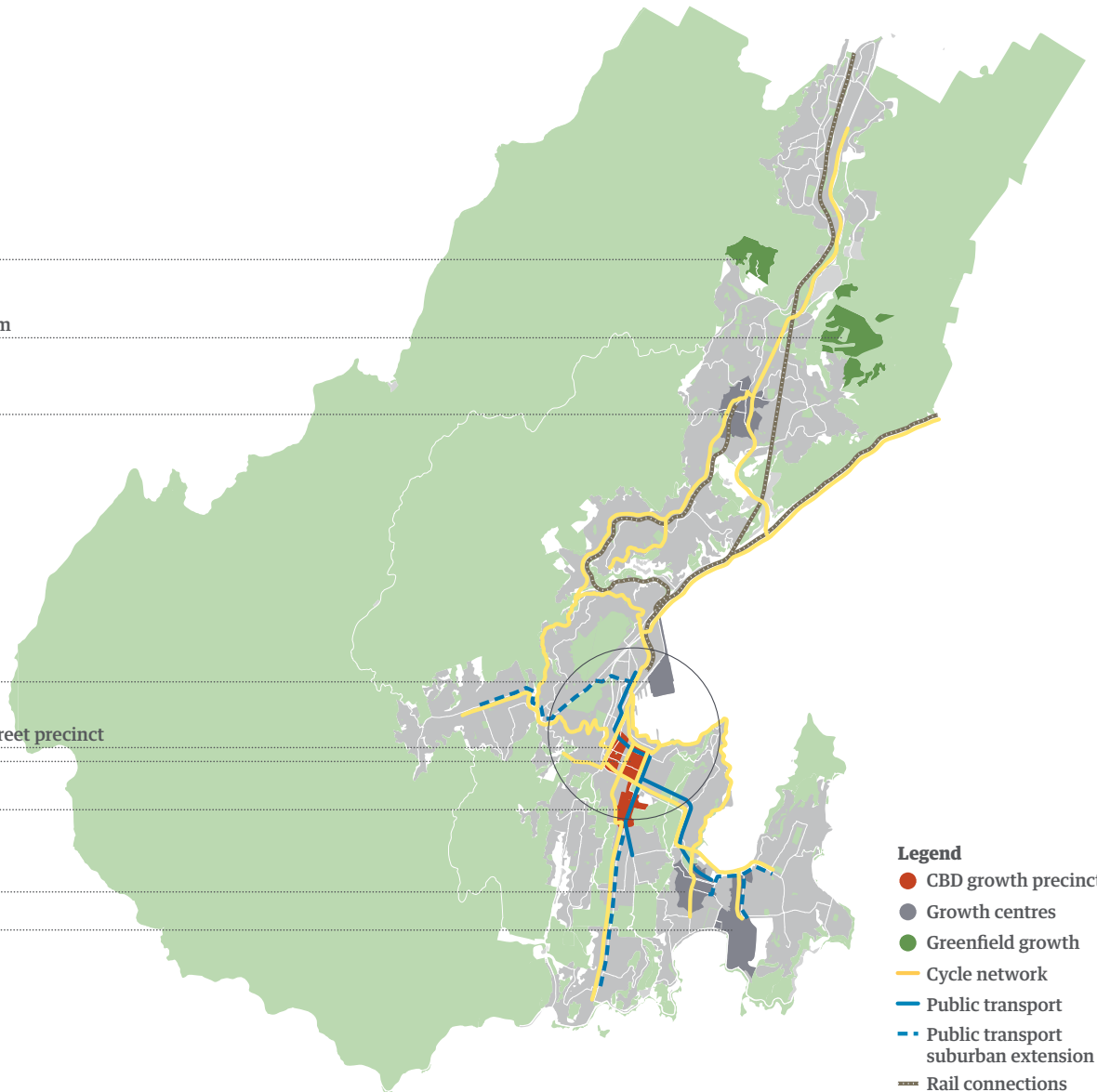
Victoria, Cuba Street precinct

East Te Aro

Adelaide Road

Kilbirnie

Airport



- Legend**
- CBD growth precincts
 - Growth centres
 - Greenfield growth
 - Cycle network
 - Public transport
 - - - Public transport suburban extension
 - - - Rail connections

1. Activate the development of identified growth areas.

To stimulate growth in the locations we have identified, the Council needs to target action and investment. To encourage development, we need to provide incentives, ensure supporting District Plan provisions, partner with others, and take a more active role in the development market.

Project	Actions
<p>Council Urban Regeneration Unit - this unit will facilitate new development in priority areas to help encourage further development. A funded work programme is to be developed with priorities set by this plan. A key task of the unit will be to work in partnership with external partners to develop feasible proposals for specific sites that could act as a catalyst for further change in an area.</p>	<ul style="list-style-type: none"> • Develop a strategic land acquisition plan to identify and facilitate revitalisation priorities and to support development of the city’s transport network (particularly for public transport and cycling goals). • Bring forward feasible development opportunities in east Te Aro, Victoria and Cuba streets and Adelaide Road. • Deliver urban regeneration projects in priority areas.
<p>Adopt incentives to stimulate development - There are locations and types of development that we want to encourage more than others. We need to send the right signals to the development community to give them confidence. Incentives should benefit those who are delivering on our vision for growth.</p>	<ul style="list-style-type: none"> • Review and update the Council’s development contributions requirements to support the delivery of new development in key locations. • Continue funding assistance for earthquake-strengthening of buildings (including the Built Heritage Incentive Fund, rates remission for qualifying developments and other measures). • Implement an ‘open for business’ approach when assessing development proposals (eg user-friendly and efficient processes). • Investigate alternative tools and mechanisms (eg planning and financial) that could help support implementation of this plan and its priorities.
<p>Deliver central city regeneration areas - the central city will be the main focus area for more intensive residential and commercial developments. This is efficient as it means people will generally live closer to where they work and have greater access to the opportunities that the central city has to offer. Delivering positive urban regeneration takes time, but it is possible to make a start on this and see some change in the short term if we work with others and coordinate investment.</p>	<ul style="list-style-type: none"> • Commence delivery of the Victoria/Cuba regeneration area - this includes public space improvements in Victoria Street, coordination with developers to implement new buildings and earthquake strengthening to protect the heritage of Cuba Street. • Commence delivery of the east Te Aro regeneration area - this area will undergo significant change due to investment by the New Zealand Transport Agency (NZTA) and Greater Wellington Regional Council (GWRC) in relation to State Highway 1 improvements and delivery of the bus rapid transit network. We will continue to partner with NZTA and GWRC to maximise the opportunities and future investments relating to roading and public transport in this area. We will use our Urban Regeneration Unit to identify opportunities in this location and help make sure they happen. • Develop a programme to regenerate the Civic Centre - this will include Mercer Street, Ilott Green and specific development opportunities in relation to the Michael Fowler Centre car park, the James Smith parking building and other sites that have structural issues.



WORK IN PROGRESS

Deliver the vision for Adelaide Road – Adelaide Road is an area that supports the Wellington Regional Hospital, is an important retail and commercial centre for the city, and can accommodate more residential development to make Newtown and Mt Cook more vibrant and economically successful. Coupled with this, it is a major transport route and as the southern suburbs grow, we need to provide better facilities for walking, cycling and public transport.

- Review the Adelaide Road Framework to ensure new development and street improvements are integrated with roading, public transport and cycle route improvements.
- Align the timing of Council investment in this area under the Long Term Plan to align with construction/ mitigation works at the Basin Reserve and to develop the Public Transport Spine.
- Work with partners to secure the transport corridor (includes land purchase and corridor designation), and help to facilitate the development of catalyst sites.

Stimulate development in sub-regional centres - which support local communities and the central city. They have an important role to play in providing people with the goods and services they need close to where they live. To help these centres thrive, we need to encourage and enable urban renewal in and around main public transport stations or hubs.

Identify areas where there is land available for development close to stations/public transport hubs. Identify if there are market barriers to development happening in these locations. Work with private partners to encourage the development of these sites.

- Enable regeneration of Johnsonville town centre - this includes completion of transport and community facility improvements; bus and rail interchange improvements to facilitate mass movement of people; improved cycling infrastructure to support sustainable transport choices; public space development to support intensification; encouraging town centre densification and the mall redevelopment. Work with private partners to unlock the development potential of these sites.
- Enable regeneration of Kilbirnie town centre - this includes development of public transport facilities/hub; public space improvements; development of the community walkway/cycleway and improved cycling infrastructure; and opportunities such as the Bus Barns redevelopment, and a mid-block link from Bay Road to Onepu Road. Work with private partners to unlock the development potential of these sites.

Unlock the potential of greenfield areas in the northern suburbs that have already been identified for growth. We want to enable high quality development to occur.

- Northern Wellington Growth Plan - a planning initiative to explore the opportunity for an ‘eco-town’ that offers sustainable housing and jobs focused on green and clean-tech industries in this area. The initial study would test the feasibility of encouraging and promoting green industry to locate in Wellington as part of our long-term sustainable, economic diversification agenda. This also includes working with partners such as NZTA and landowners to integrate the proposed Petone to Grenada link road with the future neighbourhood centre, business area and residential development.
- Plan for the development of lower and upper Stebbings Valley - develop a structure plan for inclusion in the District Plan to guide development and infrastructure requirements (including a road connection to Tawa) for upper Stebbings Valley.

2. Support the development of the port and the airport as economic hubs.

This action area is about recognising the port and airport as critical city infrastructure and supporting their development as key economic hubs for the city.

Project	Actions
<p>Airport Precinct - the combination of predicted ongoing airport growth and the proposed runway extension presents opportunities for business and employment in and around the airport. There is also an opportunity to improve transport connections to and from the airport.</p>	<ul style="list-style-type: none"> • Improve transport connections to the airport - work with the airport, NZTA, GWRC and other partners to ensure efficient transport connections to the airport. This includes investigation of an extension of the rapid transit network spine to the airport, private vehicles and freight, and walking and cycling improvements. • Plan for future growth - work with the airport and key partners on measures to improve the city's international air connections; contribute to the master-planning revision and identify opportunities for the Council to assist development.
<p>Port/Pipitea Precinct - this large area includes major city infrastructure - the port, the Wellington Regional Stadium and the railway station. The port is expected to continue to grow, which will require upgrades to access and rail/road freight distribution systems. The focus will be on:</p> <ul style="list-style-type: none"> • improving port access • improving connections between the precinct and the central city • maintaining the integrity of vital functions (eg moving freight; an industrial and freight logistics hub; a gateway for the city and visitors on ferries and cruise liners; and access to the stadium). <p>The port has large land holdings that are zoned for commercial growth. Urban renewal around the port and freight terminal area will need careful planning to ensure it does not inhibit efficient operations, and responds to resilience issues.</p>	<ul style="list-style-type: none"> • Develop a port access plan - work in partnership with Centreport, Kiwirail, GWRC, freight operators and NZTA to enhance port access with improved state highway connections and access points. • Develop a Pipitea Precinct Plan - that focuses on improvements in connections between the precinct and the central city, covering both street links and the relationship of buildings and activities. • Understand the movement of urban freight - work with NZTA and stakeholders to study the value of freight movement through the city and its impact. This will identify the freight levels in the city and how efficiencies could be maximised.

LIVEABLE AND VIBRANT CENTRES

Making places in the city that feel good, leads to more people spending time in those areas, which in turn makes them more economically and socially prosperous. Where we have growth, we also want to make sure that we are creating a good platform for communities to develop.

Centres such as Johnsonville, Kilbirnie, Newtown, Miramar, Tawa and Karori provide a place for local communities to shop, access services and socialise. Areas already earmarked for medium-density housing and the main streets in and around these centres are ready to accommodate growth, but we need to ensure they are attractive and ready to support that growth.

With more people expected to live in the central city, we need to improve the quality of the streets and places where residential growth is going to occur. For example, the city boulevards such as Taranaki Street and Kent and Cambridge terraces have the capacity to take most of the central city's growth but require some improvement to make them streets and places where people would want to live and work.



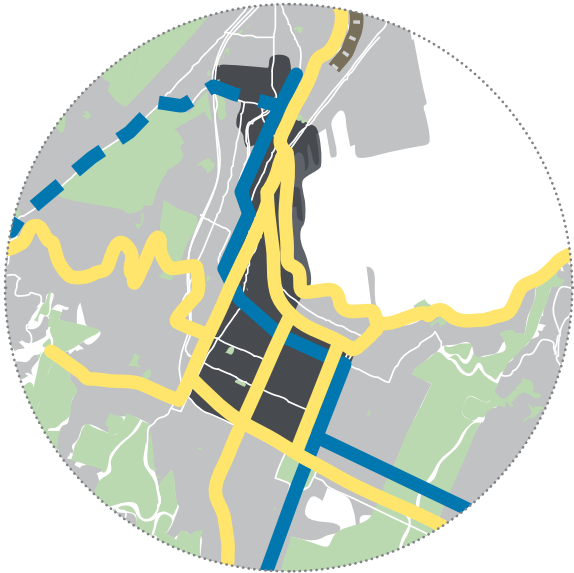
Culture in the capital:
Roxy cinema in Miramar.

1. Deliver improvements in the central city and key centres

Where we have already planned for growth, we will make improvements that support this to ensure their success and act as a catalyst for other revitalisation opportunities. As well as Council-led improvements, this action area includes taking opportunities to work alongside and/or co-invest with partners to maximise the benefits from our investment.

Project	Actions
<p>Continue to invest in central city improvement programmes - this programme of work will support the regeneration areas identified within the Transformational Growth Areas. It will reinforce the value of the central city as a place for events, celebrations and recreation, but most of all to live and work. Delivering these improvements will encourage other development and bring private sector investment to the city.</p>	<ul style="list-style-type: none"> • Complete the development of the waterfront - this includes completing the development of North Kumutoto and adjoining open spaces, the completion of Frank Kitts Park and Queens Wharf areas, and continuing to improve pedestrian and cycle connections between the city and the waterfront. • Continue the laneways improvement programme - investment should be targeted to areas where pedestrian potential is the highest and where the lanes provide for small businesses at ground level. Use improvements to key central city laneways to encourage development opportunities. The focus will be on lanes in the Lambton area. • Parliamentary Precinct - work with partners to enhance the important economic and social role the parliament buildings and government sector play in Wellington. Work with central government on its office review programme and identify enhancement opportunities. This will also include facilitating private sector development in the precinct to encourage greater variety in the mix of uses and investigating improved pedestrian interchange facilities between the precinct and the bus terminus and railway station.
<p>Deliver street improvements to city boulevards - the boulevards each form part of a Transformational Growth Area and are projects that will encourage development. Where possible these will be delivered through a partnership approach to maximise benefits to regeneration areas.</p>	<ul style="list-style-type: none"> • Deliver improvements to Victoria Street - this includes a streetscape upgrade with a focus on improving the street for pedestrians. The upgrade will include street trees, lighting, paving, bus and cycle lanes and better integration with specific development sites. • Taranaki Street improvement plans - the objectives of this project are to increase the resilience of the street while improving the public realm in conjunction with adjacent land uses. Taranaki Street has more complexities than some other streets because a major stormwater upgrade is required. This will influence the staging of the project. • Kent and Cambridge terrace improvement plans - improvements in this area are dependent on a number of things proceeding including potential changes to the roads around the Basin Reserve, the Bus Rapid Transit network, changes to the inner city bypass and cycle network improvement plans. We will continue to plan for changes to the streets in this area taking all these things into account.
<p>Plan for future improvements in the central city</p>	<ul style="list-style-type: none"> • Deliver an inner city park - that provides for the expected growth within the central city. Ideal locations for this would be in an identified regeneration area. • Continue to deliver the Central City Framework - this is the Council's key document for guiding urban development and public space improvements in the central area. Some of the projects from this document are identified in this plan as they meet the strategic objectives related to growth and transport.

Key centres for growth



Tawa centre

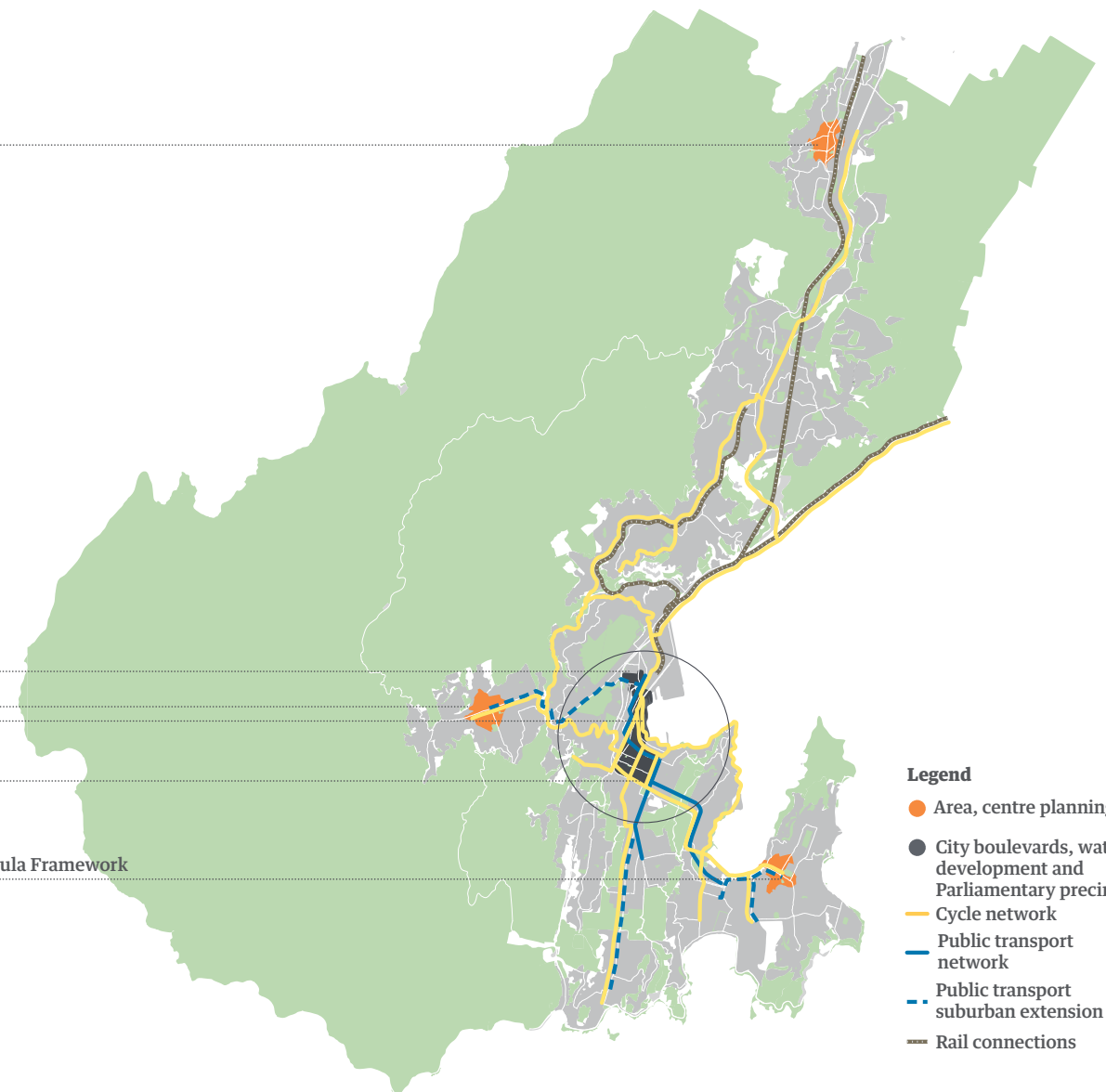
Parliamentary precinct

Karori centre

Waterfront precinct

City boulevards

Miramar Peninsula Framework



Legend

- Area, centre planning
- City boulevards, waterfront development and Parliamentary precinct
- Cycle network
- Public transport network
- - - Public transport suburban extension
- Rail connections

2. Plan for future investment in suburban centres

Continue a programme of active planning for key suburban centres that identifies catalyst projects, opportunities for mixed-use development and residential intensification, and investment requirements.

Project	Actions
<p>Complete town centre action plans - these will identify and agree priorities and funding required for the next 10 years.</p>	<ul style="list-style-type: none"> Review and update implementation programmes for existing centre plans (includes Central City Framework, Adelaide Road Framework, Johnsonville Town Centre Plan, Kilbirnie Town Centre Revitalisation Plan, Newlands Centre Plan). Develop new action plans for key centres -the focus will be on Miramar, Tawa and Karori town centres. Work will include the prioritisation of District Plan changes to provide for key land use changes identified through the planning/urban design process. Investigate options for community hubs - as our communities grow and change, the type of services and facilities provided must also adapt. Community facilities that are clustered together near centres, where more people can access them, provides greater benefits and is more efficient. Such spaces should be multi-purpose, able to be used for a wide range of activities, and to change as the needs of the community do. Community facilities can also be integrated into ground floor retail space. This means the Council does not need to acquire assets to deliver services. It also provides more flexibility as the needs of the community change.
<p>Suburban main streets - these are the places where local shopping happens and where communities come together. They have high pedestrian use but are also often busy transport corridors. This is about improving the safety and way these main streets function so businesses can get goods in as required, people can get around easily and they become places where people want to spend more time and money.</p>	<ul style="list-style-type: none"> Identify investment priority for main streets and add to the above town centre action plans. Give clear indication of timeframes for delivery and investment to coordinate with private investment.
<p>Support local business and community led revitalisation initiatives - actions and investment by local businesses and communities are important to ensure the success of the city's centres. This is about exploring ways for the Council to support locally-led projects that help deliver positive benefits (economic, environmental, social and cultural) for local areas.</p>	<ul style="list-style-type: none"> Investigate the methods and mechanisms required to enable community-led initiatives - this will include the establishment and operation of Business Improvement Districts (BIDs) in key centres and business areas and a programme to support locally-driven actions aimed at revitalising local centres. Undertake small-scale trials to test how these projects work - examples could include the development of community gardens. Clear parameters around the objectives of the trial will need to be developed. For example, to determine a process and then the consequences of ongoing operation.

REAL TRANSPORT CHOICES

Transport enables people to get where they need to go - home, work, business opportunities, recreation areas and to the services they need. Like other well-connected cities, we plan to encourage and prioritise walking, cycling and public transport over other modes of transport. We want people to have reliable, efficient and environmentally-friendly transport options. However, cars will continue to be an important option for people. Our role is to make sure these transport choices are coordinated and integrated in a way that supports the way we want the city to grow. This includes encouraging developments that will see more people living and working near major public transport routes and our economic and social centres.

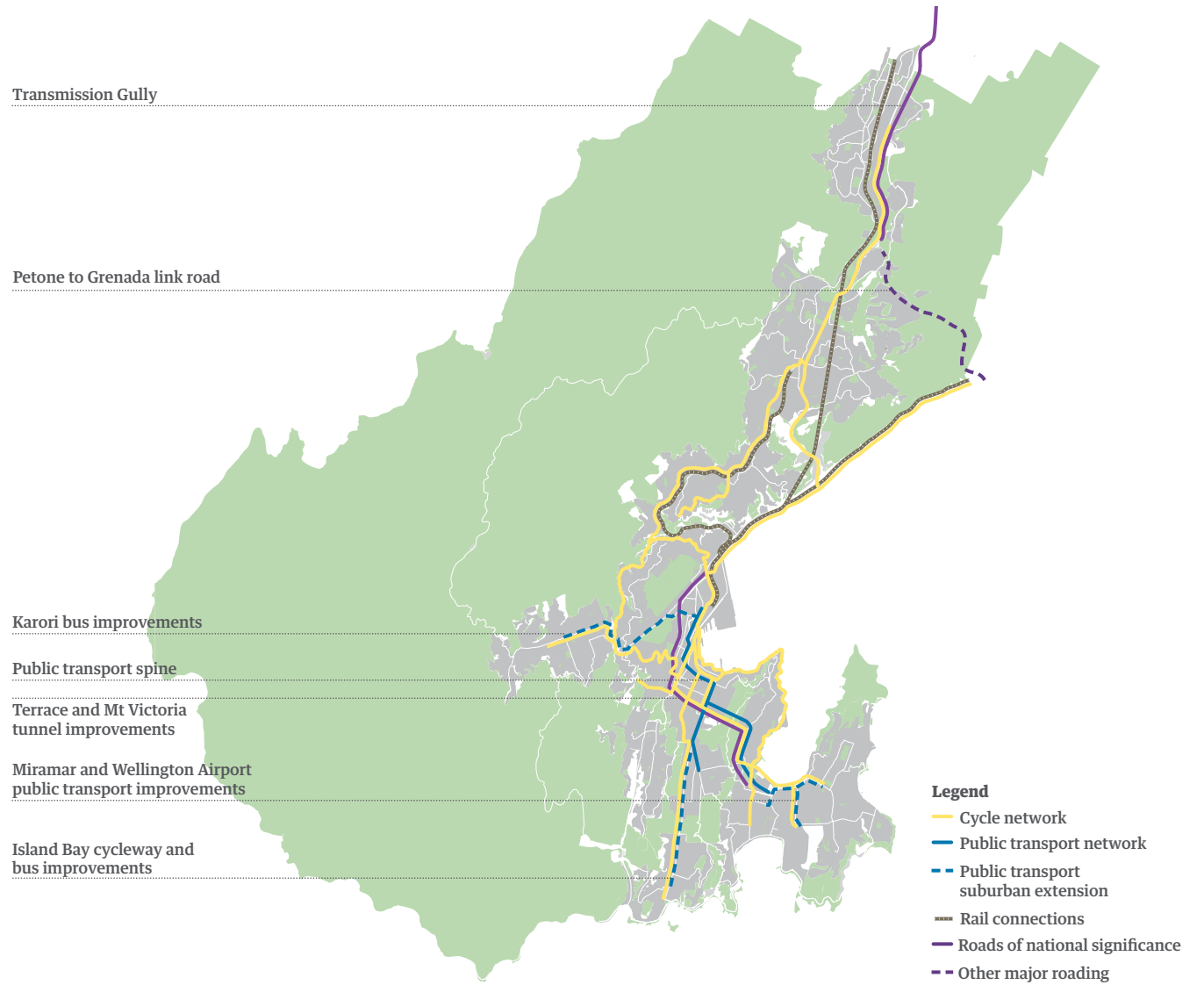
Cycling has become increasingly attractive as a recreational activity in Wellington. By encouraging cycling - for commuting and getting from one place to another - we will increase the carrying

capacity of our roads while improving our health and environment. To do this, we need to provide a safe cycle network that will encourage people of all ages to cycle, including students, workers and retirees. Similarly, Wellington is a highly walkable city. Improving pedestrian safety and connections between streets and public areas will ensure it remains so and keep our city centre vibrant and attractive.

Continuing to invest in our public transport system will make Wellington easier to get around, an even better place to live and reduce our car dependency. Regional plans include more efficient and comfortable bus and train services and we are keen to develop a more integrated transport network.

The movement of goods to and from the city is critically important. The port of Wellington, CentrePort, plays a central role in facilitating trade throughout the lower North Island and between the North and South islands.

Transport in Wellington



1. Make Wellington a better city for cycling

Cycling is a low-cost, low-carbon, healthy, sustainable and social mode of transport. It is ideal for short to medium-distance trips, and is an effective alternative to driving, bus or train. With the relatively short distances between the city centre and suburbs, there is good potential for cycling to really enhance our transport system and make Wellington an even more appealing place to live.

Project	Actions
<p>Increase uptake of cycling - people have become more interested in cycling as it is an efficient way to travel. There are some barriers that limit the number of people using cycling as their main mode of transport. The key ones are safety and topography. The southern and eastern suburbs have comparatively easy topography and large populations, and should be targeted first.</p> <p>Actively promoting and integrating cycling into urban and transportation upgrade projects will encourage more Wellingtonians to use bikes for short to medium trips. This will make the city a more attractive place to live, and also have economic, environmental and health benefits.</p> <p>Our typically narrow roads and compact CBD mean that some road and/or footpath space must be reallocated. This may ultimately mean prioritising cycle lanes or cycle parking over on-street car parking. While connected cycle networks are being developed, cycle routes can be integrated with public transport to provide Wellingtonians with more transport choice.</p>	<ul style="list-style-type: none"> • Deliver a safe and connected network - provide the best possible standard of cycling service we can, given local conditions, to increase the numbers of people cycling as quickly as possible. This will include providing infrastructure to connect key local facilities (eg schools, shops, sportsfields, cinemas and cafés). Work to make it easier for people to use bikes in conjunction with public transport by providing connections to suburban bus and train stations and increasing the amount of secure bicycle parking in these locations. Investigation of how cycling can be accommodated in pedestrian areas to help link routes will be included in the network planning. Where there are shared areas, provide a safe alternative route for faster cyclists, and educate all users to be courteous. • Give cyclists priority on key routes - this will encourage more people to cycle in the CBD and suburban centres. Use the development of the cycling network and facilities to make areas more vibrant and stimulate local commerce. Provide bike parking in the CBD and suburban centres at key locations, including reallocating car parking spaces where necessary (every car park can accommodate six or more bikes parks). • Provide cycle training - to get more people cycling by providing new and less confident cyclists with a way to improve their skills and confidence. • Review the 2008 Cycling Policy - review and update this key policy document for cycling to reflect the changes in the past six years.
<p>Create a cycle network that maximises recreational opportunities - Wellington already has some of the best mountain biking areas in the world, uniquely close to the CBD. Wellingtonians, including children, are increasing their mountain biking and leisure cycling. Cycle tourism has significant potential for Wellington, and recreational cycling contributes significantly to Wellington’s quality of life.</p>	<ul style="list-style-type: none"> • Progress the Great Harbour Way - work with NZTA, Greater Wellington and other stakeholders to progress the completion of the Great Harbour Way. • Integrate cycling into the Miramar Peninsula framework - work with the community and interest groups to identify additional routes through the town centre that will complement the coastal recreational route. • Work with mountain bikers - to support them to extend their recreational cycling to commuter cycling to work and study, and identify key on road/off-road connections.



Cycling is on the rise in Wellington:

Investments are being made to increase cyclist numbers and their safety.





Walkable Wellington:
*Wellington is a pedestrian
friendly city.*



2. Improve pedestrian accessibility and safety

The statistics show more Wellingtonians choose to walk than anywhere else in New Zealand. Walking is the primary mode of transport for short trips up to 1km, and also the way people start and finish trips made by other modes. Walking is important for the economy as it is the primary mode for shoppers, tourists and visitors to the city. It's important to support walking by making our streets safer and more accessible to encourage this and because it has economic, environmental and personal health and wellbeing benefits.

Project	Actions
Accessibility improvement policy and plan - a comprehensive and coordinated policy that identifies areas that are not pedestrian friendly and a programme of work to improve them.	<ul style="list-style-type: none"> • Develop the plan - this will include work to identify the pedestrian improvements that will have the greatest benefits such as improving key routes people use to access public transport. • Develop the work programme - this will prioritise improvements and align the plan with the Council's maintenance and renewals programme.
Road Safety Policy - a policy that sets the direction for road safety to make the city safer for all modes and reduce the number and severity of accidents involving pedestrians and vehicles.	<ul style="list-style-type: none"> • Develop the plan - this will include a pedestrian safety and network legibility review looking at a range of things including one-way streets, differential vehicle flows and speeds. It will also analyse best-practice examples including shared spaces, speed reductions, street layouts etc. • Develop the work programme - identify key changes that could be made and secure funding for key projects, and align others with the Council's maintenance and renewals budgets.
Walking Policy - continue to implement the Council's Walking Policy (adopted in 2008) and ensure it has a funded implementation programme.	<ul style="list-style-type: none"> • Monitor and review - report on progress made to date implementing this policy. Review and update the implementation programme to ensure ongoing investment in improvements that will make the city even more pedestrian friendly.

3. Encourage more public transport use

The public transport network includes rail, buses, trolley buses, taxis and ferries, mostly operated by regional and national government. Wellington City Council, as the manager of land use and the street network, has a key role in integrating public transport with residential and commercial activities; and ensuring the main streets and routes people use to get to and from public transport are attractive. Public transport is a considerably more efficient mode for moving people than the private car. It has a much smaller environmental cost and also reduces the number of cars on the road and therefore congestion.

Project	Actions
<p>Improve the provision, reliability, location and pricing of public transport to encourage more people to use it - a high quality public transport system is critical to Wellington’s future success and attractiveness as a place to live, work and do business. Development of a high quality bus rapid transit spine should integrate with other transport projects and support land use intensification goals.</p>	<ul style="list-style-type: none"> • Help deliver a rapid transit spine through the city - work with partners to implement the preferred corridor that was agreed following the Public Transport Spine Study. This will integrate the public transport spine with the rest of the public transport network and other transport options, servicing the central city, our key centres and our suburban areas. Where the rapid transit network is to be developed, identify appropriate streetscape improvements that integrate all transport modes and prioritise the needs of pedestrians. Identify sites with potential on this main transport route to better integrate bus stops with other street activity, and achieve development outcomes. • Advocate to improve the overall energy efficiency of the bus network - in particular, increase the use of low-carbon and clean-source energy. • Investigate the development potential of the bus terminus - consider whether the arrangement of the city’s main bus terminus area and railway station in the Parliamentary area could be improved, including cycle connections.
<p>Taxis</p>	<ul style="list-style-type: none"> • Identify areas of high use for taxis and ensure that there is provision for them within the on-street parking. • Continue to support the taxi industry to find innovative ways to manage taxi ranks more efficiently.
<p>Ferries</p>	<ul style="list-style-type: none"> • Consider more efficient access to inter-island ferries as part of the port access plan. See Transformational Growth Areas.



People movers:
Public transport is
key to the successful
growth of Wellington.



4. Improve network legibility

This plan proposes cars be managed in a way that will complement the service provided by other transport modes, and not detract from the efficiency, amenity or safety of those other modes. It is imperative that cars are accommodated on our streets, but are managed in a way that allows the city to continue to grow as a liveable and vibrant place.

Project	Actions
<p>Make streets easier to navigate - in Wellington, we have a compact city that is relatively easy to move around and the distances we travel are relatively short. But the way we manage our streets can make it confusing for people to navigate. We need to review the network to understand the parts that cause confusion, reduce how efficiently vehicles can move around the city or affect safety.</p>	<ul style="list-style-type: none"> • Investigate the economic impact of poor ‘way-finding’ for vehicles - this includes understanding trip origin and destinations, the route used to get there and how efficient it was, the role of parking, and effect on the distribution of traffic across the whole network. • Review the one-way system - the one-way system aims to improve the capacity of the network for vehicles. However, there are effects that have not been evaluated for some time. A comprehensive review of the system, which defines what the issues are and whether there are suitable alternative options, is required. • Road space allocation policy - develop principles to be applied when allocating road space across the network. This will vary for different streets depending on their function and the surrounding uses. The principles will help set a new network operating framework that enables us to assess where operating gaps are for each mode. As part of this, we will need to do some specific research on network legibility. This is outlined below. Principles will be based on the following: <ul style="list-style-type: none"> • Movement: pedestrians followed by buses and cycle traffic, followed by all other traffic. • Parking: bus stops, followed by disabled parking, loading zones, cycle parking, short-term car parking and long-term car parking.
<p>Reduce the intrusion of through traffic - to try and divert through traffic away from the city network, we need to plan routes that better facilitate the movement of vehicles from the north of Wellington through to the end of the State Highway at Wellington Airport. The Roads of National Significance (RoNS) programme is focused on moving people and freight safely and efficiently while seeking to mitigate any negative impacts.</p>	<ul style="list-style-type: none"> • Facilitate the implementation of strategic transport improvements as part of the RoNS programme. • Leverage maximum benefits for the city from the RoNS projects. The approach may include co-investment, design partnerships, mitigation packages and other mechanisms.

5. Manage parking more efficiently

People use their vehicles in the city for different purposes and we need to ensure that we cater for these different needs. This will involve a review of the supply and demand for parking as part of the development of a system which delivers smart solutions that meet the different needs of the public while also responding to economic drivers.

Project	Actions
<p>Review and update the Council’s parking policy - streets are a significant city asset. They make up 80 percent of all public space. Streets provide access to businesses and homes, are used to move goods and allow people to get from one place to another. We need to be smarter about how we provide parking so that people can access the services they need, and so we can also efficiently re-allocate some of the space for other modes.</p>	<ul style="list-style-type: none"> • Review and update the Council’s on-street parking strategy - this will include assessing the impact of parking time limits and locations. • Make parking information accessible - publishing parking data including occupancy rates, prices and availability so people can find parks more quickly and efficiently.
<p>Examine levers for private parking</p>	<ul style="list-style-type: none"> • Discourage the provision of commuter parking - particularly in the central city, and encourage the conversion of long- term parking into affordable short-stay parking or other uses. • Investigate solutions for locations where people are parking to support their use of public transport - this is particularly important in suburban locations where the distance between people’s homes and public transport are further. Locations such as Johnsonville train station are important.



High density:
*Apartments on
Oriental Bay.*

HOUSING CHOICE AND SUPPLY

Wellington already has an interesting mix of housing. From the dense cottages in Mount Victoria, modernist apartment blocks of the fifties, larger houses built on flat suburban lots, houses built embedded into our steep hills, apartment buildings in the central city, adapted industrial buildings that are now trendy urban lofts, and everything in between. Each type reflects how different people want to live and the needs we have at different stages of our lives.

We need to ensure there is enough supply for the growth we expect (that is approximately 21,400 dwellings by 2043) and that it is of a good quality and in the right locations that are identified for growth.

We also need to make sure that the type of housing we encourage is what we will need in the future with the changing demographics.

In priority growth areas, there could be opportunities for the Council to be more directly involved in housing development to achieve our goals, for example, the purchase and reorganising of land parcels and on-selling for redevelopment; or delivering housing projects in partnership with others. In addition, the Wellington Housing Accord provides an opportunity to accelerate housing development in identified growth areas which have planning provisions in place. It may also provide the ability to provide or require affordable housing.

Defined growth areas

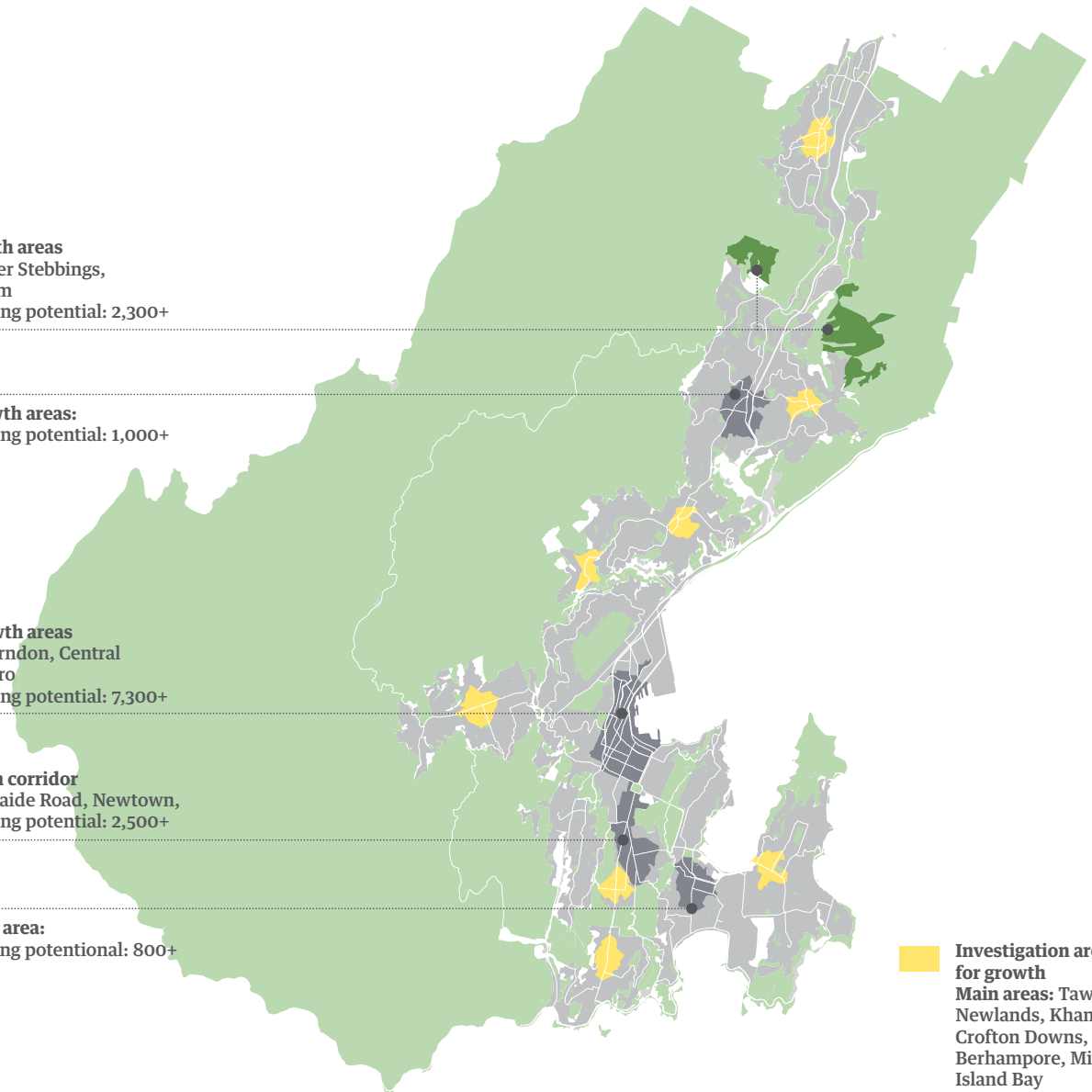
Greenfield growth areas
Main areas: Lower Stebbings,
Lincolnshire Farm
Estimated dwelling potential: 2,300+

Johsonville growth areas:
Estimated dwelling potential: 1,000+

Central city growth areas
Main Areas: Thorndon, Central
Wellington, Te Aro
Estimated dwelling potential: 7,300+

Southern growth corridor
Main areas: Adelaide Road, Newtown,
Estimated dwelling potential: 2,500+

Kilbirnie growth area:
Estimated dwelling potential: 800+



Investigation areas for growth
Main areas: Tawa, Newlands, Khandallah, Crofton Downs, Karori, Berhampore, Miramar, Island Bay

1. Focus on medium-density housing opportunities

Medium-density housing ranges from stand-alone dwellings that are built on smaller lots through to terraced housing and apartments that are usually four storeys or less. It is a way of increasing density but still providing many of the elements that people like about housing in suburban areas.

Project	Actions
<p>Increase medium density housing development - encourage high quality, residential intensification in locations that are well-served by transport, infrastructure and community facilities. Medium density presents an opportunity for providing the additional housing that we need.</p>	<ul style="list-style-type: none"> • Take an active development role - use our urban regeneration agency or partner with external parties to deliver medium-density housing development in existing growth areas to assist or act as a catalyst. • Be a partner - assist external partners to deliver housing that aligns with our vision. Facilitating amalgamation of lots and the like to remove barriers for good quality development. Explore partnerships with housing providers and other partners to build affordable and sustainable housing demonstration projects on strategic sites. • Plan for future medium-density areas - in and around other key centres and transport corridors. • Initial investigation areas include: Miramar, Tawa, Karori, Newlands, Crofton Downs, Berhampore, Island Bay and Khandallah. • Future opportunities include: other centres and transport corridors such as future bus rapid transit corridor extension areas.
<p>Improve the quality of medium density housing - increase building quality, private and public amenities, and encourage more efficient use of land and greener building standards. Take into account emerging technologies and adaptive re-use opportunities.</p>	<ul style="list-style-type: none"> • Develop comprehensive multi-unit design guidance - this will require reviewing existing design guides and planning controls. Work with architects, developers, property owners and other development professionals to improve best-practice apartment and multi-unit development. Investigate the development of additional assessment criteria for inclusion into the District Plan. • Support actions within the Housing Action Plan - that improve insulation and other basic housing requirements such as the building WOF programme, accessibility and universal design and safety (CPTED principles). • Encourage more low impact urban design (water sensitive urban design) and sustainable building principles in new subdivisions, housing development and building retrofits - see 'Natural environment and city resilience'.

2. Encourage a mix of housing types and more affordable options

This action area recognises that the city’s housing goals will not be achieved through the delivery of medium-density housing alone. The Council needs to continue to provide for a range of quality and affordable housing choices to meet the needs of the city’s residents.

Project	Actions
<p>Wellington Housing Accord - work with central government on the implementation of a housing accord that assists delivery of housing within the growth framework. This includes provision for a mix of housing types across a range of locations:</p> <p>low-density greenfield (stand-alone) medium density (townhouses and terrace) high density (apartments) affordable housing.</p>	<ul style="list-style-type: none"> • Align Special Housing Areas with growth areas identified for residential development and intensification eg: <ul style="list-style-type: none"> - Central city - Adelaide Road - Johnsonville Medium Density Residential Area - Kilbirnie Medium Density Residential Area - Lincolnshire Farm residential area - Lower Stebbings Valley. • Investigate the potential for other future special housing areas as and when required.
<p>Update our planning framework to reflect our vision for housing - this will ensure that we have a more than adequate a supply of housing across a range of types and locations.</p>	<ul style="list-style-type: none"> • Make changes to the District Plan - this includes reviewing provisions controlling infill housing and residential intensification (eg minimum lot sizes and site coverage) to increase the opportunities for quality compact housing forms in existing suburban areas and areas adjacent to the central city. • Promote more efficient land use in Greenfield areas - this includes exploring opportunities for denser development and subdivision in identified greenfield areas, and completing a stocktake of other greenfield expansion opportunities.



Affordable housing:
Award-winning Council
housing in Newtown.

NATURAL ENVIRONMENT AND CITY RESILIENCE

Our green and blue belts (harbour) define the layout of the city; and good access to them is one of the things people love about Wellington. We lead the country in terms of resilience (climate responsiveness, emergency planning and understanding) and we are committed to continuing this role.

Our greatest asset in terms of pollution reduction is that we are compact and have high levels of walking, cycling and public transport use. We need to take a greater lead developing and encouraging more green infrastructure (such as green rated buildings, climate-responsive transport networks and more efficient water capture and use) because it can help make the city a more appealing place to be and support ecosystems. We also need to encourage the improvement of some of our buildings to make them structurally resilient and more energy efficient.

Natural environment and city resilience.

Complete the Skyline Walkway

Improve Grenada North Park

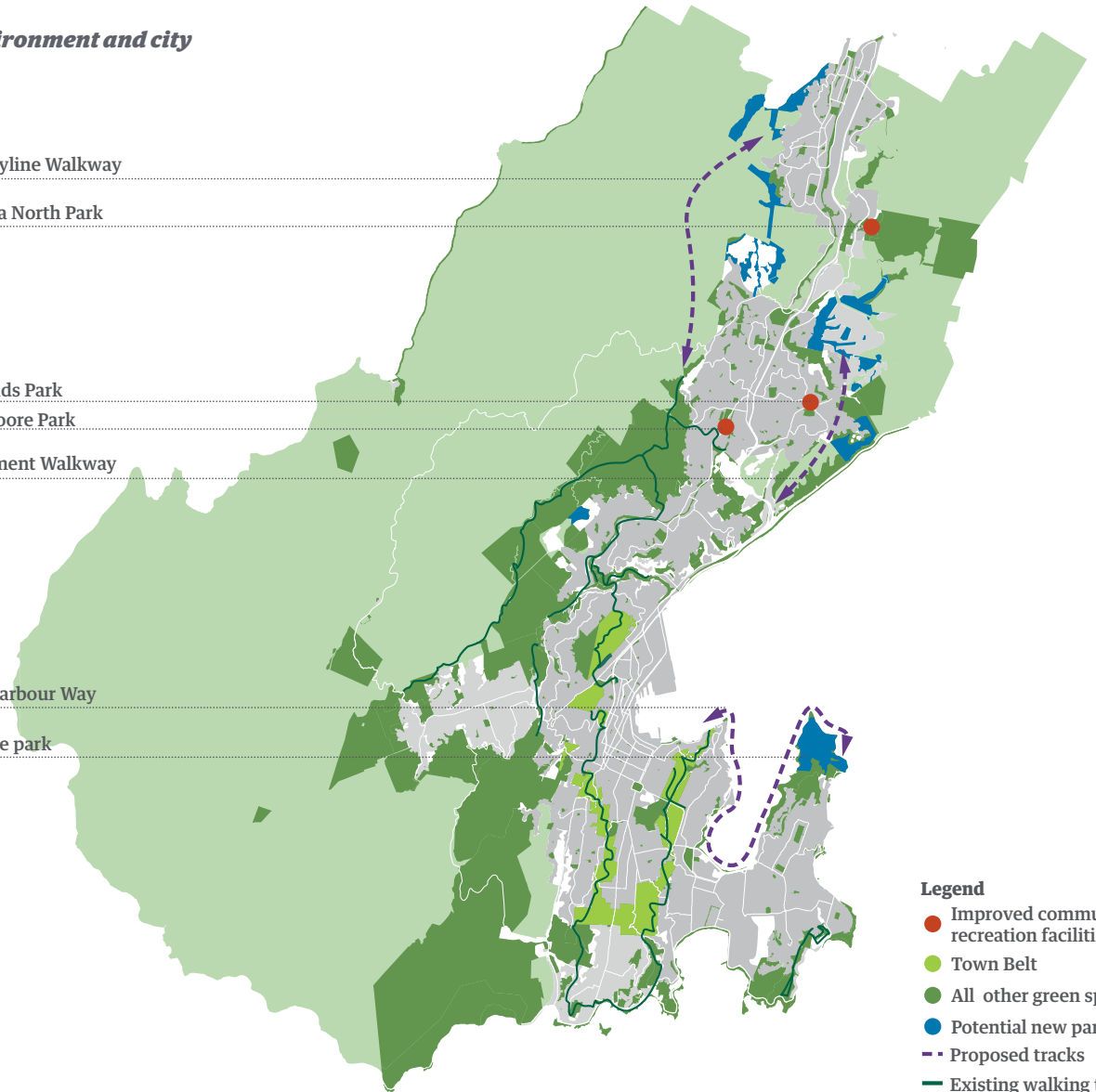
Improve Newlands Park

Improve Alex Moore Park

Harbour Escarpment Walkway

Upgrade Great Harbour Way

Potential heritage park



- Legend**
- Improved community recreation facilities
 - Town Belt
 - All other green spaces
 - Potential new parks
 - - - Proposed tracks
 - Existing walking tracks

1. Continue to provide leadership in resilience

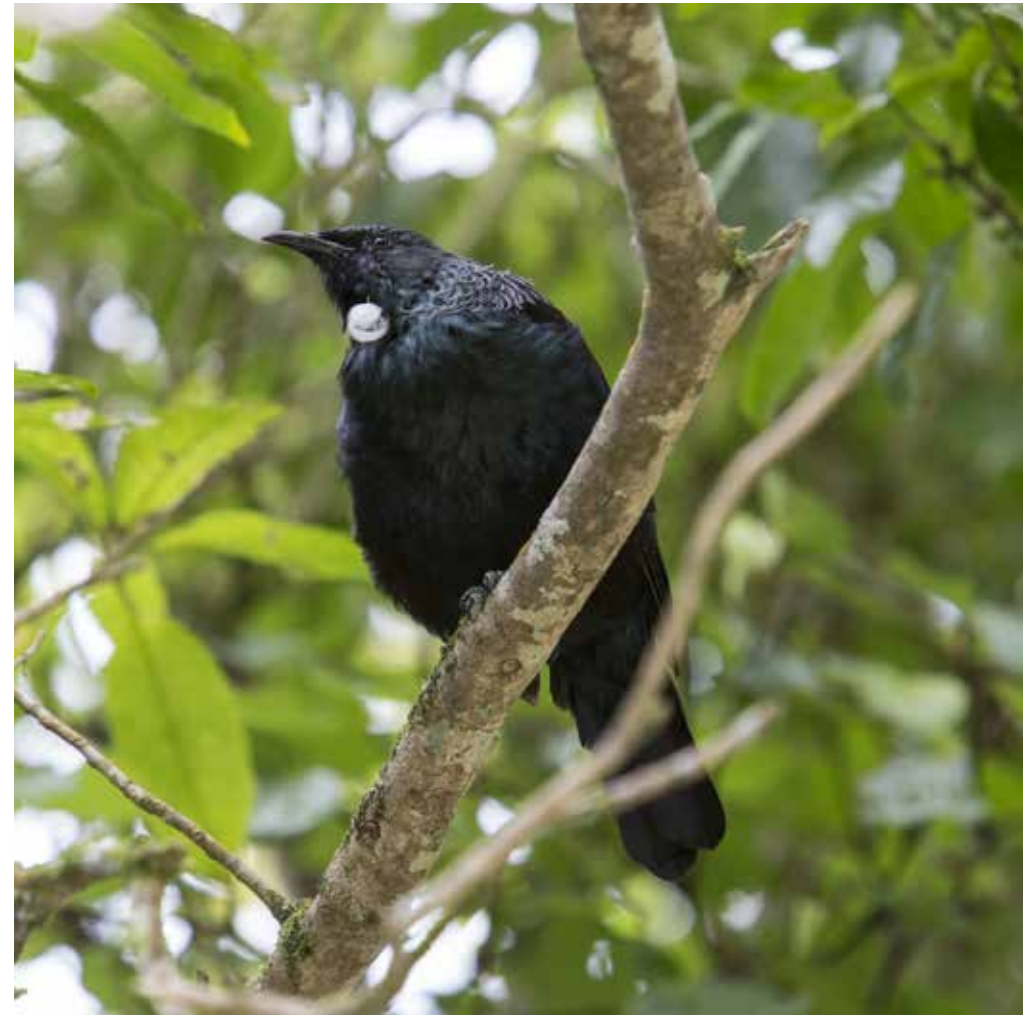
This action area is about ensuring the city’s built and natural environment is resilient and able to positively respond and adapt to environmental challenges and natural hazard events. We need to continue earthquake strengthening of key public buildings and infrastructure; explore other mechanisms and incentives for private sector support (including for heritage buildings); and support further detailed hazards research to ensure sound planning and investment decisions. It also includes identifying opportunities for the Council to take a leadership role and show the market the value of investment.

Project	Actions
<p>Increase the resilience of the city’s buildings, structures and infrastructure through quality research, planning and investment activities. Analysis of the potential impact of storm surges, floods, landslides, slope failure, liquefaction, ground shaking and fault lines on the city’s built environment will be used as the background for this work as well as the Regional Hazards Management Strategy.</p>	<ul style="list-style-type: none"> • Develop best practice guidance for new buildings in hazard areas - and work with partners and the community to develop best-practice responses for new and existing buildings and infrastructure. • Explore policy changes to build greater resilience - the policy and planning framework will direct significant new growth to areas where the risks from natural hazards and climate change can be avoided or mitigated, and seek to avoid further significant development in areas where the risks are considered too high. • Prioritise vulnerable but high impact infrastructure for upgrade - complete a study of the capacity, age and state of existing infrastructure and use this to inform the Council’s infrastructure upgrade priorities and investment programme.
<p>Secure and protect key resilience infrastructure</p>	<ul style="list-style-type: none"> • Secure and protect critical public infrastructure and emergency lifelines Continue to strengthen and make critical public infrastructure more resilient to natural disasters. Develop a strategy for ensuring continual access and protection of buildings and essential services.
<p>Encourage the earthquake strengthening of buildings by working with partners, developing a range of incentives, and by the Council leading by example with its public building upgrades.</p>	<ul style="list-style-type: none"> • Work with partners (including central government, private sector and the banking and insurance sectors) to develop stronger incentives and make financial assistance more accessible for owners upgrading earthquake-prone buildings (ie add to the Council’s Built Heritage Incentive Fund and earthquake-strengthening incentives package). • Complete the upgrade of Council-owned public buildings that are critical facilities in the event of an earthquake. • Support the strengthening of buildings in the Cuba Street Heritage Area (includes working with partners, financial incentives, information and design guidance), other central city areas and suburban centres.

2. Enhance our existing natural environmental assets

Ensure the natural environment is woven into the city and that people continue to have good access to nature. We need to recognise the ecological, recreational, and health/wellbeing benefits of our natural assets and open space and align our investment accordingly. We also need to support the development of open spaces and track connections in strategic locations that align with the growth framework.

Project	Actions
Align investment in the natural environment with the plans for growth - prioritise Council investment in open space development where it aligns with and supports planned population growth.	<ul style="list-style-type: none">• Develop a Green Network Plan to increase biodiversity and natural assets in the central city. Develop a new central city park that supports the central city's increasing population density. Develop a programme of work that will deliver the plan and align it with our upgrades programme.• Explore policy and planning amendments - ensure the Council's planning framework protects and enhances the city's natural environment (including natural landscapes and open spaces, indigenous biodiversity and ecological areas). This includes reviewing District Plan provisions to ensure alignment with legislation and other policy requirements.• Implement the Suburban Reserves Management Plan• Work with the Crown and other partners to develop the Watts Peninsula (northern Miramar Peninsula) heritage reserve.



Tui:
Wellington is home to an increasing amount of biodiversity.

3. Reduce the environmental impacts of urban development and transport

New subdivisions, buildings and transport can have significant impacts on the natural environment. This action area is about promoting and investing in actions to reduce the negative impacts of the city's growth and development on the environment.

Project	Actions
<p>Plan for water catchments as we grow - as we grow we often forget about the impact that this may have on water systems. This includes the harbour and coast, the streams that run under the city and waterways that run through our gullies. These systems should be a celebrated part of both the natural and urban environments.</p>	<ul style="list-style-type: none"> • Maximise the natural water assets we have by implementing the integrated catchment management plan for the city. Working with developers and other partners to protect, enhance and improve access to the city's natural 'blue' environment', and take opportunities to increase the city's green infrastructure. • Minimise the harm of development on our water systems - work with partners to continue reducing sediment and sewage contaminants in the city's water systems. • Low impact and water sensitive design -encourage more low impact urban design (water sensitive urban design) and sustainable building principles in new subdivisions, building developments and retrofits. Integrate low-impact and water- sensitive engineering solutions into the Council's Code of Practice for Land Development. Investigate how to embed water sensitive urban design principles into the District Plan.
<p>Advocate for low carbon solutions - transport and urban development are two of the key sectors for reducing carbon and particulate emissions. We need to encourage development of more efficient, low-carbon buildings and public transport infrastructure.</p>	<ul style="list-style-type: none"> • Emissions Reduction Advocacy - develop and promote active transport facilities and infrastructure. Support the development of electric vehicle infrastructure. Support the implementation of a clean vehicle fleet by working with vehicle industry partners and businesses. • Adopt business management practices (eg internal operations, service provision, asset and property maintenance) which ensure the Council becomes a leader in clean business.
<p>Encourage sustainable buildings - the way we develop and use buildings has an impact on energy use and emissions. There are benefits for occupants of the building in terms of energy savings, lower maintenance costs for building owners , and for the city as a whole as we work to reduce our carbon footprint.</p>	<ul style="list-style-type: none"> • Encourage green standards for new builds - investigate and develop the opportunities and implementation mechanisms for a Green Building Code. Recognise and promote five star, green-rated developments in the city. • Identify ways to incentivise green standards and adaptive reuse - there are a lot of buildings that are redeveloped to meet the changing needs of the city, the owners and the tenants. Buildings should be brought up to current building standards and where possible, more sustainable features should also be included.

5.0 OUR IMPLEMENTATION APPROACH

This section outlines the implementation approach for delivering the Urban Growth Plan. In summary, key aspects of the approach include:

- alignment with the Council’s Long Term Plan
- regulatory plan alignment (for example through the District Plan)
- alignment with the Council’s wider strategy and policy framework
- Central government support and contribution
- infrastructure and service provider alignment
- developer and delivery agency alignment
- community organisation and non-government organisation alignment.



Under construction:
Building is happening throughout Wellington.

To achieve some of the projects and outcomes identified in the plan, the Council will need to be more proactive in the development market. For example, prioritising growth areas where the development market might not readily go, yet where it is logical to regenerate or to intensify (eg around a suburban centre or around key transport nodes or corridors). In these places, the Council will explore more active approaches such as: land purchase and assembling land parcels to help ensure regeneration or transport opportunities happen; partnerships with public or private sector parties; and the development of demonstration projects. One of the priority implementation tools that the Council will investigate to assist with the delivery of priority projects is the creation of a new dedicated Council urban regeneration unit.

Implementation roles of the Council and its partners

Successful implementation of this plan will require Council-wide action so a key priority will be aligning our internal operations, actions and investments. It will also require good relationships among the partners who invest in the city and strong alignment and collaboration in what they do. This requires:

- coherent and coordinated decision making by the Council and its partners to provide critical infrastructure, services and investment
- identification of the existing and future location, and mix of critical infrastructure, services and investment in the city
- alignment of Council implementation plans, regulatory plans and funding programmes
- identification of policies, priorities, land allocations and programmes and investments needed to achieve the strategic direction.

Investment requirements

Realising the plan's vision and providing for the city's future growth and development will require significant ongoing investment, particularly in infrastructure.

All parties investing in the city are working in challenging fiscal environments so investment programmes will need to be carefully analysed, negotiated, implemented and monitored. One of the plan's aims is to enable significant cost efficiencies through better coordination of the investment decisions of different providers to coincide with sequenced changes in land use and community development.

One of the most significant investment mechanisms we have is to manage demand rather than simply assume the need for new investment across the board. The plan therefore seeks to build on our investment to date by targeting new residential and employment development to parts of the city where the benefits are the greatest ie where there is sufficient infrastructure already in place, or where there are renewal or upgrade plans that support further development. We will also investigate

innovative approaches to funding and financing the infrastructure and services required to deliver this plan.

A detailed implementation plan will be required and produced. This will identify key investments as being a high priority over the next 10 years.

Implementation approach: key requirements

The following section outlines the key requirements (grouped under five areas) for successfully delivering on the goals and actions of the Urban Growth Plan.

1. Aligning and coordinating the Council's internal operations

Wellington City Council is a significant organisation that owns and maintains over \$6 billion of assets, and includes six council-controlled organisations (CCOs). Achieving the outcomes of this plan will require alignment of our planning, policy-making, internal operations, actions and investments.

2. Securing central government support and investment

Central government is a key partner in the delivery of the plan. The plan identifies priority projects and infrastructure investment that involve joint funding by both central government and the Council. This will help us and central government maximise the outcomes of our investment in the city, through informing the sequencing and location of government-funded infrastructure and services over time.

3. Developing a sustainable financial strategy

We will use this plan to help prioritise our activities, when and where investment is made, to maximise effectiveness and efficiency. This approach will allow us to plan for growth in line with projections, and to transform parts of the city in line with this plan's vision and key outcomes. It will be critical in the development of our financial and investment strategies - for example, the Strategic Asset Management Framework, the Long Term Plan and the Financial Strategy (adopted alongside the

LTP). These strategies will detail our activities and investment to support growth and development, and will also identify partner contributions.

4. Building enduring implementation partnerships

The Council will not be able to deliver this plan on its own. We'll need to work with others to encourage and guide investment, and to remove barriers to the delivery of projects. This includes partnering with the private sector, government agencies, tertiary and education institutions, Māori stakeholders and investors, other Wellington councils and the community, to deliver projects, as well as communicating and advocating the plan's vision so others have clarity about Council investment and phasing, and have confidence to invest in the plan's vision and city development projects.

5. Matching implementation tools with the outcomes sought

Achieving the plan's goals and outcomes will require the use of a range of different implementation tools and funding mechanisms. Some actions

will be led by the private sector, while others will require Council leadership and/or joint action and investment. Large development or regeneration projects may require development agency approaches to achieve comprehensive change (eg strategic land purchase and redevelopment). Other projects may require other implementation responses and mechanisms (eg the formation of multi-stakeholder project groups; planning or financial incentives; design guidance and infrastructure upgrades).

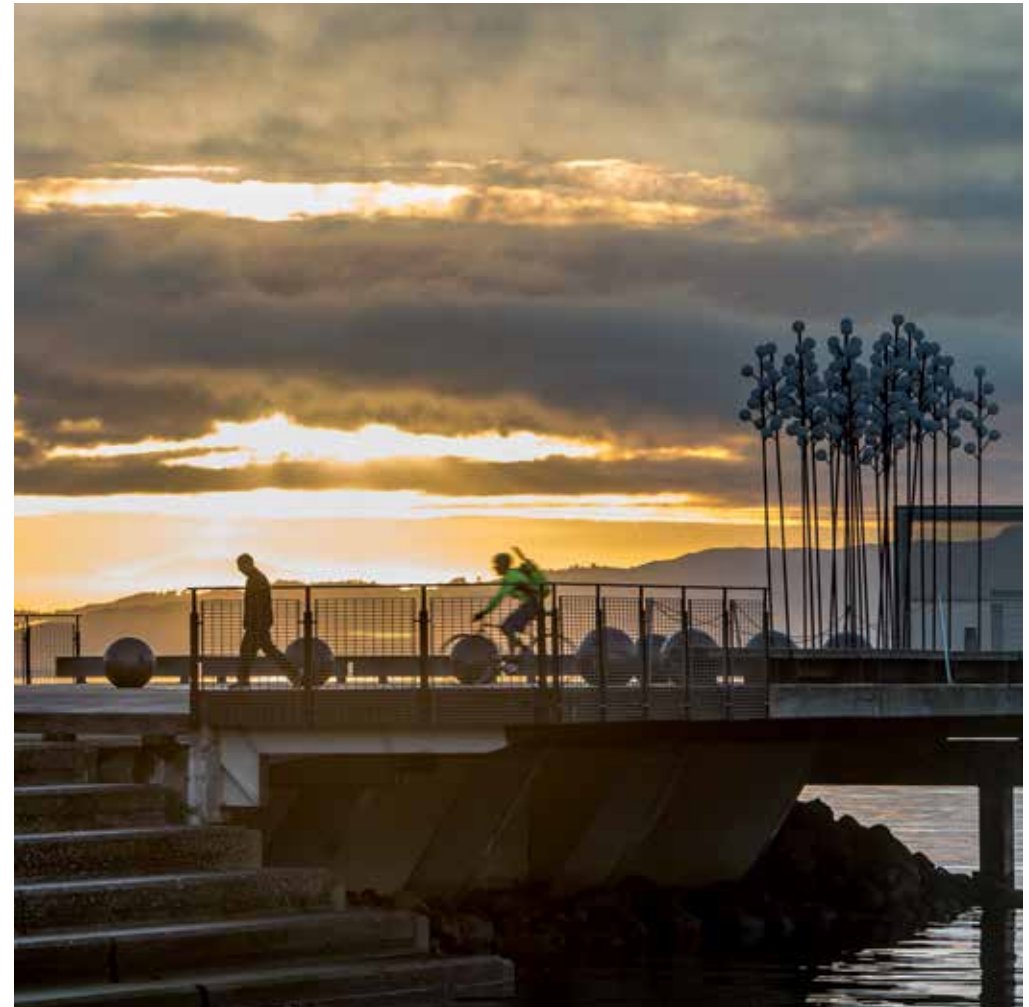
6.0 THE URBAN GROWTH PLAN REVIEW

Effective monitoring and review processes are critical to the successful implementation of this plan. This section sets out a process for regular monitoring and review and the achievement of identified projects and actions.

Detailed monitoring and review actions will be created and delivered as part of the implementation plan. This will allow for more accurate and effective target-setting. Our focus on monitoring progress is to ensure that the steps we are taking are setting us in the right direction to contribute to our overall city targets.

While we have not included detailed or specific indicators in this plan, outcome indicators will be established for the plan's three broad strategic outcomes of:

- prosperous
- liveable
- resilient and environmentally successful.



Waterfront:
Urban design meets the natural environment.

Measuring progress

The Council will establish a monitoring and evaluation framework that tracks the implementation of the actions set out in this plan and reports on our success in achieving identified targets. This will be integrated with the monitoring and evaluation the Council already carries out to evaluate the effectiveness and efficiency of its activities and programmes (eg the Long Term Plan and Annual Plan, District Plan, and supporting strategies and policies - transport, infrastructure, economic development, natural environment and community services).

Reviews of progress will determine whether the plan's implementation actions and outcomes are still being achieved, and if any further work needs to or can be done, or if approaches need to be modified. Progress will be reviewed and reported on every three years to inform our Long Term Plan development process.

Regular monitoring and reporting on key indicators will also be completed to track progress against key goals and issues. This includes for example:

- the location and type of new housing and business development
- Council investment in transport and infrastructure (significant projects - upgrades and renewals)
- the location, quantity and usage of land zoned for business uses
- the number and location of new greenfield residential lots subdivided for development
- modelling of the capacity for infill housing and intensification in existing residential areas
- public space and centres development projects - scheduled work programme
- the number and location of pedestrian and cycle accidents
- improvements made to the quality of suburban-CBD transport connections
- projects that maintain, rehabilitate and/or create new habitats or green infrastructure
- Council investment in green infrastructure (projects and funding)
- Council support of heritage preservation, environmental, social and cultural (including public art) and economic projects
- Council and government investment in the protection of infrastructure from the impacts of climate change.

