Status: Adopted.
Date: 24 June 2015.
Wellington character: Housing around Mt Victoria.
Over the last 25 years, Wellington has blossomed into a city internationally recognised as a great place to live in, work in and visit. We continue to top national quality of life surveys.

Our economy has had to change, and it has. Despite the loss of many head offices, and periodic pressure on the public service, city employment has risen by 22.6 percent since 2000. The population has grown from 148,000 in 1991 to just over 200,000 today, and is expected to reach 250,000 by 2043.

Among the Council’s most important roles are planning the way the city is shaped, and the way people get around it. Such decisions last for many decades, or even centuries. It is urban development that sets the stage for our economic, social and cultural activity, and transport that is the lifeblood allowing these activities to occur.

This strategy continues to build on our work over the last 25 years. We want to keep improving what is already unquestionably the best central city in the country with high-quality streetscapes, boulevards, waterfront, and great facilities and attractions. This is a great stage for events, entertainment, and - yes - for coffee. In short, a place people want to be.

There has been dramatic residential population growth in the central city (up 97 percent between the 2001 and 2013 census dates), which we expect to continue. This all helps support business and retail activity. Our central city is critical to the health of the entire region, generating 52 percent of regional GDP.

This strategy also seeks to further strengthen suburban centres. They are the hearts of our diverse suburban communities. As part of this, and to help accommodate predicted population growth and allow people to age in their communities, this strategy encourages more good-quality residential development around suburban centres and close to public transport.

Wellington City leads the country in having the highest proportion of people getting to work or education by public transport, foot or bike, and that proportion is growing. That’s good for our health, economy and environment. Our consistent focus on a compact, mixed-use city supports those transport choices. This strategy will drive investment in bus priority, cycling, walking and continuing work with the NZ Transport Agency to complete major roading projects.

Wellington leads in ecological restoration too. What a transformation from what was almost an ecological desert 25 years ago! Our beautiful harbour and hills with their bush and wildlife are key parts of what makes our city great.

Wellington is also unquestionably the nation’s leader in resilience and earthquake preparedness, and in protecting and restoring heritage buildings.

This strategy will continue to build on all these great strengths.

The strategy has a 30-year horizon and is supported by a 10-year Implementation Plan, which is incorporated into the Council’s budgets. There will be many challenges to delivering it, but the Council will work with many partners to fulfil the strategy’s aspirations. The result will be to make an already great city into a true world leader.

Cr Andy Foster
Chair - Transport and Urban Development
Wellington City Council
Wellington City is widely recognised for its high quality of life and stunning natural setting. It also has the country’s highest proportion of people walking, cycling and using public transport for journeys to and from work. This plan aims to continue improving these features.

Wellington City’s population is expected to grow from the current 200,000 to approximately 250,000 over the next 30 years and to become more diverse. Our Wellington Urban Growth Plan ensures that as the city’s population increases, new houses, transport networks, infrastructure and services are developed sustainably and in areas that benefit the city the most so that residents continue to enjoy a world-class quality of life.

This is an action-focussed plan, which builds on, updates and replaces our existing urban development and transport strategies. It seeks to:

- maintain the city’s liveability - the features that support our high quality of life and the city’s character
- keep the city compact, walkable and supported by an efficient transport network
- protect the city’s natural setting – nested between our green hills and coastline, contributing to our distinctive character
- make the city more resilient to natural hazards such as earthquakes and the effects of climate change.

The plan is the Council’s guide for directing investment and supporting development in growth areas – a blueprint for prioritising and managing future growth. This includes actions to support:

- **Transformational growth areas**: We will support quality urban development in locations suitable for growth including the regeneration of existing urban areas and development in new greenfield areas
- **Liveable and vibrant centres**: We will continue improving the central city and suburban centres
- **Real transport choices**: We will continue improving conditions for walking, cycling and public transport, improving our road network, and managing parking more efficiently
- **Housing choice and supply**: We will support an increase in housing supply, encourage a greater variety of housing types and more affordable options, and facilitate the development of medium-density housing
- **Our natural environment**: We will continue to enhance our natural assets, and reduce the environmental impact of urban development and transport
- **City resilience**: We will ensure the city’s buildings, infrastructure and coastline can cope with or adapt to the risks posed by natural hazards and climate change.

The plan will support Council decisions on planning and investment and provide certainty for the city’s stakeholders - developers, central government, iwi, ratepayers and residents. The priority projects identified in the plan will inform our Long-term Plan.

To make sure the plan is effective, it will be reviewed and updated every three years, alongside the Long-term Plan, to reflect changing local priorities and development pressures. This will include assessing the progress made in putting the plan into action and reporting back to Councillors and the wider organisation.

In summary, the Wellington Urban Growth Plan provides a framework to manage the city’s future growth while protecting our environment and heritage, and building on the things that make the city special.

We think it will be a catalyst for positive change.
Wellington's skyline: Our harbour and city skyline.
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.

Johnsonville and its town centre will be a targeted regeneration area with major roading improvements and further medium-density housing.

The Petone to Grenada link road will support residential and employment-related development in the Lincolnshire Farm and Stebbings Valley growth areas.

A number of projects will happen in the central city. The Victoria Street upgrade will be followed by improvements and regeneration in Te Aro. Other precincts will also be targeted for investment, including the Civic Centre, our laneways and Kent and Cambridge terraces. A Port Access Plan will look at improving port access. Transport improvements will include the public transport spine, safe cycle lanes and improvements to the State highway network.

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 for Shelly Bay and Watts Peninsula.
The plan seeks to deliver the following key outcomes:

**A compact city**

To keep Wellington compact, walkable and to minimise the need for new infrastructure, this plan directs future development to existing urban areas with good transport links, infrastructure and community facilities, and to a limited number of new urban areas.

- **Development along the growth spine:** More intensive residential and commercial development is planned along the growth spine between Johnsonville and Wellington Airport, supported by investment in transport and infrastructure.

- **Greenfield growth areas:** New greenfield housing development is encouraged in locations adjoining existing urban areas, such as Lincolnshire Farm and Stebbings Valley. This growth will be guided by the existing structure plan and the Northern Growth Management Framework.

**A liveable city**

The central city and suburban centres provide Wellington with many of the outstanding quality-of-life features we value. This plan ensures the city remains attractive, lively, accessible and safe.

- **Dynamic central city:** The central city is the economic, social and cultural hub for the region. 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 modes of transport.

- **Attractive suburban centres:** Suburban centres provide a mix of residential, commercial and social activities. Medium-density housing is encouraged in and around key suburban centres complemented by quality housing infill in residential areas. Growth in suburban centres is supported by improvements to transport infrastructure between these centres and the central city.

- **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 and improved road links are developed with investment focussed along the growth spine and suburban connections, and support for the New Zealand Transport Agency’s (NZTA) proposed Petone to Grenada link road.
A city set in nature

Our natural setting - including our green belts, reserves, streams and coastline - define the layout and character of the city, and good access to them for recreation is one of the things people love about Wellington. This plan ensures urban growth respects and enhances our natural environment.

- **Identity and sense of place**: The city's distinctive character and appeal is enhanced by protecting our natural environment, minimising the impact of urban development on the environment and making sure people can easily get to the waterfront and other open spaces.

- **Coastal environment**: Development and activities along the coastline respect and enhance the harbour and rugged coastal areas.

A resilient city

Our heritage assets, infrastructure networks and neighbourhoods all need to be managed to minimise the risk of damage from natural hazards, such as earthquakes, and the effects of climate change.

- **Preserving our built heritage**: The city's heritage-listed buildings are strengthened to reduce the risk associated with earthquakes and preserve the city’s character.

- **Preparing for natural hazards**: We have a comprehensive strategy for improving the resilience of our city’s buildings, infrastructure and communities.

- **Responding to climate change**: We continue reducing our greenhouse gas emissions, increasing our energy efficiency and use of renewable energy, and managing the risk of sea-level rise and extreme weather events.
Waitangi Park: Green spaces are important to Wellingtonians.
1.0 INTRODUCTION

Context

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

Fifteen years ago, only 170,000 people lived in the city. Today our population is just over 200,000. By 2043 the population is expected to have grown to around 250,000.

Wellington is the nation’s capital city and the 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 Wellington Urban Growth Plan is the Council’s tool for managing this growth. It updates, combines and replaces our 2006 Urban Development Strategy and Transport Strategy. This plan is consistent with the philosophies of the 2006 strategies in seeking to encourage growth in areas close to services, employment and good public transport.

Purpose

The purpose of this plan is to guide the Council’s decisions that relate to planning, growth, land use, housing, transport and infrastructure. It also helps to achieve the goals identified in our other key strategies, contributing to decision-making on economic development, public spaces, community character, the natural environment and recreation.

The objectives of the plan are to:

• Direct new growth to suitable areas to maintain the city’s compactness, liveability and natural setting.
• Ensure development occurs close to employment, services, and public and other transport links. This will continue to encourage active modes and the use of public transport, and reduce pressure on our resources and infrastructure. We expect most new development to occur along the growth spine from Johnsonville through the central city to Adelaide Road and Kilbirnie.
• Improve the resilience of the city against the risk of natural hazards and climate change.
• Ensure urban growth contributes to the city’s economic, social and environmental success.
• Help target the Council’s investment on priority projects.

Key outcomes

The plan seeks to deliver the following key outcomes:

A compact city

The city’s urban areas are surrounded by the Wellington Town Belt and the reserves, rural land and hilltops that form the Outer Green Belt. This has led to the city being compact, which is one of its distinctive features. It also makes our city walkable and helps minimise the need for new infrastructure. To keep Wellington compact, this plan directs future development to locations with quality transport links, infrastructure and community facilities.

A liveable city

The central city is the main economic, social and cultural hub of the region. It is attractive, lively, accessible and safe. At a local level, suburban centres provide a focus for community life and access to shops and services. This plan supports vibrant centres through a range of projects.
A city set in nature

The city’s distinctive character is enhanced by protecting our natural environment, minimising the impact of urban development on the environment and making sure people can easily get to the waterfront and other open spaces. To achieve this, the plan emphasises the importance of better green infrastructure such as open spaces, trees and waterways; sustainable transport options; energy-efficient buildings and water-sensitive urban design.

A resilient city

Our heritage assets, coastal areas, infrastructure networks and neighbourhoods all need to be managed to minimise the risk of damage from natural hazards, such as earthquakes, and the effects of climate change. This plan supports our continued leadership in identifying earthquake-prone buildings, planning for emergencies and preparing for climate change.
Where do our population projections come from?

Throughout the plan, the Council has used information from a number of sources. A key source is Informed Decisions (ID). ID is a group of professional demographers, spatial analysts, urban planners, forecasters and IT experts who focus on New Zealand and Australian cities and their people. In Wellington’s case, ID has provided demographic census analysis and forecasting based on the 2006 and 2013 censuses information.

ID works with the Council to look at the current and evolving policies and strategies affecting development, as well as resource consents. ID also works with local developers, property owners, real estate agents and others who can offer additional information to assist in accurate forecasting. This detailed analysis of development combines with demographic and census studies of Wellington City, Wellington Region and New Zealand.

This model, which combines a “ground-up” and a “top-down” approach, produces a more refined forecast for Wellington’s next 30 years than census projections alone. While these are the best demographic forecasts available for the city’s next 30 years, it is possible for growth to accelerate depending on the implementation and the success of specific projects outlined in the plan as well as external events.

Where does the Wellington Urban Growth Plan fit?

The plan helps to achieve our long-term vision for the city, Wellington Towards 2040: Smart Capital.

It also contributes to the implementation of a number of existing Council policies and action plans including:

- Accessible Wellington Action Plan
- Adelaide Road Framework
- Biodiversity Action Plan (under review)
- Business Improvement District Policy
- Centres Policy
- Central City Framework
- Climate Change Action Plan
- Community Facilities Policy
- Cycling Policy
- Development Contributions Policy
- District Plan
- Earthquake-prone Buildings Policy
- Economic Development Strategy
- Greening Central Wellington
- Heritage Policy
- Jan Gehl Report: City to Waterfront Public Spaces study
- Johnsonville Town Centre Plan
- Kilbirnie Town Centre Revitalisation Plan
- Newlands Centre Plan
- Ngauranga to Airport Corridor Plan
- Northern Growth Management Framework
- Open Space Access Plan
- Our Capital Spaces
- Parking Policy
- Public Space Design Policy
- Walking Policy
- Waterfront Framework.
The priorities and projects identified in this plan will help inform our Long-term Plan.

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

**Review**

The Urban Growth Plan and associated Implementation Plan will be reviewed and updated every three years to inform the Long-term Plan process.

This will involve contrasting actual growth, urban development and transport patterns against the plan and adjusting our assumptions and proposed actions where needed.
2.0 THE CITY NOW AND BY 2043

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 all within easy reach of natural attractions such as the harbour and native bush walks.

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

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.

Regional context

Wellington is the largest of a number of closely linked cities and districts that make up the Wellington region. The region overall is home to almost 500,000 people with the city accounting for 41 percent of the total. The region has the highest proportion of working-age population and the highest median income in the country.

The city is the economic, cultural and education epicentre of the Wellington region. Wellington businesses rely on the region for its workforce, with more than 30 percent of city workers living outside of the city. Many businesses also rely on the region for customers. Our universities attract people from the whole region, as do our museums, theatres, arts festivals and sporting events. This close relationship between the city and region influences decisions about public transport and roads, as well as investment decisions by institutions and the private sector. This relationship is set to continue well into the future.

1 Informed Decisions (ID), 2014
Wellington Harbour: A regionally significant resource.
Population and growth

The city population was 200,400 in 2013, and is forecast to grow by almost 50,000 in the next 30 years\(^1\). The drivers for growth are Wellington’s diverse economy and liveability, which attracts people from other parts of New Zealand and the world. There is expected to be significant ongoing growth in the number of tertiary education students as well as older people.

Population growth and changing demographics will have significant implications for the city’s land-use patterns, and transport and infrastructure investment.

Wellington is an appealing destination for young adults and students, who are attracted to a city with strong educational and employment opportunities and desirable lifestyle and entertainment qualities. This contributes to the city’s residents having higher rates of educational achievement compared with regional and national figures.

The city will undergo a shift as our population ages. By 2043, 13.5 percent of city residents will be over 65, compared with 9.6 percent now\(^1\). This will have an impact on our housing, transport, social service needs, and economy.

The population and growth by 2043:

- The city’s population is expected to increase to around 250,000\(^1\), with growth directed to maximise benefits to the city.
- The population in the central city area, which grew by almost 100 percent between 2001 and 2013, is expected to increase further by approximately 84 percent - from 18,019 in 2013 to 33,150 in 2043\(^1\).
- 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.

Source: Informed Decisions (ID), 2014
Increasing number of dwellings and people in Wellington

- Population: 204,000 (2028), 220,600 (2043), and 246,700 (2043)
- Total dwellings: 77,900 (2013), 88,300 (2028), and 99,300 (2043)

Change in number of dwellings between 2001-2013 by suburb:

- Tawa
- Johnsonville
- Croton Downs
- Karori
- Miramar

Source: ID, 2014
Housing

The city’s projected population growth will result in the need for an additional 21,400 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 ageing population will increase demand for age-appropriate housing choices (often smaller, low-maintenance housing that is close to services) within people’s 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 traditional stand-alone (greenfield) housing. This trend is expected to continue and we expect 25 percent of new housing to be low-density, 35 percent medium-density, and 40 percent high-density.

The aim of this plan is to see most of the growth over the next 30 years occurring 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.

The city’s housing by 2043 - what we plan to happen:

- Residential development forecasts show the number of dwellings in the central area (Wellington Central, Te Aro, Pipitea and Thorndon) will grow approximately 88 percent in the 30 years from 2013 to 2043 - from 8263 dwellings to 15,573 - at an average of 244 dwellings a year.
- 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.
Wellington’s unique natural environment is critically important to the city’s liveability and attractiveness. Its landscape, ecological and recreational values support both health and wellbeing and well-functioning environmental systems. This plan acknowledges the value of our closeness and connection to nature, how this makes Wellington unique, and 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); 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 by 2043 - what we plan to happen:**

- **Our investment in the natural environment and parks keeps pace with the city’s population growth, intensification in existing urban areas, and new housing development in greenfield locations.**
- **The Outer Green Belt is completed, the harbour escarpment and most of Watts Peninsula (Miramar) are protected and included in our reserves network, and there are more parks and green areas within the central city.**
- **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. Indigenous biodiversity and streams will be protected and restored where possible, as outlined in Our Natural Capital. 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.**
Climate change

Significant and sustained changes to the global climate are being caused by emissions of greenhouse gases from human activity. The impacts of climate change on Wellington over time could include more frequent extreme storms causing flooding, slips and wind damage; changing rainfall patterns and increased temperatures leading to pressures on water supplies and public health; and sea-level rise leading to increased coastal erosion and effects on coastal infrastructure. In response to these risks, the Council developed its first Climate Change Action Plan in 2007 and has been keeping this document up to date since.

Wellington has a head start on the rest of New Zealand in responding to climate change, with a lower carbon footprint due to its compact urban form, higher public transport usage, higher rates of walking and cycling, access to significant renewable energy resources, and a growing creative and knowledge-based, “weightless” economy.

To continue reducing our greenhouse gas emissions and responding to climate change, we will maintain the compactness of our city as our population grows; and invest in our public transport network, footpaths and cycleways to reduce car use and improve travel efficiency. We will continue to encourage low-emission economic development, building efficiency, water conservation and waste reduction.

**Climate change by 2043 – what we plan:**

- We will maintain and enhance Wellington’s compact urban form. This has significant benefits for our transport network and reducing emissions.
- We achieve the targets set in our 2013 Climate Change Action Plan for the city to decrease greenhouse gas emissions by 30 percent by 2020 and by 80 percent by 2050, while the Council decreases emissions 40 percent by 2020 and 80 percent by 2050.
- Our transport infrastructure is less reliant on fossil fuels with continued increases in public transport availability and quality, alongside walking and cycling alternatives.
- Our building stock is more energy efficient due to improvements such as better insulation in homes, and more efficient lighting, cooling and heating systems.
- An increasing proportion of the energy we use to power the city’s homes, buildings and transport comes from local renewable sources – wind, solar, tidal and wave energy, as well as biomass energy from waste.
- The city has a comprehensive network of natural assets – parks, gardens, coastline, Town Belt and reserves. These help to support biodiversity and absorb carbon emissions, and form part of Wellington’s green infrastructure.
- We use water more efficiently and minimise waste production.
- We manage the risk of sea-level rise and extreme weather events through mitigation and adaptation, including ensuring infrastructure can cope with these effects.
- Our planning documents reflect the risks associated with climate change, for example, controlling housing and infrastructure development in places susceptible to flooding, and areas prone to slips or coastal erosion.
Low carbon footprint

5.8 tonnes
of greenhouse gas emissions in Wellington per person. The city’s emissions are:

- 17.5% aviation transport
- 41.6% stationary
- 34.8% non-aviation transport
- 6.1% other

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

Source: Climate Change Action Plan, 2013, Wellington City Council

Open space network

4200 hectares of open space
250 parks
43 sporting parks
330 kilometres of tracks

Zealandia: Wellington has strong environmental and conservation links.

Source: Our Capital Spaces, 2013, Wellington City Council
The reduction between the emissions expected and aim is 553,905 tonnes of CO2 emissions.

* The “High ambition” aim is not a Council policy, but a possible projection for the region. The Council can look to this as an example of how it could achieve its own, and the city’s, emissions-reduction targets.

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 and climate change related risks. These include severe storms, flooding, landslides, tsunami and sea-level rise. Some hazards are immediate, while others (like sea-level rise) require long-range planning.

In recognition of this, the Council has for the last 20 years invested significantly in strengthening infrastructure and leads the country in ensuring we have a resilient building stock. We have undertaken earthquake resilience assessments for all pre-1976 buildings and continue to work actively with building owners to ensure that buildings are strengthened. We have also pioneered work with key lifeline organisations and with communities to build disaster preparedness.

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 by 2043 – what we plan to happen:

- Ongoing investment in buildings and key infrastructure, and the adoption of new urban development approaches and technologies mean the city’s buildings 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.
- The completed Roads of National Significance projects improve access to and from the city in case of emergency.
Earthquake strengthened: Ombra on Cuba Street.
**Wellington City residents commuting to the central city per week (2013)**

- 17.3% walked or jogged
- 3.5% bicycle
- 13.8% public bus
- 3% train
- 43.5% motor vehicle (car, truck, passenger, motorbike)
- 19% other (worked at home, did not go to work, did not answer)

Source: ID, 2014

**Wellington City residents who take a car into the central city**

- 2008: 46%
- 2009: 36%
- 2010: 35%
- 2011: 29%
- 2012: 36%
- 2013: 33%


**Decreasing fuel usage in Wellington**

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</tr>
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</table>

Source: Sales data submitted to Wellington City Council, 2014
Transport and movement

Having a high-quality transport system is key to Wellington’s economic, environmental and social success and 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, 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 (17 percent of journeys to work) by national and international standards. There has also been a large recent rise in the number of people cycling despite a lack of supporting infrastructure, with a 73 percent increase in residents cycling to work.

Wellington continues to move towards being a more sustainable city, supported by our changing transport choices. This plan recognises the important role our public transport system plays in moving people to (from the wider region) and around the city. It also recognises the planned transport improvements that are being made across the city, and the opportunities for emerging technologies such as electric vehicles. 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 by 2043 – what we plan to happen:

- The bus priority network is implemented.
- The proportion of people walking and cycling continues to increase supported by a comprehensive cycling network and ongoing improvements to pedestrian access.
- There is an ongoing reduction in the number of pedestrian and cycle injuries.
- The Great Harbour Way provides cyclists with a continuous cycle route from Lower Hutt to the city.
- Our network of parks and open spaces is an integral part of the commuters’ network for walking and cycling.
- The Wellington Roads of National Significance projects are completed in a way that maximises benefits to the city by freeing up local road space for public transport, cycling, walking and local vehicles. Projects within the city include Transmission Gully, Ngauranga to Aotea Quay traffic management improvements, Terrace Tunnel duplication, Tunnel to Tunnel improvements, and Airport to Mt Victoria Tunnel (including Mt Victoria Tunnel duplication).
- The road network provides good access to the port, the airport and for freight.
- The public transport system uses low-carbon technologies and there is a significant number of private electric vehicles on the roads.
Infrastructure

Infrastructure underpins everything the city does. Having high-quality, reliable infrastructure is critical to our economic, social, environmental and cultural wellbeing and is fundamental to Wellington being a successful city. It is also 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 and upgraded infrastructure. A significant advantage of being a compact city is that infrastructure is cheaper to provide and operate than in more spread out cities. In the northern greenfield areas where there is little or no existing infrastructure, developers will fund the necessary works. 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 growing 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.

The infrastructure by 2043 - what we plan to happen:

- The resilience of the city’s infrastructure increases 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).
- We work collaboratively with utilities providers to coordinate growth and its impact on effective service supply.
Economy and employment

How the city develops - its urban form - is a critical factor in maximising 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 central to this goal.

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 central city. As such, much of the city’s employment is clustered in this area.

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

Our economy and employment by 2043 - what we plan to happen:

- 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.
Māori heritage 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 long-term cultural, social, economic, and environmental wellbeing of the city.

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

Māori heritage and partnership by 2043 – what we plan to happen:

- Iwi are involved in the development of the city and work in partnerships with the Council and others to help deliver on actions and projects.
- Sites of historical importance to Māori are identified and acknowledged.
- Public spaces, buildings, artworks and events provide opportunities to reflect the city’s relationship with Māori.
- 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.

Historic heritage and character

Wellingtonians value highly 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.

Wellington’s built 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. Built 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.

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 historic heritage and character by 2043 – what we plan to happen:

- 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 identification, protection, conservation and use of the city’s significant cultural and historic heritage.
- All current earthquake-prone heritage buildings have had their earthquake-prone status resolved through investment in strengthening and sensitive redevelopment.
- We continue to protect and enhance the special character of our suburbs, particularly the highly valued existing character of our inner city suburbs such as Thorndon, Mt Victoria, Aro Valley, Newtown, Mt Cook and Berhampore.
- We support initiatives to build even greater ‘sense of place’ in Wellington’s diverse communities.
Wellington’s urban growth over time

Development to 1900

Development to 1930

Development to 1970

Development to 2010
3.0 Our Action Plan

Our focus areas

This section sets out the Council’s actions for specific components of the city - urban development, transport, infrastructure, and open spaces. The actions are grouped under the following six focus areas:

- transformational growth areas
- liveable and vibrant centres
- real transport choices
- housing supply and choice
- natural environment
- 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 with particular emphasis on the next 10 years. 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 also beneficial in delivering improved public transport, cycling and walking.

A detailed implementation plan for these actions will be developed for consideration as part of our 2015-25 Long-term Plan.

Key actions

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. These 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 residential growth is provided for in the city’s northern growth areas.
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.

Johnsonville and its town centre will be a targeted regeneration area with major roading improvements and further medium-density housing.

The Petone to Grenada link road will support residential and employment-related development in the Lincolnshire Farm and Stebings Valley growth areas.

A number of projects will happen in the central city. The Victoria Street upgrade will be followed by improvements and regeneration in Te Aro. Other precincts will also be targeted for investment, including the Civic Centre, our laneways and Kent and Cambridge terraces. A Port Access Plan will look at improving port access. Transport improvements will include the public transport spine, safe cycle lanes and improvements to the State highway network.

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 for Shelly Bay and Watts Peninsula.
TRANSFORMATIONAL GROWTH AREAS

This focus area brings together the actions required to deliver quality urban development in locations suitable for growth. In identifying such locations, we take a number of factors into consideration, including:

- key transport infrastructure
- existing amenities and services
- existing community and educational facilities
- existing open space and recreational facilities
- the capacity of the existing utilities
- if change in the area will enhance the mix of home types and business uses available to the community.

Our approach builds on the previously identified growth spine, directing development towards the central city, Adelaide Road, 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 residential areas that many people enjoy by directing increased density to selected locations
- providing opportunities for people to live closer to where they work, shop and access high-quality transport options
- concentrating investment into a smaller number of centres.

In addition to the growth spine, the plan provides for development in greenfield areas north of the city. It also includes supporting the important economic hubs around the port and the airport.

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 improvements and investment in infrastructure to create the right conditions to generate economic and urban growth.
Transformational growth areas

Upper and Lower Stebbings

Lincolnshire Farm

Johnsonville

Port

Victoria, Cuba Street precinct

Te Aro

Adelaide Road

Kilbirnie

Airport

Legend
- Central city growth precincts
- Growth centres
- Economic hubs
- Greenfield growth
- Cycle network
- Bus priority spine
- Bus priority spine 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.

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<th>Project</th>
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<tr>
<td>The Council will <strong>facilitate new development</strong> in identified growth areas.</td>
<td>• <strong>Deliver the Convention Centre</strong> - in partnership with others, to support our economic growth, increase vitality and improve the amenity and connectivity in this part of the central city.</td>
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<td>• <strong>Review our venues</strong> and identify opportunities for new facilities, such as whether a concert venue would benefit the city.</td>
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<td>• Identify opportunities for the <strong>Council Urban Regeneration Unit</strong> to deliver regeneration projects in growth areas.</td>
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<td>• <strong>Work in partnership with external parties</strong> to develop feasible proposals for specific sites that could act as catalysts for further change in growth areas.</td>
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<td>• Assess the provision of <strong>community, recreation and open space facilities</strong> in identified growth areas and address gaps as and when required.</td>
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<td>• <strong>Coordinate with other service providers</strong> (eg Ministry of Education) to ensure additional population is appropriately catered for.</td>
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<td>• <strong>Align investment in infrastructure with growth projections</strong> - we will develop and use modelling tools to understand current Council infrastructure (water, sewerage, drainage) condition and capacity, and future demand. These tools (eg economic yield analysis, infrastructure affordability index, hydraulic models) will help inform our investment and growth decisions.</td>
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<td>• <strong>Coordinate with utilities providers</strong> (eg Wellington Electricity Lines Ltd) to ensure sufficient capacity is provided to support growth.</td>
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<td>• Develop a <strong>strategic land acquisition plan</strong> to facilitate revitalisation priorities and to support the development of the city’s transport network (particularly for public transport and cycling goals) and other facilities required to support population growth.</td>
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**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.

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<tr>
<td>• <strong>Review and update the Council’s development contributions requirements</strong> to support the delivery of new development in key locations.</td>
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<tr>
<td>• <strong>Continue and enhance funding assistance for earthquake-strengthening of buildings</strong> - this includes the existing Built Heritage Incentive Fund and rates remission for qualifying developments. We will also consider increased investment in priority heritage buildings and areas, as well as other measures.</td>
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<td>• <strong>Implement an “open for business” approach</strong> when assessing development proposals (eg user-friendly and efficient processes).</td>
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<tr>
<td>• <strong>Investigate alternative tools and mechanisms</strong> (eg planning and financial) that could help support implementation of this plan and its priorities.</td>
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An artist's impression showing improvements on Victoria Street
### Deliver central city regeneration projects

- **Facilitate development in the Victoria Street/Cuba Street area** - this includes public space and cycling improvements in Victoria Street, improved connections to Cuba Street, coordination with developers to implement new buildings in this precinct and supporting the earthquake strengthening of buildings in the Cuba Street heritage area.
- **Plan for regeneration in Te Aro** - the area located between and including Taranaki Street and Kent and Cambridge terraces is gradually transitioning from its industrial past to a mix of uses including high density apartments, hospitality and services. The construction of Memorial Park and the Arras Tunnel open up opportunities for further change in the area. The presence of many earthquake-prone buildings will also require investment or redevelopment.
- **Kent and Cambridge regeneration** - this will include improving the corridor for all modes of transport and create a desireable location for more intensive development. This work will be aligned with construction/mitigation works at the Basin Reserve and on the public transport spine.
- **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, former GWRC building and other sites that have structural issues.
- **Work with others**, such as utilities providers, and coordinate investment in regeneration areas.

### Deliver the vision for Adelaide Road

- **Deliver the Adelaide Road Framework** - this area supports the Wellington Regional Hospital, is an important retail and commercial centre, and can accommodate more residential development to make Newtown and Mt Cook more vibrant and economically successful. It is also a major transport route and as the southern suburbs grow, we need to provide better facilities for walking, cycling and public transport. We will 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 with construction/mitigation works at the Basin Reserve and on 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 key sites.

### Stimulate development in sub-regional centres (Johnsonville and Kilbirnie)

- **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 determine the development potential of these sites.
- **Enable regeneration of Kilbirnie town centre** - this includes development of public transport facilities/hub; street 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 determine the development potential of these sites. Council acknowledges the earthquake and climate change hazards in this area and these will be addressed in our future planning and investment in Kilbirnie.
Support the development of greenfield areas in the northern suburbs that have already been identified for growth.

- **Northern Wellington Growth Plan** - support the implementation of the structure plan for Lincolnshire Farm. Work with other infrastructure asset owners such as NZTA and with landowners to integrate the proposed Petone to Grenada link road with the future neighbourhood centre, business area and residential development. Explore opportunities for the area that offer more sustainable housing and job opportunities. The initial study will test the feasibility of attracting green industry to locate in Wellington as part of our long-term, sustainable economic diversification agenda. An outcome from this study might be further work to develop an “eco-town”.

- **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. The plan will include the location of main road corridors, including a potential road connection to Tawa, main areas of open space, and a connection to the Te Araroa walkway. It will also complete the Outer Green Belt and protect waterways, significant indigenous vegetation and Marshall Ridge.

- **Review design guides and District Plan provisions** as necessary to ensure high-quality development occurs in the greenfield areas.

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.

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<tr>
<td><strong>Airport precinct</strong></td>
<td>- 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 the opportunity to improve transport connections to and from the airport.</td>
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<td><strong>Improve transport connections to the airport</strong> - 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, and improvements for private vehicles, freight, pedestrian and cycle movements.</td>
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<td></td>
<td><strong>Plan for future growth</strong> - 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.</td>
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<tr>
<td><strong>Port precinct</strong></td>
<td>- this large area includes major city infrastructure - the port, the Westpac 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.</td>
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<td><strong>Contribute to the Port Access Plan</strong> - work with Centreport, Kiwi Rail, NZTA, GWRC and freight operators to improve state highway connections and port access points and facilitate high-quality walking and cycling access from the existing passenger terminal to the Hutt Road/Ferry Terminal/Great Harbour Way.</td>
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<td></td>
<td><strong>Develop a Port Precinct Plan</strong> that focusses on improving connections between the precinct and the central city; maintaining the integrity of port 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); and resilience.</td>
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<td></td>
<td><strong>Understand the movement of urban freight</strong> - 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.</td>
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LIVEABLE AND VIBRANT CENTRES

We want to make sure that we are creating a good platform for communities to develop on, especially in areas where growth is planned. This means ensuring that our centres are attractive, accessible and convenient, leading to more people spending time in them, which in turn makes them more economically and socially successful.

Centres such as Johnsonville, Kilbirnie, Newtown, Miramar, Tawa and Karori provide a place for local communities to shop, access services and socialise. We need to ensure the areas already earmarked for medium-density housing and the main streets in and around these centres 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 Victoria Street, Taranaki Street and Kent and Cambridge terraces have the capacity to take most of the central city’s growth but require improvement to make them places where people would want to live and work.
1. Deliver improvements in the central city and key centres

We will make improvements in areas planned for growth to ensure their success and their ability to 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 for the city.

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| **Continue to deliver on planned central city improvement programmes** - this will support the regeneration areas identified (see Transformational Growth Areas) and 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. | • **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. We think the waterfront should be a premier recreation area for the city, particularly for children.  
• **Continue the laneways improvement programme** - investment will be targeted at areas where pedestrian potential is the highest and where the lanes provide for small businesses at ground level. Use improvements to central city laneways to encourage private investment.  
• **Parliamentary precinct/North Lambton Quay** - work with partners to enhance the important economic and social role Parliament Buildings and the 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 improving pedestrian facilities between the precinct and the bus terminus, railway station and the central city. |
| **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. | • **Deliver key inner city boulevards**  
  - Victoria Street  
  - Kent and Cambridge terraces  
  - Adelaide Road  
• **Taranaki Street improvement plans** - to increase the flood resistance and improve the amenity of the area through tree planting. Taranaki Street has more complexities than other streets because a major stormwater upgrade is required. This will influence the staging of the project. |
| **Plan for future improvements in the central city** | • **Review the implementation of the Central City Framework** - this is the Council’s key document for guiding urban development and public space improvements in the central city area. Work will continue on prioritising and seeking funding for those initiatives not yet implemented.  
• **Te Aro Park** - investigate opportunities to improve Te Aro Park and surroundings.  
• Ensure future improvements give effect to our **Accessibility Action Plan**. |
Centres for growth

Legend
- Area, centre planning
- City boulevards, waterfront development and Parliamentary precinct
- Cycle network
- Bus priority spine
- Bus priority spine 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.

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| **Complete town centre action plans** - these will identify priorities and funding required for the next 10 years. | • **Update the Centres Policy Implementation Programme** - this document sets out the priorities for centres planning and improvements.  
• **Update existing centres implementation plans** - this will involve monitoring the implementation of our existing plans for the central city, Adelaide Road, Johnsonville town centre, Kilbirnie town centre and Newlands centre.  
• **Develop new action plans for other centres** - the focus will initially be on Tawa and Karori town centres with other centres to follow, as per the priorities identified in the Centres Policy. Work will include the prioritisation of District Plan changes to provide for key land use changes identified through the action plan process.  
• **Investigate options for community hubs** - as our communities grow and change, the type of services and facilities provided must also adapt. Investigate multi-purpose spaces able to be used for a wide range of activities, and to change as the needs of the community do. Community facilities such as community centres, halls, libraries and recreation centres 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. |

| 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 way these main streets function so businesses can get goods in as required, people can get around safely and easily, and they become places where people want to spend more time and money. | • **Identify investment priority for main streets** and add to the town centre action plans outlined above. Give clear indication of timeframes for delivery and investment to coordinate with private investment. |

| Support local business and community-led revitalisation initiatives - this is about exploring ways for the Council to support locally-led projects that help deliver benefits for local areas. | • **Establish Business Improvement Districts** in key centres and business areas.  
• **Investigate other mechanisms to enable community-led initiatives** - this will support locally-driven actions aimed at revitalising local centres. |
REAL TRANSPORT CHOICES

Transport enables people to get where they need to go - home, work, education, business opportunities, and recreation areas, and to the services they need. Like other well-connected cities, we plan to support our sustainable transport hierarchy by encouraging walking, cycling and public transport over other modes of transport. However, cars will continue to be a necessary option for many people in a balanced transport system. The car can provide flexibility for many journeys but can also be inefficient, requiring parking space and creating congestion, especially at peak times. Our role is to make sure these transport choices are balanced and integrated to support 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 centres.

Cycling has become increasingly attractive as a recreational and commuting activity in Wellington. By encouraging cycling we will increase the carrying capacity of our roads while improving our health and environment. Safety, however, is a significant barrier to many more people cycling. To further increase this mode of transport, we need to provide a safe cycle network both on and off road that will encourage people of all ages - including students, workers and retirees - to cycle. Wellington is also a highly walkable city. Improving pedestrian safety and experience will encourage more people to walk and keep our city centre, suburban centres, and our streets vibrant, safe and attractive.

Continuing to invest in and improve 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. In conjunction with this, we will work with GWRC and NZTA to deliver enhanced public transport services through the city. This includes bus priority measures in the short-term and consideration of a bus rapid transit network in the longer term.

Delivery and efficient distribution of goods is essential to the functioning of the city. The port of Wellington, CentrePort, plays a central role in facilitating trade throughout the lower North Island and between the North and South islands. Wellington Airport also plays an important role for high-value, low-weight freight.
Key transport improvements

- Transmission Gully
- Petone to Grenada link road
- Karori cycleway and bus improvements
- Bus priority spine
- Tunnel to tunnel improvements
- Airport to Mount Victoria Tunnel improvements
- Miramar and Wellington Airport bus improvements
- Island Bay cycleway and bus improvements
- Great Harbour Way

Legend
- Cycle network
- Bus priority spine
- Bus priority spine suburban extension
- Rail connections
- Roads of National Significance
- Other major roading

*All other roads shown are major connectors*
1. Improve pedestrian accessibility and safety

Walking has major economic, environmental, health and wellbeing benefits. Statistics clearly show more Wellingtonians choose to walk than anywhere else in New Zealand. This is the result of a compact city and good walking opportunities. Walking is the primary mode of transport for short trips up to 1 kilometre, 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.

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| **Accessibility improvement plan** - building on the Jan Gehl report, Central City Framework and other documents, this plan will identify areas that are not pedestrian friendly and a programme of work to improve them. | • **Develop the plan** - this will include work to identify the improvements that will have the greatest benefits for pedestrians, 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. It will focus on locations such as transport hubs, schools and the central city, and include work to reduce pedestrian wait times at traffic signals and the provision of shelter. |
| **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. | • **Develop the policy** - this will include a pedestrian safety and network legibility review that will look at a range of factors including one-way streets, differential vehicle flows and speeds. It will also analyse best-practice examples including shared spaces, speed reductions and street layouts.  
  • **Develop the work programme** - identify key changes that should be made, 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 and ensure it has a funded implementation programme. | • **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. |
| **Track network** - continue to implement Our Capital Spaces and its priorities related to accessible walking and cycling tracks. | • **Complete the track network** - with a priority on connecting communities and open spaces, and providing short walking loops and transport connections.  
  • **Walking through open spaces** - identify opportunities for active transport through the open space network and support these routes. |
Walkable Wellington: Wellington is a pedestrian friendly city.
Cycling is on the rise in Wellington: Investments are being made to increase cyclist numbers and their safety.
### 2. Make Wellington a better city for cycling

Cycling is a low-cost, low-carbon, healthy and sustainable mode of transport. It is the most efficient form of human-powered transport and allows excellent access during congested periods. 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 to achieve a step change in the number of journeys by bicycle and enhance our transport network.

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<tr>
<td><strong>Increase uptake of cycling</strong> – despite significant growth in cycling in recent years, there are some barriers, such as safety and topography, that currently limit the number of people cycling. We need to continue improving key cycling routes around the city, and supporting a range of initiatives that make cycling safer.</td>
<td>- Deliver a safe and connected cycling network – provide the best possible standard of cycling service we can, given local conditions, consistent with the Cycling Framework. The most important issue is separation from faster moving vehicles. This will include providing cycle routes to connect key destinations including the central city. Part of these routes may involve off-road cycling through open spaces. We will also 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. Where facilities are shared by pedestrians and cyclists, we will aim to provide a safe alternative route for faster cyclists.</td>
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<td>- Priority improvements – the Cycle Network Plan will identify priority routes for improvements. We will coordinate cycling improvements with bus priority plans and town centre plans.</td>
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<td>- Provide cycle parking – in the central city and suburban centres at key locations, including reallocating car parking spaces where necessary (every car park can accommodate six or more cycle parks).</td>
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<td>- Provide safer speed environments in key areas – where separated cycle facilities are not possible, reduced speeds will be considered to improve cycling safety.</td>
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<td>- Provide cycle training – for new and less confident cyclists and support bicycles in schools and safe routes to schools.</td>
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<td>- Review the 2008 Cycling Policy – keep to document up to date, as may be needed.</td>
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<td><strong>Increase mountain biking and recreational cycling opportunities</strong> – Wellington already has some of the best mountain biking areas in the world, uniquely close to the central city. There is great potential for cycle tourism in Wellington, and recreational cycling contributes significantly to our quality of life.</td>
<td>- Mountain biking – develop Wellington into one of New Zealand’s premier mountain bike destinations by working with biking groups to extend the network.</td>
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<td>- Deliver the Great Harbour Way – work with NZTA, GWRC, Hutt City Council and other stakeholders to deliver the Great Harbour Way.</td>
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<td>- Integrate cycling into the Miramar Peninsula – work with the community and interest groups to identify additional routes through the peninsula and improve the coastal recreational route.</td>
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<td>- Improve safety on other recreational routes – including routes through Makara and Ohariu Valley.</td>
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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 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, reduces congestion by lowering the number of cars on the road and minimises the need to provide car parking.

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<tr>
<td><strong>Bus priority</strong> - Wellington already has a number of bus lanes and other bus priority measures in place that are working well, but we will need more. Such measures future-proof bus movements from the effects of growing traffic congestion.</td>
<td>• <strong>Deliver bus priority measures</strong> - continue delivering measures, such as bus lanes and bus priority at traffic signals giving buses right of way, along key routes and in conjunction with cycling improvements and regeneration projects.</td>
</tr>
<tr>
<td><strong>Bus Rapid Transit (BRT)</strong> - BRT will be the next step from better Bus Priority. BRT will provide a high-quality public transport spine through central Wellington along a dedicated corridor and using improved vehicles and interchanges.</td>
<td>• <strong>Facilitate the delivery of the BRT spine</strong> - work in partnership with GWRC and NZTA to implement the BRT network. The spine will run along the “Golden Mile”, Kent and Cambridge Terraces, then around the Basin Reserve, along Adelaide Road to Wellington Hospital. Another branch will run through the future duplicated Mount Victoria Tunnel, along Ruahine Street and Wellington Road to Kilbirnie town centre. An extension of the spine to the airport will be future proofed. Improvements along the routes to Island Bay, Johnsonville, Seatoun and Karori will also be identified.</td>
</tr>
<tr>
<td><strong>Advocate for improved comfort, reliability and affordability of public transport services</strong> - while the City Council provides the road network on which buses operate, the train and bus services are managed by the Regional Council (GWRC) who sets the fares and timetables.</td>
<td>• <strong>Work with GWRC to improve the quality of the public transport experience</strong> - this will include working together to help deliver the new route network set out in the Regional Passenger Transport Plan and looking at installing more bus shelters and other amenities to improve passenger comfort.</td>
</tr>
<tr>
<td><strong>Taxis and alternatives</strong> - it is not possible to provide parking spaces for all taxis so our focus has long been to provide sufficient adequately located taxi ranks in high-demand areas. We will monitor the emergence of new delivery mechanism.</td>
<td>• <strong>Advocate to improve the overall energy efficiency of the bus network</strong> - in particular, increase the use of low-carbon and clean-source energy. Investigate the development potential of the bus terminus - in conjunction with GWRC, consider whether the arrangement of the city’s main bus terminus area and railway station could be improved. Improve pedestrian connections from the station and bus terminus into the central city.</td>
</tr>
<tr>
<td><strong>Ferries</strong></td>
<td>• <strong>Ensure taxi and similar service type users</strong> are catered for in areas of high demand.</td>
</tr>
</tbody>
</table>

• **Consider more efficient access to inter-island ferries**, including walking and cycling, 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 the road network

Our sustainable transport hierarchy recognises in priority order: pedestrians, cyclists, public transport, moving freight and private vehicles. It is imperative that cars and freight vehicles are accommodated on our road network, but are managed in a way that allows the city to continue to grow as a liveable and vibrant place.

<table>
<thead>
<tr>
<th>Project</th>
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<tbody>
<tr>
<td><strong>State highway network</strong></td>
<td>- Help implement state highway improvements as part of the Roads of National Significance (RoNS) programme - this NZTA-led programme is focussed on moving people and freight safely and efficiently and include the Ngauranga to Aotea Quay traffic management improvements, Terrace Tunnel duplication, Tunnel to Tunnel improvements, and airport to Mount Victoria Tunnel improvements (this includes the Mount Victoria Tunnel duplication). We will work in partnership with NZTA to leverage maximum benefits for the city from the RoNS projects. This includes integrating the Adelaide Road, the Kent and Cambridge terraces enhancements and Bus Rapid Transit with NZTA’s Basin Reserve project.</td>
</tr>
<tr>
<td><strong>State highway network</strong></td>
<td>- Work with NZTA to implement the Petone to Grenada road link - this proposed road link would improve connections in the region and access to our Northern Growth Area. We will look to maximise the benefits and minimise any adverse environmental and community impacts of this project.</td>
</tr>
<tr>
<td><strong>State highway network</strong></td>
<td>- Support NZTA in delivering the Transmission Gully motorway - this road will improve access to and from the north into the city and improve the resilience of the transport network. The Council will continue working with NZTA to minimise any adverse impact from the construction and operation of this project.</td>
</tr>
<tr>
<td><strong>Improve the local road network</strong></td>
<td>- Capacity improvements - improve the capacity of the road network in Johnsonville town centre, Adelaide Road and the complex intersections of Webb Street/Willis Street and Aro Street/Willis Street.</td>
</tr>
<tr>
<td><strong>Improve the local road network</strong></td>
<td>- New roads - extend the local road network to serve greenfield growth areas north of the city.</td>
</tr>
<tr>
<td><strong>Improve the local road network</strong></td>
<td>- Port and ferry access - improve access to the port and Interislander ferry terminal from the city.</td>
</tr>
<tr>
<td><strong>Review road space allocation</strong></td>
<td>- Network operating framework - develop priorities and 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 provision of bus lanes, cycle lanes, bus stops, loading zones, disabled parking, cycle parking and car parking also need to inform road space allocation.</td>
</tr>
<tr>
<td><strong>Review road space allocation</strong></td>
<td>- Review the road hierarchy map - to reflect mode share and road space allocation priorities.</td>
</tr>
<tr>
<td><strong>Make streets easier to navigate</strong></td>
<td>- Research network legibility.</td>
</tr>
<tr>
<td><strong>Make streets easier to navigate</strong></td>
<td>- Review the one-way system - the one-way system aims to improve the capacity of the network for vehicles. However, there are effects on other road users that need to be reviewed.</td>
</tr>
<tr>
<td><strong>Car share scheme(s)</strong></td>
<td>- Facilitate the provision of a car share scheme(s) - many residents, particularly in the central city, do not own a car. A car sharing scheme would reduce the need for high cost car ownership and parking.</td>
</tr>
<tr>
<td><strong>Best-practice transport modelling</strong></td>
<td>- Work with NZTA, industry leaders and other agencies to gather real-time transport information to inform our transport and urban growth decisions.</td>
</tr>
</tbody>
</table>
5. Manage parking more efficiently

The effective movement of people and freight is critical to economic development in Wellington. People use their vehicles in the city for different purposes and we need to cater for these different needs in the most effective way possible. One means of addressing the efficiency of the existing network is through the use of “travel demand management” measures. Travel demand is influenced by the provision of car parking and we will be reviewing the supply and demand for parking as part of comprehensive approach to travel demand management.

<table>
<thead>
<tr>
<th>Project</th>
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<tbody>
<tr>
<td>Review and update the Council's parking policy</td>
<td>• Review and update the Council's on-street parking strategy - this will include assessing the impact of parking time limits and locations.</td>
</tr>
<tr>
<td>- streets are a significant city asset. We need to be smarter about how we provide parking so people can access the services they need, and so we can also efficiently re-allocate some of the space for other modes.</td>
<td>• Make parking information accessible - publishing parking data including occupancy rates, prices and availability so people can find parks more quickly and efficiently.</td>
</tr>
<tr>
<td>- this will include assessing the impact of parking time limits and locations.</td>
<td>• Feed into a review of road space allocation - the provision of on-street car parking needs to be balanced against other needs, eg cycle lanes and bus priority lanes, where the road corridor is constrained.</td>
</tr>
<tr>
<td>- make parking information accessible - publishing parking data including occupancy rates, prices and availability so people can find parks more quickly and efficiently.</td>
<td>• Parking enforcement servicing and pricing - to encourage safe parking and efficient rotation of spaces to support retail and business activity. We will explore new technologies to improve customer experience and efficiency.</td>
</tr>
<tr>
<td>Examine levers for private parking</td>
<td>• Discourage the provision of commuter parking particularly in the central city - short-stay parking has greater economic benefit than long-stay as it supports retail and business activity. We will encourage the conversion of long-term parking into affordable short-stay parking or other uses.</td>
</tr>
<tr>
<td>- short-stay parking has greater economic benefit than long-stay as it supports retail and business activity. We will encourage the conversion of long-term parking into affordable short-stay parking or other uses.</td>
<td>• Undertake further parking studies - in collaboration with GWRC, investigate commuter/long stay parking as a demand management measure, taking into consideration both the city and the region's modal share.</td>
</tr>
<tr>
<td>- in collaboration with GWRC, investigate commuter/long stay parking as a demand management measure, taking into consideration both the city and the region's modal share.</td>
<td>• Support “park and ride” - work with GWRC to provide solutions for locations where people are parking to support their use of public transport (park and ride). This is particularly important in suburban locations where the distance between people’s homes and public transport are greater. Locations such as Johnsonville train station are important “park and ride” provisions.</td>
</tr>
<tr>
<td>- work with GWRC to provide solutions for locations where people are parking to support their use of public transport (park and ride). This is particularly important in suburban locations where the distance between people’s homes and public transport are greater. Locations such as Johnsonville train station are important “park and ride” provisions.</td>
<td>• Parking pricing options - periodically review pricing options to manage demand.</td>
</tr>
<tr>
<td>- periodically review pricing options to manage demand.</td>
<td>• Review District Plan provisions - regarding the supply of parking in residential areas.</td>
</tr>
</tbody>
</table>
High density: Apartments are an increasingly popular housing choice.
Good quality, affordable housing is essential 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, ages and means, within the bounds of our compact city.

Wellington offers a number of housing types, including cottages and townhouses in the inner suburbs and apartments in the central area. Our suburban housing stock is, however, dominated by a single type: the detached family house. As our population ages and smaller households become more prevalent, we need to facilitate the development of a wider range of housing options to respond to different household needs. Medium-density housing presents an opportunity for providing some of the additional homes we need.

We also need to ensure there is enough housing supply for the growth we expect (approximately 21,400 additional dwellings by 2043), that it is of good quality, affordable, and within easy access to public transport and services. This plan directs most of the residential growth over the next 30 years towards the growth spine, the central city and around key suburban centres, with greenfield areas north of the city also contributing to the supply. The Wellington Housing Accord provides an opportunity to accelerate housing development in suitable areas.

To meet the housing needs of all our residents, we will continue improving our social housing stock and working with Housing New Zealand on enhancing their housing provision. We will also support actions to improve the building performance of existing homes.
**Wellington Urban Growth Plan**

**Main areas:**
- Lower Stebbings, Lincolnshire Farm
  - Estimated dwelling potential: 2300+
- Johnsonville growth areas:
  - Estimated dwelling potential: 1000+
- Central city growth areas
  - Main areas: Thorndon, Central Wellington, Te Aro
  - Estimated dwelling potential: 7300+
- Southern growth corridor
  - Main areas: Adelaide Road, Newtown,
  - Estimated dwelling potential: 2500+
- Kilbirnie growth area:
  - Estimated dwelling potential: 800+

**Defined growth areas**

*Investigation areas for growth*
- Main areas: Berhampore, Crofton Downs, Island Bay, Karori, Khandallah, Miramar, Newlands, Tawa
### 1. Facilitate medium-density housing

Medium-density housing ranges from stand-alone dwellings that are built on smaller lots through to terraced housing and apartments that are usually three 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.

<table>
<thead>
<tr>
<th>Project</th>
<th>Actions</th>
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</table>
| **Increase medium-density housing development** - encourage high-quality, residential intensification in suitable locations and particularly in our existing Medium-Density Residential Areas (Johnsonville and Kilbirnie). | • **Take an active development role** - partner with external parties to deliver medium-density housing development in existing growth areas to assist or act as a catalyst.  
• **Remove barriers** - 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.  
• **Demonstration project** - explore partnerships with housing providers and others to build housing demonstration projects on strategic sites. |
| **Plan for future medium-density areas** around key centres in locations that are well-served by public transport, infrastructure, community/recreation facilities and open spaces. The identification of potential medium-density areas will also consider heritage values and existing neighbourhood character. | • **Undertake investigations for suitable areas** including Berhampore, Crofton Downs, Island Bay, Karori, Khandallah, Miramar, Newlands and Tawa. This work will include consultation with the local communities. Work has already begun for Karori and Tawa with an early phase of consultation completed.  
• **Investigate future opportunities** including public transport corridors, such as future bus rapid transit corridor extension, and other suburban centres. |
| **Improve the quality of medium-density housing** - increase the quality of new buildings, private and public amenities, and encourage more efficient use of land. | • **Review multi-unit design guide** - work with architects, developers and other development professionals to improve best-practice apartment and multi-unit development.  
• **District Plan provisions** - devise planning controls and assessment criteria for new medium-density residential areas that promote good quality developments. |
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.

<table>
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<tr>
<td><strong>Increase housing supply through the Wellington Housing Accord</strong> - work with central government on the implementation of a housing accord that assists delivery of housing across a range of locations identified as Special Housing Areas. This includes provision for a mix of housing types:</td>
<td>• <strong>Align Special Housing Areas with growth areas</strong> identified for residential development and intensification:</td>
</tr>
<tr>
<td>• low-density (stand-alone)</td>
<td>- Central city</td>
</tr>
<tr>
<td>• medium-density (townhouses and terraces)</td>
<td>- Adelaide Road</td>
</tr>
<tr>
<td>• high-density (apartments).</td>
<td>- Johnsonville Medium-Density Residential Area</td>
</tr>
<tr>
<td></td>
<td>- Kilbirnie Medium-Density Residential Area</td>
</tr>
<tr>
<td></td>
<td>- Lincolnhshire Farm residential area</td>
</tr>
<tr>
<td></td>
<td>- Lower Stebbings Valley.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Investigate the potential for other Special Housing Areas.</strong></td>
</tr>
<tr>
<td><strong>Increase housing choice through our planning framework</strong> - including opportunities for infill and intensification.</td>
<td>• <strong>Consider changes to the District Plan</strong> - this includes reviewing provisions that control infill housing and residential intensification to increase the opportunities for quality compact housing forms in existing suburban areas and areas adjacent to the central city.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Promote more efficient land use in greenfield areas</strong> - this includes exploring opportunities for denser development and subdivision in parts of identified greenfield areas (eg around local centres and public transport stops), and completing a stocktake of other greenfield expansion opportunities.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Support tertiary education institutions</strong> - in their provision of student accommodation, especially in the central areas or in close proximity to universities.</td>
</tr>
<tr>
<td><strong>Social housing</strong> - continue providing an adequate supply of social housing that is well configured and aligned with this Growth Plan.</td>
<td>• <strong>Complete the Housing Upgrade project</strong> - a joint 20-year project with the Crown to upgrade the social housing units owned by the Council. The project’s goal is to provide better housing through better insulation, double glazing, ventilation and heating. The project also includes major landscaping improvements to the grounds and better recreation facilities, where tenants can socialise or work on projects.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Work with Housing New Zealand</strong> - as a major landowner and social housing provider to help it achieve its asset management plans within Wellington and to ensure that these align with our Growth Plan.</td>
</tr>
<tr>
<td><strong>Improve housing quality</strong> - we want existing and new houses to be warm and dry, energy and water efficient, resilient to earthquakes and, where possible, to use renewable energy.</td>
<td>• <strong>Building performance</strong> - support actions that improve basic housing quality standards such as insulation.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Warrant of Fitness for rentals</strong> - develop a voluntary rental housing Warrant of Fitness (WOF) programme.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Universal design</strong> - encourage designers to consider accessibility and safety in new and retrofitted housing.</td>
</tr>
</tbody>
</table>
Affordable housing: Award-winning Council housing in Newtown.
NATURAL ENVIRONMENT

Our natural assets – including our green belts, reserves, streams and coastline – define the layout of the city, and good access to them is one of the things people love about Wellington. They are also home to the species and ecosystems that support us – our natural capital. These in turn provide ecosystem services, such as water management, carbon sequestration and storage, moderation of extreme weather events, prevention of erosion, as well as other services such as tourism, recreation, health and wellbeing.

We need to recognise the ecological, recreational and other benefits of our natural assets and align our investment accordingly.

New subdivisions, buildings and transport can have a significant impact on the natural environment. As we grow, we need to minimise such impact through encouraging the uptake of green-rated buildings, water-sensitive urban design, low-carbon transport solutions, and integrated water catchment plans.
1. Enhance our natural assets

We need to ensure the natural environment is woven through the fabric of the city and that people continue to have good access to nature. We also need to support the development of sufficient open spaces, track connections and recreational facilities in locations identified for growth.

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<tr>
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</table>
| Implement Our Natural Capital - Wellington's Biodiversity Strategy and Action Plan. | - **Protect** - priority sites and species are protected and the impact of urban growth and human activity is managed.  
- **Restore** - ecological networks are developed across the city to support movement of key indigenous species and ecosystem function is restored.  
- **Connect** - all Wellingtonians encounter nature on a daily basis in the city.  
- **Research** - we have a better understanding of how indigenous species interact with the urban environment in Wellington. |
| Implement Our Capital Spaces - the open space and recreation framework for Wellington. | - **Provide recreation and sports facilities** - to meet the needs of communities.  
- **Review the provision of open spaces** - in existing suburban areas to accommodate population growth.  
- **Open space network in greenfield subdivisions** - design the network to ensure new residents have good access to neighbourhood parks and other outdoor recreation opportunities.  
- **Central city and waterfront** - deliver new and improved parks in the inner city to support new residents, including an extension of the waterfront promenade to Shed 21 and the train station. |
| Align investment in the natural environment with the plans for growth - ensure Council investment in open spaces supports planned population growth. | - **Greening Central Wellington** - continue implementing the “Greening Central Wellington” vision.  
- **Tracks** - complete the Skyline and Harbour Escarpment tracks and links to adjacent suburban communities.  
- **Explore policy and planning amendments** - review the District Plan provisions to protect and enhance the city’s natural environment (including natural landscapes and open spaces, indigenous biodiversity and ecological areas).  
- **Watts Peninsula Reserve** - develop the northern part of Miramar Peninsula into a heritage reserve in partnership with the Crown and Port Nicholson Block Settlement Trust. |
2. Reduce the environmental impacts of urban development and transport

This action area is about supporting projects to reduce the negative impacts of the city’s growth on the environment, including greenhouse gas emissions.

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<tbody>
<tr>
<td><strong>Plan for water catchments as we grow</strong> - we need to consider the impact</td>
<td>• <strong>Integrated catchment management plan</strong> - maximise our natural water assets by implementing the integrated catchment management plan for the city; work 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.</td>
</tr>
<tr>
<td>our city’s growth may have on water systems. This includes the harbour</td>
<td>• <strong>Minimise the harm of development on our water systems</strong> - work with partners to continue reducing sediment and sewage contaminants in the city’s water systems.</td>
</tr>
<tr>
<td>and coast, the streams that run under the city, and waterways that run</td>
<td>• <strong>Support water-sensitive design</strong> - make water-sensitive design common practice for all public works, where appropriate. This will include major roading, drainage, streetscape, park and reserves projects, with initial projects proposed for key central city streets. Support the use of green walls and roofs. Add a water-sensitive urban design chapter to the Council’s Code of Practice for Land Development and incorporate principles into the Regional Standard for Water Services. Provide education and awareness opportunities throughout the city, especially to private developers.</td>
</tr>
<tr>
<td>through our gullies. These systems should be a celebrated part of both</td>
<td>• <strong>Support greenhouse gas reductions</strong> - most of Wellington’s greenhouse gas emissions come from energy to power homes, commercial buildings and transport. We need to encourage the development of more energy efficient, low-carbon buildings, public transport and private vehicles.</td>
</tr>
<tr>
<td>the natural and urban environments.</td>
<td>• <strong>Support electric vehicles</strong> - support and plan for the increasing uptake of electric vehicles by residents and businesses by working with government, industry partners and businesses.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Support smart technologies</strong> - facilitate the development of a smart grid system.</td>
</tr>
<tr>
<td></td>
<td>• ** Adopt business management practices** (eg internal operations, service provision, asset and property maintenance) that ensure the Council becomes a leader in clean business.</td>
</tr>
<tr>
<td><strong>Support greenhouse gas reductions</strong> - most of Wellington’s greenhouse</td>
<td>• <strong>Encourage sustainable buildings</strong> - sustainable buildings can help reduce energy bills for occupants, lower maintenance costs for owners, and reduce the city’s greenhouse gas emissions.</td>
</tr>
<tr>
<td>gas emissions come from energy to power homes, commercial buildings and</td>
<td>• <strong>Encourage green standards for new builds</strong> - investigate mechanisms for achieving higher levels of sustainability for new residential and commercial buildings, including incentives and regulation.</td>
</tr>
<tr>
<td>transport. We need to encourage the development of more energy</td>
<td>• <strong>Encourage green standards and adaptive reuse of existing buildings</strong> - to meet the changing needs of tenants and users, existing buildings should gradually be brought up to current building standards and include sustainable features. We will investigate mechanisms to facilitate this.</td>
</tr>
<tr>
<td>efficient, low-carbon buildings, public transport and private vehicles.</td>
<td>• <strong>Low-impact design</strong> - encourage low-impact design in new subdivisions, new buildings and retrofits.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Remove regulatory barriers</strong> - provide an encouraging planning environment for renewable energy generation.</td>
</tr>
</tbody>
</table>
CITY RESILIENCE

This action area is about ensuring the city is resilient and able to positively respond and adapt to the risks posed by natural hazards, such as earthquakes, and the effects of climate change, such as rising sea-level and more extreme weather events.

We lead the country in terms of resilience management through identifying earthquake-prone buildings and planning for emergencies. We are committed to maintaining this leadership role and want to support the continued improvement of the city’s buildings stock and infrastructure to make them more resilient.

1. Continue to provide leadership in resilience

We need to continue the earthquake strengthening of key public buildings and infrastructure; explore other mechanisms and incentives for the strengthening of private buildings (especially heritage buildings); and support further planning, adaptation and mitigation to respond to the threats from climate change.

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<tbody>
<tr>
<td>Implement our Climate Change Action Plan to adapt to a changing climate including sea-level rise, storm surges, rising water tables, coastal erosion and effects on coastal infrastructure.</td>
<td>• <strong>Coastal resilience</strong> - continue planning around the risk of more severe storms and sea-level rise. Implement the NZ Coastal Policy Statement through the District Plan.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Explore policy changes</strong> - take into consideration the risk of sea-level rise, severe storms and natural hazards when considering land use intensification such as new Special Housing Areas and Medium-Density Residential Areas. Direct major growth to areas where the risks from natural hazards and climate change can be avoided or mitigated.</td>
</tr>
<tr>
<td></td>
<td>• <strong>Analysis of the potential impacts</strong> of storm surges, floods, landslides, slope failure, liquefaction, ground shaking and fault lines on the city’s buildings and structures will continue as the background for our investment decisions as well as the Regional Hazards Management Strategy.</td>
</tr>
<tr>
<td>Resilience strategy</td>
<td>• <strong>Develop a comprehensive resilience strategy</strong> - to inform the Council’s policy, regulatory and investment decisions to make Wellington a more resilient city.</td>
</tr>
</tbody>
</table>
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.

- **Help preserve Wellington’s heritage buildings** - support the earthquake strengthening of key heritage buildings.
- **Help preserve Wellington’s heritage areas** - by continuing to work with building owners and other key stakeholders in Cuba Street, Courtenay Place and the Newtown heritage areas, considering financial incentives, and providing information and design guidance.
- Complete the upgrade of Council-owned public buildings that will be critical facilities in the event of an earthquake.
- **Work with partners** (including central government, private sector and the banking and insurance sectors) to develop stronger incentives for owners upgrading earthquake-prone buildings (e.g., add to the Council’s Built Heritage Incentive Fund and earthquake-strengthening incentives package).

Increase the resilience of the city’s buildings, structures and infrastructure through research, planning and investment.

- **Undertake the assessment of post-1976 buildings** for earthquake risk.
- **Work with central government** to develop new legislation for building strengthening.
- **Prioritise vulnerable essential 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.
- **Continue work on It’s Our Fault** - seismic risk assessment and mitigation, with GNS Science.
- **Work with partners and the community to roll out best-practice responses** - such as our Quake Check for existing houses and infrastructure, and for new buildings in hazard areas.

Secure and protect key resilience infrastructure

- **Secure access routes** - address hazards along key access routes: earthquake-prone retaining walls, building facades and verandahs.
- **Secure critical public infrastructure and emergency lifelines** - continue to make critical public infrastructure more resilient. Develop a strategy for ensuring access and protection of buildings and essential services.
- **Help secure other networks and facilities** - work with NZTA, Wellington Electricity Lines Ltd, Wellington Water and others to increase the resilience of state highway; power, water and telecommunication networks; and port, airport, education, health and other key facilities.
4.0 DELIVERING THE PLAN

Delivering the Urban Growth Plan will involve a number of parties including:

- the Council - with its direct investment in infrastructure and facilities in the Long-term Plan, its regulatory role (eg administering the District Plan), and policy role (eg Climate Change Action Plan)
- central government - with its funding of transport projects and social housing upgrades, and legislation (eg changes to the Resource Management Act)
- other infrastructure and service providers
- developers and investors
- community and non-government organisations.

A separate implementation plan details the Council’s actions and investments to deliver the Urban Growth Plan. It identifies high priority investments over the next one to three and four to 10 years, which are the terms of the Long-term Plan. It also identifies, in less detail, investment beyond the 10-year horizon of the Long-term Plan.
To achieve some of the projects and outcomes identified in the plan, the Council may need to be more proactive in the development sector. For example, the Council could invest in identified growth areas (eg in the central city, around suburban centres and along key transport corridors) to help attract private investment and development. In such places, we will explore more active approaches, which could include purchasing and assembling land parcels, partnerships with public or private sector parties, and the development of demonstration projects.

**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.

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. Compact cities are inherently more efficient than sprawling ones, and intensification in existing urban areas further reduces the need for additional infrastructure.

The plan therefore seeks to build on our investment to date by directing new residential and employment development towards parts of the city where there is sufficient infrastructure already in place, or where we are planning infrastructure renewal or upgrades.

Details of the Council’s investment to support the Urban Growth Plan are contained in the Implementation Plan, and will be consulted on and adopted through the Long-term Plan process.

**Implementation approach**

The following outlines our approach for delivering the outcomes and actions of the plan.

1. **Aligning the Council’s internal operations**

Wellington City Council is a significant organisation that owns and maintains assets worth more than $6 billion. Achieving the outcomes of this plan will require alignment of our assets planning, maintenance and renewals; management of our land uses, open space, recreation and community facilities; policy-making; and regulatory activities.

2. **Securing central government 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 central government and the Council. This will help us and central government maximise the outcomes of our investment in the city.
3. Developing a sustainable financial strategy
We will use this plan to help prioritise our investment in line with our projected growth. The plan will be critical in the development of our financial and investment strategies - for example, the Strategic Asset Management Framework, Long-term Plan and Financial Strategy. These strategies will detail our activities and investment to support growth and development, and will also identify partner contributions.

4. Building long-term 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 education institutions, Māori stakeholders and investors, other Wellington councils and the wider community, to deliver projects.

We will also need to communicate and advocate for 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. Some projects may require the formation of multi-stakeholder project groups; planning or financial incentives; design guidance or infrastructure upgrades. We will select the tools appropriate to each situation.
Effective monitoring and review processes are critical to the successful implementation of this plan. They will ensure that the steps we are taking are setting us in the right direction to achieving our long-term objectives.

Monitoring the plan’s implementation will be integrated with the monitoring and evaluation the Council already carries out to evaluate the effectiveness and efficiency of its activities and programmes. Key progress indicators may include:

- Council delivery of transport and infrastructure improvements
- changes in journey patterns and mode share
- the location and type of new housing development
- the number and location of new greenfield residential subdivisions
- intensification activities (eg resource consents numbers) in identified growth areas
- improvement projects in public spaces and centres implemented
- investment in parks and green infrastructure
- earthquake strengthening of buildings (eg building consent numbers) and infrastructure
- steps taken to protect our infrastructure and urban areas from the impacts of climate change.

The Urban Growth Plan and associated implementation plan will be reviewed and updated every three years to inform the Long-term Plan process.
Waterfront: Urban design meets the natural environment.
APPENDIX A

Key relevant policies and plans
• Biodiversity Action Plan (2007)
• Business Improvement District Policy (2013)
• Centres Policy (2008)
• Climate Change Action Plan (2013)
• Community Facilities Policy (2010)
• Cycling Policy (2008)
• Development Contributions Policy (2014)
• Earthquake-prone Buildings Policy (2009)
• Heritage Policy (2010)
• Our Capital Spaces (2013)
• Parking Policy (2007)
• Public Space Design Policy (2010)
• Walking Policy (2008)

Source documents
• Central City Framework (2011)
• Central City Framework: Approach to Implementation (2013)
• Space Syntax: City Centre Movement Infrastructure Analysis (2011)
• Adelaide Road Framework (2008)
• Kilbirnie Town Centre Revitalisation Plan (2010)
• Newlands Centre Plan (2010)
• Northern Growth Management Framework (2003)
• Transport Strategy (2006)
• Urban Development Strategy (2006)
• Waterfront Framework (2001)
• Wellington Towards 2040: Smart Capital (2011)
• City to Waterfront: Public Spaces and Public Life Study, Jan Gehl (2004)
• 8 Big Ideas (2014)
• Greening Central Wellington (2002)
Neighbourhood character:
Early Wellington housing gives the city character.