

**ORDINARY MEETING**

**OF**

**STRATEGY AND POLICY COMMITTEE**

**MINUTES**

**Time:** 9:30 am  
**Date:** Thursday, 26 November 2020  
**Venue:** Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

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**PRESENT**

Mayor Foster  
Councillor Calvert (Deputy Chair)  
Councillor Condie  
Councillor Day (Chair)  
Councillor Fitzsimons  
Councillor Foon  
Deputy Mayor Free  
Councillor Matthews  
Councillor O'Neill  
Councillor Pannett  
Councillor Paul  
Councillor Rush  
Councillor Sparrow  
Councillor Woolf  
Councillor Young



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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson declared the meeting open at 9:30 am and invited members to stand and read the following karakia to open the meeting.

**Whakataka te hau ki te uru,  
Whakataka te hau ki te tonga.  
Kia mākinakina ki uta,  
Kia mātaratara ki tai.  
E hī ake ana te atākura.  
He tio, he huka, he hauhū.  
Tihei Mauri Ora!**

Cease oh winds of the west  
and of the south  
Let the bracing breezes flow,  
over the land and the sea.  
Let the red-tipped dawn come  
with a sharpened edge, a touch of frost,  
a promise of a glorious day

### 1.2 Apologies

**Moved Councillor Day, seconded Councillor Fitzsimons, the following motion**

#### **Resolved**

That the Strategy and Policy Committee:

1. Accept the apologies received from Councillor Sparrow and Councillor Woolf for early departure and from Mayor Foster for absence (on Council business).

**Carried unanimously**

### 1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

### 1.4 Confirmation of Minutes

**Moved Councillor Day, seconded Councillor Matthews, the following motion**

#### **Resolved**

That the Strategy and Policy Committee:

1. Approve the minutes of the Strategy and Policy Committee meetings held on 18 and 19 November 2020, having been circulated, that they be taken as read and confirmed as accurate records of those meetings.

**Carried unanimously**

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### **1.5 Items not on the Agenda**

There were no items not on the agenda.

### **1.6 Public Participation**

There was no public participation as this meeting was scheduled to only hear oral submitters.

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## **2. General Business**

(Councillor Sparrow left the meeting at 10:21 am)

The meeting adjourned at 10:32 am and reconvened at 10:47 am with the following members present: Councillor Condie, Councillor Day, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Woolf, Councillor Young

(Councillor Fitzsimons returned to the meeting at 10:48 am)

(Councillor Calvert returned to the meeting at 10:50 am)

(Councillor Woolf left the meeting at 11:24 am)

(Councillor Foon left the meeting at 11:45 am)

(Councillor Paul left the meeting at 11:45 am)

(Councillor Condie left the meeting at 11:45 am)

(Councillor Foon returned to the meeting at 11:47 am)

(Councillor Paul returned to the meeting at 11:47 am)

(Councillor Condie returned to the meeting at 11:50 am)

(Councillor Sparrow returned to the meeting at 11:56 am)

The meeting adjourned at 12:06 pm and reconvened at 12:09 pm with the following members present: Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Sparrow, Councillor Young

(Councillor Young left the meeting at 12:16 pm)

(Councillor Condie left the meeting at 12:30 pm)

## **Meeting Adjournment**

### **Moved Councillor Day, seconded Deputy Mayor Free, the following motion**

#### **Resolved**

That the Strategy and Policy Committee:

1. Adjourn the meeting to 10:45 am on Tuesday 1 December 2020 at the Council Chambers (Ngake (16.09), Level 16, Tahiwī, 113 The Terrace, Wellington).

**Carried unanimously**

The meeting adjourned at 12:49 pm and reconvened on 1 December 2020 at 10:45 am with the following members present: Mayor Foster, Councillor Day, Councillor Fitzsimons, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Sparrow, Councillor Woolf, Councillor Young

(Councillor Calvert returned to the meeting at 10:48 am)

(Councillor Young left the meeting at 11:57 am)

(Deputy Mayor Free returned to the meeting at 11:16 am)

The meeting adjourned at 11:35 am and reconvened at 11:47 am with the following members present: Mayor Foster, Councillor Calvert, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Sparrow, Councillor Woolf

(Mayor Foster left the meeting at 12:20 pm)

(Mayor Foster returned to the meeting at 12:25 pm)

(Councillor Young returned to the meeting at 12:30 pm)

(Councillor Foon left the meeting at 12:31 pm)

(Councillor Foon returned to the meeting at 12:34 pm)

(Councillor Paul left the meeting at 12:47 pm)

(Councillor Paul returned to the meeting at 12:48 pm)

(Councillor Matthews left the meeting at 12:48 pm)

(Councillor Matthews returned the meeting at 12:50 pm)

(Mayor Foster left the meeting at 12:57 pm)

## 2.1 Our City Tomorrow: Draft Spatial plan for Wellington City Hearings

### Moved Councillor Day, seconded Councillor Foon, the following motion

#### Resolved

That the Strategy and Policy Committee:

1. Receive the information.
2. Thank the oral submitters for speaking to their submissions.

**Carried unanimously**

**Secretarial note:** The following members of the public spoke to their submissions:

Time	Name	Kind
9:35	Judith Graykowski	Individual
9:40	WCC Environmental Reference Group – Lynn Cadenhead, George Hobson, Martin Payne	Organisation
9:50	Robert Gray	Individual
9:55	Mt Victoria Historical Society – Joanna Newman	Organisation
10:05	Rachel Macfarlane	Individual
10:10	Kāinga Ora – Greg Groufsky	Organisation
10:20	Ben van den Eykel	Individual
10:25	Janet Davies	Individual
10:45	Michael Gibson	Individual
10:50	Ross Macfarlane	Individual
10:55	Julie Ward	Individual
11:00	Tony Randle	Individual
11:05	Alison & Koenraad Kuiper	Individual
11:15	Mt Cook Mobilised – Dave Smyth & Peter Cooke	Organisation
11:25	James Coyle	Individual
11:30	Stride Investment Management Limited – Bianca Tree, Mark Luka & Jarrod Thompson	Organisation
11:40	Katherine Mansfield Birthplace Society – Cherie Jacobson & Nicola Saker	Organisation
11:50	Onslow Residents Association – Lawrence Collingbourne	Organisation
12:05	Christopher Finlayson	Individual
12:15	FIT Wellington – Sam Donald & John Rankin	Organisation
12:25	Matthew Tucker	Individual
12:30	Wellington City Youth Council – Jackson Lacy, Tony Huang & Tim Rutherford	Organisation
12:40	Karun Lakshman	Individual

**Oral submissions on 1 December 2020:**

<b>Time</b>	<b>Name</b>	<b>Kind</b>
10:50	Anna Kemble Welch	Individual
10:55	Rosalind McIntosh	Individual
11:00	Marian Evans	Individual
11:05	Generation Zero – Marko Garlick & Eleanor West	Organisation
11:15	Newtown Residents' Association – Rhona Carson & Anna Kemble Welch	Organisation
11:25	Kirsty wood	Individual
11:30	Clara Breitenmoser	Individual
11:45	Philippa Williams	Individual
11:55	Johanna Drayton	Individual
12:00	Jonothan Briscoe	Individual
12:05	John Bryce	Individual
12:10	Robert Brown	Individual
12:15	Roland Sapsford	Individual
12:20	Thatcher Crescent Residents – Daniel James Coffey	Organisation
12:30	Forest & Bird Youth – Kaya Shlomi & Michael	Organisation
12:40	Emma Osborne	Individual
12:45	Diana Munster	Individual
12:50	Wellington Living Streets – Ellen Blake	Organisation
13:00	Keep Wellington's Character – Gracie Ridley-Smith	Organisation

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## Tabled documents

### Attachments

- 1 Environmental Reference Group
- 2 Mt Victoria Historical Society
- 3 Kāinga Ora
- 4 Janet Davies
- 5 Michael Gibson
- 6 Tony Randle
- 7 Alison & Koenard Kuiper
- 8 James Coyle
- 9 FIT Wellington
- 10 Anna Kemble
- 11 Marian Evans
- 12 Newtown Residents' Association
- 13 Roland Sapsford
- 14 Thatcher Crescent Residents

The meeting concluded at 1:13 pm with the reading of the following karakia:

<b>Unuhia, unuhia, unuhia ki te uru tapu nui</b>	Draw on, draw on
<b>Kia wātea, kia māmā, te ngākau, te tinana, te wairua</b>	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
<b>I te ara takatū</b>	
<b>Koia rā e Rongo, whakairia ake ki runga</b>	Oh Rongo, above (symbol of peace)
<b>Kia wātea, kia wātea</b>	Let this all be done in unity
<b>Āe rā, kua wātea!</b>	

Authenticated: \_\_\_\_\_

Chair

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**ORDINARY MEETING**

**OF**

**STRATEGY AND POLICY COMMITTEE**

**MINUTE ITEM ATTACHMENTS**

**Time:** 9:30 am  
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**Venue:** Ngake (16.09)  
Level 16, Tahiwī  
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Wellington

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**Business**

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Photo: George Hobson

Wellington City Council  
**Environmental Reference Group**

Submission on  
**Wellington City Spatial Plan**  
November 2020

*WCC Environmental Reference Group*

*Bring Knowledge and insight into Council around the environment, including water, energy, waste, biodiversity, urban design and transport management, in the context of Council's roles and priorities.*



Anna Kemble Welch – oral submission to WCC on Draft Spatial Plan

1 December 2020

Morena koutou, and thanks for this opportunity to talk with you.

A brief background – I am a registered Architect, partner in Red Design Architects where we specialised in designing environmentally sensitive and accessible homes; I'm part of the Newtown Festival team and a long time member of Newtown Residents Association. I am also the manager of a charitable organisation providing healthcare for people with a rare, debilitating disorder.

- I've lived & worked in Newtown for nearly 40 years with my partner Martin Hanley. Between us we have been given 3 Absolutely Positively Wellingtonian awards by City Council for community engagement and urban design initiatives, including the Newtown Festival. We are passionate about creating the best outcomes for Newtown and for Wellington!

I'm going to talk about 4 main points.

1. We totally agree with the need for more affordable, healthy and accessible housing in Wellington, BUT, the Draft Spatial Plan is not the right solution.

I will talk about Newtown. A market forces approach allowing highrise building of more than 6 storeys in ¼ of the residential area, amongst 1 and 2 storey homes is not good planning and will not lead to good place making. It is a recipe for gentrification, not for quality, affordable housing. And - Mixing building heights and types to this extreme in residential areas is not good anywhere in Wellington.

2. Density done well

Newtown and Berhampore are communities where all the people matter – home to a very diverse, inclusive, creative, connected community, a mixture of renters and home owners, And a festival that celebrates this! **We want to welcome more people to live in Newtown, but not displace those already there.**

Not all old houses need saving but increased housing density must be done well, at a scale and height that fits into the urban and social fabric of our existing streets without negative impacts.

3. Development needs to be concentrated, not scattered throughout the suburb.

I have 2 plans here - The first shows the outline of the Suburban Centre zone, in red, and the next shows where new housing should be built.

**In Newtown, the Suburban Centre is the place for increased density.** It is perfect - already zoned for 4 storeys and buildings right up next to each other, shoulder to shoulder, without the side yards and set backs required in residential areas, and the road is wider than the residential streets. Martin and I have developed a detailed plan as a proof of concept, an embodiment of the recommendation by Newtown Residents Association to densify along the transport spine, after their own community engagement exercise for the Planning for Growth consultation in 2019. Our plan shows where and how more than 2000 more homes can be provided in Newtown by zoning this area for up to 6 storeys. This is 3 or 4 times the planning for growth number of 450 to 700 new homes required in Newtown over the next 30 years.

We've talked to commercial property owners who are ready and keen to start building, not waiting for random developers to buy in. Many of these buildings need earthquake strengthening so they're ripe for upgrading – they just need the Council to make this possible.

We've looked into the potential of every site in the suburban centre zone and included a few more on the periphery where there are underutilised properties, where increased density would not have a negative impact.

**We've used 3 different building types where each apartment has light and sun,** and allowed for a mix of comfortable sized apartments – not shoe boxes. The iconic historic buildings have been preserved untouched and historic frontages left intact, but allowing for apartments in behind.

**Infrastructure is easier to upgrade in a concentrated strip** along the commercial centre. The new homes are right on the bus route, sheltered by verandahs, right amongst Newtown's shops, cafes, supermarkets, community services, library, and within close walking distance of our schools, medical centres, hospitals, hospice, churches, parks and sports fields.

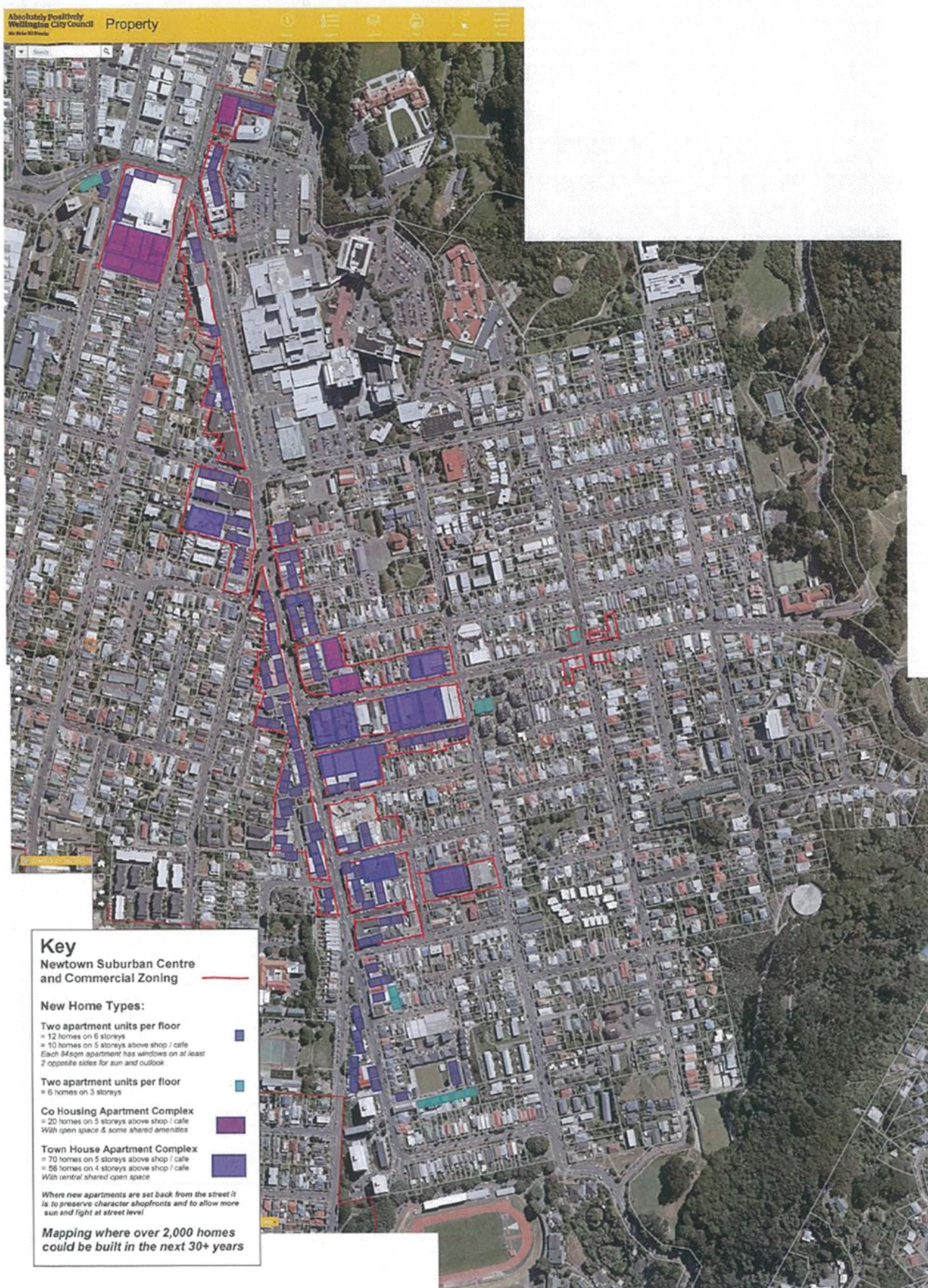
This sort of planned growth would be a win-win that plays an important role in reducing car dependency and fosters social connectivity, all without taking away existing housing to make more.

#### **4. Community co-design - working collaboratively for the best outcomes**

We welcome the opportunity to work with others in the community to expand on this in the future, to identify other places where increased density would sit well in the landscape and neighbourhoods, to design the very best outcomes for the future.

It is important for the Council to work together with existing communities – build good will instead of conflict and use that local knowledge to find the best solutions. Make Wellington a really great place for the people of today as well as tomorrow and future generations.



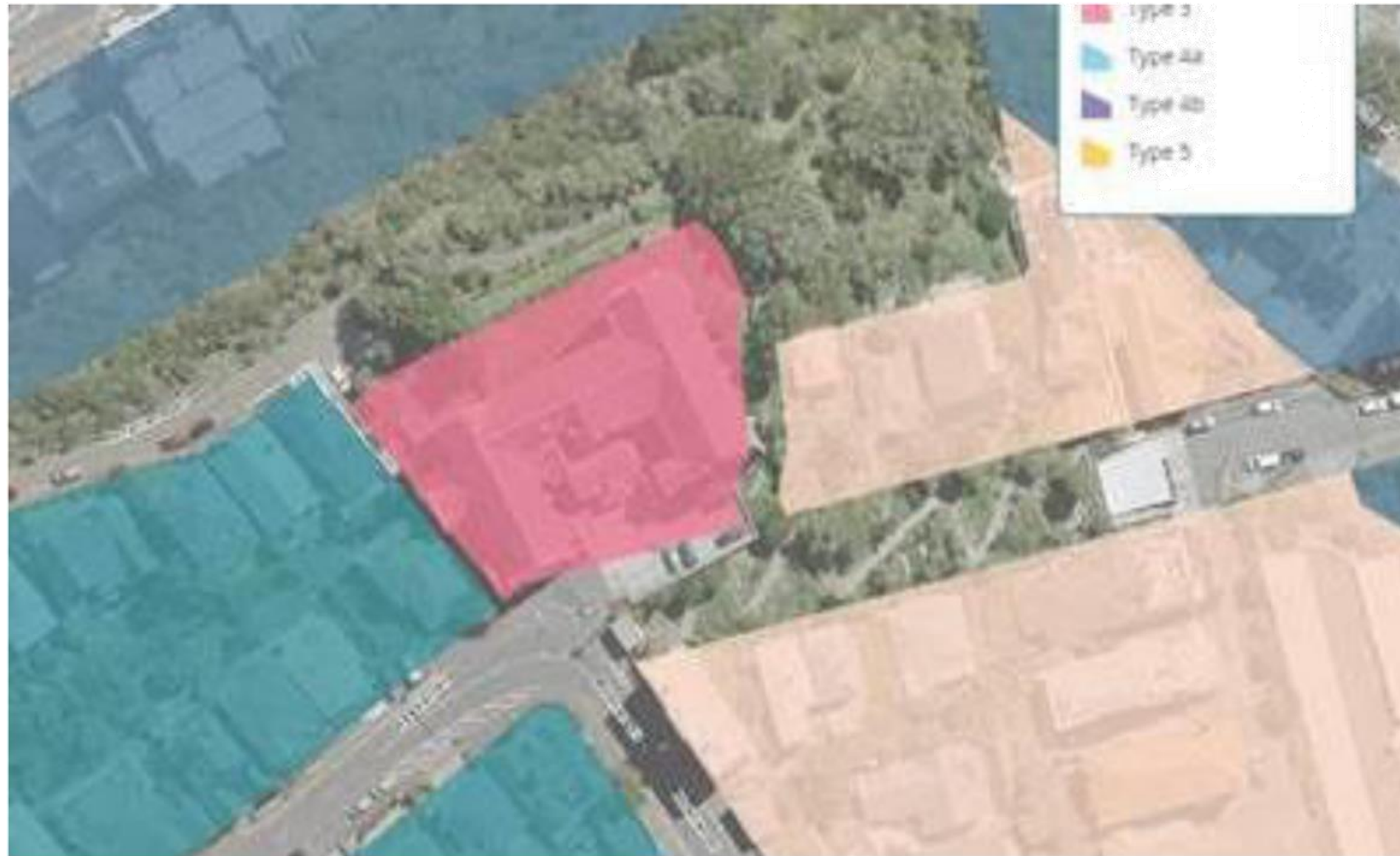






# Proposed Character Area Changes in Mt Vic: Who Is Likely To Benefit Most & Who Could Benefit More ?

Marian Evans



Where I live & that red area

## Who's most likely to benefit from removing pre-1930s demolition controls in Mt Vic?

- People who want to build large single family homes
- People who want to provide/ rent Air BNBs
- People who want to build/can afford high-end apartments

# Who's less likely to benefit?

As potential residents

- artists who contribute to our creative culture
- single women at the Mt Vic Women's Boarding House, who are ready to move on
- low-income people and families

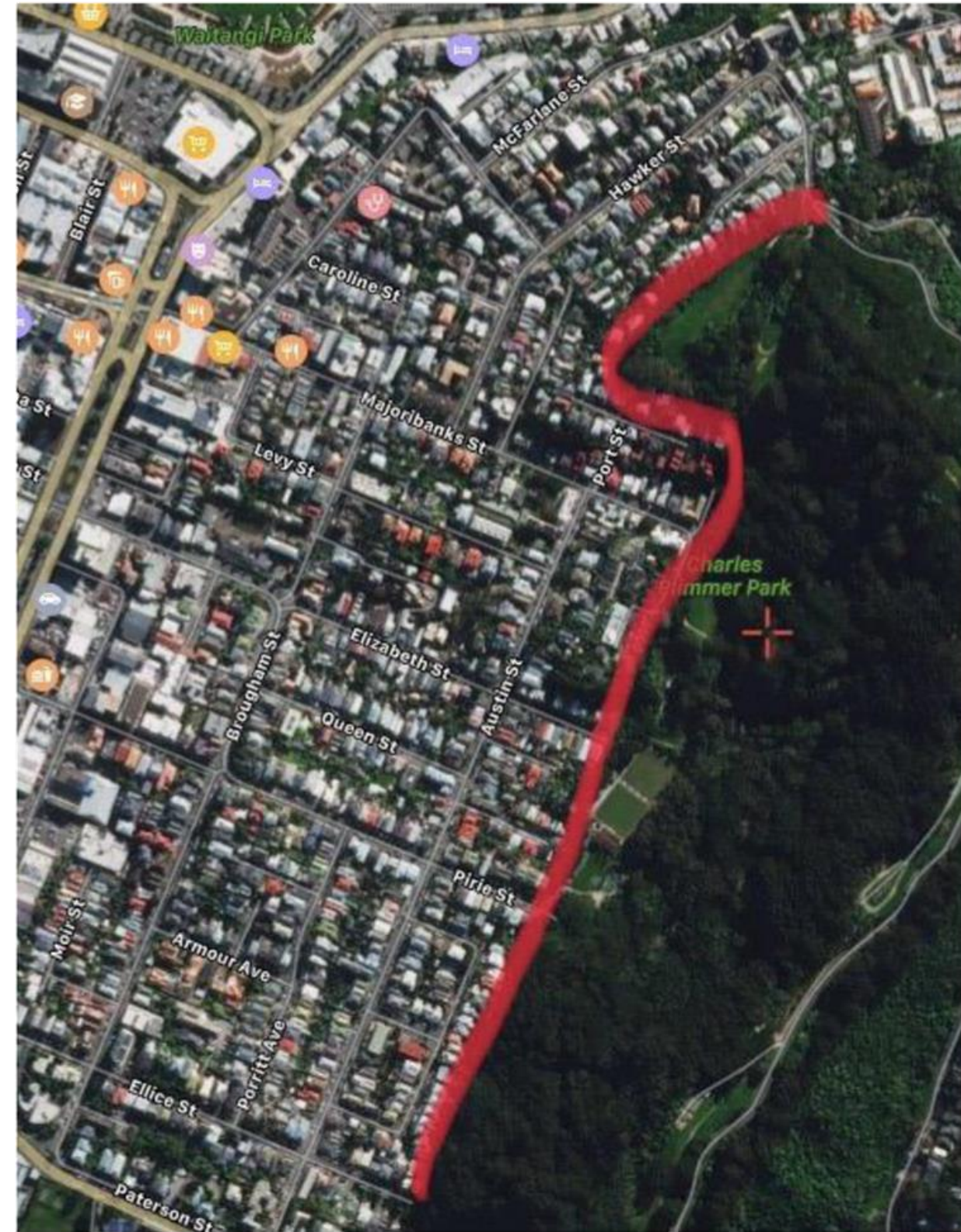
As visitors

- people who enjoy the coherent streetscapes on the main corridors from Courtenay Place to the green belt and Oriental Bay, for recreational purposes: on foot, on bikes, on buses.



# Suggestion 1: more homes for all, close to nature?

Type 3 intensification along the boundaries between dwellings & green areas like Charles Plimmer Park, with mandatory provision of some social/artist housing within any development.



# Multi-Dimensional Benefits

- More housing for low income groups
- Direct green area access for many more residents
- Will not block views or sun from other dwellings
- Encourages retention of larger area of other character dwellings
- Not on high-use corridors
- Helps protect high heritage/green value of popular corridors to e.g. Mt Vic Lookout Walkway, Innermost Gardens, St Gerard's and its pocket park and precinct



# Suggestions 2-4

WCC could complement this provision through incentivisation of

- Self-contained **off-the-grid** 3x3 tiny homes in character home gardens, to provide permanent accommodation for one or two people and contribute to overall resilience (develop from new no-consent rules)
- **Homeshare** arrangements like those being developed in Napier and the Bay of Plenty
- Faith-based organisations who want to intensively develop their properties to provide accommodation for people with low incomes in central city e.g. Quakers, Greek Orthodox, Catholic in Mount Victoria

# References

Artist housing <https://www.artsy.net/article/artsy-editorial-inside-new-yorks-remaining-artists-housing>  
(see image below)

Homeshare <https://homeshare.org>

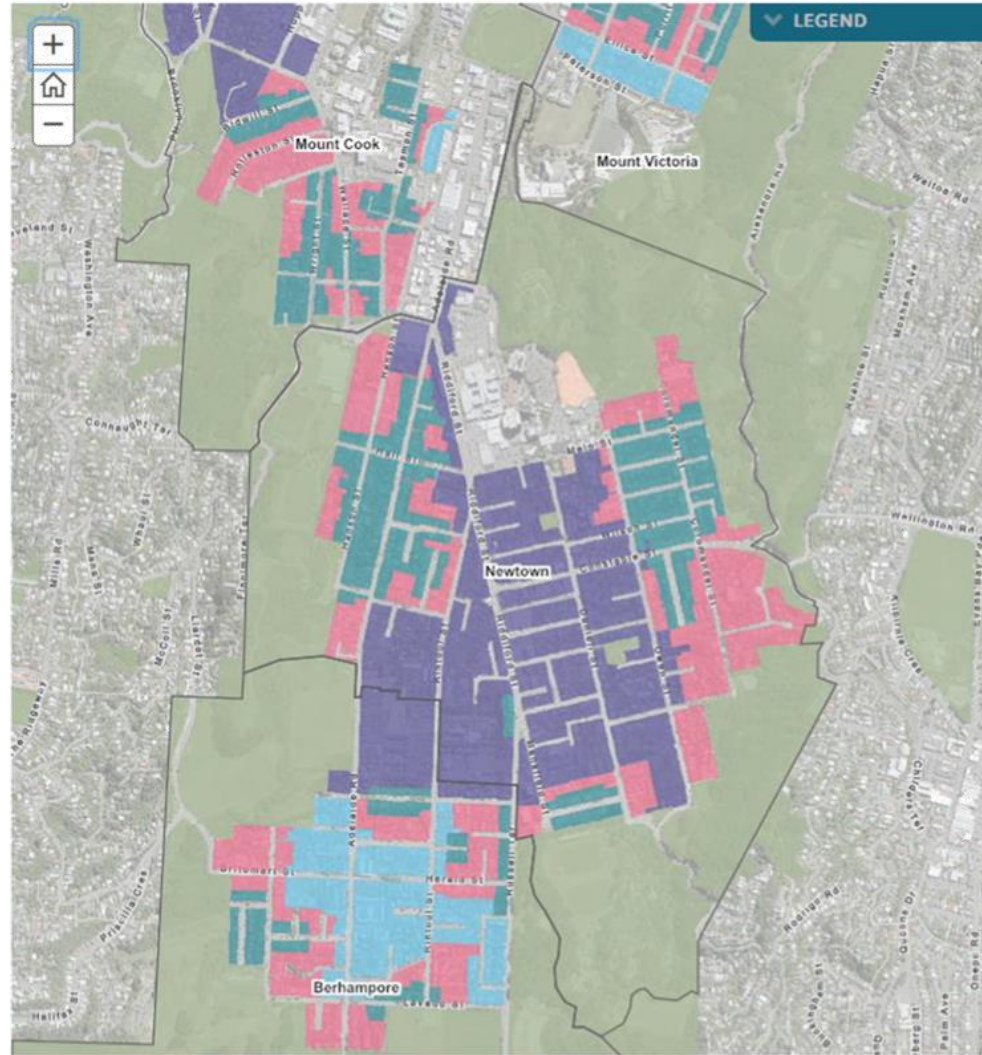
Leading the world with social housing <https://www.theguardian.com/world/2020/nov/28/new-zealand-once-led-the-world-on-social-housing-it-should-again>

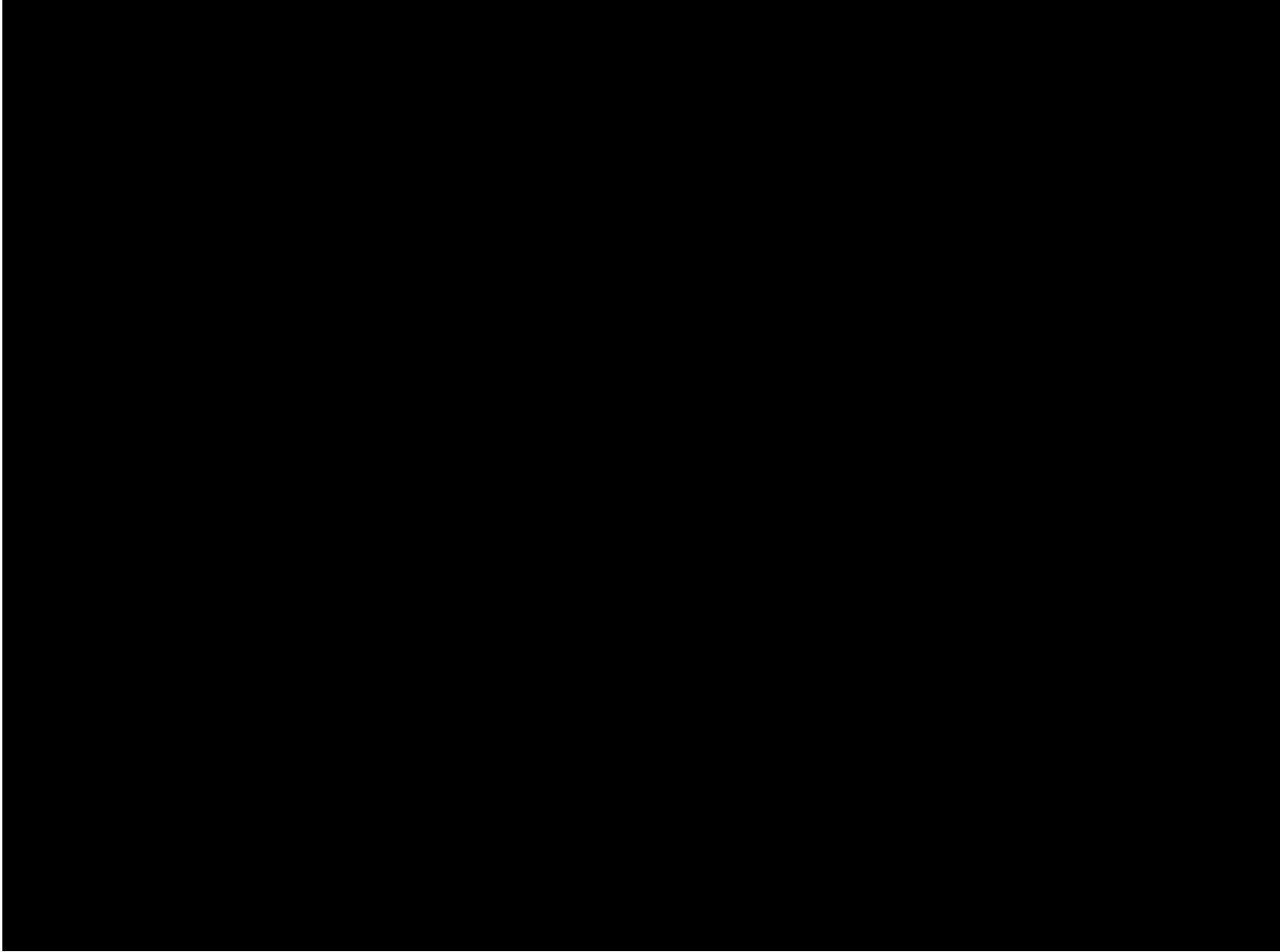
New 3x3 rules <https://www.building.govt.nz/projects-and-consents/planning-a-successful-build/scope-and-design/check-if-you-need-consent/new-buildings-need-a-building-consent/new-buildings-consent-exemptions/>



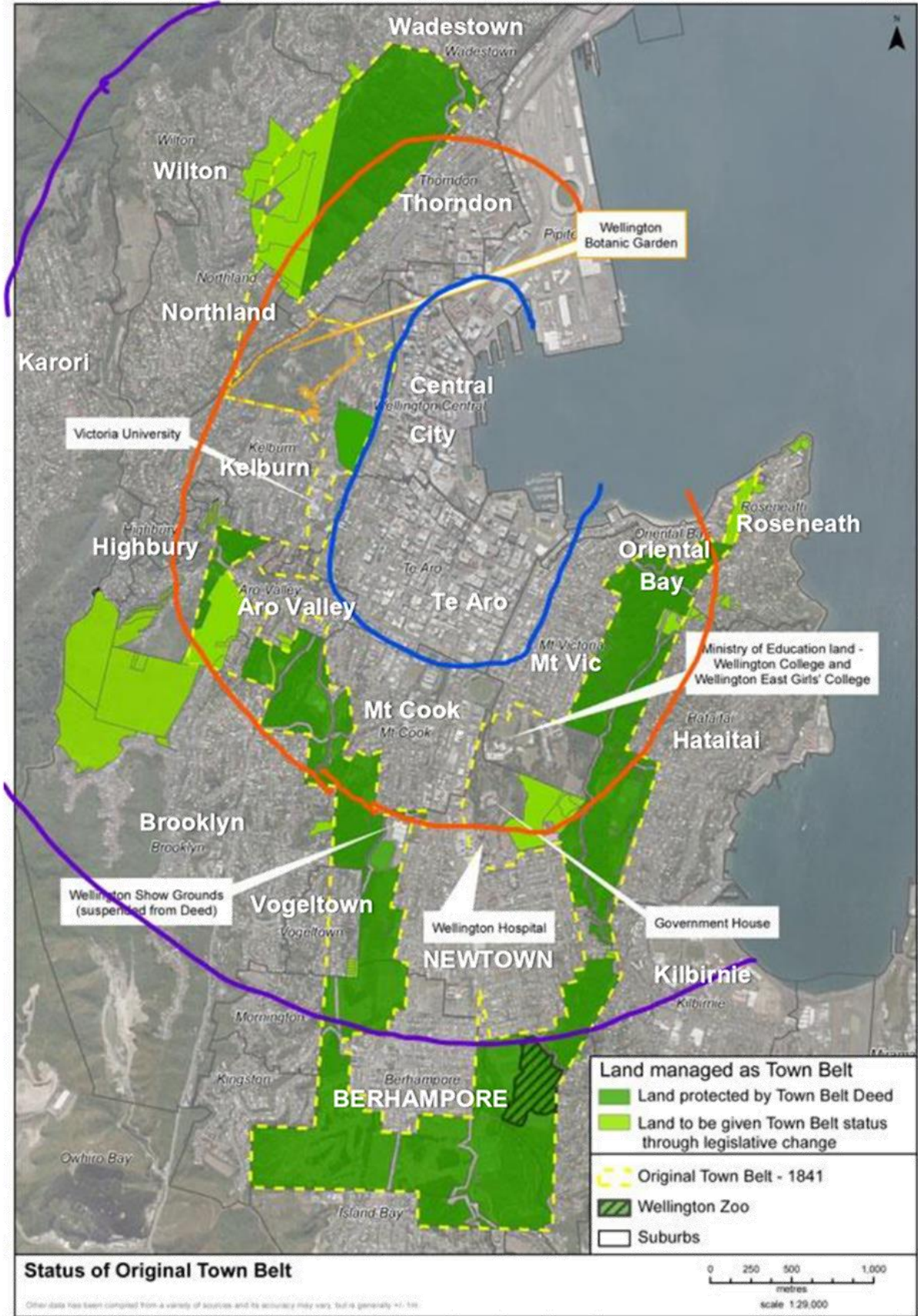
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# Newtown Residents' Association Submission on the Draft Spatial Plan





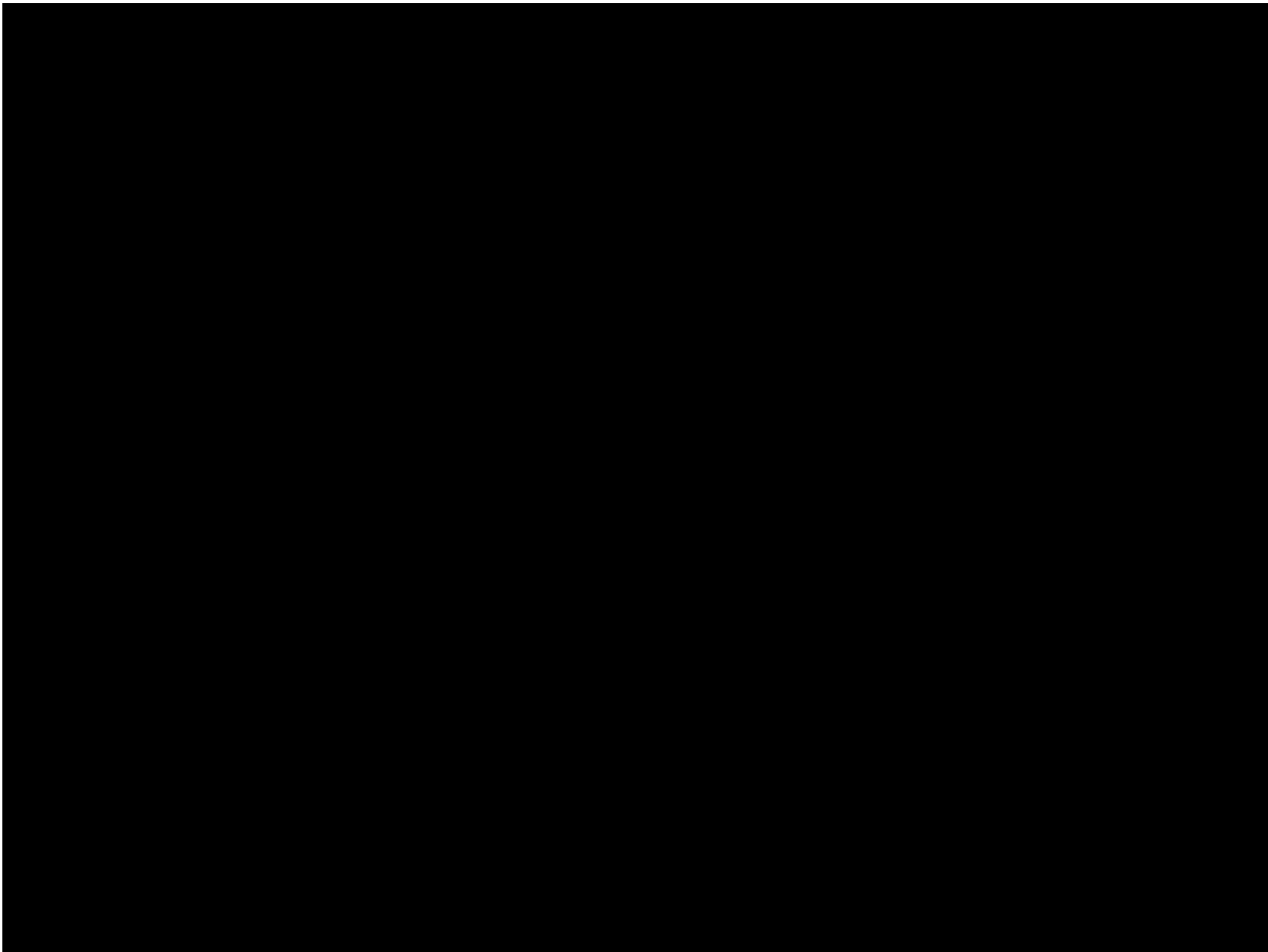




**Proximity of Suburbs to the Wellington CBD (Wellington Central & Te Aro)**

The "Inner Suburbs" are simply within the original Town Belt. "Inner" is not related to distance from the CBD. Newtown and Berhampore are the only 2 "Inner Suburbs" that are outside the orange ring sketched above. They are further from the CBD than Kelburn, Highbury and Northland which are technically "Outer Suburbs".







## Carrara Park and the surrounding area



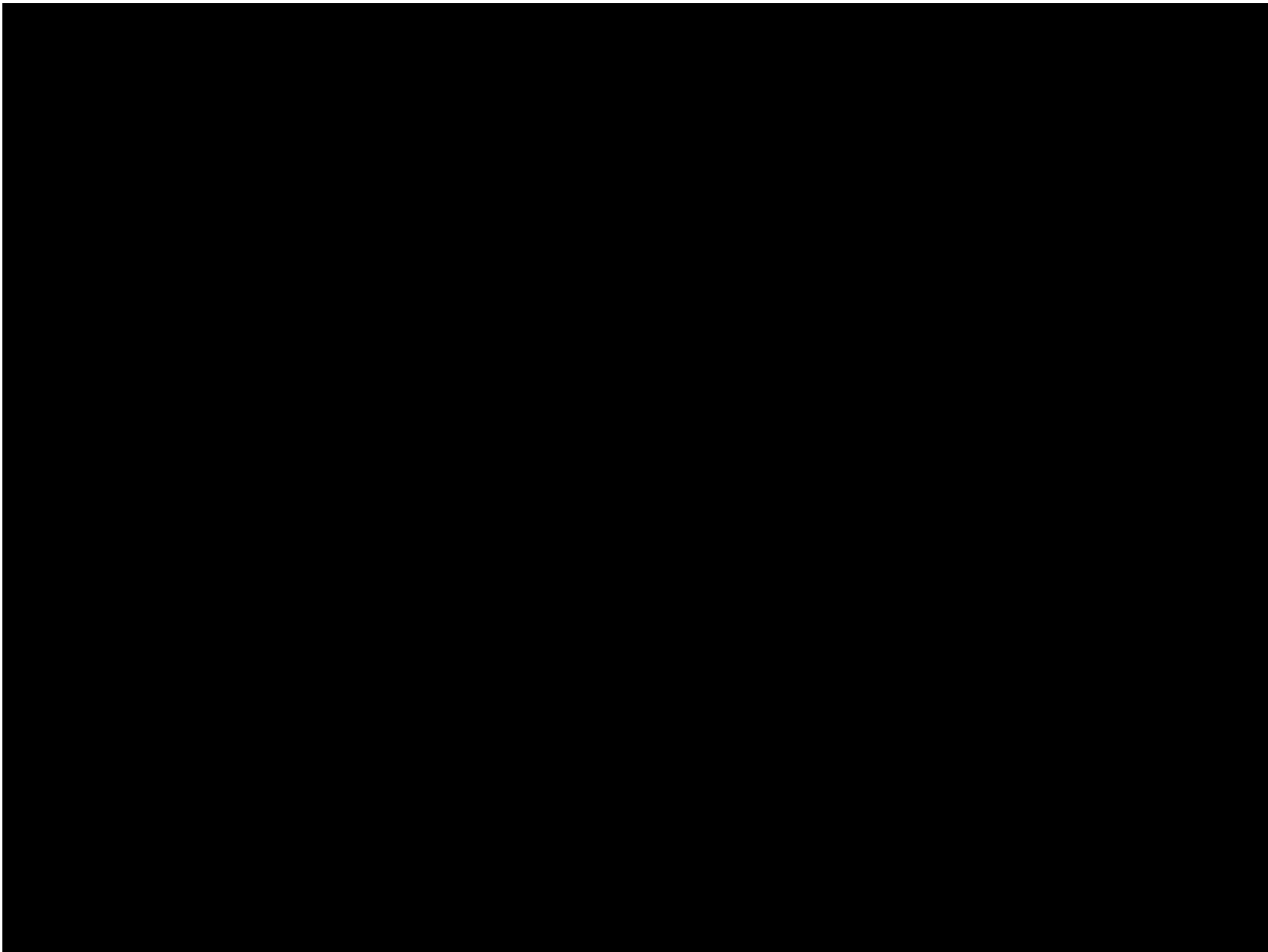
















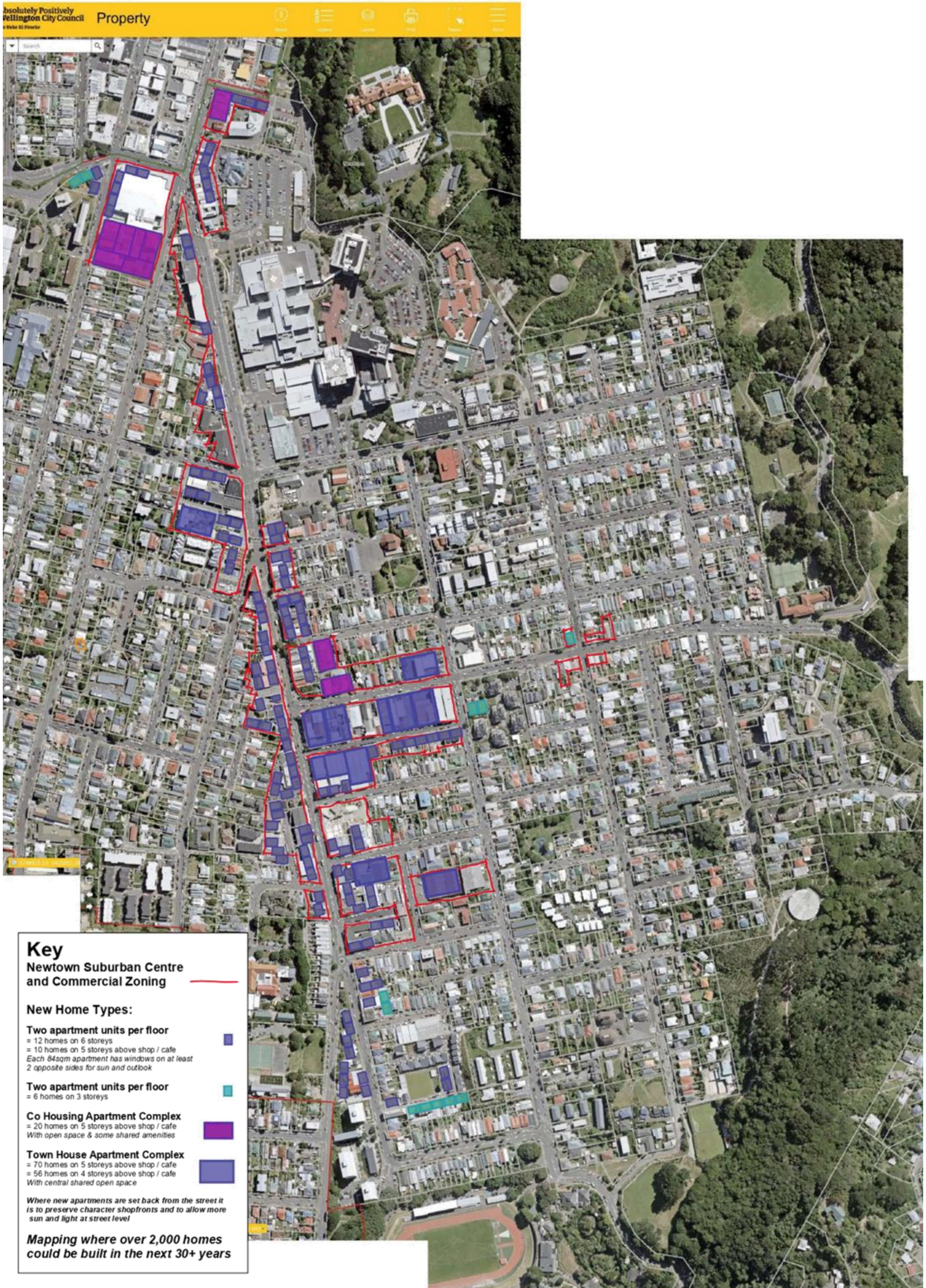


**Key**  
Newtown Suburban Centre  
and Commercial Zoning

Currently zoned for 4 storey buildings, built to the property boundaries

With a 5m set back buffer to adjacent Residential Zones







Roland Sapsford

Tēnā koutou e ngā rangatira

There are a few things on which I think most of us agree

1. House prices are rising quickly and most houses belong to people who already own more than one home.
2. Buying a house is hard for most people now and has been hard for almost two decades
3. Wellington rents are expensive compared with median income and there is shortage of rental space.
4. Housing quality, especially dampness, is a problem for New Zealand houses.
5. Done well, compact urban form has many benefits

Knowing the problem is half the challenge, what we need now are solutions that work in practice.

The argument for the approach in the Spatial Plan can be summarised as follows:

- High prices are caused by a lack of housing construction
- Housing construction is constrained by a lack of available land
- Removal of demolition controls and height limits frees up “land”

- Developers then rapidly create more housing
- Over time competition drives prices down to an affordable level

So, starting from the top, is there a lack of housing construction? Our stock of dwellings has grown faster than our population in recent years, most notably in the character areas where housing grew faster than the rest of the city.

Builders are going flat out. But many new dwellings have been pitched to the top quarter of the housing market and bought by investors. What Wellington needs instead is new affordable housing insulated from national drivers of high prices. The Spatial Plan is well off-target here.

As for land, well the Council could inventory at least the following under-utilised capacity:

- Vacant land
- Land used exclusively for parking or vehicle storage
- Vacant commercial buildings suitable for residential conversion
- Land occupied by low-rise, low quality post-1960 commercial buildings



Even a cursory look at Google Earth suggests that together these offer more than enough development capacity in the right places to support climate and people friendly intensification.

Targeting and sequencing development rather than deregulation is the key to realising this potential quickly

But what about demolition controls – aren't they the most evil manifestation of entrenched privilege since inherited peerages?

Well no. Let me tell you a story; in Pt Chevalier in Auckland there were two large two-storey Victorian villas sitting side by side, owned by a church trust; each comfortably and happily housed large families – between 10 and 12 people in each, spanning 3 generations. Eventually property prices reached the point where the Church sold the Villas. The families moved out, the Villas went and two five storey apartment blocks were built. Each had five two bedroom apartments. This is the Spatial Plan dream. Except let's do the numbers

Average occupancy for a two-bedroom apartment in Inner Auckland is 1.3 people. Two five storey apartments, 13 people. Two two-storey villas, 22 people. More height, less housing and lower density.

If you think that is extreme, pick a two storey flat on Aro St. 4-6 people living in a villa, replaced by a three to four story apartment block housing, let's be generous, maybe 5-7 (probably much wealthier) people. This isn't about over-crowding, it's about how space is used in a building.

Newtown and Aro Valley are already toward the high-end of medium density for this reason.

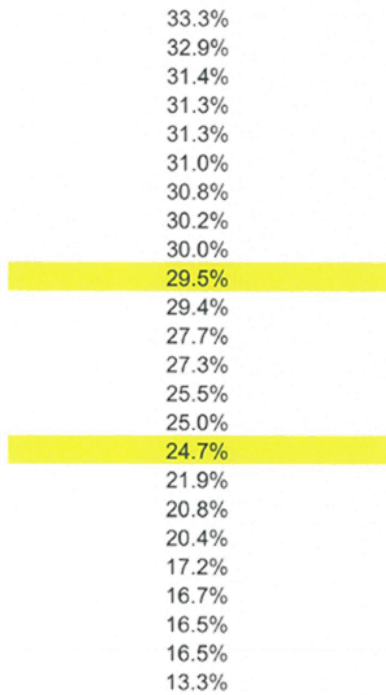
Demolishing existing houses reduces the housing stock; new capacity comes at a housing cost. Demolish and rebuild generally benefits landowners and property developers far more than those who need housing.

Targeted intensification, initially on sites where there is no housing, is a far faster way to increase the housing stock.

So what about housing quality? Here is a list of every suburb ranked by the percentage of rental homes that are sometimes or always damp.

Percentage of rentals that are sometimes or always damp

52.3%
51.8%
51.2%
50.0%
50.0%
49.7%
49.6%
48.2%
46.2%
45.8%
45.7%
45.5%
45.3%
44.7%
43.6%
43.4%
43.2%
43.1%
42.9%
41.2%
41.1%
40.9%
40.5%
40.5%
40.4%
40.3%
39.4%
39.4%
39.3%
39.3%
39.0%
38.4%
38.1%
37.8%
37.8%
37.3%
37.1%
37.1%
36.4%
35.8%
35.6%
35.5%
35.0%
34.9%
34.7%
34.7%
34.2%
34.2%
34.1%
33.9%
33.6%
33.3%



The yellow suburbs are character areas. Some are poor performers, others are doing pretty well compared with the city as a whole (the green number). That is the same for all the other suburbs.

Allowing developers to cherry pick sites across the city is unlikely to fix dampness quickly. For a start the dampest locations are unlikely to be the first choice for shiny new developments. There is hardly a rush to redevelop these sites outside the character areas at the moment.



Cold and damp is a serious problem, but it has little to do with character suburbs and demolition rules. Rather, we need real action to enforce the healthy homes standards city wide.

Our District Plan is not the cause of housing problems, rather it's our lack of a housing plan. Heritage and housing can go hand in hand if we have the will. In Appendix 1 I start to sketch what a five year plan to solve our housing problems might look like.

We can do this. But we need to work together. That starts at the top. That starts with you. Then the rest of us can help.

Ngā mihi katoa.

Roland Sapsford, 021 651105, [roland@actrix.gen.nz](mailto:roland@actrix.gen.nz)

## Appendix 1

Leadership and partnership to solve the housing crisis in Wellington.

- Start with high quality temporary housing – you can probably add 500 or so in a matter of months. And focus on getting the 2000 or so ghost houses tenanted.
- Inventory vacant land, land used for car parking alone, and low quality post-1960 1-2 storey commercial buildings. Create financial incentives to develop on those sites – consider both carrots and sticks
- Start work on plans for specific large scale sites, like Adelaide Rd and Johnsonville Mall, which can include a critical mass of affordable housing (see the next page).
- Work with communities on how and where we can add capacity in ways that strengthen character and connection.
- Use the Councils resources to support urgent action on getting damp, mould homes to meet the Healthy Homes standards.

## Extract from my Spatial Plan submission on housing affordability....

The cost of renting and the cost of housing are linked problems....

One consequence of long-term purchase unaffordability is the extension of renting into older age groups and an overall rise in the share of the population renting. This places pressure on the availability of rental housing. In a market environment, the natural result is a rise in rental costs. Wellington for many years had a relatively good supply of rental housing but the process described here has led to rising rents, albeit with a lag of a few years compared to house prices. Ability to pay provides a natural cap to the level of rentals that can be charged; in this situation rentals tend to rise more quickly in less sought-after areas, and the floor area of rentals tends to fall. This plateauing of rental rates has been seen across Wellington in recent years, as has a growth in very small floor area rental apartments as noted above.

...which require targeted local action to solve.

In the absence of national level policy initiatives, creating quality affordable accommodations at a local level requires creating a stock of housing using a different model, and maintaining separation from the broader property market. Rather than directly affecting private supply, this model creates an alternative in competition with the private rental and ownership market. If done at sufficient scale, this approach both fills out the missing middle in housing supply and provides a competitive cap on rentals in the private sector. People can then move freely between the two. Variations on this basic model are the core of many affordable housing models in Europe.

Council can use partnerships to secure capital...

One concern that is raised with such an approach is that the Council faces a borrowing constraint. This is not the place for a detailed treatise on how such models work, but there is no reason that all the capital needs to come from the public sector. The key is to work at sufficient scale to provide a stable rate of return over the long term,. This means that rather than "mum and dad" investors seeking capital gains on individual properties or property developers seeking an immediate pay out on a specific building project, funding comes from large, long-term investors such as superannuation funds.

...delivering steady returns and affordable housing.

A low-risk steady return in the 3-5% range is a very attractive proposition for a long term investor. Compare this with the roughly 25% or more return required on completion to finance a new private apartment development, and the challenges in securing such investment when property companies have a mixed history with large developments in recent years. The "wedge" between 25% and 3%, coupled with the focus on return as an ongoing flow of income rather than a lump sum payment, enables a much greater focus on enduring quality, sustainability and affordability, and crucially a greater variety of housing types.

Such developments may have a mix of housing options ranging from open market sales through affordable sales allocated by ballots which have entry criteria, through to collectively-owned long-term social housing. Among other benefits this can enable people to change housing types while remaining within the same community.

Successful models exist for long-term affordable ownership and affordable renting....

Again there are a great variety of specific models but there are at least two general models for rental and ownership in such developments:



Firstly people who purchase an “affordable unit” can have what is traditionally described as an ownership interest, but they resell into a pool at a known price rather than selling on the open market. The pool then sells this unit onto a new purchaser at an affordable price. Again, the specifics are numerous but the pool might purchase back a house at sale price plus 3% per annum for example.

Second rather than ownership interests, people can have a tenancy arrangement which varies according to need. In such a model there are a spectrum of tenancy types, where the owner get increasing certainty and tenants get increased security and agency with the use of the property. This aligns interests and enables both landlords and tenants to choose the type of arrangement they want. Rents are set on the basis of securing a stable long-term return for the whole development rather than on a short-term market basis.

...but we need to focus on leadership and partnership rather than deregulate and hope. Once one starts to examine these models, one can start to envisage a system suited to large scale developments on sites such as Adelaide Rd and Johnsonville Mall, with a variety of housing and tenure. Once the management capacity for such a system is developed then the model can be extended to other undeveloped sites which are spatially disconnected but exist in close proximity to each other.

Wellington needs to have an urgent conversation about how to kick start such developments. The draft Spatial Plan is dividing people and promises a “magic solution” to housing affordability through deregulation. This is a myth. Affordable housing is achievable. But achieving it will take leadership and partnership and hard detailed work, not a deregulate and hope approach



## Appendix 2: He Mihi / A little about me

Born and raised in Wellington, I have flatted across the city in different locations for most of my life. Arriving in Aro Valley thirty years ago. I flatted there for 20 years and just over ten years ago bought the house I was then living in, continuing to share it with three flatmates.

I have raised my son in Aro Valley as a sole parent, living in rental accommodation for half his life, and understand first-hand the diversity and strength of connection that exists in our community. I love Aro Valley; its land, its people and its buildings. Long before I ever owned a house, I was curious about our story, going back well beyond just the time of colonisation.

Professionally and as an activist, I have been an advocate and enthusiast for a dense, vibrant, climate-friendly city with a strong heritage fabric for all of those thirty years.

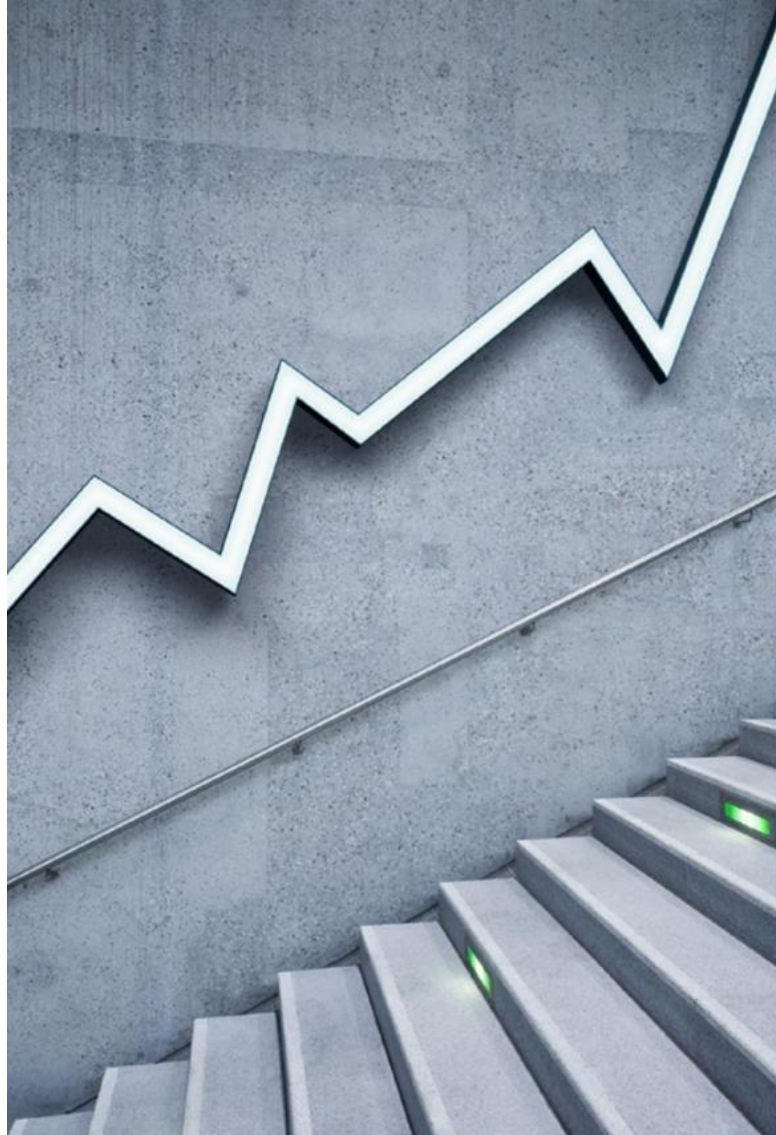
In my work life, I helped draft the first Select Committee report on transport, environment and land-use in the late 1990s, was a reviewer and advisor for the Parliamentary Commissioner for the Environment's first ever urban report

in 2000. Some ten years prior, I contributed to the drafting of the Charter of the New Urbanism.

Professionally, I have actively championed the environmental and health benefits of insulation and passive solar design in buildings during much of the 1990s, and was heavily involved in both the development of the Energy Efficiency and Conservation Authority and the creation of New Zealand's first home insulation programmes.

I have a first class honours degree in economic theory, economic modelling and financial history as well as training in medicine and post-graduate training in systems ecology. In addition I have been a Resource Management Act hearings commissioner for over a decade, and have extensive training and experience in facilitation and the design of collaborative processes.

Thank you for your service to our city.



# Draft Spatial Plan for Wellington City

## We can do much better

---

DANIEL COFFEY

4 DECEMBER 2020

# National Policy Statement on Urban Design 2020

It is recognized it is incumbent on councils to give effect to the (NPS UD 2020) but:

- The DSP is a very blunt instrument to address the future population needs of our city
  - Not sensitive to local situations
- Council needs to be much smarter about its implementation
  - Adopt a staged approach consistent with the goals of the NPS Objective 6b
  - Rank suburbs for development consistent with the NPS UD Tiers 1, 2 and 3 for local authorities
  - In addition to transport - consider capacity of a development to enhance or detract from local environment

**Minimum 6 story developments with no requirement for car parking SHOULD ONLY BE PERMITTED**

**where occupants can enjoy great lifestyles without cars**



---

# Key issues

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It is recognized it is incumbent on councils to give effect to the (NPS UD 2020)

## Doing nothing is not an option

- The Wellington housing shortage needs to be addressed

## The 80,000 figure needs revisiting

- Impacts of Covid 19
- The modelling the 80,000 is based on is obsolete

The indiscriminate dotting of 6 story plus apartments across the suburbs is reckless

We recommend a much smarter approach consistent with NPS Objective 6b:

Local authority decisions are: Strategic over the medium and long term



# Objectives - Vision

NPS Objectives	The Draft Spatial Plan	Thatcher Crescent Residents vision for our city
<p>Objective 3b</p> <ul style="list-style-type: none"> <li>Well-serviced by existing or planned public transport</li> </ul> <p>Objective 6b</p> <ul style="list-style-type: none"> <li>Strategic over the medium term and long term</li> </ul>	<ul style="list-style-type: none"> <li>Compact                             <ul style="list-style-type: none"> <li>Wellington builds on its urban form with quality development in the right locations</li> </ul> </li> <li>Inclusive and connected</li> <li>Greener</li> <li>Resilient</li> <li>Vibrant and prosperous</li> </ul>	<ul style="list-style-type: none"> <li>Creating great places to live, walk and play</li> <li>Building for a walkable future</li> <li>Enjoying great lifestyles without cars</li> <li>Enhancing - not detracting</li> <li>Benefits to the area</li> <li>Maintain existing areas where possible</li> </ul>

---

## The DSP is a pre-Covid solution in a post Covid world It needs revisiting

---

The 80,000 estimate is a worst-case scenario – nobody can know in a post Covid world

- The Zoom effect – people working remotely – and further away from the city
- Central city offices emptying out – office space being converted to apartments
- Tertiary education being offered on line – less reason for students to come to Wellington
- Driverless cars – loads of speculation – but nobody knows for sure – they'll be here in 10 years

But – we have to do something!!!

Consistent with NPS Objective 6b, a staged approach is recommended:

1. Starting with the Central City extending to centres / hubs like Johnsonville and Newtown
  - they already have a wealth of local shopping and community facilities.
2. As the safest course of action for the next 10 years or until we have a better understanding of our future needs.



# A staged approach - criteria

Classification	Description
Stage 1	Easy walking within 15 minutes of CBD (Lambton Quay or Courtenay Place)
Stage 2	Flat easy walking within 10 minutes of comprehensive shopping and amenities
Stage 3	Flat easy walking within 10 minutes of good shopping and amenities
Stage 4	OK walking withing 10 minutes of modest shops and amenities
Stage 5	Good access to transport but: <ul style="list-style-type: none"><li>• Little or no immediate access to shopping and amenities.</li><li>• People will be more inclined to need or want cars</li></ul>

## Suggested stages

Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
Wellington City	Miramar	Island Bay	Ngaio	Simla Cres Stn
	Kilbirnie	Karori	Northland	Crofton Downs
	Johnsonville	Khandallah	Seatoun	Khandallah Stn
	Newtown	Newlands	Churton Park	Raroa Stn
	Tawa		Strathmore	Awarua St Stn
	Berhampore		Brooklyn	

# Summary

---

It is recognized it is incumbent on councils to give effect to the (NPS UD 2020)

Doing nothing is not an option

The 80,000 figure needs revisiting

- Impacts of Covid 19 – we are likely to live and work differently in future

The indiscriminate dotting of 6 story plus apartments across the suburbs is reckless

Consistent with NPS Objective 6b, we recommend a staged approach

- Minimum 6 story developments with no requirement for car parking SHOULD ONLY BE PERMITTED

**where occupants can enjoy great lifestyles without cars**





Dan Coffey – Thatcher Crescent Residents

1 Dec 2020

NPS Objective	The Draft Spatial Plan	Thatcher Crescent Residents vision for our city
Objective 3b  • Well-serviced by existing or planned public transport	<ul style="list-style-type: none"> <li>• Compact                             <ul style="list-style-type: none"> <li>○ Wellington builds on its urban form with quality development in the right locations</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Creating great places to live, walk and play</li> <li>• Building for a walkable future</li> <li>• Enjoying great lifestyles without cars</li> </ul>
Objective 6b  • Strategic over the medium term and long term	<ul style="list-style-type: none"> <li>• Inclusive and connected</li> <li>• Greener</li> <li>• Resilient</li> <li>• Vibrant and prosperous</li> </ul>	<ul style="list-style-type: none"> <li>• Enhancing - not detracting</li> <li>• Benefits to the area</li> <li>• Maintain existing areas where possible</li> </ul>

A staged approach – consistent with NPS Objective 6b

Classification	Description
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Suggested stages

Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
Wellington City	Miramar	Island Bay	Ngaio	Simla Cres. Stn
	Kilbirnie	Karori	Northland	Crofton Downs
	Johnsonville	Khandallah	Seatoun	Khandallah Stn
	Newtown	Newlands	Churton Park	Raroa Stn
	Tawa		Strathmore	Awarua St. Stn
	Berhampore		Brooklyn	

To create a better Wellington, the DPS statement:

- Minimum 6 story developments with no requirement for car parking needs to be replaced with
- Minimum 6 story developments with no requirement for car parking where occupants can enjoy great lifestyles without cars

# Mt Victoria Historical Society

Joanna Newman, Convenor





26 November 2020

# Draft Wellington Spatial Plan

Engagement Forum  
Presentation

Greg Groufsky  
Regional Director Wellington & Kapiti

Brendon Liggett  
Development Planning Manager





## About Kāinga Ora – Homes and Communities

- Brought together people, capabilities and resources of KiwiBuild, Housing NZ, and its land development arm HLC, in October 2019
- Creates cohesive approach to supporting Government’s priorities for housing and urban development
- Delivery agency for housing and urban development

### Two key roles

- An urban development authority leading a range of integrated urban development projects
- Being a world-class public housing landlord



## Kāinga Ora – Homes and Communities

### Objectives

- Provide people with good quality, affordable housing choices that meet diverse needs
- Support good access to jobs, amenities and services
- Contribute to the overall economic, social, environmental and cultural well-being of current and future generations



## Draft Wellington Spatial Plan – key submission points

Support general intent of the Draft Spatial Plan

Seek better alignment with national directions

- National Policy Statement on Urban Development 2020
- National Planning Standards 2019

Housing and business land supply

- Plan attempts to address the housing supply and delivery
- Business land supply not provided for to same degree





## Key submission points

### Intensification in centres and corridors

- Opportunity to refresh function / hierarchy of centres
- Need to enable more growth / intensification within:
  - Key centres
  - Walkable catchments

### Opportunity Sites

- Support masterplanning of Opportunity Sites
- Informed by infrastructure sequencing and District Plan review
- Develop in accordance with Spatial Plan's Action Plan



## Key submission points

### Infrastructure

- Funding of 3 Waters, mass/rapid transit, roading
- Integration of land use and infrastructure sequencing
- Green spaces and community facilities for thriving and vibrant communities





Questions?





**Oral Submission on Our City Tomorrow: A Draft Spatial Plan for Wellington**

*J. Davies, 26 November 2020*

I oppose the Plan. I find the planning consultation is flawed and the aim of growth is unsupportable. I propose planning for sustainability and the development of eco-towns.

1. Good practice in planning involves civil society, government and business (Giddens, 2010). While Council claims to have 'taken on board' the views of Wellingtonians, through 'a conversation started in 2017', the evidence does not support that.

In 2017, six workshops engaged 'stakeholders'. Who and how many we are not told, except that two were for 'designers and developers'. Nor are we told what questions guided discussion. In 2019, a survey of public support for four growth scenarios was posted on the Council website. Online respondents were those who happened to go to the website and happened to find the survey. We are not told who they were, though web surveys are less likely to include older people, women and people on lower incomes. The survey questions are biased, and when the responses were found to be unexpectedly negative they were subjected to invalid manipulation. The present survey investigates support for three intensification options. These don't reflect the results of the previous survey. Despite the 'very large number' of 2019 respondents opposed to tall buildings, building heights were increased. The data-gathering lacks validity and reliability and it fails to show meaningful engagement of civil society.

2. Planning for growth is unjustifiable on a finite planet and in a time of escalating global heating and declining biodiversity. Yet a population growth of fifty to eighty thousand by 2050 went unquestioned as a basis for Council's Plan. Statistics New Zealand tells us this growth is entirely down to immigration, it is a choice, not a natural development. Do Wellingtonians want this level of population increase?

The driver, a policy for economic growth through immigration (NZ Productivity Commission, 2015) has failed to improve housing availability or affordability and, in the context of monetary easing, is not projected to do so in the foreseeable future (Cullen, 2020). Further, this push for quantitative economic growth is contradicted by new economic models which place social inclusiveness and ecological sustainability alongside GDP. These interconnected goals underpin the five foci of New Zealand's Wellbeing Budget 2020. Wellbeing will not be served by a plan which promotes housing for immigration over Wellingtonians' needs in a housing crisis.

3. Though the Plan has a goal of becoming greener, that is not enough to provide ecological sustainability (Capra and Luisi, 2014). This needs to be at the core of the Plan and integrated with Wellington's zero carbon initiative, Te Atakura.

A framework for ecological sustainability assessment of all aspects of planning would include, for example: liveability (improving quality of life and equality) rather than intensification (including increasing building height, when the mental wellbeing of occupants declines above three storeys (Gjerde, 2020)); retrofitting (allowing the full lifecycle value of construction and reducing emissions) rather than replacing buildings and infrastructure (Harrabin, 2020; Power, 2010); and the identification and mitigation of Wellington's climate threats.

4. Wellington has a unique opportunity to solve its existing housing crisis with the development of eco-towns on land damaged by the use of industrial fertilisers, from Lincolnshire Farm through Stebbings Valley to Ohariu Valley. Biodiversity could be restored and liveability achieved by the integration of eco-housing with regenerating forest and bush and the creation of parks and sanctuaries. Networked walkways for pedestrians and person-powered cycles and scooters, new forms of public transport, including light rail and mobility pods, could link the new towns and deliver residents to the railway at Takapu Road, with minimal carbon emissions. The towns' energy needs could be provided by self-sufficient renewable power, including solar and wind.

If the Council goes ahead with raised building heights, they must do so equally across all Wellington's central city and inner and outer suburbs.

#### References

- Capra, F. and Luisi, P.L. (2014) *The systems view of life: A unifying vision*. Cambridge University Press. Cambridge, UK.
- Cullen, M. (2020) Reserve Bank fuelling housing boom with printed money, says former Finance Minister Michael Cullen. *Stuff*, 17 November.
- Giddens, A., (2009) *The politics of climate change*. Polity Press. Cambridge, UK.
- Gjerde, M. (2020) Six storeys high a step too far. *Victoria University News*, 30 September.
- Harrabin, R. (2020) Don't demolish old buildings, urge architects. *BBC News*, 4 August.
- New Zealand Productivity Commission. (2015) *Using land for housing. Final report*. NZ Government. Wellington, NZ.
- Power, R. (2010) Housing and sustainability: demolition or refurbishment? *Urban Design and Planning*, 163 (4), 205-216.

Michael Gibson

ORAL SUBMISSION BY MICHAEL GIBSON  
TO STRATEGY AND POLICY COMMITTEE  
NOVEMBER 26 2020

O.I. request: Who were the oral submitters who appeared at the Strategy and Policy Committee Meeting held on November 19 2020? See Resolution 2.1 in the Minutes of that meeting which refer to **"oral submitters .... speaking to their submissions"**.

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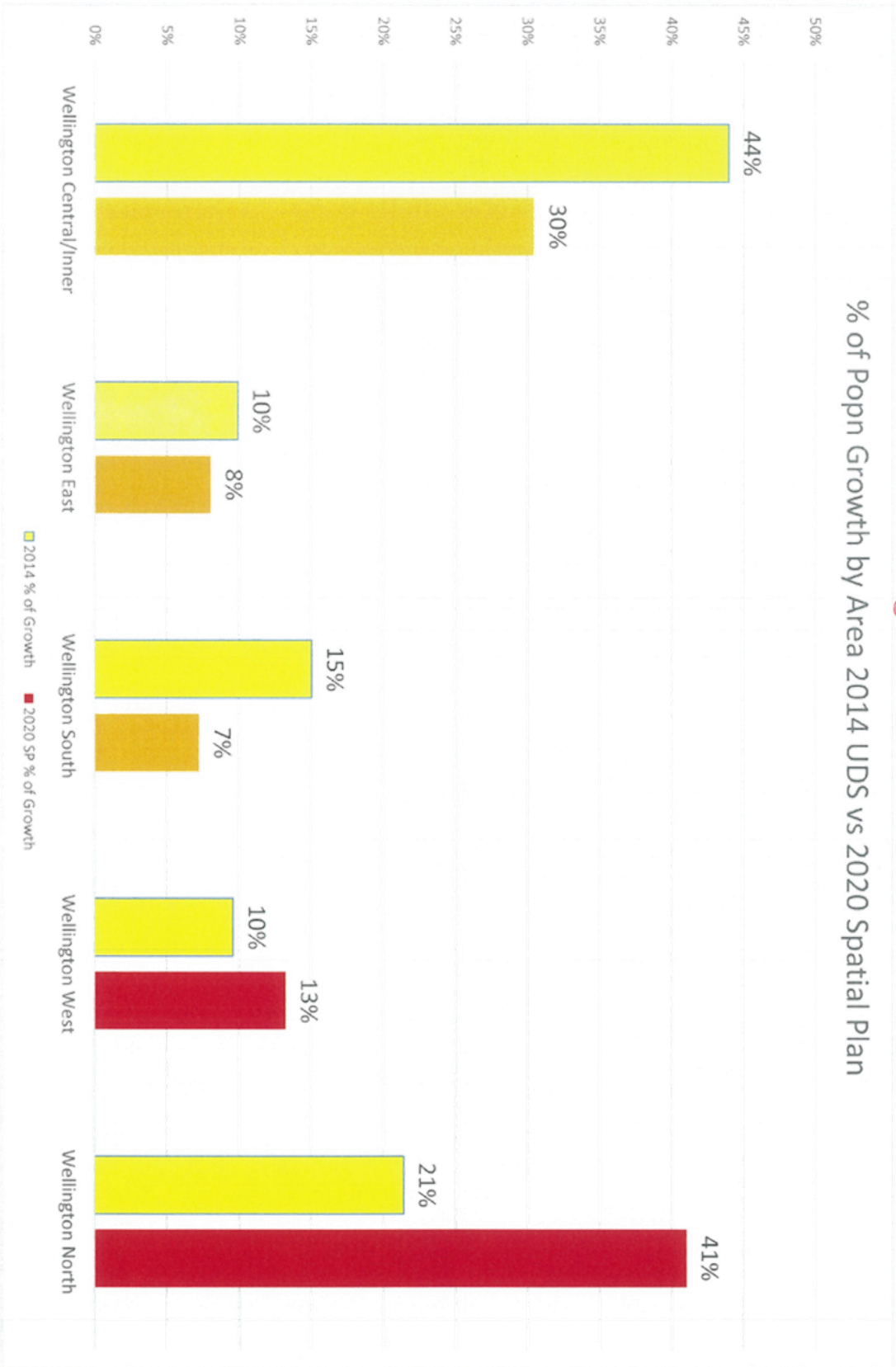
To elected members at this Meeting: please don't waste your time reading Page 87 of this Order Paper and just concentrate on my submission which is shown on Page 88 viz

**"I submit that no new building should be permitted if sunlight or a view is taken from an existing building."**

---

I am happy to answer questions.





*Alison and Koenraad Kuiper*

Oral submission to WCC

1. A city which is desirable to live in has enough dwellings for those who wish to live in it.
2. A livable city has the qualities which the plan articulates.
3. These two desiderata may be incompatible.
4. The question is whether the rezoning which the plan proposes creates a desirable city to live in.
5. Altering the city's inner zoning inevitably alters the city scape, its visual identity. Wellington will slowly come to look like many other cities, e.g. Sydney's inner west .
6. Creating greater housing density accommodates more people in smaller and, in all probability, less desirable dwellings. High rise and mid-rise apartments usually attract fewer owner occupiers and more renters. It drives families and older people out of the city.
7. High rise and mid-rise apartments reduce natural light in apartments making them less livable. They also create dark wind tunnels at street level making them less attractive for pedestrians.
8. High rise and mid-rise apartments do not create affordable housing since new housing is sold on a cost-plus basis.
9. Rezoning benefits mainly developers who largely determine the final look and feel of the area they develop.
10. Developers are not a charity. They do not build affordable housing.

**Presentation on PFG – Thursday 26<sup>th</sup> November 26, 2020**

James Coyle

*Technical Services Manager; Massey University. Newtown Festival Trustee, Graduate Architect, Musician and home-owner on Owen St. Ex Red Design and Urban Activation Lab, Newtown Cycleway Project*

**Recommendations to WCC Councilors:**

- Question the assertion from planners that the WPS-UD “requires” 66% of Newtown to be zoned Type 4b
- Adopt a “Do Intermediate” approach described below which rezones 25% of Newtown land to Type 4b
- Rezone Newtown commercial center (18%) to Type 4b housing as soon as practicable
- Engage with the community to find approximately 7% that can be rezoned to type 4b or similar
- Take a 60-year approach to infrastructure spending and look at phasing for development in Newtown

Land Use – To achieve 700 dwellings		
Project style	Storeys	Hectares
Adelaide Rd Co-housing development	7	3
Constable St development	4	1.7
Regent St development	3	7
Various sized development	various	4

Table 1. Land use of recent projects, and how many projects it would take to achieve 700 dwellings

Land Area required to rezone @ 15% uptake	Hectares	% of Newtown
Newtown property area estimate	80*	
Dwellings similar to Constable St	11	13%
Dwellings similar to Adelaide Rd Co-Housing	20	25%
Dwellings similar to Regent St	47	58%
Dwellings of various size	27	34%
Area proposed by WCC to achieve 700 dwellings	52.8	66%

Table 2. Land area comparisons of achieving 700 dwellings, \*Estimated development area

Options	Zone change to Type 4b	Outcomes
Do Minimum	15%	<ul style="list-style-type: none"> <li>• Doesn't achieve housing for growth projections</li> <li>• Urban environment doesn't encourage new residents, infrastructure not improved</li> </ul>
Do Intermediate (preferred)	25%	<ul style="list-style-type: none"> <li>• Achieves growth projections</li> <li>• Maintains well-functioning urban environment</li> </ul>
Do Maximum	40%	<ul style="list-style-type: none"> <li>• Goes beyond growth projections</li> <li>• Risks well-functioning urban environment / infrastructure</li> </ul>
Do Maximum WCC	66%	<ul style="list-style-type: none"> <li>• Far and above growth projections</li> <li>• Adverse effects to well-functioning urban environment / infrastructure</li> </ul>

Table 3. Scale of zone changes

Year	Rezoned Land
2040	25%
2060	40%
2080	66%

Table 4. Possible phasing of rezoning





# Spatial Plan Consultation

FIT (Fair Intelligent Transition) Wellington  
Transport

John Rankin + Sam Donald

[www.fitwellington.org](http://www.fitwellington.org)



Wellington deserves fabulous, future-proof, modern transport.  
Not more roads and tunnels.

Submit to Let's Get Wellington Moving for Scenario A+.  
But hurry! Submissions close on Friday 15 December, 2017

visit [www.getwellymoving.co.nz](http://www.getwellymoving.co.nz) to submit.

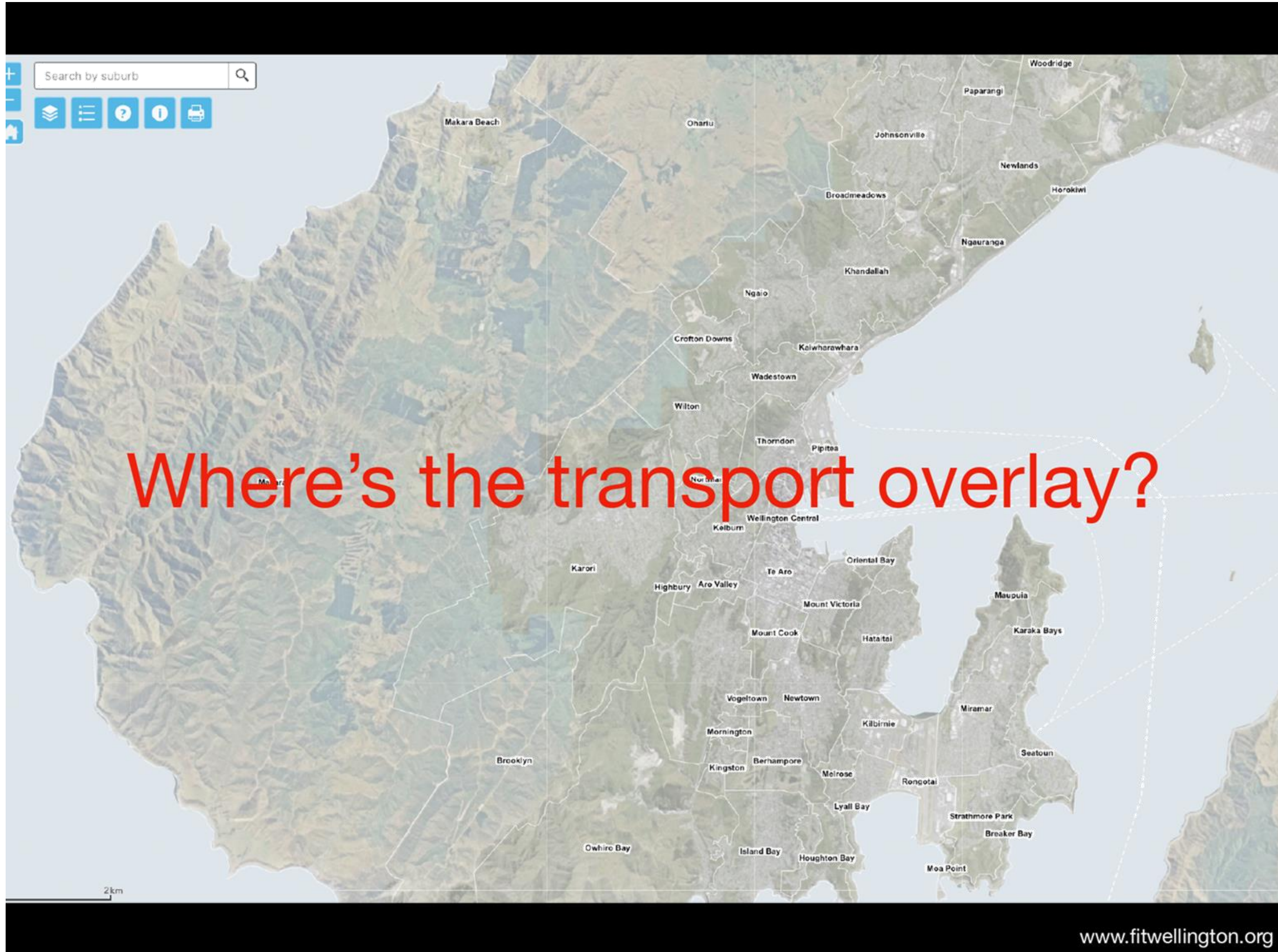


Do it once. Do it right. Do it now.

**Three years  
next month!**

[www.fitwellington.org](http://www.fitwellington.org)

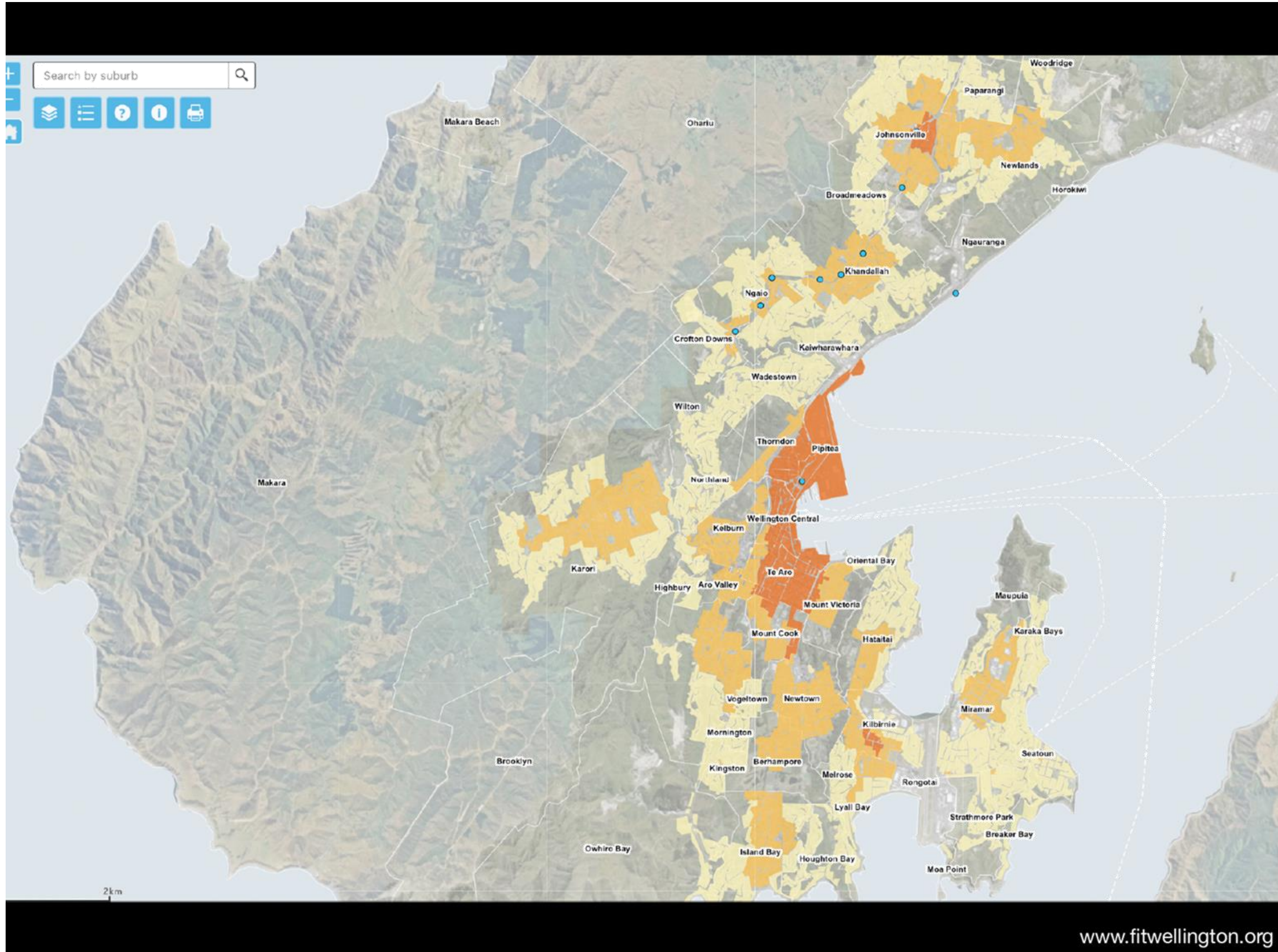




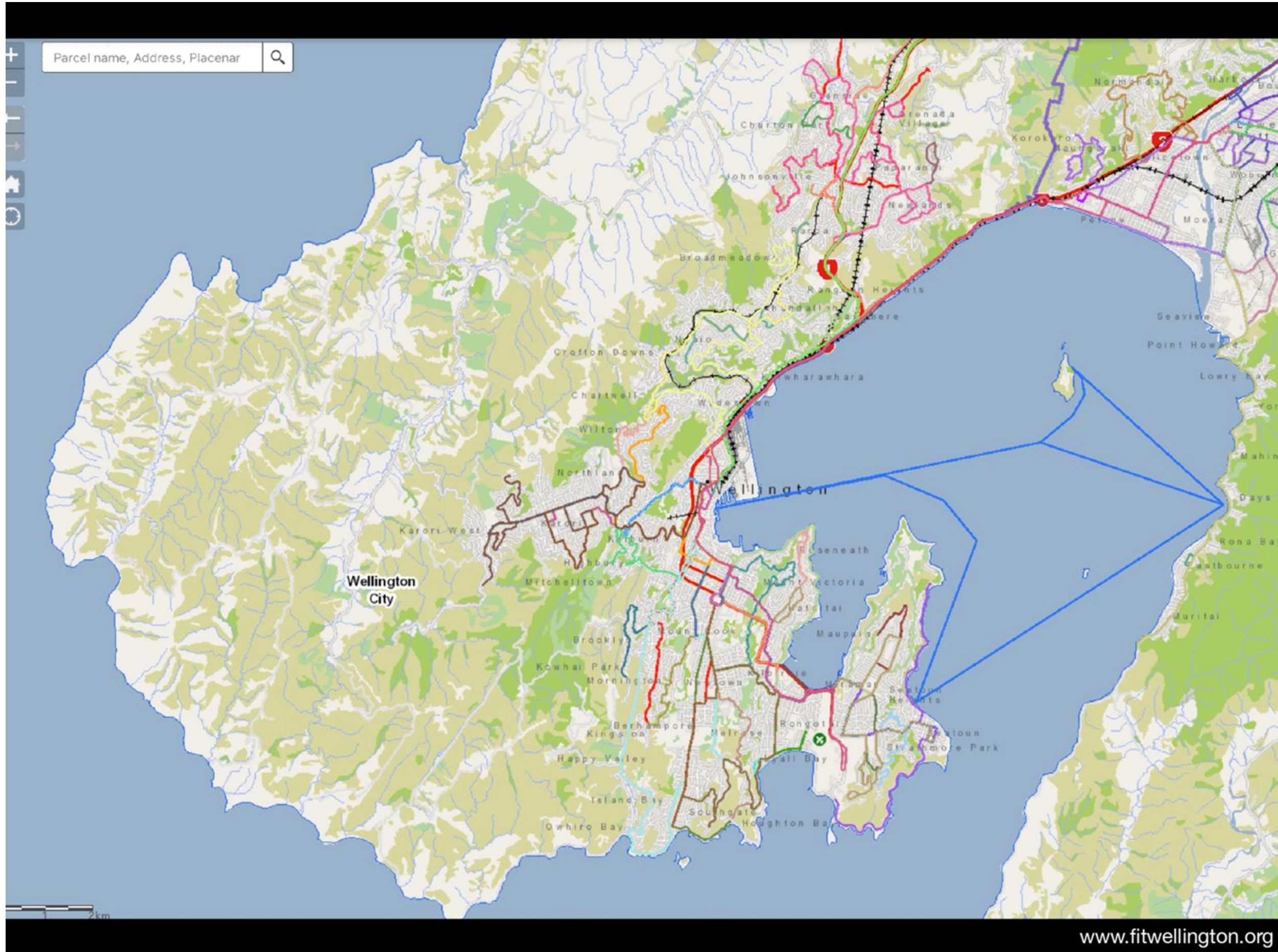
















## URBAN DEVELOPMENT POTENTIAL

### Assessment of the opportunities for urban development and value uplift

Mass transit will facilitate regeneration and more intensive development around stops. This will contribute to land value increase from additional development and jobs facilitated by intensification.

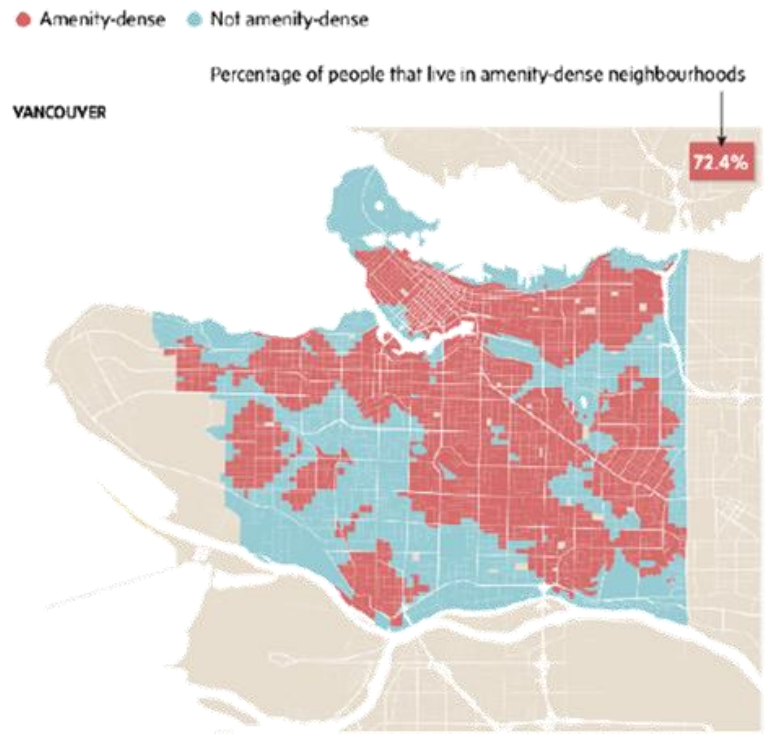
### POTENTIAL FOR URBAN DEVELOPMENT



[www.fitwellington.org](http://www.fitwellington.org)



# living local



A neighbourhood is considered "amenity dense" when a resident in that neighbourhood can walk to a grocery store, pharmacy and public transit stop within one km; when there is a child-care facility, primary school and library within 1.5 km; and when they can reach a health-care facility within 3 km and a place of employment within 10 km.

[www.fitwellington.org](http://www.fitwellington.org)



A question for Councillors (and/or Council Officers):

**What percentage of Wellington's population  
lives in amenity-dense neighbourhoods?**

*[Perhaps this metric might be useful for assessment of Wellington's spatial planning.]*

[www.fitwellington.org](http://www.fitwellington.org)





# transit oriented communities

## walk

High quality, unobstructed pedestrian footpaths provide basic mobility for all. Furniture, landscaping elements, and active building edges transform walkways into vibrant public spaces.

- ▶ Leave at least 2 m of clear space to ensure that footpaths are accessible to all.
- ▶ Provide street trees and covered walkways to make walking pleasant even during hot months. Ensure that lighting is present to increase safety at night.
- ▶ Encourage active and visually permeable frontage—rather than blank compound walls—to improve safety.
- ▶ Use speed table crossings to reduce motor vehicle speeds.
- ▶ Create continuous, physically segregated cycle tracks when motor vehicle speeds are higher than 30 km/h.

## public transport

Frequent, fast, and reliable high capacity rapid transit reduces dependence on personal motor vehicles.

## compact

Centre new developments around high capacity rapid transit.

## cycle

Street design ensures safety for cyclists by reducing carriageway speeds or creating separate cycle tracks. A complete network, adequate shading elements, smooth surfaces, and secure cycle parking are essential.

## densify

Intensification of residential and commercial uses around high capacity rapid transit helps ensure that all residents and workers have access to high quality public transport.

[www.fitwellington.org](http://www.fitwellington.org)



A question for Councillors (and/or Council Officers):

**What percentage of Wellington's population  
lives in transport-dense neighbourhoods?**

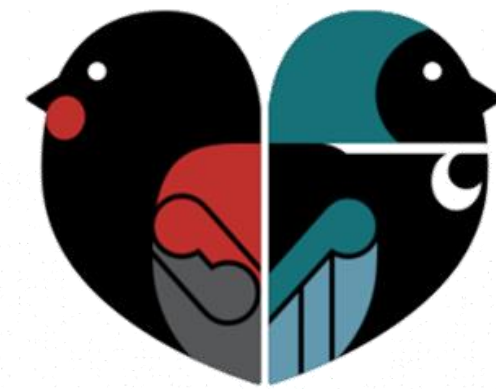
*[Perhaps this metric might be useful for assessment of Wellington's spatial planning.]*

[www.fitwellington.org](http://www.fitwellington.org)





# healthy urban ecosystem



**PREDATOR FREE  
WELLINGTON**

[www.fitwellington.org](http://www.fitwellington.org)



A question for Councillors (and/or Council Officers):

**What percentage of Wellington's population lives in ecologically-dense neighbourhoods?**

*[Perhaps this metric might be useful for assessment of Wellington's spatial planning.]*

[www.fitwellington.org](http://www.fitwellington.org)

FIT suggests that WCC adopt a strategy of **Density Done Well** and embed this in the Spatial Plan.

Density Done Well requires 3 strands, all essential:

- **Transport density**
- **Housing density**
- **Ecological density**



[www.fitwellington.org](http://www.fitwellington.org)



## Transport density:

Adopt the LGWM strategy for the Ngauranga-to-Airport corridor to **"move more people with fewer vehicles"** city-wide, enabling more people to "live local". The transport equivalent of medium density housing is **mass rapid transit**.



[www.fitwellington.org](http://www.fitwellington.org)

## Housing density:

Promote **medium density, medium height** residential and commercial development in areas where there is higher transport density and in suburban town centres.

To ensure that built form is in fact density done well, WCC needs to look at things such as **Design Review Panels** or selected lists of highly skilled design teams to ensure quality developments.



## Ecological density:

Promote development which **reduces emissions and increases biodiversity** eg. more green spaces, parks, native trees and shrubs, connected corridors, restored wetlands, on site handling of the three waters, urban food production and food waste composting, beehives etc. within the city.



[www.fitwellington.org](http://www.fitwellington.org)





*"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places."*

– Fred Kent, Project for Public Spaces



APPENDIX 1: FIT Wellington *DRAFT* of a future ...

## WCC Policy Statement on Transit Oriented Development

Wellington City Council, through its planning, decision making processes and leadership, supports transit and land use integration. This optimises the use of public transportation, increases mobility choices of Wellingtonians and creates vibrant and diverse neighbourhoods to support a sustainable transit system and concentrate Wellington's future urban form.

Wellington City Council will work collaboratively with partner organisations LGWM, GWRC and NZTA to support Transit Oriented Development that:

Establishes land uses around LRT stations and transit centres to reflect the characteristics of surrounding areas and each station or centre's role in the network;

Focuses medium and higher density residential, retail and employment growth around LRT stations and transit centres to support investment in transportation infrastructure;

Creates a safe, direct and convenient circulation system for all modes of transportation, with an emphasis on public transit, pedestrians and bicycles that connects people and places;

Grows through collaboration, cooperation, partnerships, public information and education programmes;

Increases public transport ridership and reduces the vehicle kilometres driven, moving more people with fewer vehicles

To encourage Transit Oriented Development, the Wellington With Council will:

- Enact bylaws, procedures, directives, processes, programs and guidelines;
- Promote, collaborate, cooperate and partner;
- Communicate land use and infrastructure expectations;
- Prepare station area masterplans that will a create sustainable, people orientated city.