

Our City Tomorrow

He Mahere Mokowā mō Pōneke

A Spatial Plan for Wellington City

An Integrated Land-use
and Transport Strategy



*Our City
Tomorrow*
**Planning
for Growth**

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Mayor's Message

Re-imagining the Wellington of the future

Wellington is on the cusp of big changes. Our City has always been changing. We are experiencing sustained population growth, housing shortages, and are planning major transport changes linked to urban form. Central government's National Policy Statement on Urban Development (NPS-UD) which arrived during our development of this Spatial Plan significantly directs where and how growth should be accommodated.

The key will be that we all work together to ensure growth is genuinely sustainable, is integrated with transport, infrastructure and services, and that we protect the things we love about our city as we change.

This Spatial Plan is our blueprint for how Wellington might look in the future. It seeks to strike a balance between old and new, by valuing areas of special significance, while providing for greater capacity for the new housing our growing city needs. Change will continue to occur over time.

It addresses some of our top concerns – affordability, accessibility, resilience and effects from climate change. It supports our goal to be carbon neutral by 2050 by keeping the city compact and growth areas accessible by active and public transport.

In most areas of the city infrastructure investment will be required to support growth. We've highlighted a staged approach in the Plan that links infrastructure investment with growth area priorities.

We'll align the Spatial Plan with the Council's Long Term Plan every three years, to ensure the timing of our infrastructure investments reflect growth. We will also align the Spatial Plan with major transport investment plans as they develop.

This Spatial Plan provides the overall direction for potential growth in our city. The new District Plan will be key for implementing the Spatial Plan. Our intention is to release a non-statutory District Plan in October this year for further engagement, and to notify a statutory District Plan in May – June next year for formal submissions. The District Plan will include all the policies and rules to guide and control development, such as where and how high you can build in different parts of the city, along with measures to protect the environment, heritage and character, sites of significance and manage the risks of natural hazards.

We've worked closely with Taranaki Whānui and Ngāti Toa Rangatira to reflect our partnership with mana

whenua more clearly. We've recognised and embedded mana whenua values, interests and aspirations in the Spatial Plan's approach and plans.

Thank you all for your comments and feedback during the process of developing the Plan. There were many different perspectives on how Wellington should grow, but fundamentally Wellingtonians want what's best for the city so people can thrive here now and in the future.

We live in a beautiful and much loved city. This Spatial Plan, the new District Plan, and integrated infrastructure planning and provision by Council and our partners, will continue to shape a sustainable, inclusive and creative Capital City that we can all be immensely proud of.



Andy Foster
Mayor



Spatial Plan Structure

Volume 1:
Context

Volume 2: **Key Influences** Planning for Growth - What are the key influences?

Volume 3: **Our Plan** Vision, goals, and directions

Volume 4: **Implementation** How will we turn this plan into action?

How and when will we grow?

Central city, Inner suburbs,
Outer suburbs, Opportunity sites,
Natural environment & Open space,
and Natural hazards & adapting
to climate change

Volume One: Context



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What is a spatial plan?

A spatial plan is a non-statutory document that sets the strategic direction to help guide how a city or district grows, develops, and changes over the next 20–30 years, including how associated infrastructure, services and investment are to be co-ordinated. It provides an overarching framework to help align and inform key council strategies, policies, and plans, and to visually illustrate:

- The intended future location, form and mix of residential, rural, and business areas.
- The critical transport and infrastructure required to service these areas.
- The sequencing of growth and infrastructure provision.
- Any sensitive environmental/cultural considerations (e.g. significant ecological areas, sites of historic/cultural heritage value) or relevant environmental constraints (e.g. natural hazards)¹.

It also acts as a 'blueprint', offering residents of our cities and districts a greater array of choice as to where and how they live, how they move around and negotiate their local areas and how they can contribute to help building more liveable and resilient communities.

A spatial plan is not a 'zoning plan'. Instead, it lays the foundation to inform future land use, transport and infrastructure planning and expenditure through Council regulatory plans and strategies such as the District Plan, Long Term Plan, and Infrastructure Strategy. It is also not a Future Development Strategy for the purposes of the National Policy Statement on Urban Development.² The image on the right shows how the spatial plan is structured.

Our City Tomorrow: A Spatial Plan for Wellington City represents our response to the growth and development challenges facing the city, particularly a projected population increase of between 50,000–80,000 over the next 30 years³ and the need to adapt our places and behaviours in response to the climate emergency.

¹ Adapted from Local Government Commission (2016), Spatial Planning: Opportunities and Options for Metropolitan Wellington, pg.8.

² Refer National Policy Statement on Urban Development (2020), Subpart 4, pgs.18–21. It is useful to note however that the spatial will play a key role in underpinning the strategy that the Council is required to prepare by 2024.

³ Wellington Regional Housing and Business Development Capacity Assessment (2019).

Why is it important?

The underlying value of the spatial plan is reflected in the range of benefits it can deliver to ensure that the future growth of the city is compact, well planned and connected. This will result in improved environmental, housing, transport, community, and employment outcomes for current and future residents.

Some of its key benefits include:⁴

- Adopts a long-term approach to growth that will contribute to more efficient, coordinated, and consistent planning and decision making.
- Provides an evidence-base to support and inform decision making, including trends and influences driving growth in the city.
- Provides direction and helps align Council's regulatory (e.g. District Plan), funding (e.g. Long-Term Plan, Infrastructure Strategy), and implementation (e.g. Asset Management Plans) plans.
- Provides stability, certainty, and confidence for investment by indicating what types of investment are required, where and when.
- Promotes more compact urban form by encouraging optimal use and development of land in the city.
- Plays a central role in 'place shaping' and in the delivery of land use activities and associated infrastructure that are available 'at the right time and in the right place'.
- Promotes more efficient use of existing infrastructure and identifies and guides the priority, location, and funding of future physical and social infrastructure services (e.g. open space, water and wastewater services, transport, recreation, and community facilities).
- Helps to address potential environmental and climate change risks (e.g. flooding, seismic events, sea level rise), and improve resilience.
- Identifies important natural, cultural, and historic resources.
- Acts as an information and coordination mechanism between the Council and other parties that provide services, infrastructure, and other investment (e.g. central government, the private sector, infrastructure providers).

⁴ Sourced from Minister for the Environment (2010), Spatial Planning Options for the Auckland Council - Paper to Cabinet Implementation of Auckland Governance Reforms Committee, Productivity Commission (2017), Better Urban Planning, pg.290 and Local Government Commission (2016), Spatial Planning: Opportunities and Options for Metropolitan Wellington, pgs.9-10

Where does it fit in the wider strategic context?

Our City Tomorrow is part of a wider, inter-connected framework of directives, strategies, policies, plans, and programmes at a national, regional, and local level that collectively affect how Wellington grows and develops as a city.

Nationally, influential drivers shaping the direction of growth and development in the city include:

- [National Policy Statement on Urban Development 2020](#)
- [National Policy Statement on Freshwater Management 2020](#)
- [Proposed National Policy Statement on Indigenous Biodiversity](#)
- [Urban Growth Agenda](#)
- [Government Policy Statement on Land Transport 2021/22-2030/31](#)

Of these, the Government's Urban Growth Agenda and National Policy Statement on Urban Development play a particularly prominent role from a growth management perspective, with a strong emphasis placed on the role of integrated spatial planning.

The aim of the Urban Growth Agenda (UGA) is to remove barriers to land supply and infrastructure to 'make room for cities to grow up and out'. One of its key objectives is to improve housing affordability, underpinned by access to affordable urban land.⁵ This objective is further supported by a wider set of objectives focused on, amongst other matters:⁶

- Improving choice of housing type and location.
- Enabling quality-built environments, while avoiding unnecessary sprawl.

The National Policy Statement on Urban Development (NPS-UD) contributes to the outcomes sought by the UGA by ensuring that the future planning of our urban areas enable growth and support the realisation of liveable, well-functioning towns and cities. Consequently, it directs Tier 1 urban areas⁷ such as Wellington to free up available 'development capacity' to:⁸

- Meet projected growth requirements in their area over the short- (3 years), medium- (10 years), and long-term (30 years).
- Enable more homes to be built in response to demand that are close to jobs, community services, public transport, and other amenities valued by communities.

The nature of the outcomes anticipated by this directive are highlighted by Policy 3 of the NPS-UD, with Tier 1 councils required to enable greater building height and density of development in urban areas including:⁹

- a. as much development capacity as possible in city centres,
- b. at least 6 storeys in metropolitan centres,
- c. at least 6 storeys within the walkable catchment of existing and planned rapid transit stops and on the edge of city and metropolitan centres.

At a regional level the [Regional Policy Statement for the Wellington Region 2013](#), [Wellington Regional Land Transport Plan 2021](#) and more recently the [Wellington Regional Growth Framework](#) also have an influential role in informing our future growth path.

⁵ Refer Urban Growth Agenda webpage on Ministry of Housing and Urban Development website: www.hud.govt.nz/urban-development/urban-growth-agenda/

⁶ Refer Urban Growth Agenda webpage on Ministry of Housing and Urban Development website: www.hud.govt.nz/urban-development/urban-growth-agenda/

⁷ Other Tier 1 urban areas identified in the National Policy Statement on Urban Development (2020) include Auckland, Hamilton, Tauranga and Christchurch (refer Appendix, pg.31)

⁸ Refer National Policy Statement on Urban Development (2020), Policy 2, pg.11. Development capacity is defined in the policy as: the capacity of land to be developed for housing or for business use, based on:

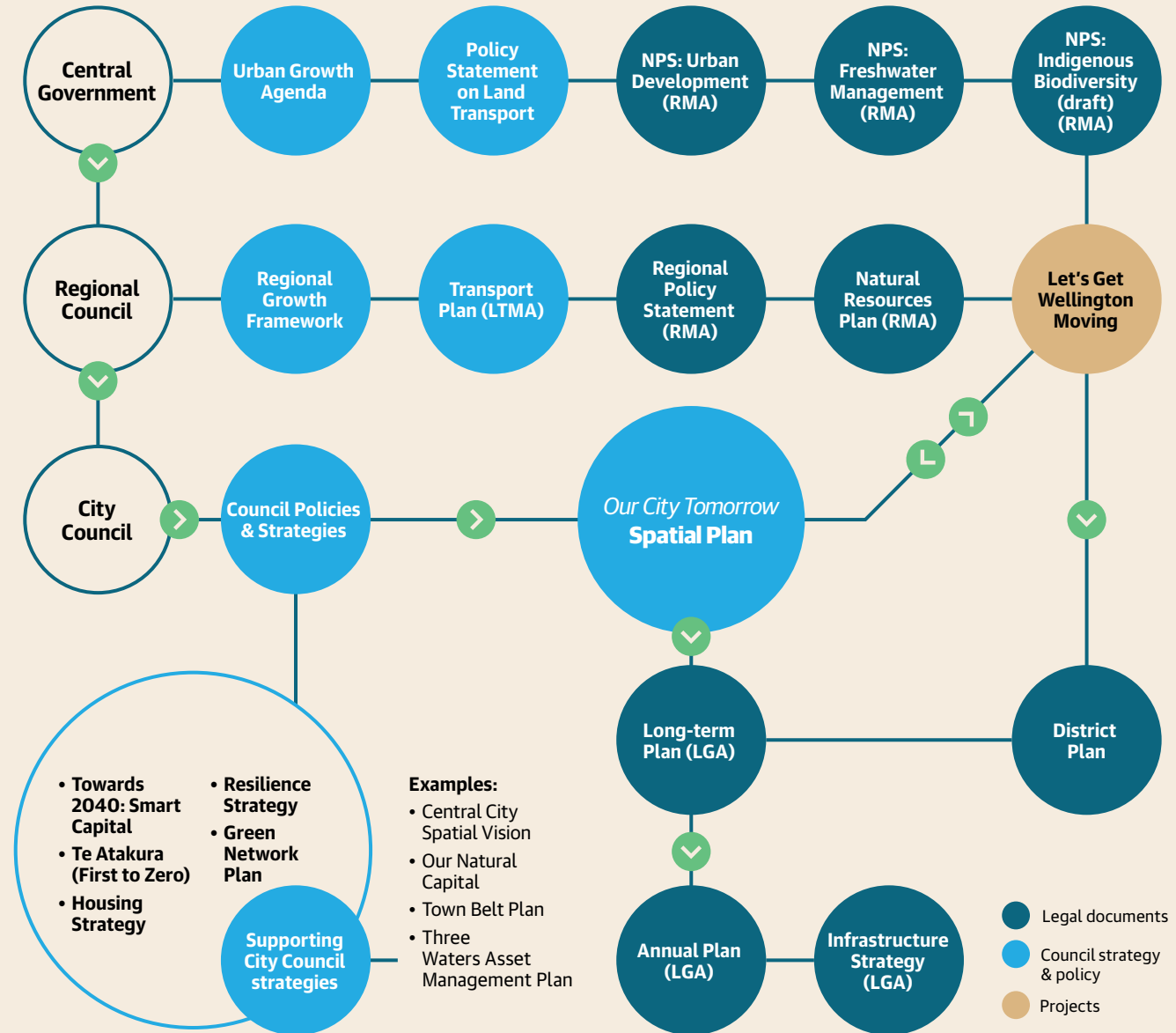
a) the zoning, objectives, policies, rules, and overlays that apply in the relevant proposed and operative RMA planning documents; and
b) the provision of adequate development infrastructure to support the development of land for housing or business use.

⁹ Refer National Policy Statement on Urban Development (2020), Policy 3, pg.11

The Wellington Regional Growth Framework complements *Our City Tomorrow* by setting the strategic and spatial context to help guide, coordinate and align urban planning and infrastructure and service investment at a regional scale. Within this context Wellington City is anticipated to contribute around one quarter of the 88,000 new dwellings required in the region to accommodate projected growth over the next 30 years.¹⁰

Locally, *Our City Tomorrow* forms part of the Council's wider Planning for Growth programme, a key 10-Year Plan initiative that focusses on bringing the things we value about Wellington into a wider conversation about how we plan for future growth. Along with the District Plan, *Our City Tomorrow* will play an instrumental role in shaping how the city looks and feels in future.

Aside from the national and regional directives that have informed the direction of *Our City Tomorrow*, other key Council initiatives that have helped shape the plan include Wellington 2040, Te Atakura - First to Zero, the Wellington Housing Strategy and Action Plan, and the Wellington Resilience Strategy.



¹⁰ Draft Wellington Regional Growth Framework (2020), Table 2, pg.40. See wrgf.co.nz This figure is based on potential medium and high-density housing in redeveloped areas around rapid transit stops/railway stations and major centres supplemented by lower density housing in identified greenfields areas.

Why do we need one?

How we live, interact with, and get around the city over the next 30 years will be very different from today. Consequently, doing nothing is not an option, particularly in the face of the following:

A growing and changing population

It's estimated that between 50,000 to 80,000 more people will call Wellington City home during the next 30 years. Based on current District Plan settings we won't have enough homes to meet this population increase. This is further compounded by the existing housing market's high house prices and rental costs and the lack of affordable options to satisfy future preferences and needs.

Protecting our climate for future generations

Wellington has a goal of being carbon zero by 2050. Key considerations in realising this goal include maximising our compact urban form and making it easier for people to walk, cycle and use public transport for everyday trips. Focusing new growth near centres and public transport will help to reduce

vehicle use, which is Wellington's biggest source of climate heating emissions.

Growing infrastructure demand

The extent to which our infrastructure keeps pace with the scale of growth over the next 30 years will have a major bearing on Wellington's ability to meet the anticipated growth demands and on how well the city functions for future residents. This will require careful coordination and sequencing of investment and land use planning to enable growth. It will also have major long-term funding implications for the city if we are to meet the dual challenges of improving the performance and resilience of our existing infrastructure network while also extending network services to meet future demand.

Growing pressure on the transport system

Wellington's anticipated growth over the next three decades will impose additional pressure on our transport system. Current problems such as increasing levels of traffic congestion, unreliable journey times, poor and declining levels of service, and levels of walking/cycling safety are already affecting our liveability, economic

growth and productivity.¹¹ To counter this, we need to direct serious attention towards the way that transport shapes and is shaped by land use.

Living with seismic risk

The risk of a large seismic event affecting the city is never far away, with the November 2016 earthquake highlighting vulnerabilities in the city centre. To counteract this, we need to ensure that buildings throughout the city are strong and located in places where people feel connected to each other and have the things they need to stay safe.

Managing sea level rise and climate change

As a coastal city built on a harbour, we are vulnerable to the impacts of climate change – particularly rising sea levels and severe weather events. This reality requires us to think very carefully about where and how we grow as a city, and what we can do to offset the inevitable effects of more extreme weather events and coastal inundation of our lower lying areas and our transport system.

Balancing growth and 'liveability'

Often described as the 'coolest little capital in the world', Wellington offers its residents numerous opportunities

to enjoy a high overall quality of life. However, the level of growth anticipated over the next 30 years will have a noticeable effect on the way the central city and outlying suburbs look, feel and operate in future, with qualities that we value and which contribute to the sense of 'liveability' enjoyed potentially diminished in the absence of adequate planning.

Meeting national and regional drivers

The urban planning environment has changed. This is demonstrated by the emphasis in the Government's Urban Growth Agenda on removing barriers to the supply of land and infrastructure and allowing cities to grow 'up and out'. It is reinforced by directives in the National Policy Statement on Urban Development (NPS-UD) centred on enabling more intensive urban development in the city. This changing environment is also reflected in the Wellington Regional Growth Framework, and further supported by the Regional Policy Statement for the Wellington Region with its focus on a compact well-designed and sustainable regional form and promoting higher density and mixed-use development.¹²

¹¹ Refer The Story webpage on Let's Get Wellington Moving website: lgwm.nz/the-story

¹² Refer Regional Policy Statement for the Wellington Region (2013), Objective 22 and Policy 31

What happens if we do nothing?

How we live, interact with and get around the city over the next 30 years will be very different from today. Consequently, doing nothing is not an option and could result in the following:



Not enough houses to meet demand will mean housing and rent prices will continue to rise



Low quality urban environments and housing without appropriate planning controls for an increase in population



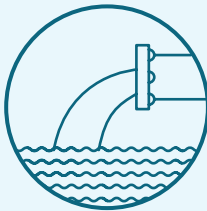
Development in unsuitable places due to a haphazard approach to resilience and natural hazards



Growth in the outer suburbs of the city where it's hard to access public transport, walk, or cycle will mean more people dependent on private vehicles and increased traffic on roads



Limited choices for people about how they move around the city due to lack of coordinated planning for difference transport options



Uncoordinated growth will make it difficult and expensive to plan for and keep up with infrastructure needs across the city



Social disadvantage and inequality will increase without intentional investment and planning in a coordinated fashion and in the right areas



Disconnect and non-compliance with national and regional direction as a result of lack of long-term planning

What does it focus on?

Considering what is in front of us, *Our City Tomorrow* focusses its attention on the following:

Future growth locations

Providing direction on where anticipated growth will occur over the next 30 years and how it will be managed to ensure the city remains a great place to live and harnesses the opportunities that such growth provides.

Areas of opportunity

Identifying key growth opportunity sites the city and signaling the type of change anticipated over the next 30 years and what we will do to support this growth while ensuring local communities continue to thrive.

Partnering with Mana Whenua

Exploring opportunities to partner with mana whenua in planning and developing the city, and in designing our public spaces.

'Things we hold dear'

Identifying the things we cherish about the city and outlining ways that future development will be managed to safeguard them (e.g. character areas, heritage, biodiversity, 'city vibe').

Aligning transport and growth

Aligning the future growth pattern with our strategic transport priorities and the Let's Get Wellington Moving programme of work.

Integrated decision making

Providing direction and guidance to inform future decisions on land use, housing, transport, and infrastructure.

Key development outcomes

Setting out key development outcomes for the city, including quality housing and design, access to open space, and climate change and community resilience.

Identifying housing and business capacity

Identifying how we will provide the additional capacity for housing and business activities required under the National Policy Statement on Urban Development.

Coordinating infrastructure investment to support growth and intensification

Coordinating and prioritising investment in the city's infrastructure over the next 30 years to support anticipated growth and change.

How have we got here?

In 2017 we started a conversation with Wellingtonians about the future of our city, particularly the central area and surrounding suburbs.

We asked how we should respond to three key challenges:

- **Our population is moving**, with the anticipated growth of up to 80,000 people over the next 30 years likely to have a dramatic effect on the way our city looks, feels, and operates.
- **The sea and climate are moving**, resulting in increases to our vulnerability to the impacts of rising sea levels and severe weather events.
- **The earth is moving**, with recent events highlighting vulnerabilities in our city centre.

Based on the responses, we developed and tested four possible future growth scenarios. They focused on Wellington as a place where people come first and the places and spaces where we live, work and recreate are connected and easily accessible:

- **Scenario 1** had an **inner-city emphasis** with more high rise and density in the heart of the city and inner suburbs.
- **Scenario 2** had a **suburban centre emphasis** with more town houses and low-rise apartments on main public transport routes.
- **Scenario 3** would see the creation of a **new suburb** in Ohariu Valley.
- **Scenario 4** would see **urban development extending** into Takapu Valley, Horokiwi, and Owhiro Bay.

Over 1,300 Wellingtonians supplied feedback on these scenarios, including sharing their aspirations about the future city they wanted to live in. In particular, you told us that intensifying the city centre, inner suburbs and suburban centres offered the best overall balance in terms of accommodating future growth and maintaining our compact form – a position that was formally endorsed by the Council in June 2019.

Additionally, we heard that you:

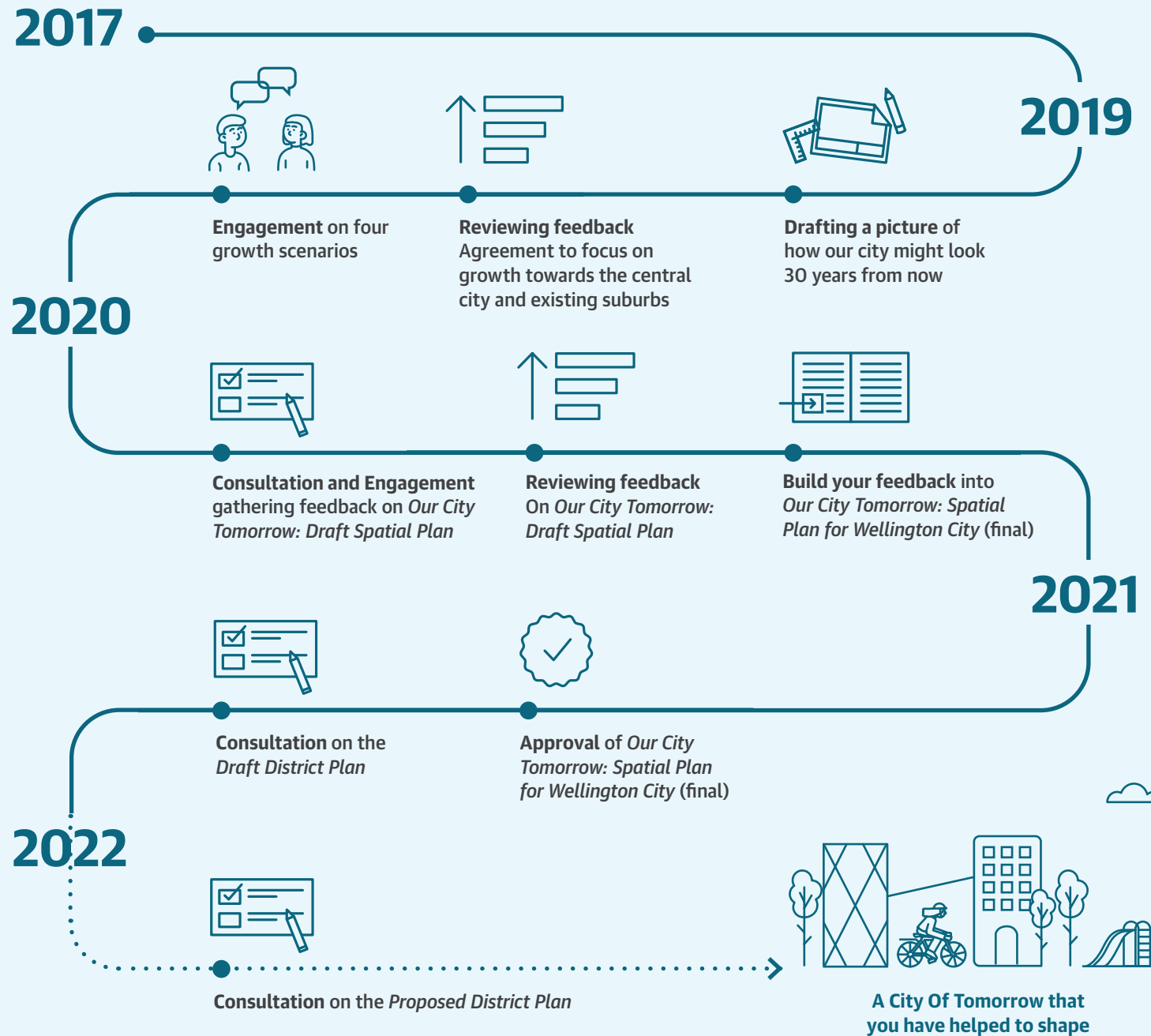
- Like living close to the heart of the city, that healthy and quality housing design is what's needed for future development and that a mix of apartment living and higher density in existing suburbs needs to be considered.
- Like streets made for walking and cycling with lots of public spaces, and that we need to think about how we create communities within the central city and beyond as we grow.
- Want streams and wetlands in the city, more green spaces and trees, and buildings with design features like green roofs, and that there's a general feeling that we're doing good things to protect the natural environment.

- Need open spaces and places to come together and care for each other when emergencies happen, and that we should plan in a way that avoids putting people at risk and ensures a good supply of food and water throughout the city.
- Feel the best thing about the city is its people, and that we should maintain our unique character by considering how we can create places for people while promoting and encouraging our vibrant economy.

We then used your feedback and our technical work to develop a growth plan that reflected your aspirations for the city – *Our City Tomorrow: A Draft Spatial Plan for Wellington City*. The plan was released for public feedback in August 2020.

In response, 2,897 people made a submission on how the Draft Spatial Plan met the goals of ensuring a compact, resilient, vibrant and prosperous, inclusive and connected, and greener Wellington City.

Our City Tomorrow



Key things we heard were that you:

- Want a vibrant, liveable city with a high quality of life.**
Many of you consider the city to be more than a mere collection of houses and buildings, with its unique character, people and places making Wellington what it is today – a vibrant and diverse city.
 - Want good quality, affordable housing choice.**
There was a strong call for heightened delivery of safe, warm, affordable, and diverse housing accessible to those at all income levels. Many of you also indicated that you would like to see District Plan provisions introduced that support an increase in the supply of affordable housing, and that the onsite amenity of occupants living in higher density developments was an important consideration.
 - Had divided views on intensification.**
Those of you in favour of intensification wanted to ensure Wellington is well positioned to address future growth and that positive housing outcomes are realised (e.g. warm and affordable homes).
- Those opposed felt the character of our established inner-city suburbs would be lost and many expressed concerns around increased height and its effect on their amenity (i.e. increased shading and loss of access to sunlight, impacts on privacy, etc.). Support for intensifying the Central City was more pronounced relative to other parts of the city, and there was a preference to intensify in areas close to transport routes and existing commercial centres.
- Had mixed views concerning the balance between providing for growth and protecting Wellington's character.**
Loss of 'character', particularly in our inner-city suburbs, was a key concern expressed by many of you in providing for the future growth of the city. Overall, your views on a preferred growth path largely reflected one or other of the following alternatives: either a high value was placed on protecting the city's heritage/character in order to retain and reinforce its distinct identity, or access to quality, affordable homes was prioritised over character protection.
- Want better recognition and integration of mana whenua interests.**
Many of you indicated that mana whenua interests and aspirations need to be more explicitly considered and reflected in the city and that better protection needs to be afforded to culturally significant sites. Support for a strengthened partnership with iwi and mana whenua was also advocated to realise a more inclusive, bicultural response to growth.
 - Recognise that growth needs to be supported by coordinated investment in infrastructure and services.**
There is a strong awareness amongst most of you of the need for adequate infrastructure to be provided (across all types, including 'soft' public/private infrastructure such as health facilities, schools, and green spaces) to support intensification and growth. Further investment in three waters and transport infrastructure was your most frequently mentioned issue, with many of you questioning the ability of the city's existing three waters and transport infrastructure to cope with the anticipated population growth.
- Want to see improved public transport and accessibility around the city and safer active transport environments.**
You highlighted that improvements in public transport provision are needed in advance of further intensification and removal of onsite car parking requirements. Many of you also wanted the Spatial Plan to provide opportunities that enabled the city to be more accessible and safer for active transport modes, while some felt that it lacked adequate information regarding accessibility and universal design.
 - Support planning for natural hazards, climate change and sustainability.**
Many of you appreciated the goals and provisions centred around climate change and sustainability and wanted to see these retained. Others also wanted the Plan to incorporate more proactive measures to reduce Wellington's carbon footprint, along with a more robust approach to addressing sea-level rise, earthquakes, and other natural hazards.

- **Want the values of our natural environment and natural heritage to be recognised and protected.**

Most of you placed a high value on the City's natural environment, particularly its parks, green spaces, waterways, and biodiversity. You also signalled a desire that provision is made for additional green space and open space as the city grows, with some of you also wanting wildlife and biodiversity to be afforded greater protection and enhancement.

- **Had concerns about the Spatial Plan's supporting information, evidence base and assumptions.**

Several of you disagreed with or challenged the reliability of the population estimates underlying our future growth planning (i.e. a population increase of 50,000–80,000), with a number suggesting that the figures were unrealistic or overstated or that they underestimated the impact of COVID-19.

The statistical and GIS data along with the analytical basis of the population modelling was questioned by some, with others raising concerns about the interpretation and application of the NPS-UD directives, including the meaning of rapid transit stops within the Wellington context.

A few of you noted the lack of clarity and detail provided in the plan and called on us to conduct further research and to share data so that residents could be better informed.

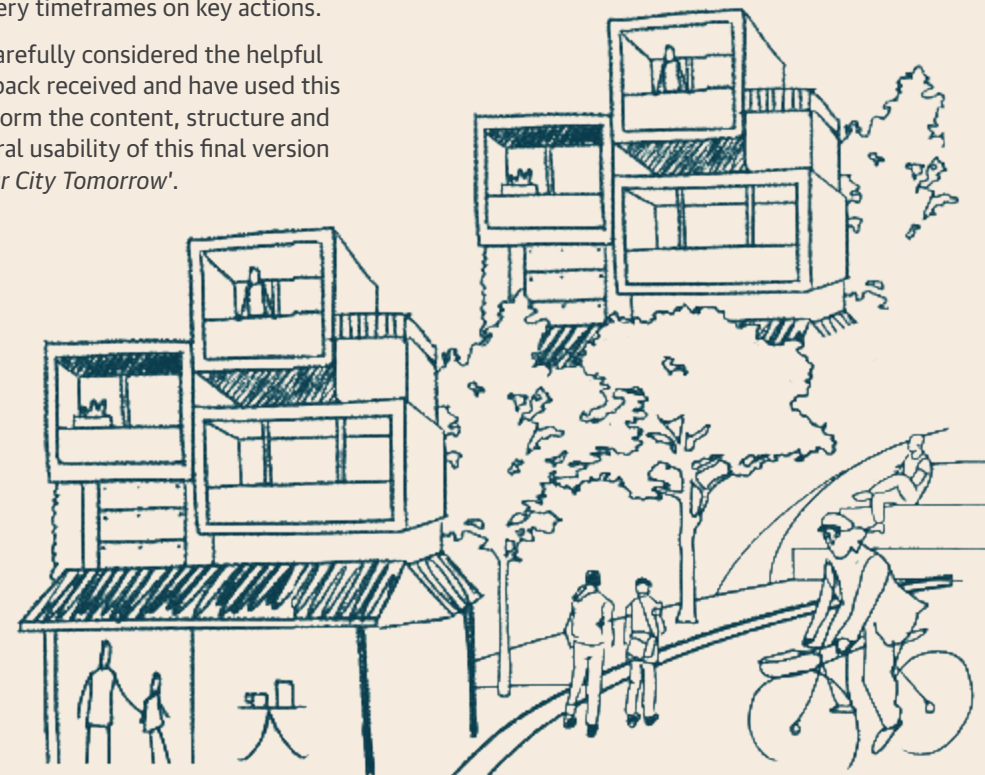
- **Had concerns about how the Spatial Plan was developed and engaged on.**

Some of you expressed concerns that the engagement process was poor and unclear, the process for locating information and submitting on the plan too complicated, and the questions too constraining. Requests were also made for more direct community involvement in the planning of their communities.

- **Had concerns about the format, content, and presentation of information in the Spatial Plan.**

Some of you expressed concerns that the format and structure of the plan was difficult to navigate and locate information, with others also concerned that it was heavily focused on housing and zoning and lacked adequate consideration of other aspects like transport, infrastructure, business and employment, and commercial land. Lack of clarity as to how the Spatial Plan would be implemented was also noted, including the absence of delivery timeframes on key actions.

We carefully considered the helpful feedback received and have used this to inform the content, structure and general usability of this final version of *Our City Tomorrow*'.



Additional references

- [Wellington Regional Growth Framework 2021](#)
- [Let's Get Wellington Moving](#)
- [Regional Policy Statement for the Wellington Region 2013](#)
- [Te Atakura - First to Zero](#)
- [National Policy Statement on Freshwater Management 2020](#)
- [National Policy Statement on Urban Development 2020](#)
- [*Our City Tomorrow*](#)
- [Urban Growth Agenda](#)
- [Wellington Housing Strategy 2018-28](#)
- [Wellington Regional Housing and Business Development Capacity Assessment 2019](#)
- [Wellington Towards 2040: Smart Capital](#)
- [Wellington Resilience Strategy](#)

Volume Two: Key Influences



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Planning for Growth – What are the key influences?

Our ability to successfully provide for the future growth of the city while maintaining a high quality of life will largely depend on how well we harness and respond to a range of influential factors.

Key influences that are critical to achieving an effective balance between growth and livability include:

- Housing choice and affordability
- Business and employment
- Transport, connectivity, and accessibility
- Infrastructure to support growth
- Partnership with Mana Whenua
- Resilience and adapting to climate change
- Natural and built environment qualities

Planning for future growth in the face of these influences requires careful consideration and informed, evidence-based decision making. This will help to ensure that in meeting our projected growth needs those qualities and characteristics we love about the city are recognized, retained, and fostered.

As these decisions and their implementation are not the sole domain of the council, effective collaboration, and partnership with a range of parties will be essential to delivering the best outcomes for Wellington. Ultimately, much more can be achieved when we work together.



Business and employment



Partnership with Mana Whenua



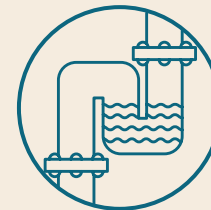
Transport, connectivity and accessibility



Resilience and adapting to climate change



Housing choice and affordability



Infrastructure to support growth



Natural and built environmental qualities

Housing choice and affordability

Meeting our housing supply and affordability needs while maintaining quality

We want Wellington to be a city where we have healthy, affordable homes in connected and lively neighbourhoods, close to the places we live, work and play. To achieve this, it is important that a variety of housing types are provided so that everyone has an opportunity to either own or rent a quality home in the city.

Since the year 2000, population growth in Wellington has outstripped the number of dwellings constructed¹³ and this trend is set to continue.

We are feeling the effects of high house prices and high rents, with those wanting to enter the housing market finding it increasingly difficult to afford their first home and tenants struggling to find reasonably priced rental accommodation.

Over the next 30 years it is estimated we will need between 25,000 and 32,000 new dwellings to meet our projected growth demands.¹⁴ However, under current District Plan settings it is estimated that the city has realisable capacity to accommodate only 20,000

more dwellings over this time horizon, leaving a shortfall of between 5,000 and 12,000 dwellings.¹⁵ If left unaddressed this shortfall will further intensify existing housing affordability issues, creating even higher living costs and greater levels of homelessness. The city's economy could also suffer, particularly if lack of available, affordable housing options results in people choosing to live and work elsewhere.

Although satisfying this housing need is important, we also need to ensure that new development integrates into our local neighbourhoods, offers a good quality, well designed living environment and results in homes that are warm, safe, and dry.

The availability of adequate housing choice is also crucial. This means encouraging and enabling the development of a range of quality, 'fit for purpose' housing types that cater for people of all ages, stages and mobility - from standalone dwellings, terraced housing and apartments to papakāinga and co-housing initiatives.

Producing 'density done well'

We want neighbourhoods that are functionally and socially diverse, deliver affordable housing choice and are conveniently connected to open space and movement networks.

Integrating higher density housing into existing neighbourhoods close to the central city and suburban centres supports and enables easy access to a range of urban amenities. These include public transport, open space and parks, community facilities, supermarkets, and shops, as well as employment opportunities. However, successful integration is highly reliant on addressing considerations such as the quality and choice of housing delivered, its location and connection into the local community and supporting infrastructure and the quality and adequacy of any associated public space.

¹³ Refer Wellington Regional Housing and Business Development Capacity Assessment (2019), Table 2.4, pgs.75-76. Note: these figures will be updated in late 2021 following completion and release of the Wellington Regional Housing and Business Development Capacity Assessment Update.

¹⁴ Refer Wellington Regional Housing and Business Development Capacity Assessment (2019), Table 2.3, pg.75. Note: these figures will be updated in late 2021 following completion and release of the Wellington Regional Housing and Business Development Capacity Assessment Update.

¹⁵ Refer Wellington Regional Housing and Business Development Capacity Assessment (2019), Table 2.16, pg.86. Note: these figures will be updated in late 2021 following completion and release of the Wellington Regional Housing and Business Development Capacity Assessment Update.

It is also strongly dependent on the following design elements to ensure that future development delivers 'density done well'.¹⁶

- **Character, context, and identity**
Development that integrates with/relates to existing building form and style in the surrounding neighbourhood.
- **Choice**
Development that provides for and enables occupancy by a diverse range of residents who can benefit from and support a thriving local economy.
- **Conditions**
Development that responds to the conditions of the site, including its shape, size and ground conditions.

- **Connectivity**
Connecting infrastructure that enables safe universal access using active, mobility, shared and private modes of transport to key destinations and services.
- **Liveability**
Quality facilities and suitable public/private open space that enables positive social connections between residents and the wider community.
- **Sustainability**
Efficient and cost-effective resource use through design, behaviour, and technological advancement.

Producing density done well will require a mix of private sector and public sector investment.



16 Based on assessment principles in Medium Density Housing Assessment Tools: Summary Report (2018), Report MDH/4.2 by Beacon Pathway

Business and employment

Meeting the demand for commercial and business land in the right locations

As more people move to Wellington and our communities grow, it is important that this growth is complemented and supported by a robust local economy. Our economy needs to be one that encourages and enables the establishment of a range of business and working environments that:

- Are economically diverse.
- Support innovation and technological change.
- Facilitate alternative ways of working.

This will help create the necessary conditions for businesses to establish and thrive and foster more opportunities for residents to enjoy a wider range of employment choice close to where they live. It will be facilitated by the continued prominence of the City Centre as Wellington's primary employment, entertainment, and cultural location, supported by a network of suburban centres such as Johnsonville and Kilbirnie as well as mixed use and industrial areas.

As the economic hub of the Wellington region our ability to satisfy continued demand for commercial and business land and floor space is a crucial consideration. This means careful attention needs to be directed towards ensuring that land currently earmarked for future business growth and development is retained for that purpose and can be efficiently utilised.

Over the next 30 years it is estimated we will need more than 23 hectares of land¹⁷ and 78 hectares of floor space¹⁸ within the city to accommodate future business development and activities, with much of this growth anticipated to be driven by the commercial and government sectors.¹⁹ To effectively meet this demand we will also need to ensure that this land and floor space is provided in the right locations.

Ensuring the strategic importance and ongoing viability of key local / regional sectors and assets is recognised and secured

Wellington is our nation's capital city and the government sector is a major employer as well as a defining part of our identity. Our technology and film sectors form key parts of our economy and attract people and investment from around the globe.

Wellington city and the wider region are also major benefactors of several strategic assets located here, in particular:

- CentrePort
- Wellington International Airport
- Wellington Regional Hospital
- Victoria University of Wellington
- Massey University
- Other tertiary education institutes

Collectively these assets make a significant contribution to the city as providers of employment and enablers of growth. As key economic hubs they have a positive 'halo effect' on our wider economy, including in our knowledge and creative sectors. CentrePort and Wellington International Airport also

play a significant role as transport hubs, moving people and goods into and out of the city and region.

This contribution is likely to be further enhanced, for example, by the work that is currently underway to scope and develop a new Multi User Ferry Terminal at Kaiwharawhara to service Cook Strait, and proposed plans to extend the terminal, improve the current runway and taxiway system and provide new freight facilities at Wellington Airport.

The demolition of earthquake damaged office buildings in the Harbour Quays area of the Port creates a further opportunity for this city gateway area to be transformed into a high quality urban environment that more effectively integrates with the central city, the railway station and transport investments proposed as part of Let's Get Wellington Moving.

¹⁷ Refer Wellington Regional Housing and Business Development Capacity Assessment (2019), Table 2.22, pg. 91. Note: these figures will be updated in late 2021 following completion and release of the Wellington Regional Housing and Business Development Capacity Assessment Update.

¹⁸ Refer Wellington Regional Housing and Business Development Capacity Assessment (2019), Table 2.24, pg. 93. Note: these figures will be updated in late 2021 following completion and release of the Wellington Regional Housing and Business Development Capacity Assessment Update.

¹⁹ Refer Wellington Regional Housing and Business Development Capacity Assessment (2019), Section 7.0 Business Demand, pg.93. Note: these figures will be updated in late 2021 following completion and release of the Wellington Regional Housing and Business Development Capacity Assessment Update.

Transport, connectivity, and accessibility

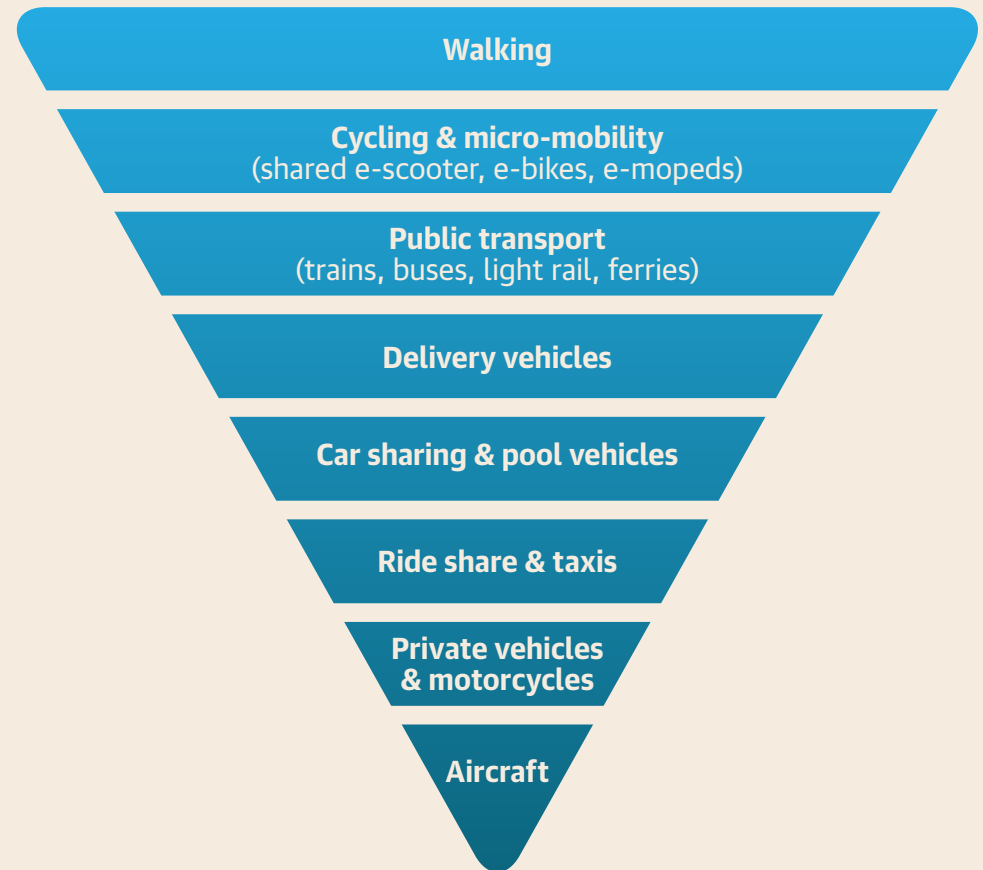
Safely and efficiently moving more people with fewer vehicles

Transport plays a big role in shaping what the city is like as a place to live, work and visit. It is a significant contributor to our quality of life.

More people living and working in Wellington means more demand on our transport system. How we provide for future urban growth and development will have a large influence on the efficiency of the transport network and vice versa. This, in turn, presents us with an obvious challenge – how to move more people safely and efficiently around the city with fewer vehicles given the constraints of our existing street network.

Competition between different transport modes for the limited space within constrained corridors results in:

- Noise, pollution, and severance across neighbourhoods.
- Slower and less predictable travel times.
- Increase in disrupted journeys for people and freight.
- Deaths and serious injuries, especially for pedestrians and cyclists.



Our transport patterns also have a significant influence on the amount of carbon we emit, with over one third of Wellington’s current greenhouse gas emissions attributable to road transport.²⁰

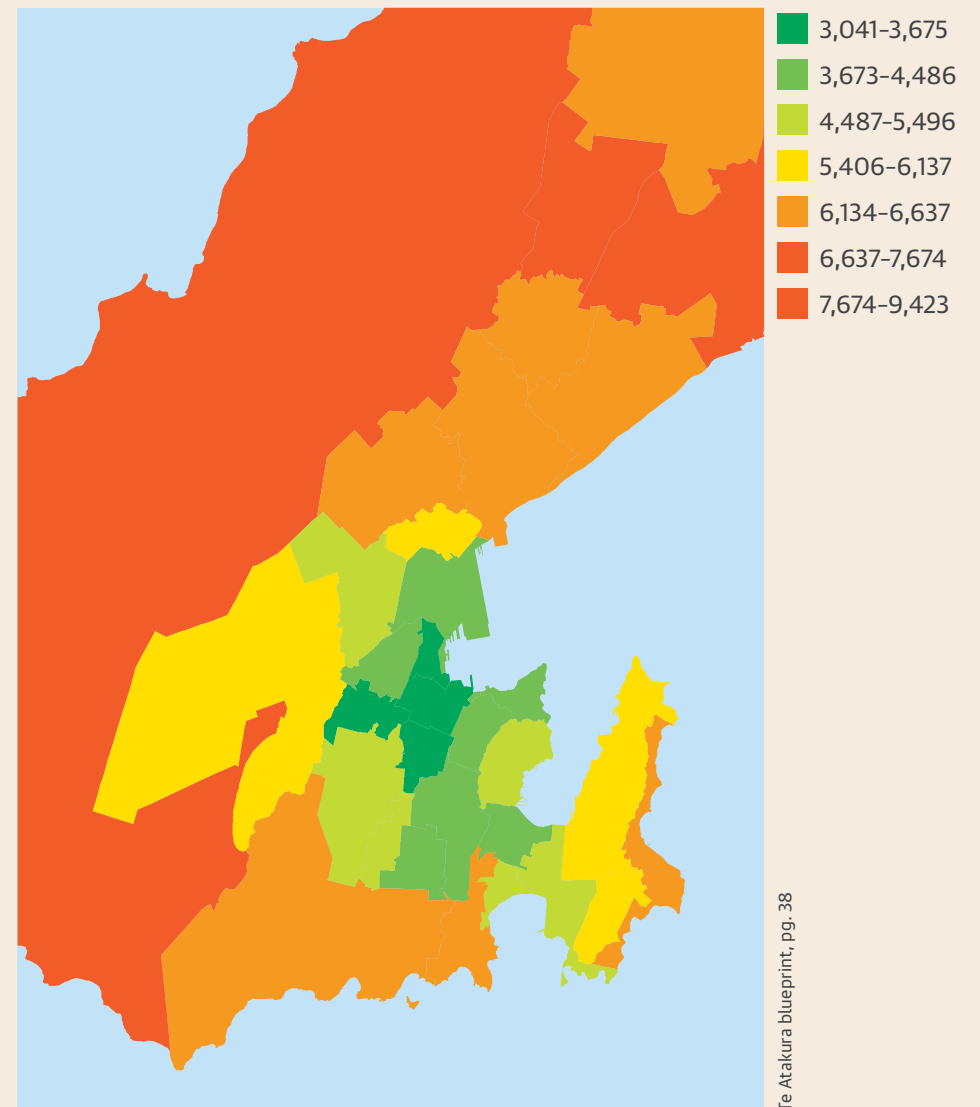
To progress towards a safer and more sustainable transport system we need to place higher priority on active modes of transport, such as walking, cycling, and public transport (as shown in the sustainable transport hierarchy).²¹

We want our transport system to:

- Safely and efficiently move more people with fewer vehicles.
- Help Wellington achieve the goal of net zero carbon emissions.
- Give convenient, safe, and accessible choices for people to travel without using cars.
- Make city streets more attractive and safer places to be.
- Support urban growth and regeneration.

Our City Tomorrow provides for more people to live near the city centre and suburban centres, and near existing and planned public transport routes. This will build on our strong culture of people hopping on the bus or train, or enjoying a walk or bike, to work, school and community services. In turn this creates less congestion, fewer emissions, and more liveable places. Prioritising buses on key routes and removing minimum car parking requirements throughout the city (consistent with the direction in the National Policy Statement on Urban Development) will also assist.²²

Estimated vehicles km travelled per person based on census responses (Census and WCC)



Te Atakura blueprint, pg. 38

20 Refer Te Atakura First to Zero: Wellington’s blueprint for a Zero Carbon Capital (2019), pg.
 21 Refer Te Atakura First to Zero: Wellington’s blueprint for a Zero Carbon Capital (2019), pg.33
 22 Refer National Policy Statement on Urban Development 2020, Policy 11, pg.13

Let's Get Wellington Moving

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council, Waka Kotahi NZ Transport Agency, and mana whenua. It covers an area from Johnsonville to Miramar, including the Wellington Urban Motorway, and connections to the central city, Wellington Regional Hospital, Wellington Airport and Port, and the eastern, southern, and western suburbs.

LGWM represents a once in a generation opportunity to 'move more people with fewer vehicles'. It also intends to provide attractive travel choices that will help to reshape how we live, and to make our city and region more compact and sustainable, and a better place to be.²³ The associated work programme focuses on public transport, walking and cycling and strategic highway improvements, with a parallel emphasis centred around unlocking urban development opportunities and improving urban amenity in those areas where works are proposed.

In anticipation of the projected population and employment growth in the City over the next 30 years a clear aim of the programme is to:

- Build on the features that make Wellington a great place to live, work, study, and visit.
- Align investment in the location and design of multi-modal transport solutions and associated urban form to service growth areas with identified transport issues.

A key proposal is a mass rapid transit route connecting the central railway station to the southern and eastern suburbs, with a high-level preferred route signalled in LGWM's Recommended Programme of Investment.²⁴ This is anticipated to be a long-term proposition, but once completed will play a key role in attracting and supporting high quality intensification, particularly around planned mass rapid transit stations.

Once the route is confirmed and the location of mass rapid transit stations are known localised precinct planning of the areas surrounding these stations is proposed. The precinct plans will highlight the opportunities presented by these locations, including the potential of sites within these areas to be amalgamated and comprehensively redeveloped to accommodate a mix of high-density housing and employment uses.

Aside from the intensification opportunities around future stations LGWM's overall focus on integrating land use with transport investment will also act as a catalyst to deliver higher density elsewhere in the city, including areas to the south and east of the central city (e.g. Hataitai, Kilbirnie, Island Bay). These investments will make it easier for more Wellingtonians to choose low carbon forms of transport for everyday trips.

More space for cycling and active modes

In addition to LGWM, Wellington City Council has planned further investment to create safe and well-connected cycle routes through the city. This will support more people to bike and use other forms of micro-mobility like e-scooters.

Work has commenced on a staged approach to improving the cycle network over the next decade to complement LGWM projects. These improvements will adopt a holistic view of the transport corridor and integrate pedestrian and public space upgrades along with new cycle lanes wherever possible.²⁵

²³ Refer Our Plan - Overview webpage on the Let's Get Wellington Moving website: <https://lgwm.nz/our-plan/overview/>

²⁴ Refer October 2018 Recommended Programme of Investment (2019), pgs.14-16

²⁵ Refer The Cycle Network webpage on WCC website: <https://www.transportprojects.org.nz/cycle-network/>

Infrastructure to support growth

Responding to our infrastructure challenges

A well-functioning infrastructure system is crucial to ensuring that we continue to thrive and grow as a city. It underpins the city's economy and is an essential contributor to our health and wellbeing. To achieve sustainable, resilient, and affordable urban development we need to ensure that efficient use is made of our existing infrastructural services and networks.

However, in doing so we face several significant challenges. These include:

- Renewing and replacing aging infrastructure, particularly three waters infrastructure.
- Increasing our infrastructural resilience to cope with the impacts of natural hazards and climate change.
- Increasing existing capacity and providing sufficient new infrastructural capacity to accommodate anticipated growth.
- Phasing investment in existing and new infrastructure in a way that balances affordability (both now and in the future) with servicing future growth needs.

Anticipated population growth over the next 30 years will place considerable pressure on our existing infrastructure networks, prompting the need for new and upgraded infrastructure. The scale of infrastructure investment required to support this growth is substantial, particularly in the 'three waters' (i.e. wastewater, stormwater, water supply) and transport²⁶ areas.

Investment will also be required in 'soft' infrastructure such as in social and community facilities (including green space) to cater for the wider social, cultural, and recreational needs of existing and future residents.

Given the enormity of this undertaking our approach to servicing these requirements needs to be strategic, coordinated, and affordable. This will require a staged approach to future infrastructure investment to be adopted, one that links infrastructure planning and delivery with identified locational growth and intensification priorities.

Infrastructure to support growth



²⁶ This includes the development and improvement of walking and cycle networks and prioritising the development of public transport infrastructure

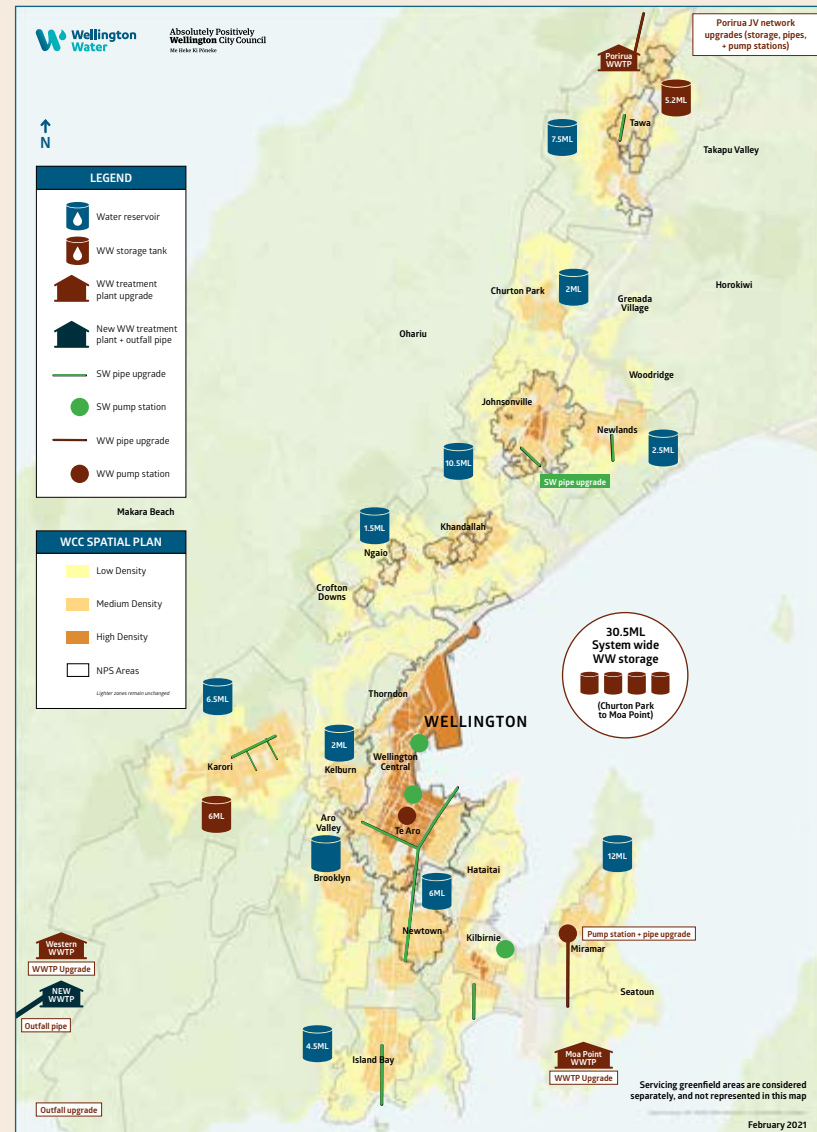
Maintaining an environmentally sustainable 'three waters' network: water, wastewater, stormwater

We want Wellington residents to be serviced by good quality three waters infrastructure that not only satisfies their everyday needs but also has a 'light touch' on the natural environment. However, this infrastructure is currently constrained and is already at capacity in some areas.

Growth provides an opportunity to upgrade our current infrastructure to modern standards, increase capacity and incorporate environmentally sustainable methods to manage stormwater runoff, such as water sensitive design and greening initiatives around the city. It can also act as a catalyst to encourage the investment needed to safeguard the long-term resilience of our three waters infrastructure.

Although the Council's 2021-31 Long-Term Plan allocates significant investment to improve the city's three waters infrastructure, continued infrastructural investment will be required in future to service the level of growth anticipated in the city. The potential transfer of responsibility for three waters infrastructure management from local government to a new Water Services Regulator - Taumata Arowai will also have a major bearing on future funding and service delivery.²⁷

Three Waters upgrade to support growth



²⁷ Refer Central/Local Government Three Waters Reform Programme webpage on the Department of Internal Affairs website: <https://www.dia.govt.nz/Three-Waters-Reform-Programme>

Ensuring community facilities are fit for purpose and adaptable

We want our future communities to be well supported by a wide range of community facilities that promote connection and inclusivity. Community spaces and facilities such as libraries, community halls, and community centres play a key role in building inclusive, connected, and resilient communities. These are supplemented by a range of other places that play a key role in our communities such as schools and healthcare and aged care facilities.

Wellington is currently served by a range of publicly and privately owned and operated community spaces and facilities along with a network of parks and reserves. However, as the city grows a number of these may no longer be fit for purpose or able to cope with the increased demand, with further work required to determine the nature and extent of any additional investment needed to support future growth.

Key transport and community infrastructure



Aligning the Spatial Plan with other infrastructure investment strategies and plans

Meeting the challenges of providing for our anticipated future growth will require integrated decision-making and co-ordination of resources such as infrastructure. To this end the Local Government Act requires Council to prepare a Long-Term Plan (LTP)²⁸ and a supporting Infrastructure and Financing Strategy (IFS).²⁹

The LTP is a key planning tool for the Council and sets out its priorities over the 10-year life of the LTP, including the reasons why these priorities are important, how much they will cost and how they will be funded. The IFS supports and aligns with the priorities set out in the LTP and identifies significant infrastructure challenges facing the city and options for managing them over the next 30 years. To enable prudent and sustainable financial management the future (30 year) costs of these options are forecast and intended funding mechanisms and associated funding limits identified.

Additionally, under the Land Transport Management Act a Regional Land Transport Plan (RLTP) is required to be prepared for the Wellington region every six years (reviewed every three years).³⁰ The RLTP is the primary document guiding integrated land transport planning and investment within the Wellington Region. It describes the region's long-term (30-year) vision for land transport, identifies short-medium term investment priorities to move toward this vision, and outlines a proposed regional transport programme for funding over the next three to six years. It identifies three headline targets for the next 10 years:

- **Safety:** 40 per cent reduction in deaths and serious injuries on our roads by 2030.
- **Carbon emissions:** 30 per cent reduction in transport generated carbon emissions by 2030.
- **Mode share:** 40 per cent increase in active travel and public transport mode share by 2030.

Infrastructure to support growth



28 Refer s.93, Local Government Act 2002
29 Refer s.101B, Local Government Act 2002
30 Refer s.14, Land Transport Management Act 2003

Working with other infrastructure and service providers

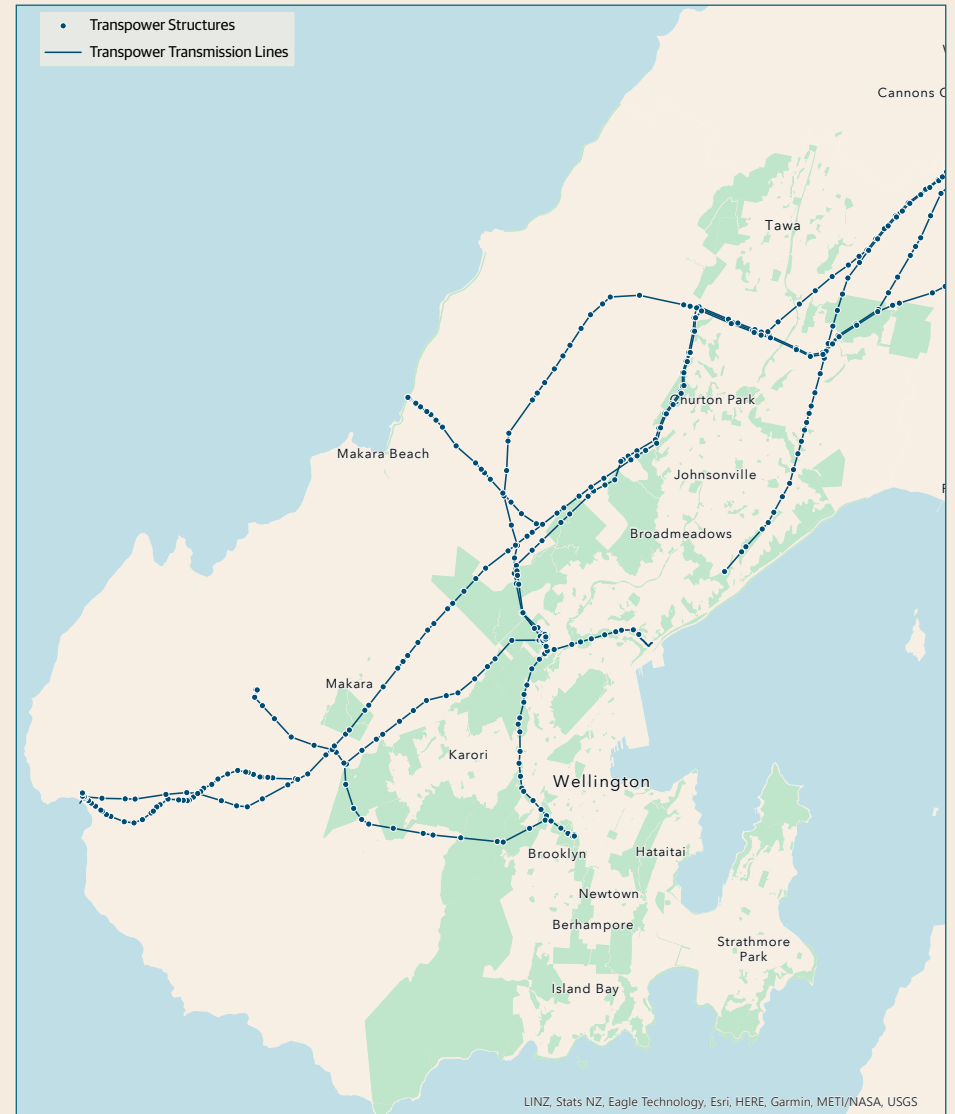
The Council is not the sole provider of infrastructure to support growth and development in the city, with several other providers operating locally, regionally, or nationally providing supporting infrastructure and services (e.g. energy, electricity, transport, telecommunications, schools, healthcare facilities). Fostering ongoing collaborative working relationships with these providers around our future capacity and upgrade needs is vital. Effective coordination and alignment of infrastructure investment and delivery across providers will also be crucial to meeting our future infrastructural needs.

Protecting Nationally and Regionally Significant Infrastructure

In providing for growth close attention also needs to be directed towards ensuring the ongoing safe and/or efficient operation of nationally and regionally significant infrastructure located in the city. This includes key infrastructure such as the national grid electricity transmission (the National Grid), state highway, rail and three waters networks, CentrePort, Wellington International Airport and rapid transit services.

Activities near existing National Grid assets, for example, are required to be managed by Council to ensure its safe and efficient operation, maintenance, repair, upgrading and development is not compromised.³¹ Further, establishing or expanding land use activities (including residential activities) that could compromise or increase health and safety risks from the National Grid are to be avoided.³²

National Grid electricity transmission assets within Wellington City



31 Refer National Policy Statement for Electricity Transmission 2008, Policy 2
32 Refer National Policy Statement for Electricity Transmission 2008, Policy 10

Partnership with Mana Whenua

More effectively partnering with mana whenua

Mana whenua of Te Whanganui ā Tara are Taranaki Whānui and Ngāti Toa Rangatira.

Wellington City Council acknowledges the mana whenua status of Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira to the Wellington City area and we will work in partnership with iwi groups in the development and delivery of *Our City Tomorrow*.

Taranaki Whānui and Ngāti Toa Rangatira have a traditional and ancestral connection to the area of Te Whanganui-a-Tara/ Wellington and are the indigenous contributor to its rich cultural history and unique sense of identity. They also have special status and are important partners in delivering on the long-term cultural, social, economic, and environmental well-being of the city.

The anticipated growth of the city provides an opportunity to build on our current relationship with mana whenua and to explore future urban development partnership arrangements. These include papakāinga, kaumātua and affordable Māori housing initiatives, protecting, and managing important wāhi tapu/wāhi tūpuna sites, and incorporating important traditional cultural elements into the fabric of the city.

- **Sites of significance to Māori**

These are sites that may be of historical significance, act as a marker on the landscape, or be an example of a particular site type. They include maunga (mountains/hills), pā (major villages), kāinga (smaller villages), wāhi tapu (sacred sites), wāhi tūpuna (ancestral sites), tauranga waka (canoe landing sites), puna (springs), ngakina (gardens) or ana tupa paku (burial caves).

- **Tracks**

A major feature in the landscape of importance to tangata whenua, for example the traditional track connecting the Thorndon area (Pakua) with Kaiwharawhara Pā and Ohariu.

- **Statutory Areas**

Areas or sites that Te Tiriti o Waitangi / Treaty of Waitangi claimant groups have a special relationship with and that are recognised in any proceedings under the Resource Management Act.

- **Precincts**

Areas where tangata whenua have long standing traditional connections.

Sites and areas of significance for Māori



Resilience and adapting to climate change

Living comfortably with risk

We want Wellington to be well positioned to deal with natural hazard events, the impacts of climate change and major shocks/disruptions.

Current and future changes that present particular risks to the city are:³³

- **The 'earth is moving'** – a significant seismic event is inevitable, bringing with it the threat of injury and loss of life and damage to buildings and the energy, transport, water, and telecommunications infrastructure that serves our communities.
- **The 'sea is rising'** – extreme weather is already affecting our coastline and low-lying parts of the city, with the effects of climatic events projected to intensify in future.

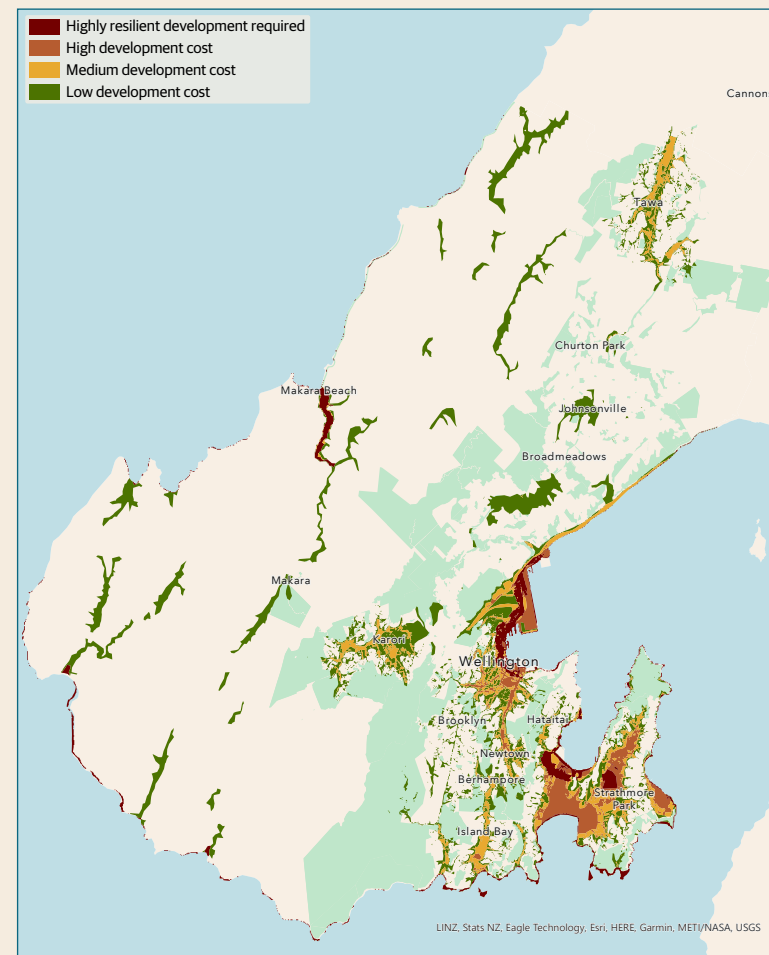
As a result, in planning for our future growth we need to ensure that:

- New communities are built in less vulnerable locations.
- New buildings are safe and built with risk in mind, including the long-term impacts of climate change.
- More places and spaces are available to enable communities to come together and support one another.

The range of natural and climate induced hazards that Wellington is prone to includes flooding, fault rupture, liquefaction, tsunami, slope instability, coastal inundation, and coastal erosion. Damage to property, buildings, and infrastructure can occur as a result of these events – so too can loss of life. To counter this, we need to ensure that vulnerable areas throughout the city are identified and appropriate actions taken to manage their future use and development, relative to the level of risk presented.

It is essential that the risks associated with natural hazards and climate change are carefully considered and addressed as part of new development if the city is to become more physically, socially, and economically resilient. This will reduce damage to property and infrastructure and the potential for loss of human life. In many cases the risks can be minimised through modern building design and technology, while in others the development costs will be higher, and alternatives will need to be found.

Indicative cost of development in hazard areas



Responding to a post COVID-19 world

The events of the COVID-19 global pandemic have revealed opportunities for a new way of doing things. It has emphasised the importance of our local businesses and the quality of our urban public spaces, including streets and parks, as assets critical to individual and community well-being and resilience.

Now more than ever it is important in both the short and long term that we focus on increasing our social resilience and investing in our communities, businesses, open spaces and supporting infrastructure.

While the pandemic has created some uncertainty about the future and has led to more people working from home and shopping online, the underlying drivers of demand to live or visit Wellington remain. Although there will be some short-term impacts on our rate of economic and population growth, projections indicate that the medium to long term outlook for the city (and the wider region) remains positive and our assumptions around growth remain relevant.

These ongoing demands reinforce the importance of adopting a deliberate, dedicated approach to planning for the city's future growth and development, one that will enable it to adapt and thrive in a fast-changing world.



Natural and built environment qualities

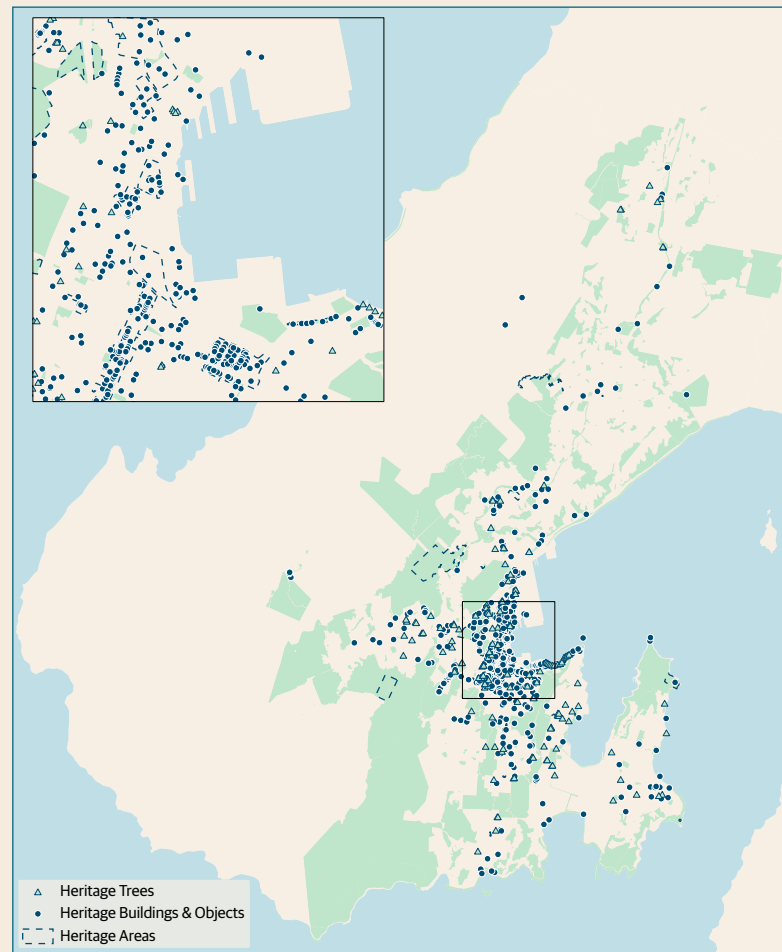
Recognising and protecting our unique heritage

We highly value the city's rich and diverse historic and cultural heritage and need to ensure that it is recognised, celebrated, and protected as the city continues to grow and change.

Along with being a valued resource, our heritage plays a pivotal role in shaping the character of the central city and suburbs – it is part of what makes Wellington unique. It also provides us with a 'sense of place' and helps define who we are as a city.

While providing for anticipated growth should not be at the expense of our heritage, the balance that needs to be struck between meeting growth needs and ensuring this resource is recognised and protected in a rapidly changing environment presents a challenge.

Heritage items



Providing for change while maintaining our identity and local character

Continued growth of the city over the next 30 years will create obvious tensions as we transition to more intensive forms of development to satisfy anticipated demand. An example of this relates to enabling adequate housing choice and provision of affordable housing and supporting infrastructure to meet our future growth needs while maintaining those qualities that contribute to the identity and character of our neighbourhoods and local communities.

Our inner-city suburbs present a prime location for higher density housing given their proximity to the CBD and public transport and the resilience benefits they offer, particularly in terms of sea level rise. However, several areas within these suburbs are also highly valued by residents due to the local 'streetscape character' exhibited.

Addressing this tension requires an appropriate balance to be struck concerning the future of these areas, one that recognises their valued qualities while enabling opportunities for further intensification to meet growth demands.

Recognising and protecting our biodiversity and significant landscapes

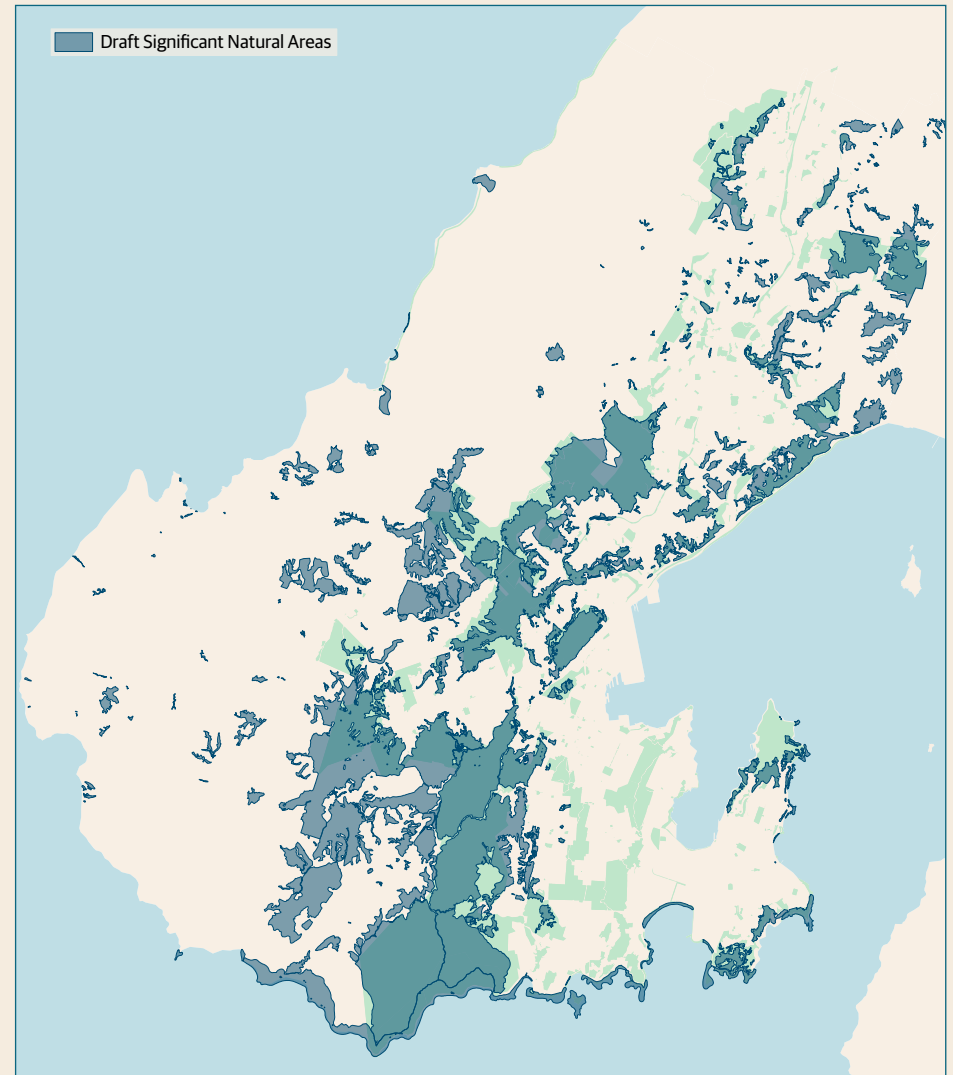
As a city, we are defined by our harbour and hills setting. We want to retain and enhance our natural environment as a key defining element of the Wellington's identity and sense of place.

Our natural environment is highly valued by the community, it is part of our local economy and provides significant benefits for both present and future generations. Our proximity to nature also plays a key role in our high quality of life. It is important that the values of our natural environment are recognised and enhanced as the city grows and changes.

Mana whenua consider that the relationship with biodiversity is an intrinsic and important part of their responsibilities as kaitiaki within their whaitua/rohe/takiwā. As mana whenua they encourage collaboration and partnership to ensure that together we care for the environment entrusted to us.

There are important areas of biodiversity throughout the city that would benefit from enhancement and protection, including patches of native vegetation on both public and private land. The impact of urban development on the quality of our streams and harbour needs to be improved, and new development needs to recognise and respond to our highly valued landscapes and natural features.

Draft significant natural areas

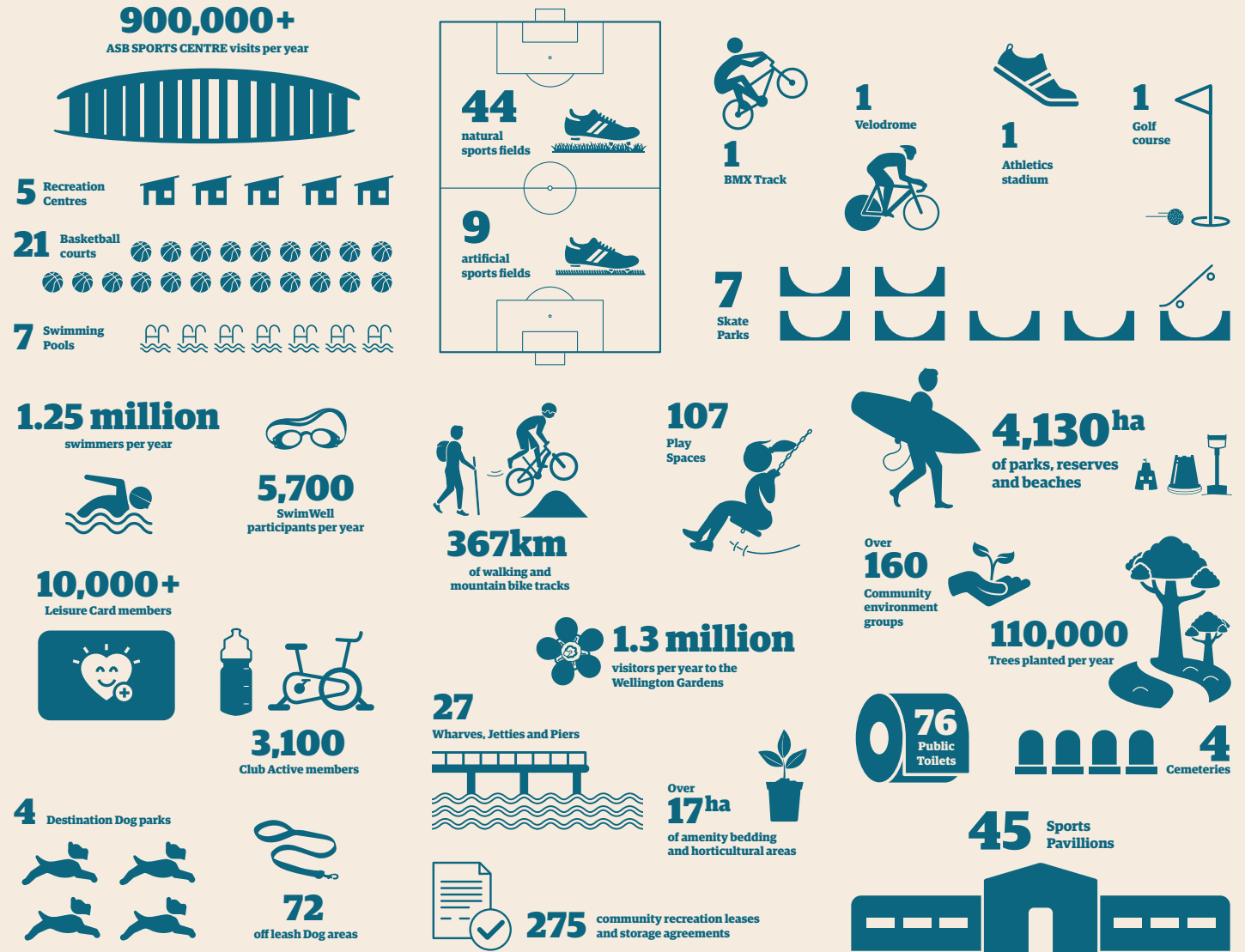


Maintaining and improving our open space and parks network

We want existing and future residents to enjoy access to quality open space in the right locations – private, shared or a combination. This will be particularly important where higher density development is anticipated.

Although the city already benefits from an extensive green network of parks, reserves and play spaces, we will also need to ensure that they continue to support our growing communities and are upgraded and suitably developed to meet community needs.

In locations where higher density housing is proposed, such as the Central City and suburban centres, we will need to think innovatively about how we can provide quality usable outdoor space for residents. This may involve use of shared space or roof gardens, streetscapes becoming more multi-functional and offering more public space, and investment in new parks and improvements to existing spaces.



Additional references

- Backyard Tāonga
- Land Transport Management Act 2003
- Let's Get Wellington Moving
- Let's Get Wellington Moving - Recommended Programme of Investment 2018
- Local Government Act 2002
- Open Space Access Plan 2016
- Our Natural Capital: Wellington's biodiversity strategy and action plan 2015
- Regional Policy Statement for the Wellington Region 2013
- Te Atakura - First to Zero
- National Policy Statement on Electricity Transmission 2008
- National Policy Statement on Freshwater Management 2020
- National Policy Statement on Urban Development 2020
- Wellington Heritage Policy 2010
- Wellington Housing Strategy 2018-28
- Wellington Regional Housing and Business Development Capacity Assessment 2019
- Wellington Regional Land Transport Plan 2015
- Wellington Resilience Strategy 2017

Volume Three: Our Plan - Vision, Goals & Directions



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What is our vision for Wellington City?

We'll work with mana whenua and the community to shape a liveable and exciting city that attracts people. A city:

- That celebrates Wellington's unique way of life, diverse cultures, and creativity.
- That values Wellington's mana whenua culture and Māori roots.
- Where housing is affordable, accessible, and there's enough to go round.
- Where people can live close to nature.
- Where streets are made for people, businesses prosper, and communities thrive.

Our vision is a welcoming home for all.



What are our goals for the city?

Our vision for Wellington is supported by six aspirational goals – that the city should be or embrace:



In partnership with mana whenua

We recognise mana whenua's important role and actively partner with them.



Greener

We protect and value our natural environment, and enjoy thriving pockets of nature in the city.



Inclusive & connected

We're connected by a world-class transport system, and have attractive and accessible public spaces that support our diverse community and cultural values.



Compact

We build on the city's layout and structures (its urban form), and make sure we have quality development in the right places.



Vibrant & prosperous

We welcome social and cultural diversity. We support innovation and invest strategically to maintain a thriving economy.



Resilient

Our city's natural and built environments are healthy and robust. Good design encourages physical activity and interaction that fosters social resilience.

What direction will we take?

Over the next 30+ years Wellington will encounter several key influences that present us with a once in a generation opportunity to positively shape how the city grows and develops.

To better position us to build on and address these influences, *Our City Tomorrow* sets out a suggested path to inform how the city might grow and develop in future - one that reflects our vision and goals and offers a means to constructively respond and adapt to anticipated change and the opportunities it presents.

The specific directions we will take to achieve our six goals include:



Partnership with Mana Whenua

- Mana whenua development and landowner interests are recognised in planning and developing our city.
- Design of our public space is undertaken in collaboration with mana whenua.



Compact

- Our urban form is compact, livable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.
- New housing is well-designed and supported by quality recreational, community and transport facilities.
- Public open space is safe, well-designed, enables a range of innovative and creative uses and meets the needs of our diverse communities now and in the future.
- Long term investment in our infrastructure, community and recreation facilities and services supports future development in existing urban areas.



Greener

- New development supports the city's goal of being 'zero carbon' by 2050.
- New initiatives and development reinforce the city's aspiration to become a sustainable eco-city.
- Water management infrastructure and practices improve stormwater and flood management across the city, while also improving water quality.
- Important natural and physical features that enhance the city's character and identity are protected and the natural environment contributes to improving our quality of life.
- Nature is integrated into the city and green space is accessible to all.



Vibrant & Prosperous

- Support creativity, innovation, and technology in urban development and the economy.
- Attractive, vibrant public spaces that incentivise new development.
- Suburban centres are revitalised to support their viability and stimulate residential growth and development.
- Increased opportunities to stimulate further employment and business growth and development in the city are available.



Inclusive & Connected

- A range of housing types and densities offer greater, more accessible housing choice across the city.
- Public spaces and transport options are universally accessible across the city.
- Sport, recreation and community infrastructure and investment fosters increased opportunities for social connection and physical activity.
- Places, cultures, histories, and people that contribute to Wellington's identity and sense of place are recognised and celebrated.
- Ahi kā is recognised and celebrated in developing our city.
- Our movement systems support a compact urban form, reduce carbon emissions, and promote improved health outcomes.
- Transport network improvements and design make getting around the city safer, healthier and more efficient.



Resilient

- Urban development supports social and physical resilience.
- Infrastructure, facilities and services are designed, maintained and improved to mitigate and adapt to the effects of natural hazards and climate change.

Further detail on our intended directions to guide the future growth and development of the city is included in the supporting [Action Plan](#).

Where will we grow?

Our previous approach to accommodating urban growth in Wellington was informed by the [Wellington Urban Growth Plan 2015](#).³⁴

The Urban Growth Plan was a 30-year plan based around the concept of a 'growth spine' that provided a key development, transport and investment corridor for the city anchored by the Johnsonville and Kilbirnie town centres.

The Urban Growth Plan also provided for 'greenfield' development at Upper and Lower Stebbings Valley and Lincolnshire Farm, with supporting economic hubs around the port and airport.

Our City Tomorrow replaces the Urban Growth Plan. It presents a renewed response to future growth and development in the city that takes into account national directives such as the National Policy Statement on Urban Development and other key influences such as:

- Housing affordability.
- Business land availability.
- Let's Get Wellington Moving.
- Infrastructure servicing.
- Climate change and natural hazards resilience.



³⁴ This plan updates, combines and replaces the Council's 2006 Urban Development Strategy and Transport Strategy and supersedes its previous 2003 Northern Growth Framework

It retains the essence of the previous 'growth spine' concept but broadens it to include recognition of the range of areas where our anticipated future growth is intended to be housed, with a focus on:

- The Central City.
- Our Inner Suburbs.
- In and around 14 key Suburban Centres across the city.
- Around existing and planned rapid transit stops.

It also includes continued provision for 'greenfield' development at Upper and Lower Stebbings Valley and Lincolnshire Farm.

The ability of these areas to accommodate growth varies depending on their characteristics and growth enablers like public transport, connections and accessibility, infrastructure, community, and social facilities.

Refer Vol.3, Map 2 in Map Book

This distributed approach to growth has the potential to provide for greater housing choice along with opportunities to improve the vibrancy and viability of these areas. It also represents the preferred approach to managing growth signalled by the community in the *Our City Tomorrow* engagement in 2017.³⁵

Key considerations that have informed this growth approach include:

- The [Wellington Regional Growth Framework](#).
- Public transport provision (including future provision associated with Let's Get Wellington Moving).
- The current and potential future role of the city and suburban centres.
- Proximity to the central city.
- Natural hazard and climate change risks.
- Community services and facilities.
- Access to green and open space.

³⁵ Refer *Our City Tomorrow* webpage on the Wellington City Council website: wellington.govt.nz/your-council/projects/planning-for-growth/our-city-tomorrow

How will we fund and service growth?

Coordinating land use planning and infrastructure provision is essential to delivering good growth outcomes for Wellington that are cost-effective and affordable, both now and into the future.

Our City Tomorrow provides a long-term (30-year) view of anticipated growth in the city and where it will be located. Doing this offers developers and infrastructure providers (including Council) a greater degree of certainty about the city's future growth. It also enables:

- Infrastructure providers to more effectively target where major investment is needed to support growth.
- Supporting social and community infrastructure to be investigated and planned in advance of growth.

This is particularly important as the scale of infrastructure investment required to address current network issues and support growth over the next 30 years is substantial, especially for three waters and transport.

Council's Financial and Infrastructure Strategy (2021-51) outlines how investment in infrastructure over the next 30 years will be managed and funded. To fund the delivery of infrastructure to support growth we will continue to collect development contributions as new lots are created and new houses and apartments are built. This will be supplemented by borrowing and rates, government subsidies (e.g. NZTA Waka Kotahi) and donations.

The size of this investment means it would be financially challenging to service all growth areas at once. It would also be unrealistic given the variable nature of the growth pressures experienced by these areas.

The nature, timing and location of infrastructure investment required to support growth therefore needs to be carefully planned. This includes consideration of such factors as associated technical investigations, business case development and planning and consenting processes.

The sequencing of growth and development through subdivision and land use controls in the District Plan also needs to be carefully managed to align with projected increases in infrastructure capacity. This is a crucial consideration as the National Policy Statement on Urban Development requires Councils to provide sufficient development capacity to meet expected short, medium- and long-term demand³⁶ that is both 'plan enabled' and 'infrastructure-ready'.³⁷

³⁶ Refer National Policy Statement on Urban Development 2020, Policy 2, pg.11

³⁷ Refer National Policy Statement on Urban Development 2020, Part 3: Implementation, subsections 3.2(2) and 3.3(2), pg.14

Sufficient flexibility also needs to be built into the approach to ensure that:

- Delivery timeframes can be accelerated or delayed based on the amount of demand experienced.
- It continues to strongly align with our long-term planning and infrastructure investment and financing strategies.

This will be achieved through a regular cycle of monitoring, reviewing, and updating *Our City Tomorrow* so that it remains 'fit for purpose'.

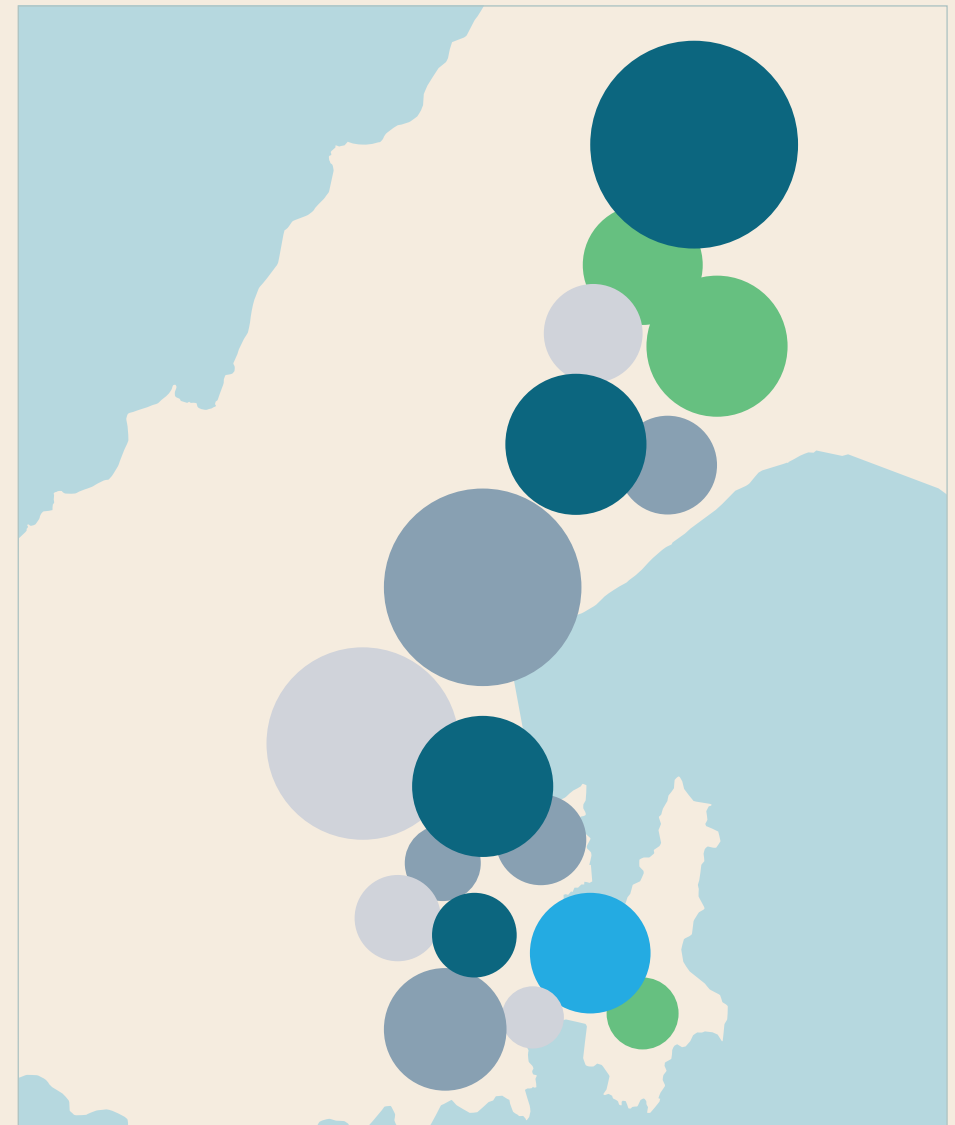
In parallel with investment, further consideration needs to be given to how we might more effectively manage network infrastructure demand. A heightened emphasis on demand management would:

- Result in better use being made of our existing infrastructure.
- Help reduce or defer future expenditure on new infrastructure to cater for growth.

Growth and intensification of existing urban areas



Investment priorities to support growth areas



Investment priorities to support growth areas

A practical long-term approach has been developed to fund the infrastructure required to meet our future needs. It prioritises identified growth areas and aligns investment to coincide with the timing of infrastructure delivery to service anticipated growth.

Prioritisation of these growth areas was based on a range of factors, including:

- The intensification directives in the National Policy Statement on Urban Development, particularly those applying to the Central City, metropolitan centres like Johnsonville and 'walkable catchments' on the edge of these areas and around existing and planned rapid transit stops.³⁸
- The nature and scale of localised infrastructure issues and constraints, along with any other key development challenges.
- The presence of any localised resilience issues.
- The amount of additional growth anticipated in the area.
- Council and other partner landholding and development interests in the area.
- Investment identified in the Council's Long-Term Plan and the Financial and Infrastructure Strategy.

In existing urban areas interventions will need to be tailored to meet the specific needs of individual growth areas as each of these present different infrastructural challenges and will experience growth at varying rates and at different times. These could range from infrastructure investment and regulatory requirements, to public realm improvements and redevelopment of Council-owned assets.

Where direct infrastructure investment is required to service anticipated growth, current capacity, and environmental issues along with the additional capacity generated by increased demand will need to be addressed.

Karori, for example, has been identified as a longer-term focus for future growth and intensification due to its current three waters and transport infrastructure constraints. As a result, we are looking to defer further intensification in the suburb beyond that currently enabled by the District Plan pending investment and delivery of necessary infrastructure.

In future greenfield areas, structure planning will be undertaken to direct land use and transport patterns, including the necessary infrastructure (and staging) specific to each location.³⁹

Adopting a prioritised, staged approach to servicing future growth offers a more realistic and achievable basis to ensure adequate funding is devoted in future Council long-term plans and Wellington Water's investment plans to address infrastructure needs in key growth areas (refer *Table 1*).

³⁸ Refer National Policy Statement on Urban Development 2020, Policy 3

³⁹ Refer Upper Stebbings & Glenside West Concept Masterplan and Lincolnshire Farm Structure Plan

Table 1: Infrastructure investment priorities to support growth

Timeframe for investment focus	Growth areas	Key considerations
Short to medium term - within the next 10 years	<ul style="list-style-type: none"> • Tawa • Johnsonville • Central City (including Te Aro and Adelaide Road) • Newtown 	<ul style="list-style-type: none"> • Initial focus for significant investment (particularly three waters and transport) to create capacity for growth. • Some investment identified within next 0-10 years in Long Term Plan (particularly for three waters, including creating additional capacity). • Impacted by National Policy Statement on Urban Development intensification requirements: Policies 3 (a)-(c) - key centres, rapid transit and walkable catchments. • Areas make a significant contribution to growth enablement and housing capacity (in total, up to 33,600 people and 13,800 dwellings). • Development is happening in these areas already and they are well-positioned to support more growth (e.g. strong existing public transport, other services and amenities). • Central City and Newtown will form the focus of early Let's Get Wellington Moving enablement works and Mass Rapid Transit development.
Medium to longer term - 10 to 20 years	<ul style="list-style-type: none"> • Newlands • Khandallah • Ngaio • Crofton Downs • Aro Valley • Mt Victoria • Mt Cook • Hataitai • Berhampore • Island Bay 	<ul style="list-style-type: none"> • Build on and support the initial (0-10 year) growth area priorities. • Close proximity and linked with the initial (0-10 year) growth areas (e.g. in terms of catchments and/or transport connections). • Focus on three waters and transport investment initially. • Some areas likely impacted by future Let's Get Wellington Moving investment (Berhampore, Island Bay, Hataitai in the medium-longer term, i.e. post-2031). • Some impact from National Policy Statement on Urban Development intensification requirements: Policies 3 (c)-(d) - walkable catchments within 15 minutes from the City Centre or 10 minutes from existing/future rapid transit stops. • These areas will provide additional capacity and housing choice near key centres and existing/future rapid transit (up to 15,300 more people and 6,400 more dwellings).

Timeframe for investment focus	Growth areas	Key considerations
Likely medium to longer term - 10 to 20 years but some uncertainty given resilience issues and future LGWM investment nature & timing	<ul style="list-style-type: none"> • Kilbirnie • Miramar 	<ul style="list-style-type: none"> • These centres have good transport connections and a range of services and amenities to support growth; they are also subject to a range of natural hazard risks and sea level rise impacts. • Some impact from National Policy Statement on Urban Development intensification requirements: Policy 3 (b)-(d) - key centres, rapid transit, and walkable catchments. • Current uncertainty in terms of the nature and timing of future Let's Get Wellington Moving investment (likely medium-longer term, post-2031).
Long term - likely 20+ years	<ul style="list-style-type: none"> • Churton Park • Thorndon • Karori • Kelburn • Brooklyn • Lyall Bay 	<ul style="list-style-type: none"> • Some of these areas require significant investment to resolve infrastructure capacity constraints (particularly Karori which requires major three waters and transport investment). • Some of these areas are currently: <ul style="list-style-type: none"> - constrained by their feasible development potential (Kelburn, Brooklyn) - recently built and restricted by private covenants so unlikely to change in the near future (Churton Park) - subject to resilience and natural hazards risks (Thorndon, Lyall Bay).
Developer / landowner driven - development likely within 10 years	<ul style="list-style-type: none"> • Strathmore Park • Upper Stebbings & Glenside West (Greenfield) • Lincolnshire Farm (Greenfield) 	<ul style="list-style-type: none"> • Timing of development is driven by the respective landowners and developers. • Structure planning is currently underway in greenfield areas to confirm land use, transport, and infrastructure.⁴⁰ • District Plan change/s required to enable development outcomes sought. • Expectation that developers will provide or fund the required infrastructure as part of development proposals (i.e. through development contributions) alongside Council investment.

Opportunities for these investment priorities to be reconsidered will be available via regular three yearly reviews of *Our City Tomorrow* as well as future long-term plan processes, including the Council's 30-year Infrastructure Strategy and Development Contributions Policy. Continued funding to address urgent operational issues (e.g. leaks, failures, environmental issues) and existing network capacity issues will also be provided in parallel.

⁴⁰ Refer Upper Stebbings & Glenside West Concept Masterplan and Lincolnshire Farm Structure Plan

Funding and financing approaches to support accelerated or alternative infrastructure delivery

New funding and financing approaches introduced by central government (e.g. Special Purpose Vehicles)⁴¹ offer a potential means to:

- Deliver infrastructure to key growth areas more quickly.
- Shift the costs to those who benefit.
- Free up Council funding for other priorities.

The potential to employ alternative tools to help deliver future infrastructure needs will be investigated as part of implementing *Our City Tomorrow* (refer [Action Plan](#)).

Additionally, where new development is proposed in locations with an identified infrastructure deficit consideration will be given to proposals that include 'developer funded' infrastructure provision that enables a significant increase in the development capacity of the site to be realised.

Working with other infrastructure and service providers

The Council is not the only provider of infrastructure in the city and is supported by several other organisations and agencies across the city (e.g. energy, electricity, transport, telecommunications, education, healthcare).

To meet our anticipated growth needs we will continue to work with these providers to (refer [Action Plan](#)):

- Determine future capacity and upgrade requirements.
- Coordinate and align infrastructure investment and delivery.

⁴¹ These are entities created under the Infrastructure Funding and Financing Act 2020 to fund and construct infrastructure to support housing and urban development, with any finance raised repaid by charging a levy to those who benefit from the infrastructure (e.g. homeowners in the area serviced by the new infrastructure)

Additional references

- Wellington Regional Growth Framework
- Infrastructure Funding and Financing Act 2020
- Lincolnshire Farm Structure Plan 2006
- Northern Area – A Framework for Growth Management 2003
- Upper Stebbings & Glenside West Concept Masterplan 2020
- Wellington Urban Growth Plan 2015
- Wellington City Council Development Contributions Policy 2015-16
- Wellington City Council Draft Financial and Infrastructure Strategy 2021-51

Volume Three: Our Plan - Central City

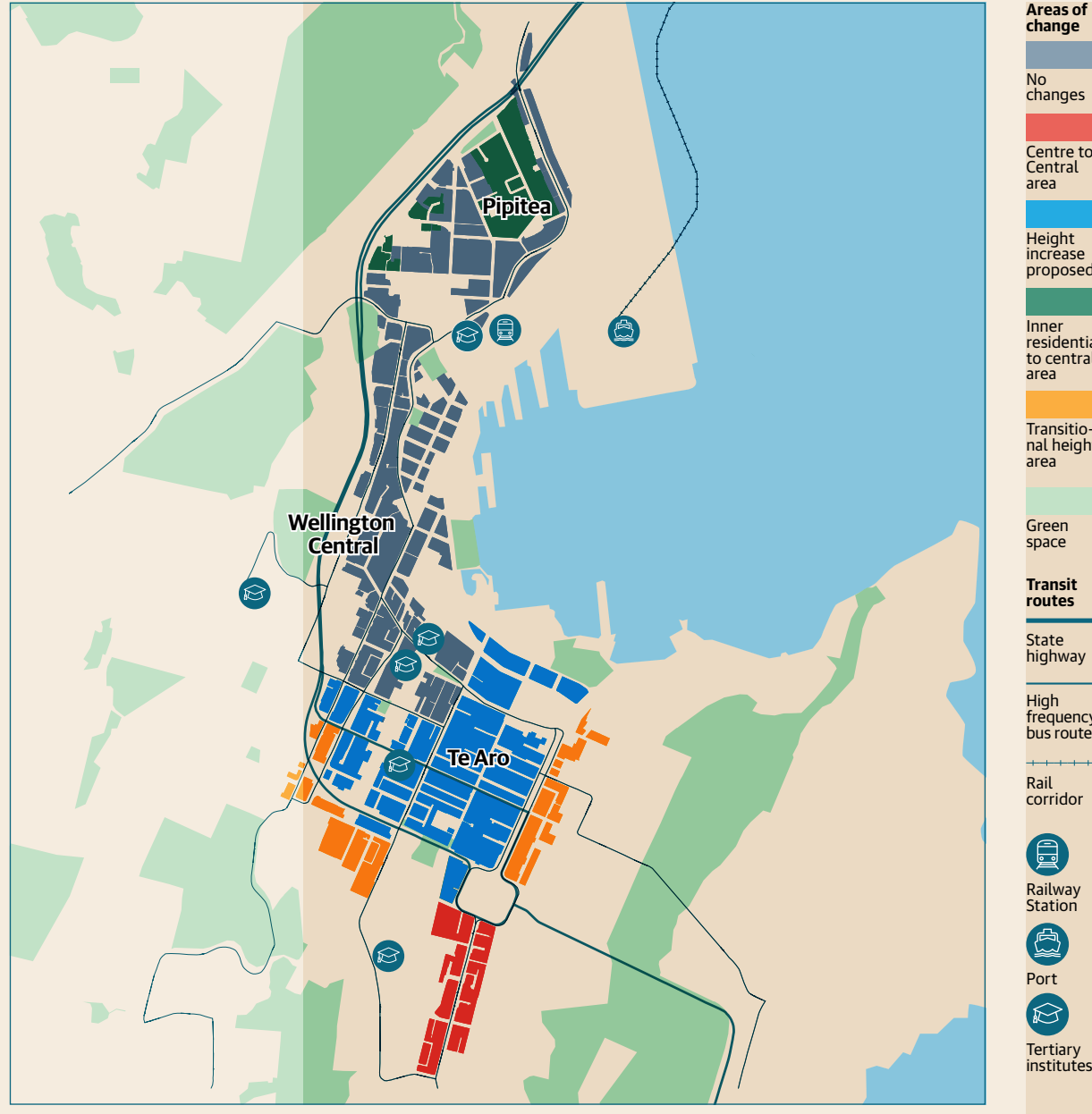
Structure



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Central city



Where are we now?

The Central City population is expected to grow by up to 18,000 more people. This means 8,100 more homes are needed.

The harbour and surrounding hills provide a distinct natural setting that shapes the Central City's urban form. This topography forms a compact city structure that concentrates a variety of complementary activities within the city centre.

Taranaki Whānui and Ngāti Toa Rangatira have strong and lengthy traditional, historical, cultural, and spiritual associations with numerous places and sites within the Central City. Some of the more prominent of these include Pipitea Marae and Pā, Kumutoto Kāinga and stream, Te Aro Kāinga, Waitangi and Whairepo Lagoons and statutory acknowledgement areas⁴² such as the Old Government Buildings and Turnbull House Historic Reserve.

Refer Vol.3, Map 3 in Map Book

The city centre is the commercial heart of our Capital City and the wider region. It is made up of a vibrant mix of inner city living, entertainment, educational and commercial activities. The area is currently home to an estimated resident population of around 17,000 people.⁴³ It is also a major employment hub, absorbing around 70%⁴⁴ of the city's overall workforce and occupying more than 1.6 million square metres⁴⁵ of existing commercial floor space.

Major infrastructure and facilities that contribute to the city's economic base are located within the Central City. It incorporates the Port and is the southern terminus of the North Island main trunk railway line, making the area a strategic transport hub. It is also home to many important institutions that attract people to Wellington. These include the National Museum of New Zealand Te Papa Tongarewa, the Wellington Regional Stadium and leading tertiary institutions such as Victoria University of Wellington and Massey University Wellington.

A mix of people, uses, heritage, places, and spaces has resulted in the area having a distinctive identity and appeal. This is characterised by the diversity of the areas that contribute to its make-up. These include:

- Pipitea.
- Parliament and surrounds.
- Wellington Central.
- The waterfront.
- Te Aro.

The Central City contains the highest concentration of Wellington's heritage buildings. It also includes our most visually prominent and architecturally diverse collection of buildings, many of which accommodate a variety of uses ranging from commercial offices to residential apartments.



18,000
more people



8,100
more homes needed

⁴² Statutory Acknowledgement Areas are areas or sites that Treaty of Waitangi/Te Tiriti o Waitangi claimant groups have a special relationship with and that are recognised in any proceedings under the Resource Management Act.

⁴³ Wellington City population forecasts, .idcommunity. It is based on the forecast 2021 population for the Te Aro and Wellington Central areas of the city

⁴⁴ Infometrics (2019), Wellington CBD Economic Profile. Around 119,000 of the 170,000 employed in the city in 2019 were based in the central city.

⁴⁵ Derived from Wellington Regional Housing and Business Development Capacity Assessment (2019) data, pg.

What does the future hold?

By 2047 up to 18,000 more people are projected to be living in the Central City – a doubling of the area’s current population.⁴⁶ This rise in population will necessitate the construction of another 7,900–8,800 new dwellings.⁴⁷

Growth in demand for commercial floor space across the city is also projected to increase over the next 30 years, with most of this anticipated in the city centre.⁴⁸ At the same time, we need to look after the things that help make the area unique, such as our waterfront and heritage areas, buildings, open space and trees.

How we go about addressing these anticipated growth needs and other key influences in an already developed central city will have a significant bearing on how the area looks and feels in future.

Our aim is to deliver high-quality new development and a supporting public realm that reinforces the Central City’s identity and unique ‘sense of place’, including its:

- Role as the nation’s capital.
- Surrounding topography and harbour setting.
- Rich Māori and tauiwi/non-Māori history.
- Compact, walkable city structure.
- Diversified and vibrant mix of activities.
- Visually prominent buildings and variety of architectural styles.
- Diversity of civic and public space.

⁴⁶ Based on Wellington Regional Housing and Business Development Capacity Assessment (2019). Figures include Thorndon as a Central City suburb not an Inner Suburb.

⁴⁷ Derived from Wellington Regional Housing and Business Development Capacity Assessment (2019) data, Table 2.12, pg.80. Figures include Thorndon as a Central City suburb instead of an Inner Suburb.

⁴⁸ Refer Wellington Regional Housing and Business Development Capacity Assessment (2019), Table 2.27, pg.100

To this end we are looking to introduce several changes to help enable, manage and support anticipated growth in the Central City. The changes are based on five underlying spatial directions:⁴⁹

- **Neighbourhoods**

Neighbourhoods support the day-to-day living needs of residents by providing quality local living, working and/or recreational environments. This includes:

- a mix of uses, and building forms and density that encourage social and economic diversity,
- providing open spaces that are useable, attractive and respond to the city's climate.

- **Connectors**

Connectors join places and people and offer those of all ages, stages, and levels of mobility with a choice of how they move around the Central City. This ranges from pathways, lanes and shared streets connecting people and places through to rapid transit corridors offering connections between home and work and future development opportunities.

- **Greener**

Greener focuses on providing for the health and well-being of the Central City and its inhabitants. This includes:

- connecting with our biodiversity and natural assets (e.g. Town Belt to Waterfront),
- incorporating 'green infrastructure' into our buildings, streets, and open spaces to manage stormwater runoff and improve resilience,
- providing 'green spaces' such as public open space, shared private space in residential developments and rooftop gardens that support the needs of local neighbourhoods.

- **Areas of change**

Areas of change are sites or blocks in the Central City that present redevelopment opportunities that offer the potential to:

- act as a positive catalyst for future change in an area,
- support a comprehensive approach being applied to amenity, green/open space access, pedestrian movement networks, neighbourhood identity, density, and mixed-use development.

- **Anchors**

Anchors are places that help to reinforce the continued community, economic and/or climatic resilience of the Central City. They are places that support our health, safety, wellbeing, and sense of connectedness, with many possessing particular character or identity that acts as a 'destinational magnet'. They include places such as Parliament, Te Papa, Pipitea Marae and the Town Belt as well as schools and tertiary institutes, other social infrastructure, iconic landmarks, or heritage places.

Influence of the National Policy Statement on Urban Development

The [National Policy Statement on Urban Development \(2020\)](#) directs building heights and density of urban form in city centres to realise as much development capacity as possible in order to maximise the benefits of intensification.⁵⁰ It provides an exception to this intensification requirement to take into account 'qualifying matters', including matters of national importance under section 6 of the Resource Management Act.⁵¹ One of these is the protection of historic heritage from inappropriate subdivision, use, and development.⁵²

There are a large number of heritage buildings and eight heritage areas identified in the Central City. These buildings and areas are considered to be relevant 'qualifying matters' so less intensive development than is directed by the policy statement is anticipated on adjoining sites.

Consistent with the policy statement there will also be no car parking requirements anywhere in the city (apart from accessible car parking).⁵³ This will enable sites across Wellington to be more efficiently used and developed. It also supports our goal of becoming a zero-carbon capital by 2050.

49 Refer Boffa Miskell/Warren & Mahoney (2020), Central City Spatial Vision, pgs. 2-3

50 Refer National Policy Statement on Urban Development (2020), Policy 3, pg.11. The supporting intensification guidance prepared by the Ministry for the Environment, Understanding and implementing intensification provisions for the NPS on urban development, notes that this could mean no maximum building heights or maximum gross floor area (GFA) standards in city centre zones or large parts of city centre zones (pg.30)

51 Refer National Policy Statement on Urban Development (2020), Policy 4, pg.11 and Subpart 6, 3.32(1)

52 Refer Resource Management Act 1991, s.6(f)

53 Refer National Policy Statement on Urban Development (2020), Policy 11, pg.13

What does it currently look like?

The Central City consists of a compact urban core that contains a wide mix of uses that reflect Wellington's role as our capital city. These include government, retail, education, entertainment, tourism and residential activities. Further residential development is encouraged given the contribution it makes to the overall vitality of the area, reducing car congestion and greenhouse gas emissions and the support it lends to the central city's primary commercial function.

The development pattern reflects the nature of the activity mix with much more intensive, fine-grained commercial/residential development, and higher levels of population density evident relative to other parts of the city. It is further reinforced by the 'high city/low city' approach to building height in the area.

- **'High city'** - largely centred on Lower Willis Street/Boulcott Street/ The Terrace/Featherston Street/ Lambton Quay/Customhouse Quay, an area of concentrated high-rise commercial development with convenient access to the city's main rail and bus transport hubs.
- **'Low city'** - an area of generally low-rise development on the edge of the 'high city' that provides a transition between the central area and adjoining inner suburbs.

Within the 'high city' provision is made for high density development between 55-95m/12-20 storeys, with provision for a mix of medium-high density between 10-44m/2-10 storeys in the 'low city'. This is tempered by measures to ensure that the scale of development reflects the intended urban form of the area ('high city'/'low city'), and recognises

and respects the scale and character of existing neighbourhoods and identified heritage areas. The contribution of buildings to the quality of the public environment, along with their accessibility and usability, is influenced by specific design guidance. Buildings that are unusually high/bulky are required to demonstrate that they can deliver 'design excellence'.

Limitations apply to new development in areas subject to earthquake faults (e.g. Thorndon Quay) and ground shaking to reduce development intensity and increase public safety. Measures to ensure residents, workers and visitors are provided with an adequate level of amenity within buildings and public space also apply (e.g. reasonable access to public open space, pedestrian shelter along streets/public open spaces, natural light into offices/apartments, public views of the harbour and key built/landscape features).

What is anticipated in the future?

What is anticipated?

A range of area-wide initiatives to accommodate anticipated growth in the Central City).

Refer Vol.3, Map 4 in Map Book

These include:

- An increase to the maximum permitted building height in Te Aro to at least 10 storeys.
- Increased building heights in areas on the edge of the Central City to at least 6 storeys and up to 8 storeys (i.e. areas along the edge of the city in Thorndon, Aro Valley and Mt Victoria).
- A minimum building height of 6 storeys.
- Introduce supporting controls to:
 - maintain viewshafts and sunlight access in specified areas,
 - manage the height of development next to heritage buildings/ areas, Character Precincts and public open space.
- Integrate the [Centres zoned area](#) bordering Adelaide Road between Rugby Street and the junction with Riddiford Street into the Central City area.
- Integrate pockets of Thorndon [Inner Residential zoned](#) properties in the vicinity of Selwyn Terrace and Portland Crescent and the area around Hobson Street into the Central City area.
- Retain the existing maximum permitted height standard for Thorndon Quay (35m) due to identified natural hazard risks.
- Introduce controls and guidance to encourage better apartment design, particularly around the size and usability of internal space and amenity considerations such as access to natural light, privacy/ outlook and outdoor living areas.
- Introduce building bulk and form controls that respond to the narrower, more intimate scale of many of the streets in the Te Aro area, and that offer a reasonable level of amenity to residents and pedestrians at street level.
- Ensure density is done well through design guidance, complemented by a focus on water sensitive urban design.
- Enable residential activity at ground floor level in areas clear of any identified natural hazard risk and along specific streets.
- Continue protection of existing sites of significance to Māori, and heritage areas, buildings and trees.
- Limit new development in areas subject to faults, liquefaction, flooding, tsunami and/or sea level rise to reduce development intensity and increase public safety.

These will be supplemented by a number of supporting initiatives that align with the directions in the [Central City Spatial Vision](#).

Neighbourhoods

Refer Vol.3, Map 5 in Map Book

The scale of anticipated change will vary across the Central City. In some neighbourhoods more immediate, large scale change is likely due to their aging building stock, brownfield development capacity and improved access to amenities, services, and public transport. In others it will be more limited due to their existing, largely developed nature and/or vulnerability to natural hazard risk or sea level rise.

What is anticipated?

- Create quality living and working environments based on a mix of uses and composition of form and density.
- Enable a diversity of building form and type, mixed-use and residential development that:
 - encourages vibrancy and economic diversity,
 - increases social resilience and connectedness,
 - results in site-responsive development that offers a high standard of design and amenity and responds to existing ground conditions and known natural hazard risks.

- Create enclosed, or partly enclosed, areas that provide sheltered sunny, safe spaces that suit Wellington's climate and offer access to natural light and relate well to the street.
- Retain the waterfront as a vibrant, high quality mixed use public environment with low-rise buildings, plenty of public open space and good connectivity to the Central City.

Further investigations

What is anticipated?

- Identify a range of distinct neighbourhoods in the Central City and, in collaboration with the local community, develop place-based plans to better understand the values and key principles to be considered in managing future growth and change.
- Investigate opportunities to provide additional public open space within individual neighbourhoods.

Connectors

Refer Vol.3, Map 5 in Map Book

What is anticipated?

- Base the role and form of Central City streets on their 'place' value and 'movement' function, including the nature and character of the surrounding neighbourhood.
- Align future connectors and transport modes in the Central City with those anticipated by the Let's Get Wellington Moving (LGWM) programme.
- Recognise and reinforce the key role that the transit network (including future LGWM initiatives such as mass rapid transit, bus priority, and walking and cycling improvements) plays in influencing:
 - the density of people living, working or moving in the Central City,
 - its use and enjoyment based on the quality of the transit corridors, supporting infrastructure and associated public space.
- Enable new commercial and mixed-use developments to take advantage of the relative location of transit network connectors and potential opportunities these create for development value uplift.
- Create a safe and accessible network of formal and informal pathways (e.g. laneways, cycle lanes and well-marked paths) throughout the Central City that:
 - cater for a range of active modes such as walking and cycling,
 - serve people of all ages, stages, and mobility levels,
 - link open space areas within and between neighbourhoods.
- Create a 'joined up' network of streets, lanes and through-block connections that enable people to move between the waterfront and town belt safely and conveniently, with priority allocated to active modes and public transport accessibility.
- Design and align future connectors in the Central City to reduce the discharge of contaminated stormwater to the harbour.
- Ensure that port and ferry services across the harbour, to the South Island and internationally are conveniently located and easily accessible.

Greening

Refer Vol.3, Map 5 in Map Book

What is anticipated?

- Provide improved connections between the Central City and our waterfront and town belt spaces.
- Create smaller, climatically responsive public open spaces at a neighbourhood scale to supplement the larger town belt and waterfront open spaces.
- Create a linked network of green connectors and spaces that:
 - combine to support the movement of people, ecological processes and stormwater management,
 - are tailored to local needs and conditions (e.g. public open space such as parks, shared private space such as central courtyards within residential developments),
 - have potential to act as refuges following natural hazard events.
- Encourage new development in the Central City:
 - to be designed and constructed to reduce levels of embodied carbon and ongoing carbon emission,
 - to incorporate climatically responsive 'greening' approaches to address heat gain, carbon sequestration and water usage.

Further investigations

What is anticipated?

- Investigate retrofitting existing streets with green infrastructure - particularly where these align with city runoff catchments - to address future flooding risks and help improve the local ecology.

Anchors

Refer Vol.3, Map 5 in Map Book

What is anticipated?

- Strengthen and redevelop Te Ngākau Civic Precinct into a resilient, high-quality public space.

Further investigations

What is anticipated?

- Identify places that can provide for mass recovery following large scale hazard events (e.g. Te Papa, Pipitea marae, Victoria/Massey University, Wellington Regional Hospital, Wellington Regional Stadium, Te Ngākau Civic Precinct).
- Identify places with distinctive character and identity that have strategic or destination qualities that contribute to the Central City's economic resilience (e.g. Cuba Street, Golden Mile, Pukeahu Park, Basin Reserve, Town Belt, Waterfront).
- Identify new and existing anchors to support and improve neighbourhood and wider community resilience (e.g. schools, social/health infrastructure (churches, clubs, healthcare facilities), iconic landmarks/ heritage places, open spaces with associated built facilities/ infrastructure).

Areas of Change

Refer Vol.3, Map 5 in Map Book

What is anticipated?

- Carry out precinct planning around mass rapid transit stations in collaboration with Let's Get Wellington Moving once a mass transit route has been confirmed, including consideration of:
 - comprehensive development of sites to accommodate a mix of uses,
 - public realm investment,
 - opportunities to capture the benefits derived from the mass transit infrastructure investment.
- Enable more intensive development in identified change areas, informed by key factors such as:
 - site orientation,
 - sunlight access to buildings,
 - access to open space and shared areas,
 - access to supporting social/ health infrastructure,
 - proximity to connectors and transport options.
- Invest in infrastructure and prioritise strategic public investment to support change areas, including collaboration between public and private interests and land aggregation to enable comprehensive development (e.g. strategic partnering to encourage redevelopment).




Further investigations

What is anticipated?

- Identify areas where comprehensive redevelopment will be actively encouraged, based on their:
 - ability to generate a catalytic public benefit/s (e.g. potential to act as an 'anchor', new green space or extension to the open space network),
 - size and potential to support a comprehensive and integrated approach to amenity, green/open space access, pedestrian movement networks, neighbourhood identity, density, and mixed-use planning.
- Identify further redevelopment opportunities (e.g. a site, a block, or several blocks) based, for example, on:
 - existence of a concentration of poor-quality buildings that could be re-purposed or removed,
 - conducive land/capital values,
 - owner aspirations,
 - proximity to the transit network,
 - current infrastructure capacity,
 - broader urban renewal opportunities.

How will this future be achieved?

The key actions we will be taking to implement *Our City Tomorrow* for the Central City are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> • High density commercial and residential development (1.1.1) • Commercial and industrial development (1.1.10, 1.1.11)
	1.2 New housing is well-designed and is responsive to the local context.	<ul style="list-style-type: none"> • Built form and design guidance (1.2.1, 1.2.2) • Place-based planning (1.2.4)
 Vibrant & Prosperous	5.1 Attractive, vibrant places that incentivise and support new development.	<ul style="list-style-type: none"> • Central city planning (5.1.1, 5.1.2) • City-wide public realm (5.1.7, 5.1.8)
	5.2 Increased opportunities to stimulate further employment and business growth and development in the city are available.	<ul style="list-style-type: none"> • Recognising the regional benefits of the Central City (5.2.1) • Providing business land for the long term (5.2.2, 5.2.3)
 Inclusive & Connected	2.1 Housing, public spaces and our transport network are safe and universally accessible for all, including children, older persons and those with disabilities.	<ul style="list-style-type: none"> • Improving our Public Transport System (2.1.6, 2.1.7)
	2.3 Our movement systems support a zero-carbon city; through a compact urban form and sustainable transport options, and promote improved health outcomes.	<ul style="list-style-type: none"> • Supporting Travel Behaviour Change (2.3.8) • Creating liveable streets (2.3.19)

Additional references

- [Central City Spatial Vision 2020](#)
- [Infometrics - Wellington City Economic Profile \(2019\)](#)
- [National Policy Statement on Urban Development 2020](#)
- [Wellington Regional Housing and Business Development Capacity Assessment 2019](#)
- [Wellington Water - Three Waters Assessment - Preferred Growth Scenario](#)

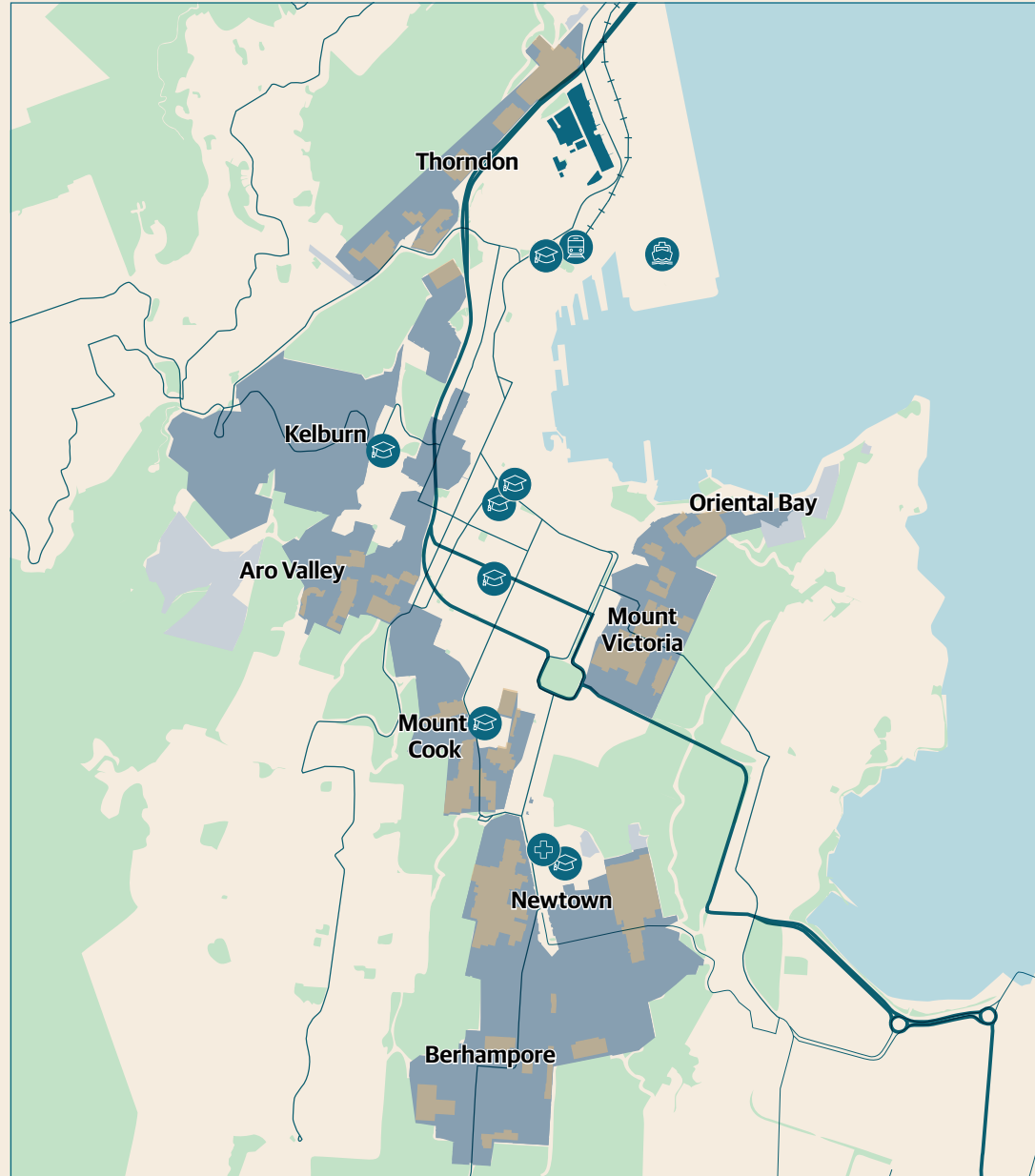
Volume Three: Our Plan - Inner Suburbs



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Inner suburbs



- Growth area**
 - High
 - Medium
 - Low
- Character precincts**
- Green space**
- Transit routes**
 - State highway
 - High frequency bus route
 - Rail corridor
- Railway Station**
- Port**
- Tertiary institutes**
- Hospital**

Where are we now?

The Inner Suburbs population is expected to grow by up to 14,000 more people. This means 4,100-5,400 more homes are needed.

Wedged between the central city and the Town Belt, the seven areas that comprise Wellington's inner suburbs are recognised and celebrated for the important contribution they make to defining the city's character along with the striking visual backdrop they offer the central city.

- Thorndon
- Aro Valley /Holloway Road/ The Terrace
- Kelburn
- Mount Victoria
- Oriental Bay
- Mount Cook
- Newtown/Berhampore

Many of the dwellings in the inner suburbs date from the mid-to-late 19th and early 20th century. The associated character and advantages of living close to the central city make them a highly attractive and popular place to live. Currently these suburbs reflect higher levels of population density compared with the city's outer suburban areas due to the concentrated, fine grained nature of development that has occurred over time.

This concentration of highly visible buildings, along with the hilly topography and Town Belt, has also contributed to shaping the city's unique 'sense of place', while the neighbourhood and town centres in Aro Valley, Berhampore, Thorndon, Mt Cook and Newtown add to the character, vibrancy and diversity offered by these areas. Apart from Thorndon⁵⁴ their more stable ground conditions and location relative to projected sea level rise also means that these suburbs are generally less vulnerable to natural hazard risk compared to other parts of the city.

The inner suburbs are readily accessible, with good connections to the central city and outlying suburban areas due to their proximity to existing and future public transport routes. They are also conveniently located to enable active and public transport access to employment and recreational opportunities, as well as major educational and healthcare facilities, such as Victoria University of Wellington, Massey University and Wellington Regional Hospital. This will be further enhanced in the future by movement initiatives linked to the Let's Get Wellington Moving Programme, particularly in Mt Cook and Newtown.



14,000
more people



4,100-5,400
more homes needed

⁵⁴ Thorndon is an exception as part of the western portion of the suburb between the Motorway and Te Ahumairangi Hill is located on the Wellington Fault

What does the future hold?

By 2047, up to 14,000 more people are expected to be living in the inner-city suburbs.⁵⁵ This rise will stimulate the need for another 4,100–5,400 new dwellings to be delivered during this period.⁵⁶

Their location close to the central city and convenient access to good public transport links and employment, supporting services and open space means there is strong demand for housing within the inner suburbs.

How we go about addressing the anticipated growth needs and other key influences within these suburbs will have a significant bearing on their look and feel in future. This is particularly the case in terms of their recognisable and valued character.

Careful consideration will need to be given to ensuring that future development respects the existing character of these suburbs while also enabling opportunities for these areas to change and evolve to meet the city's anticipated growth needs.

Along with these locational considerations, providing increased density in the inner suburbs will also:

- Reinforce the city's distinctive compact form.

- Capitalise on the lower levels of natural hazard risk offered by these areas relative to other parts of the city.
- Contribute to increasing the vibrancy of inner city living.
- Support our goal of becoming a Zero Carbon Capital by reducing vehicle reliance.

Denser development will also be further supported by movement initiatives linked to the Let's Get Wellington Moving programme.

Influence of the National Policy Statement on Urban Development

The [National Policy Statement on Urban Development \(2020\)](#) directs building heights of at least 6 storeys within a walkable distance of the edge of the city centre and metropolitan centre zones, as well as existing and planned rapid transit stops.⁵⁷ It also provides an exception to these requirements in order to take into account 'qualifying matters'.

This includes special characteristics where there is evidence to show that enabling this level of intensification to occur in a particular area/s would be inappropriate.⁵⁸

There is sufficient evidence to support the continued protection of areas/precincts exhibiting pre-1930s character in the inner suburbs as a 'qualifying matter', but on a more refined basis than at present. A lower level of intensification is anticipated in these areas with higher levels enabled over the balance of the suburbs to align with the directives in the policy statement.

Consistent with the policy statement there will also be no car parking requirements anywhere in the city (apart from accessible car parking).⁵⁹ This will enable sites across Wellington to be more efficiently used and developed and supports our goal of becoming a zero-carbon capital by 2050.

⁵⁵ Based on Wellington Regional Housing and Business Development Capacity Assessment (2019). Figures include Thorndon as a Central City suburb not an Inner Suburb. They also include Kelburn as an Outer Suburb, not an Inner Suburb.

⁵⁶ Derived from Wellington Regional Housing and Business Development Capacity Assessment (2019) data, Table 2.12, pg.80. Figures include Thorndon as a Central City suburb not an Inner Suburb. They also include Kelburn as an Outer Suburb, not an Inner Suburb.

⁵⁷ Refer National Policy Statement on Urban Development (2020), Policy 3, pg.11

⁵⁸ Refer National Policy Statement on Urban Development (2020), Policy 4, pg.11 and Subpart 6, 3.32(1) and 3.33

⁵⁹ Refer National Policy Statement on Urban Development (2020), Policy 11, pg.13

What do they currently look like?

The inner suburbs are compact and display a relatively intensive pattern of development, with higher levels of population density evident than in outlying residential parts of the city. A recognisable and distinctive character is also evident within most of these areas and is reflected in their formal recognition as 'Pre-1930 Character Areas' in the City's Operative District Plan.⁶⁰

Within these areas any new residential development currently needs to recognise and complement the existing local character, with rules in place to manage the design (including building bulk, height and scale), external appearance, and siting of new infill and

multi-unit development. Restrictions on the demolition of buildings pre-dating 1930 also apply in inner suburban neighbourhoods with significant concentrations of older buildings that contribute to their distinctive character.

Multi-unit development is currently provided for within the inner suburbs, particularly on larger undeveloped/underdeveloped sites. Rules applying to new residential development enable buildings between 1-3 storeys in height as well as a greater level of residential density compared to outer suburban areas (i.e. 40-50% site coverage vs 35% in the outer suburbs). Specific provision is made for medium-high rise development along Oriental Parade.

⁶⁰ These areas are located in Mt Victoria, Thorndon, Aro Valley, Holloway Road, The Terrace, Mt Cook, Newtown and Berhampore

What is anticipated in the future?

Thorndon, Aro Valley, Kelburn, Mt Victoria/Oriental Bay

Future development

What is anticipated?

- Apply a 15-minute walkable catchment from the edge of the city centre within which at least 6 storey development will be enabled.⁶¹

Refer Vol.3, Map 8 in Map Book

- Aside from identified Character Precincts:
 - retain existing height limits in the 'Oriental Bay Height Area' of the operative District Plan – this provides for medium-high density residential development along Oriental Parade,
 - enable up to 6 storey (Type 4a) development in the Kelburn commercial centre, but with height restricted to 3 storeys (Type 2) along the western edge of the centre to ensure new development respects the existing streetscape character of the area,
 - enable at least 6 storey (Type 4b) development within a 15-minute walking catchment of the edge of the city centre (e.g. Bolton Street, Aurora Terrace, Salamanca

Road, Rawhiti Terrace and Everton Terrace areas of Kelburn, most of Mt Victoria excluding areas identified as Character Precincts),

- enable 2–3 storeys (Type 2) in the McFarlane Street/Oriental Terrace areas of Mt Victoria,⁶²
- enable a mix of 2–3 storey (Type 2) and at least 6 storey (Type 4b) development around the Aro Valley commercial centre,
- enable 3–4 storey (Type 3) development adjacent to Victoria University and the central city,
- enable 2–3 storeys (Type 2) over much of the balance of Thorndon, Aro Valley, and Kelburn.

Refer Vol.3, Map 9 in Map Book

- Remove pre-1930 demolition controls over areas outside of identified Character Precincts.
- Retain current planning settings in those areas of Thorndon affected by the Wellington Fault.

Amenity and design

What is anticipated?

- Ensure there is a reasonable level of amenity for residents, including access to sunlight, outlook, open space and privacy, through District Plan controls.
- Ensure density is done well through design guidance, complemented by a focus on water sensitive urban design and landscaping.
- Identify and explore opportunities on suitable existing Council land to develop and demonstrate best practice medium density housing.
- Ensure new development in the Kelburn commercial centre is designed and sited so that the scale and bulk of buildings does not dominate the street (e.g. orientating tall buildings or parts of buildings to the centre or rear of a site).

Character precincts

What is anticipated?

- Redefine the physical extent of the current pre-1930 Character Areas and retain controls that restrict the demolition of houses constructed prior to 1930 in these redefined Character Precinct areas.

Refer Vol.3, Map 10 in Map Book

- Retain a maximum height limit of 3 storeys for new buildings in identified Character Precincts.
- Manage the transition with surrounding higher density areas to ensure there is a reasonable level of amenity for residents, including access to sunlight, outlook, open space and privacy, through District Plan controls.
- Ensure density is done well through Character Precinct specific design guidance.

⁶¹ Refer National Policy Statement on Urban Development (2020), Policy 3(c), pg.11. Also refer Ministry for the Environment (2020), Understanding and implementing intensification provisions for the NPS-UD, Section 5.5 – Walkable Catchments, pg.20

⁶² This is due to the valuable townscape contribution these areas provide as an iconic visual backdrop to the central city

Heritage, infrastructure & public open space

What is anticipated?

- Continue protecting existing sites of significance to Māori, and heritage areas, buildings, and trees within these suburbs, along with identifying and investigating further areas, buildings and trees that may warrant protection as part of the District Plan review process.

Refer Vol.3, Map 11 in Map Book

- Invest in three waters infrastructure to support growth opportunities.
- Improve existing and/or invest in new public/open spaces to service the future recreational needs of these suburbs.

Further investigations

What is anticipated?

- Develop a place-based plan for Kelburn in collaboration with the community to better understand the values and key principles to be considered in managing future growth and change in the suburb.
- Carry out community centre and open space assessments in Kelburn to identify opportunities to invest in existing and future open space and amenities/facilities.

Mt Cook, Newtown, Berhampore

Future development

What is anticipated?

- Aside from identified Character Precincts:
 - enable at least 6 storey (Type 4b) development within a 15-minute walking catchment of the edge of the city centre,
 - enable a mix of up to 6 storey (Type 4a) and 3-4 storey (Type 3) development around the Newtown and Berhampore commercial centres,
 - encourage medium density development (Type 2), particularly terraced housing and low-rise apartments, over most of the balance area.
- Refer Vol. 3, Map 9 in Map Book**
- Revise the Spatial Plan and District Plan once the mass rapid transit route and station locations for the area have been determined to encourage and/or enable:
 - improved walking and cycling access and public spaces in the vicinity of the stations,

- increased density and mixed use, where appropriate, within easy walking distance of stations,
- high quality design and redevelopment around the stations over time.

Amenity and design

What is anticipated?

- Ensure there is a reasonable level of amenity for residents, including access to sunlight, outlook, open space, and privacy, through District Plan controls.
- Ensure density is done well through design guidance, complemented by a focus on water sensitive urban design and landscaping.
- Identify and explore opportunities on suitable existing Council land to develop and demonstrate best practice medium density housing.

Character precincts

What is anticipated?

- Redefine the spatial extent of the current pre-1930 Character Areas and retain controls that restrict the demolition of houses constructed prior to 1930 in these redefined Character Precinct areas.
- Refer Vol. 3, Map 10 in Map Book**
- Retain a maximum height limit of 3 storeys for new buildings in identified Character Precincts.
 - Manage the transition with surrounding higher density areas to ensure there is a reasonable level of amenity for residents, including access to sunlight, outlook, open space and privacy, through District Plan controls.
 - Ensure density is done well through Character Precinct specific design guidance.




Heritage, infrastructure & public open space

What is anticipated?

- Continue protecting existing sites of significance to Māori, heritage areas, buildings, and trees within these suburbs, along with identifying and investigating further areas, buildings and trees that may warrant protection as part of the District Plan review process.
- Refer Vol. 3, Map 11 in Map Book**
- Invest in three waters infrastructure to support growth opportunities.
 - Invest in infrastructure and open space improvements in the Newtown centre.
 - Improve existing and/or invest in new public/open spaces to service the future recreational needs of these suburbs.

How will this future be achieved?

The key actions we will be taking to implement *Our City Tomorrow* for the Inner Suburbs are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> • Medium density residential and mixed-use development (1.1.2, 1.1.3) • Commercial and industrial development (1.1.10, 1.1.11)
	1.2 New housing is well-designed and is responsive to the local context.	<ul style="list-style-type: none"> • Built form and design guidance (1.2.1, 1.2.2) • Place-based planning (1.2.4)
 Inclusive & Connected	2.1 Housing, public spaces and our transport network are safe, universally accessible for all, including children, older persons and those with disabilities.	<ul style="list-style-type: none"> • Universal access and safety (2.1.1, 2.1.3) • Improving our public transport system (2.1.6, 2.1.7)
	2.2 Place, cultures, histories and people that contribute to Wellington's identity and sense of place are recognised and celebrated.	<ul style="list-style-type: none"> • Streetscape Character Protection (2.2.1)
 Vibrant & Prosperous	2.3 Our movement systems support a zero carbon city; through a compact urban form and sustainable transport options, and promote improved health outcomes.	<ul style="list-style-type: none"> • Enabling Low Carbon Transport Options (2.3.11, 2.3.12)

Additional references

- [Let's Get Wellington Moving](#)
- [Medium Density Housing Assessment Tools: Summary Report \(2018\)](#)
- [Wellington City Council, *Our City Tomorrow* Draft Spatial Plan for Wellington City – Citywide Estimated Growth Distribution Figures \(2020\)](#)
- [National Policy Statement on Urban Development \(NPS-UD\) 2020](#)
- [P. Cooke \(2006\), Mt Cook, Wellington – A History](#)
- [Wellington City Council: Pre-1930 Character Area Review + Boffa Miskell – Pre-1930 Character Area Review](#)
- [Wellington Regional Housing and Business Development Capacity Assessment](#)
- [Wellington Water – Three Waters Assessment – Preferred Growth Scenario](#)

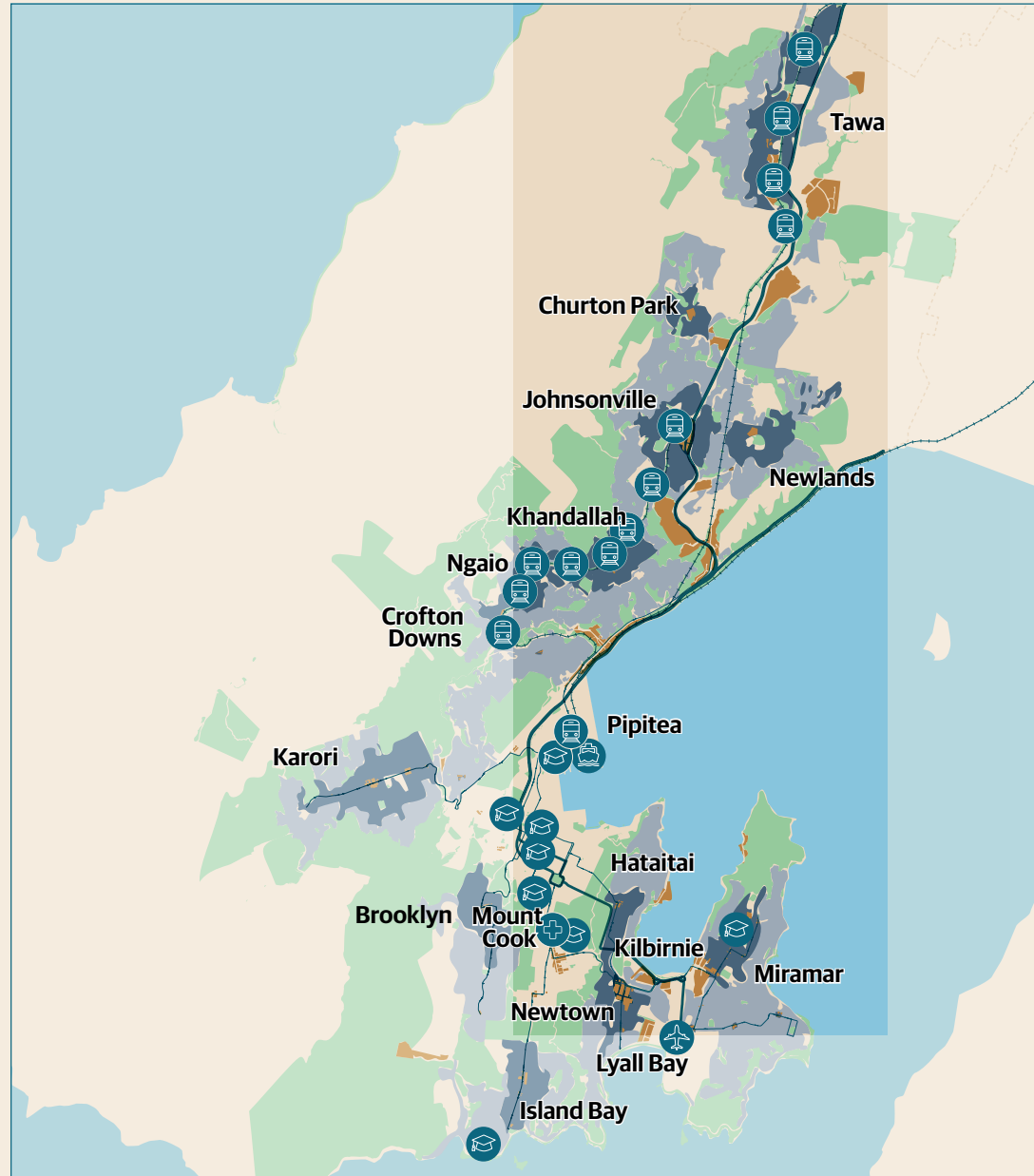
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Outer suburbs



- Growth area**
 - High
 - Medium
 - Low
 - Business areas
 - Green space
- Transit routes**
 - State highway
 - High frequency bus route
 - Rail corridors
 - Railway Station
 - Port
 - Tertiary institutes
 - Hospital
 - Airport

Where are we now?

The Outer Suburbs population is expected to grow by up to 42,500 more people. This means 12,600-18,000 more homes are needed.

Surrounding Wellington's inner suburbs are 14 'outer' suburbs that add local character and richness to the city's unique 'sense of place'.

Northern

- Tawa
- Churton Park
- Johnsonville
- Newlands

Eastern

- Hataitai
- Kilbirnie
- Miramar
- Lyall Bay

Western

- Khandallah
- Ngaio
- Crofton Downs
- Karori

Southern

- Brooklyn
- Island Bay



42,500
more people



12,600-18,000
more homes needed

Wellington's outer suburbs were mainly settled in the early – mid 20th century, with areas such as Karori experiencing marked growth in the earlier part of that century following the opening of the Karori Tunnel in 1900. By contrast, noticeable levels of growth in areas such as Newlands, Tawa and Crofton Downs did not occur until the 1940s. Collectively the suburbs currently contain around 41,500 dwellings serving a population of approximately 109,400.⁶³

Compared to the inner suburbs the residential character of the outer residential areas is more diverse, with differences attributable to such factors as greater variation in section size and shape, topography, building age and form, and landscape features such as native bush and streams. Houses are usually located on larger sections and development is typically more spacious.

Many of the outer suburbs are nestled between the Town Belt and Outer Green Belt, with this green backdrop

providing a wide range of easily accessible reserves, open spaces, playgrounds, parks and gardens. It also significantly contributes to the overall character of these areas.

They are well serviced by a variety of centres. Larger scale sub-regional and town centres such as Johnsonville, Kilbirnie, Karori and Miramar offer a wide range of service and employment opportunities including supermarkets, department stores and community facilities. Conversely, smaller scale centres such as Hataitai and Newlands provide for the daily convenience needs of local residents while also contributing to the character, vibrancy and diversity of these areas.

Most of the northern suburbs are handily located close to rail stations (i.e. Tawa, Johnsonville, Khandallah, Ngaio, and Crofton Downs). Good road and bus networks also provide convenient transport links across the outer suburbs to the central city, the airport and other regional centres.

63 StatsNZ 2018 Census data, usual resident population and dwellings (occupied, unoccupied, and under construction)

What does the future hold?

By 2047 up to 42,500 more people are projected to be living in the city's outer suburbs.⁶⁴ This rise will stimulate the need for another 12,600-18,000 new dwellings to be delivered during this period.⁶⁵

Like the central city and inner suburbs, how we go about addressing the anticipated growth needs and other key influences within the outer suburbs will have a significant bearing on their future look and feel. These suburbs are highly sought after by families and first home buyers for a variety of reasons, including:

- The range of housing choice available.
- The relative affordability of some areas compared to their inner residential counterparts (e.g. Newlands, Tawa).
- The range of centres offering a wide variety of services and employment opportunities.
- Easily accessible reserves, open spaces, playgrounds, parks and gardens.
- Movement options that enable convenient connection to services, schools and the central city.

These features, combined with available infrastructure capacity,⁶⁶ also mean the outer suburbs exhibit a number of key elements to support growth, particularly more intensive forms of housing focused around key centres. They also support a more compact urban form. This is further reinforced by the lower level of natural hazard risk evident in several of these areas relative to other parts of the city (e.g. Tawa, Johnsonville, Newlands, Khandallah, Brooklyn).

The Let's Get Wellington Moving programme and investment in public transport will be an important enabler of higher densities in areas located to the south of the central city (e.g. Hataitai, Kilbirnie, Island Bay) and Johnsonville to the north. A more efficient public transport system will also reduce carbon emissions and provide greater opportunities to use different active transport modes such as cycling and walking.

Previously urban growth and development in the city was guided by the [Wellington Urban Growth Plan 2015](#). This was a 30-year plan based around the concept of a 'growth spine' that provided a key development, transport and investment corridor for the city anchored by the Johnsonville and Kilbirnie town centres.

Building on this concept, *Our City Tomorrow* proposes growth within the outer suburbs being more densely distributed around 14 existing suburban centres in the north, east, south, and west of the city. Medium and higher residential densities are proposed in these suburbs based on a range of factors, including:

- Their capacity to absorb more housing.
- The size of the suburban centre.
- Ease of access by foot.
- Access to public transport, open space and community facilities and services.

⁶⁴ Based on Wellington Regional Housing and Business Development Capacity Assessment (2019). Figures include Kelburn as an Outer Suburb, not an Inner Suburb.

⁶⁵ Derived from Wellington Regional Housing and Business Development Capacity Assessment (2019) data, Table 2.12, pg.80. Figures include Kelburn as an Outer Suburb, not an Inner Suburb.

⁶⁶ The exception is Karori where available wastewater capacity is an identified constraint to future growth

Further intensification around key suburban centres will be supported by measures to encourage well designed, high quality housing. A diversity of housing style, type and scale will be encouraged to satisfy the needs of future residents while also positively contributing to the amenities, character and social connectedness of these areas.

It is anticipated that the associated suburban commercial centres will evolve as they grow. More mixed-use development within centres, with ground floor commercial and residential use above, will be encouraged. There is also scope to encourage taller buildings that provide more feasible development opportunities. In the larger Johnsonville and Kilbirnie centres, buildings up to 8 storeys in height will be enabled, while buildings up to 6 storeys or more will be enabled in the remaining 12 centres.

Influence of the National Policy Statement on Urban Development

The [National Policy Statement on Urban Development \(2020\)](#) directs building heights of at least 6 storeys within a walkable catchment⁶⁷ of the city centre and metropolitan centres.⁶⁸ In the Outer Suburbs, this requirement applies to the centres of Johnsonville and Kilbirnie.

Similar building heights are also required within a walkable catchment of existing and planned rapid transit stops.⁶⁹ In the Outer Suburbs, this applies to the following rail stations:

STATION	WALKABLE CATCHMENT ⁷⁰
Kenepuru, Tawa, Johnsonville, Linden, Redwood, Takapu Road, Raroa, Khandallah, Box Hill, Simla Crescent, Awarua Street, Ngaio, Crofton Downs	10 minutes

The policy statement provides an exception to this intensification requirement to take into account 'qualifying matters', including matters of national importance under section 6 of the Resource Management Act.⁷¹ One of these is significant risk from natural hazards.⁷²

Parts of Kilbirnie, Miramar and Lyall Bay are subject to a range of hazard risks including sea level rise, flooding, ground conditions/liquefaction and tsunami. As these hazards are considered to be relevant 'qualifying matters', less intensive development is anticipated in the areas affected than is directed by the policy statement. This is particularly evident around the Kilbirnie centre where lower scale 3-4 storey development is encouraged within the 10-minute walkable catchment due to the multiple hazard risks posed in this area.

Consistent with the policy statement there will also be no car parking requirements anywhere in the city (apart from accessible car parking).⁷³ This will enable sites across Wellington to be more efficiently used and developed and supports our goal of becoming a zero-carbon capital by 2050.

67 Refer Ministry for the Environment (2020), Understanding and implementing intensification provisions for the NPS-UD, Section 5.5 - Walkable Catchments, pg.20

68 Refer National Policy Statement on Urban Development (2020), Policy 3(c)(ii) and (iii), pg.11

69 Refer National Policy Statement on Urban Development (2020), Policy 3(c)(i), pg.11

70 A 10-minute walking catchment was applied around these rail stations given the range of amenities, facilities and services available in the respective catchment areas to support increased growth.

71 Refer National Policy Statement on Urban Development (2020), Policy 4, pg.11 and Subpart 6, 3.32(1)

72 Refer Resource Management Act 1991, s.6(h)

73 Refer National Policy Statement on Urban Development (2020), Policy 11, pg.13

What do they currently look like?

The Outer Suburbs typically reflect a pattern of development that is less intensive in nature, with larger sections and houses and lower levels of population density common in most areas.

There are existing medium density residential areas surrounding the centres of Johnsonville and Kilbirnie. Within these areas more intensive, 2-3 storey residential development is encouraged. Changes to existing character are likely to occur in these areas, but a strong emphasis is placed on the delivery of well designed, high quality housing and supporting public and private open space. Diversity in the style, type and scale of houses and the range of household type (i.e. 1-3+ bedroom units) is also encouraged to meet the needs of an increasingly diverse population.

Within the Johnsonville commercial centre more intensive development is enabled to support and build on the variety of social, community, entertainment and shopping activities and supporting public transport services on offer. Like the surrounding medium density areas, any new development in this and other Outer Suburb centres

(e.g. Tawa, Karori, Kilbirnie, Brooklyn) is expected to be of a high quality and design and to make a positive contribution to the local area. It also needs to be designed to enable efficient and best use of transport infrastructure including public transport, cycling and walking networks.

Across the rest of the Outer Suburb residential areas, 1-2 storey housing is generally permitted. More intensive multi-unit development, particularly on larger underdeveloped sites, is also provided for within these suburbs, with rules in place to ensure they are well designed and that any associated effects are properly managed.

What is anticipated in the future?

NORTHERN SUBURBS

Tawa, Churton Park, Johnsonville, Newlands

FUTURE DEVELOPMENT

Tawa

What is anticipated?

- Enable at least 6 storey (Type 4b) development within a 10-minute walking catchment of the Kenepuru, Linden, Tawa, Redwood and Takapu Road rail stations. This includes the Tawa commercial centre.
- Enable 3-4 storey (Type 3) development adjacent to the Tawa commercial centre.
- Enable 2-3 storey (Type 2) development along the valley floor and lower slopes of the western hills, all within convenient walking distance of good public transport links.
- Enable 1-2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 15 in Map Book

Churton Park

What is anticipated?

- Enable up to 6 storey (Type 4a) development in the Churton Park commercial centre.
- Enable 2-3 storey (Type 2) development surrounding the Churton Park commercial centre.
- Enable 1-2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 15 in Map Book

Johnsonville

What is anticipated?

- Enable 8 storey (Type 5) development in the Johnsonville metropolitan centre.
- Enable at least 6 storey (Type 4b) development within a 10-minute walking catchment of the Johnsonville and Raroa rail stations and the edge of the metropolitan centre.
- Enable 2-3 storey (Type 2) development within convenient walking distance of the Johnsonville commercial centre.
- Enable 1-2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 15 in Map Book

Newlands

What is anticipated?

- Enable up to 6 storey (Type 4a) development in the Newlands commercial centre.
- Enable 3-4 storey (Type 3) development adjacent to the Newlands commercial centre.
- Enable 2-3 storey (Type 2) development within convenient walking distance of the Newlands commercial centre.
- Enable 1-2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 15 in Map Book

AMENITY AND DESIGN**What is anticipated?**

- Require resource consent for all new multi-unit development, with a strong emphasis on building design to ensure that it makes a positive contribution to the neighbourhood and suburb.
- Ensure new development in the commercial centres is designed and sited so that the scale and bulk of buildings does not dominate the street (e.g. orientating tall buildings or parts of buildings to the centre or rear of a site).
- Ensure there is a reasonable level of amenity for residents, including access to sunlight, outlook, open space and privacy, through District Plan controls.
- Ensure density is done well through design guidance, complemented by a focus on water sensitive urban design and landscaping.
- Identify and explore opportunities on suitable existing Council land to develop and demonstrate best practice medium density housing.

FURTHER INVESTIGATIONS**What is anticipated?**

- Complete detailed assessments of the existing three waters (water, stormwater, wastewater) network capacity in Tawa and Johnsonville to confirm the level of investment required to service projected growth.⁷⁴
- Develop, in collaboration with the local community, place-based plans for Tawa, Churton Park, Johnsonville and Newlands to better understand the values and key principles to be considered in managing future growth and change in these suburbs.
- Carry out open space assessments in Tawa, Johnsonville and Newlands to identify future open space opportunities and investment in existing amenities/facilities.
- Carry out a community centre assessment in Churton Park to identify future investment in amenities on existing land.
- Identify and assess further public transport options for Churton Park to support increased residential density.
- Carry out an assessment of the Johnsonville metropolitan centre and State Highway severance issues and identify options to improve pedestrian connections to the main commercial and community areas.
- Carry out a transport assessment in Newlands to identify options for multimodal transport in the suburb, including walking and cycling access and strengthened connections to Johnsonville centre and employment opportunities.

⁷⁴ Pre-feasibility studies indicate that Tawa and Johnsonville require a high level of investment to ensure future growth is supported by sufficient water, stormwater and wastewater infrastructure capacity

WESTERN SUBURBS

Khandallah, Ngaio, Crofton Downs, Karori

FUTURE DEVELOPMENT

Khandallah

What is anticipated?

- Enable at least 6 storey (Type 4b) development within a 10-minute walking catchment of the Khandallah, Box Hill and Simla Crescent rail stations. This includes the Khandallah commercial centre.
- Enable a mix of 3-4 storey (Type 3) and 2-3 storey (Type 2) on the edge of the 10-minute walking catchments.
- Enable 1-2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 16 in Map Book

Ngaio

What is anticipated?

- Enable at least 6 storey (Type 4b) development within a 10-minute walking catchment of the Awarua Street and Ngaio rail stations. This includes the Ngaio commercial centre.
- Enable 2-3 storey (Type 2) development on the northern edge of Bombay Street.
- Enable 1-2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 16 in Map Book

Crofton Downs

What is anticipated?

- Enable at least 6 storey (Type 4b) development within a 10-minute walking catchment of the Crofton Downs rail station. This includes the Crofton Downs commercial centre.
- Enable 1-2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 16 in Map Book

Karori

Karori is one of our key growth areas but is currently affected by several infrastructure related constraints, particularly wastewater and to a lesser extent stormwater and transport. As these issues need to be resolved to enable the scale of growth projected over the next 30 years (up to 7,900 additional people)⁷⁵ the intensification of Karori will occur over a longer timeframe (20+ years) than other parts of the city.

What is anticipated?

- Enable up to 6 storey (Type 4a) development in the Karori commercial centre.
- Enable 3-4 storey (Type 3) development adjacent to the Karori commercial centre.
- Enable 2-3 storey (Type 2) development within convenient walking distance to good public transport links.
- Enable 1-2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 16 in Map Book

⁷⁵ Refer Wellington City Council, *Our City Tomorrow* Draft Spatial Plan for Wellington City - Citywide Estimated Growth Distribution Figures (2020), Table 3, pg.5.

Note: these figures will be updated in late 2021 following completion and release of the Wellington Regional Housing and Business Development Capacity Assessment Update

Amenity and design**What is anticipated?**

- Require resource consent for all new multi-unit development, with a strong emphasis on building design to ensure that it makes a positive contribution to the neighbourhood and suburb.
- Ensure that new development in the Khandallah, Ngaio, Crofton Downs and Karori commercial centres is designed and sited so that the scale and bulk of buildings does not dominate the street (e.g. orientating tall buildings or parts of buildings to the centre or rear of a site).
- Ensure there is a reasonable level of amenity for residents, including access to sunlight, outlook, open space and privacy, through District Plan controls.
- Ensure density is done well through design guidance, complemented by a focus on water sensitive urban design and landscaping.
- Identify and explore opportunities on suitable existing Council land to develop and demonstrate best practice medium density housing.

Further investigations**What is anticipated?**

- Complete detailed assessments of the existing 3 waters (water, stormwater, wastewater) network capacity in Khandallah, Ngaio, Crofton Downs and Karori to confirm the level of investment required to service projected growth. A particular focus on Karori is required in order to confirm investment needs and the timeframe for delivering necessary improvements and upgrades.⁷⁶
- Develop, in collaboration with the local community, place-based plans for Khandallah, Ngaio, Crofton Downs and Karori to better understand the values and key principles to be considered in managing future growth and change in these suburbs.
- Carry out open space assessments in Khandallah, Ngaio, Crofton Downs and Karori to identify future open space opportunities and investment in existing amenities/facilities.
- Carry out community centre assessments in Ngaio, Crofton Downs and Karori to identify future investment in amenities on existing land.
- Identify and assess options to resolve transport issues in Karori and connections in and out of the suburb, including mode shift.

⁷⁶ Pre-feasibility studies indicate that Karori requires a high level of investment to ensure future growth is supported by sufficient water, stormwater and wastewater infrastructure capacity.

EASTERN SUBURBS

Hataitai, Kilbirnie, Miramar, Lyall Bay

FUTURE DEVELOPMENT

Hataitai

What is anticipated?

- Aside from the Hataitai Heritage Area, enable up to 6 storey (Type 4a) development in the Hataitai commercial centre.
- Enable 3–4 storey (Type 3) development adjacent to the Hataitai commercial centre and along Moxham Avenue.
- Enable 2–3 storey (Type 2) development within convenient walking distance to good public transport links.
- Enable 1–2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 17 in Map Book

Kilbirnie

What is anticipated?

- Enable 8 storey (Type 5) development in the Kilbirnie metropolitan centre.
- Enable 3–4 storey (Type 3) development adjacent to the Kilbirnie metropolitan centre, excluding areas north of Rongotai Road and north-east of Kilbirnie Crescent subject to identified natural hazard risks.
- Enable 2–3 storey (Type 2) development within convenient walking distance to good public transport links.
- Enable 1–2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 17 in Map Book

Miramar

*Additional information about future development opportunities in Miramar can be found in the **Opportunity Sites** section.*

What is anticipated?

- Enable up to 6 storey (Type 4a) development in the Miramar commercial centre.
- Enable 3–4 storey (Type 3) development generally to the north of the Miramar commercial centre.
- Enable 2–3 storey (Type 2) development within convenient walking distance to good public transport links.
- Enable 1–2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 17 in Map Book

Lyall Bay

What is anticipated?

- Enable 3–4 storey (Type 3) development to the north of Endeavour Street.
- Enable development up to 3 storeys (Type 2) in the Lyall Bay commercial centre.
- Enable 2–3 storey (Type 2) development within convenient walking distance of the Lyall Bay commercial centre and to good public transport links.
- Enable 1–2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 17 in Map Book

Amenity and design**What is anticipated?**

- Require resource consent for all new multi-unit development, with a strong emphasis on building design to ensure that it makes a positive contribution to the neighbourhood and suburb.
- Ensure that new development in the Hataitai, Kilbirnie, Miramar and Lyall Bay commercial centres is designed and sited so that the scale and bulk of buildings does not dominate the street (e.g. orientating tall buildings or parts of buildings to the centre or rear of a site).
- Ensure there is a reasonable level of amenity for residents, including access to sunlight, outlook, open space and privacy, through District Plan controls.
- Ensure density is done well through design guidance, complemented by a focus on water sensitive urban design.
- Identify and explore opportunities on suitable existing Council land to develop and demonstrate best practice medium density housing.

Further investigations**What is anticipated?**

- Complete a detailed assessment of the existing 3 waters (water, stormwater, wastewater) network capacity in Miramar to determine the level of investment required to service projected growth.⁷⁷
- Develop, in collaboration with the local community, place-based plans for Hataitai, Kilbirnie, Miramar and Lyall Bay to better understand the values and key principles to be considered in managing future growth and change in these suburbs.
- Carry out an open space assessment in Kilbirnie, Miramar and Lyall Bay to identify future open space opportunities and investment in existing amenities/facilities.
- Carry out community centre assessments in Hataitai, Kilbirnie and Miramar to identify future investment in amenities on existing land.
- Carry out a traffic assessment in Hataitai to investigate the impact of growth on access to the State Highway network.
- Carry out traffic assessments in Kilbirnie, Miramar and Lyall Bay to investigate the impacts of medium density growth and sea level rise on the existing transport network.

⁷⁷ Pre-feasibility studies indicate that Miramar requires a high level of investment to ensure future growth is supported by sufficient water, stormwater and wastewater infrastructure capacity

SOUTHERN SUBURBS

Brooklyn, Island Bay

FUTURE DEVELOPMENT

Brooklyn

What is anticipated?

- Enable up to 6 storey (Type 4a) development in the Brooklyn commercial centre.
- Enable 3–4 storey (Type 3) development adjacent to the Brooklyn commercial centre.
- Enable 2–3 storey (Type 2) development within convenient walking distance to good public transport links.
- Enable 1–2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 18 in Map Book

Island Bay

What is anticipated?

- Aside from the Island Bay Village Heritage Area, enable development up to 6 storeys (Type 4a) in the Island Bay commercial centre.
- Enable 3–4 storey (Type 3) development adjacent to the Island Bay commercial centre.
- Enable 2–3 storey (Type 2) development along The Parade and within convenient walking distance to good public transport links.
- Enable 1–2 storey (Type 1) development over the balance of the suburb.

Refer Vol.3, Map 18 in Map Book

Amenity and design

What is anticipated?

- Require resource consent for all new multi-unit development, with a strong emphasis on building design to ensure that it makes a positive contribution to the neighbourhood and suburb.
- Ensure that new development in the Brooklyn and Island Bay commercial centres is designed and sited so that the scale and bulk of buildings does not dominate the street (e.g. orientating tall buildings or parts of buildings to the centre or rear of a site).
- Ensure there is a reasonable level of amenity for residents, including access to sunlight, outlook, open space and privacy, through District Plan controls.
- Ensure density is done well through design guidance, complemented by a focus on water sensitive urban design and landscaping.
- Identify and explore opportunities on suitable existing Council land to develop and demonstrate best practice medium density housing.

Further investigations




What is anticipated?

- Complete a detailed assessment of the existing 3 waters (water, stormwater, wastewater) network capacity in Island Bay to determine the level of investment required to service projected growth.⁷⁸
- Develop, in collaboration with the community, place-based plans for Brooklyn and Island Bay to better understand the values and key principles to be considered in managing future growth and change in these suburbs.
- Carry out community centre assessments in Brooklyn and Island Bay to identify future investment in amenities on existing land.
- Carry out open space assessments in Brooklyn and Island Bay to identify future open space opportunities and investment in existing amenities/facilities.

78 Pre-feasibility studies indicate that Island Bay requires a high level of investment to ensure future growth is supported by sufficient water, stormwater and wastewater infrastructure capacity

How will this future be achieved?

The key actions we will be taking to implement *Our City Tomorrow* for the Inner Suburbs are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> • High density commercial and residential development (1.1.1) • Medium density residential and mixed-use development (1.1.2, 1.1.3) • Commercial and industrial development (1.1.10)
	1.2 New housing is well-designed and is responsive to the local context.	<ul style="list-style-type: none"> • Built form and design guidance (1.2.1, 1.2.2) • Place-based planning (1.2.4)
 Vibrant & Prosperous	5.1 Attractive, vibrant places that incentivise and support new development.	<ul style="list-style-type: none"> • City-wide public realm (5.1.7)
	5.2 Increased opportunities to stimulate further employment and business growth and development in the city are available.	<ul style="list-style-type: none"> • Providing business land for the long term (5.2.2, 5.2.3)
 Inclusive & Connected	2.1 Housing, public spaces and our transport network are safe, universally accessible for all, including children, older persons and those with disabilities.	<ul style="list-style-type: none"> • Universal access and safety (2.1.1, 2.1.3) • Improving our public transport system (2.1.6, 2.1.7)
	2.3 Our movement systems support a zero carbon city; through a compact urban form and sustainable transport options, and promote improved health outcomes.	<ul style="list-style-type: none"> • Supporting travel behaviour change (2.3.7, 2.3.8) • Enabling low carbon transport options (2.3.11, 2.3.12, 2.3.16)

Additional references

- [Assessment and Evaluation of Wellington's Outer Suburbs - Beca and Studio Pacific Architecture](#)
- [National Policy Statement on Urban Development \(NPS-UD\) 2020](#)
- [Our Natural Capital - Wellington's Biodiversity Strategy](#)
- [Our Capital Spaces - An Open Spaces and Recreation Framework for Wellington: 2013-23](#)
- [Predator Free Wellington](#)
- [Stats NZ 2018 Census](#)
- [Three Waters Summary Asset Management Plan](#)
- [Wellington Regional Housing and Business Development Capacity Assessment](#)
- [Wellington Urban Growth Plan \(2015\)](#)
- [Wellington Water - Three Waters Assessment - Outer Suburbs addendum](#)
- [Wellington Water - Three Waters Assessment - Preferred Growth Scenario](#)

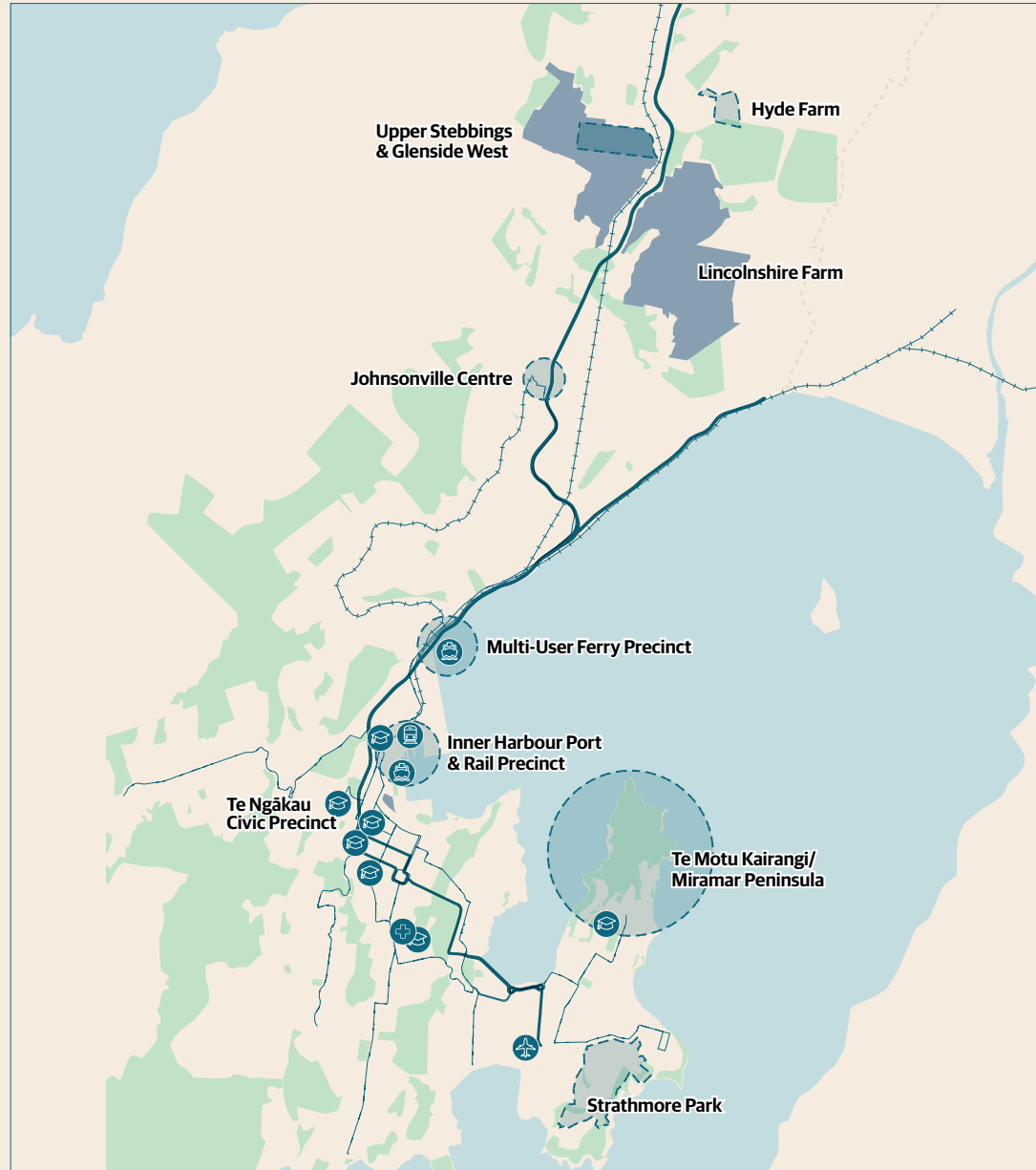
Volume Three: Our Plan - Opportunity Sites



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Opportunity sites



- Planning in progress
- Future focus area
- Green space
- Transit routes**
- State highway
- High frequency bus route
- Rail corridors
- Railway Station
- Port
- Tertiary institutes
- Hospital
- Airport

What are our opportunity sites?

If Wellington is to meet the challenges of the future all parts of the City will need to embrace and manage change. Not all change will be immediately transformative, with incremental change occurring in many places over several years.

A range of key opportunity sites have been identified around the City. These are sites where there is significant potential for change as a result of comprehensive new development, infrastructure improvements or the redevelopment of existing urban areas.

These sites include:

Greenfield sites

- Upper Stebbings and Glenside West.
- Lincolnshire Farm.
- Hyde Farm.

Sites within our existing urban area

- Te Motu Kairangi/Miramar Peninsula.
- Strathmore Park.
- Future Mass Rapid Transport Station Precincts.
- Johnsonville Centre.
- Te Ngākau Civic Precinct.
- Multi-user Ferry Precinct.
- Inner Harbour Port and Railway Precinct.

[Refer Vol.3, Map 19 in Map Book](#)

We will work closely with landowners and external partners to transform these sites. This includes coordinating land use, transport improvements and investment in infrastructure to create the right conditions to generate economic and urban growth that benefits the city.

Wellingtonians have told us that future growth should largely be located within our existing urban area. To do this we need to optimise the development potential of existing urban areas, including locations such as Johnsonville and Strathmore Park.

Greenfield development sites, such as Lincolnshire Farm, Hyde Farm, Upper Stebbings and Glenside West, represent the last of our undeveloped urban land suitable for future urban development. To ensure these sites deliver the new homes, employment opportunities and quality urban environments needed to accommodate growth it is vital that they are planned and developed in a coordinated and integrated way.

Infrastructure is a crucial element of this, as our opportunity sites help signal where growth is anticipated and where investment in supporting infrastructure is required.

Upper Stebbings and Glenside West

Where are we at now?

What does it currently look like?

Located between Churton Park and Tawa, Upper Stebbings and Glenside West are one of the last remaining greenfield areas available for new housing in the city. Alongside Lincolnshire Farm these areas are identified in the Northern Growth Management Framework and the Wellington Urban Growth Plan as locations for future urban development.

Upper Stebbings comprises open farmland nestled in a valley between the Marshall and Bests ridges. Glenside West comprises pasture between Marshall Ridge and Middleton Road.

The Arohata Prison site and surrounding Crown land is in the process of being transferred to Ngāti Toa as part of their Treaty Settlement. Apart from the operational prison area it is largely covered in pine forest. Ngāti Toa have signaled interest in investigating the development potential of the currently undeveloped part of the site in future.

The areas are located near shops and services in Tawa and Churton Park. They are also close to transport links at Takapu rail station and the State Highway interchange at Westchester Drive.

The Upper Stebbings and Glenside West area has a number of important streams and Significant Natural Areas typically comprising native bush and forested gullies. The area includes higher ground around Marshall Ridge and is steep in several places.

[Refer Vol.3, Map 19 in Map Book](#)

What are the key challenges?

A key challenge in the area is protecting the natural values of the Upper Stebbings and Glenside West land while providing much needed new housing and associated infrastructure. Future development will need to satisfy requirements and regulations around stormwater management, protection of freshwater and significant natural areas and housing supply. Topography will also have a major influence on its future urban form.



What does the future hold?

Planning for future housing is underway in Upper Stebbings and in a small, southern section of Glenside West. A development [concept plan](#) was shared with the community in 2020.

A vision and supporting design principles for these areas were developed with the local community, with the vision being:⁷⁹

People living in a community unique to Wellington that is an inclusive and diverse urban area with green spaces, quality transport systems, and effective infrastructure.

The supporting development principles include:⁸⁰

- A compact and diverse community with high standards of liveability.
- Diverse housing types and styles to meet diverse needs.
- A community where you can see, experience and play amongst the native flora and fauna.
- A community designed from the start to be environmentally responsible.
- A community that embodies Wellington's cultural diversity, friendly people, festivities and creativity.
- A well-connected community with facilities and activities so that people can thrive.
- Good public and active transport connections.
- Green and traditional water infrastructure that works together improving water quality and preventing flooding.

What is anticipated?




- Create a new community with over 600 dwellings, including:
 - a mix of housing types,
 - green spaces catering for a variety of recreational activities,
 - a main road connecting to the existing road network and supporting cycleways and a future bus service,
 - walkways providing access across the development and to tracks on the edge of the area including future opportunities to connect to the Outer Green Belt,
 - retention of areas of mature native bush,
 - retention of the Stebbings Stream and key tributaries.
- Introduce as part of the District Plan review process:
 - a Future Urban Zone over these areas,
 - Development Area overlays and associated provisions to guide future residential development of the areas.
- Explore with Ngāti Toa, the Department of Corrections and relevant stakeholder's potential development options for the Arohata Prison site and surrounding Crown land.

⁷⁹ Refer Projects – Upper Stebbings and Glenside West development concept – Wellington City Council

⁸⁰ Refer Projects – Upper Stebbings and Glenside West development concept – Wellington City Council

How will this future be achieved?

The key actions we will be taking in these areas are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> New planned suburbs within the urban footprint (1.1.8)
 Greener	3.3 Important natural and physical features that enhance the city's character and identity are protected and the natural environment contributes to improving our quality of life.	<ul style="list-style-type: none"> Protecting biodiversity and landscapes (3.3.1, 3.3.2)
 Inclusive & Connected	6.1 Mana Whenua development and landowner interests are recognised in planning and developing our city.	<ul style="list-style-type: none"> Identifying and recognising mana whenua interests and aspirations (6.1.2).

Lincolnshire Farm

Where are we at now?

What does it currently look like?

Lincolnshire Farm occupies a large land area between the suburbs of Woodridge, Grenada North and Horokiwi. The site is strategically located near State Highway 1, the Takapu rail station and the planned Petone to Grenada link road.

The land has been earmarked for future urban development since the 1970s, with its growth potential reconfirmed in the Northern Growth Management Framework. The Lincolnshire Farm Structure Plan was adopted and included in the District Plan in 2013.

Part of the area is already developed with houses and businesses. The balance is in pasture interwoven with some gullies and regenerating bush.

What are the key challenges?

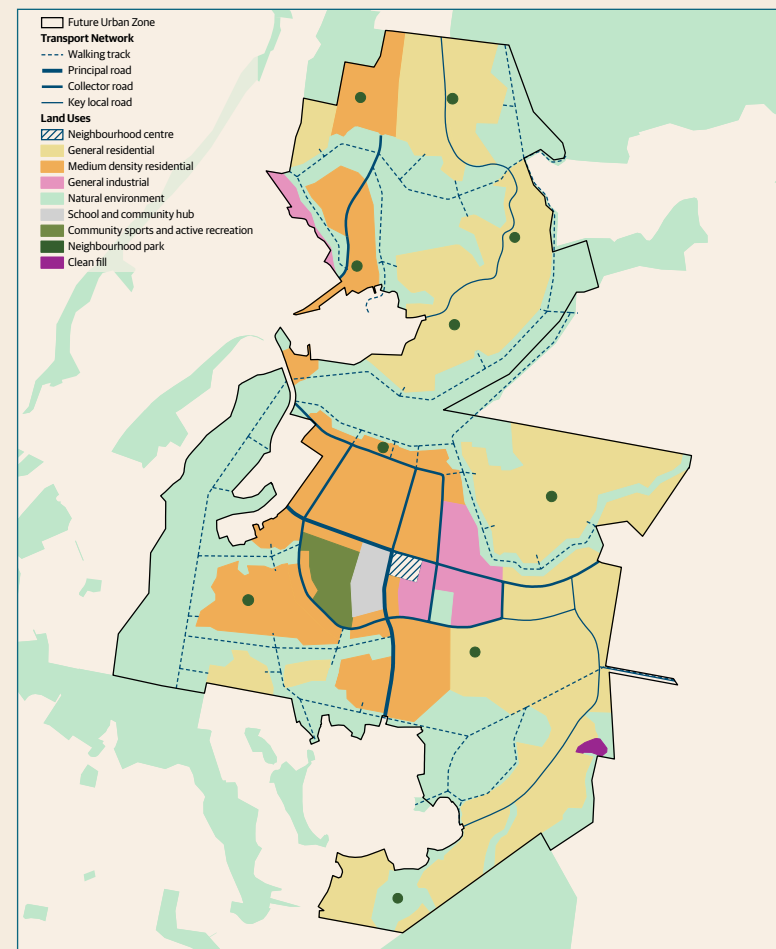
Since the Lincolnshire Farm Structure Plan was adopted the city and region have changed significantly. There is an increased focus on optimising housing densities and making efficient use of greenfield land for housing.

There are also new requirements in terms of freshwater and biodiversity management. This has implications for Lincolnshire Farm as the area contains numerous streams and Significant Natural Areas.

The location and form of the Petone to Grenada Link Road also remains uncertain, with this Waka Kotahi NZ Transport Agency project currently on hold. The uncertainty around the route and delivery timeframe for this road complicates future development planning in this area.

The design of transport connections through the hilly topography within the development area and to surrounding suburbs also presents a challenge.

Lincolnshire Farm Structure Plan





What does the future hold?

What is anticipated?

- Review the current Lincolnshire Farm Structure Plan and future growth opportunities for the area, and update the plan including making provision for:
 - a neighbourhood centre to provide facilities for local residents and workers,
 - houses in a variety of densities and types, with more intensive development around the neighbourhood centre,
 - a business area to provide employment opportunities,
 - green corridors that protect areas of significant landscape and ecological value and provide for recreational opportunities,
 - new road connections and a movement network that supports walking, cycling and public transport,
 - a link road from State Highway 1 to State Highway 2.
- Consider the following changes to the structure plan as part of the review:
 - reduce the extent of the proposed business area, recognising that demand can be met in other business/industrial areas in Grenada North and the wider region,
 - expand the medium density housing area,
 - change the zoning of the rural-residential areas to general residential to optimise housing delivery,
 - review the extent and location of open space areas and reserves,
 - include a site for a future primary school and community centre.
- Introduce controls as part of the District Plan review process to enable the area to transition to a high-quality urban environment.

How will this future be achieved?

The key actions we will be taking in these areas are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> • New planned suburbs within the urban footprint (1.1.8)
	1.3 Long term investment in our infrastructure, community and recreation facilities and services supports future development in existing and planned urban areas.	<ul style="list-style-type: none"> • Long term infrastructure planning, prioritising and funding (1.3.3)
 Greener	3.3 Important natural and physical features that enhance the city's character and identity are protected and the natural environment contributes to improving our quality of life.	<ul style="list-style-type: none"> • Protecting biodiversity and landscapes (3.3.1, 3.3.2)

Hyde Farm

Where are we at now?

What does it currently look like?

Hyde Farm is a 15-hectare rural site that neighbours an existing industrial area in Grenada North. It is located close to State Highway 1 and has convenient access to existing infrastructure connections on the neighbouring Grenada North industrial land.

The area is largely hilly, intersected by two stream gullies running in a north-south direction. Electricity transmission lines also run through the site.

Refer Vol.3, Map 19 in Map Book

What are the key challenges?

The impacts of development on nearby Significant Natural Areas and the two streams that flow through the area will need to be carefully managed if this land is to be urbanised.

What does the future hold?

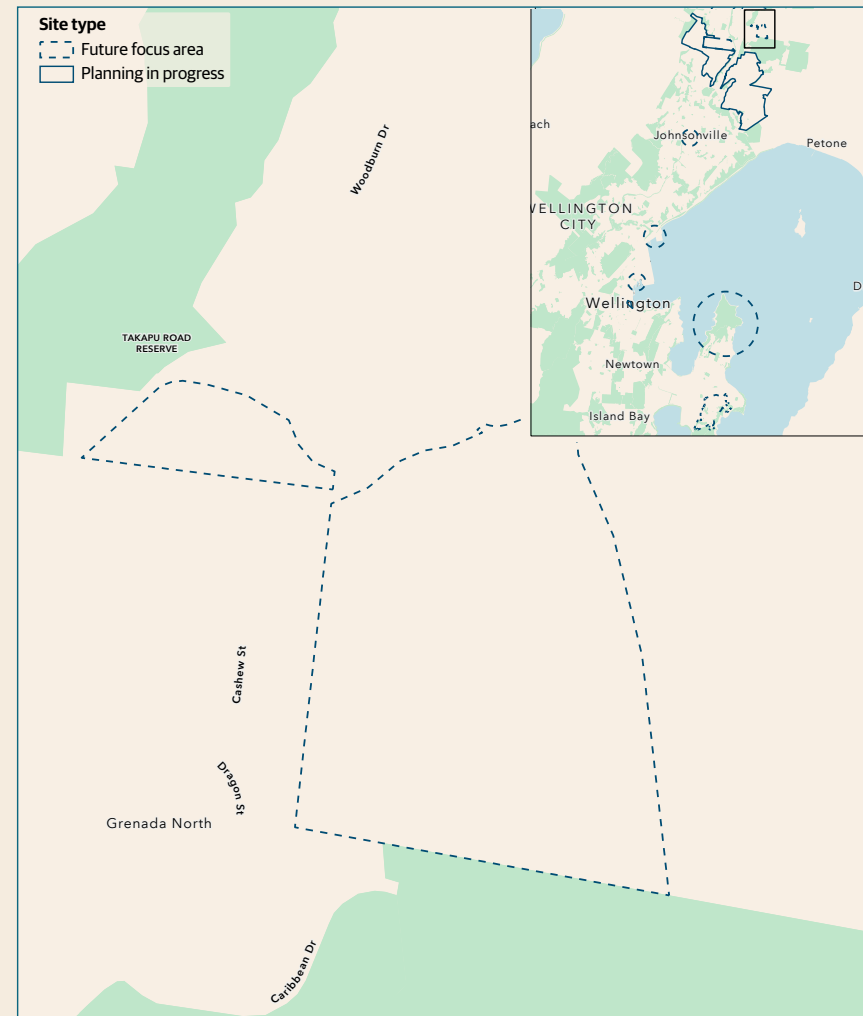
As the adjacent Grenada North industrial area is strategically important to Wellington and the wider region the proximity of Hyde Farm to this area lends itself to enabling similar activities and development to occur on this site.

Providing for business/industrial land at Hyde Farm will relieve pressure on Lincolnshire Farm for these uses, particularly land that may be better suited for residential development. It also presents a more suitable locational alternative for future business/industrial uses given the uncertainties around the route and timing of the Petone to Grenada link road.

What is anticipated?



- Enable expansion of the existing Grenada North industrial area by rezoning a portion of Hyde Farm from rural to general industrial as part of the District Plan review process.
- Co-ordinate the delivery of supporting infrastructure services.

Hyde Park Future Focus Area



How will this future be achieved?

The key actions we will be taking in these areas are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> Commercial and industrial development (1.1.10, 1.1.12)
 Vibrant & Prosperous	5.2 Increased opportunities to stimulate further employment and business growth and development in the city are available.	<ul style="list-style-type: none"> Providing business land for the long term (5.2.2, 5.2.3)

Te Motu Kairangi/Miramar Peninsula

Where are we at now?

What does it currently look like?

Te Motu Kairangi/Miramar Peninsula is located at the entrance to Wellington Harbour in the city's eastern suburbs. The peninsula has a mix of residential and employment areas and is home to the film industry. The former Mt Crawford Prison is located at its northern end but is no longer operational.

The peninsula features a rocky coastline, beaches, a prominent ridge around its outer edge and a large area of low-lying land, the Miramar flats. It also has extensive areas of regenerating native bush.

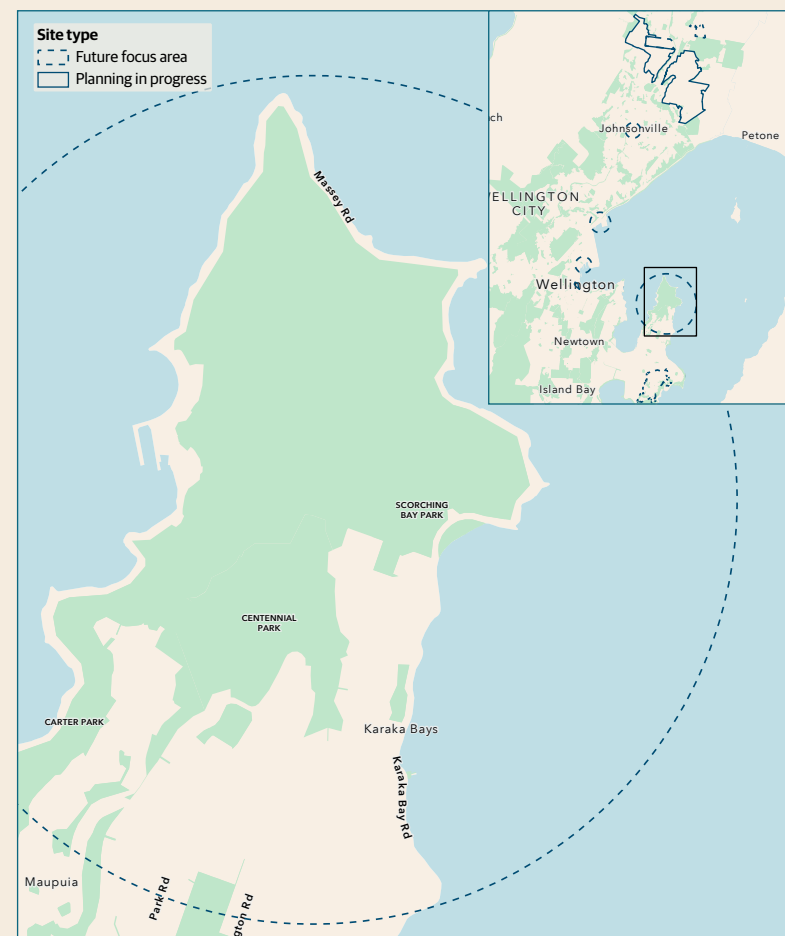
Te Motu Kairangi has a rich cultural past with many important Māori cultural sites and areas reflecting its lengthy history of occupation and settlement located throughout the peninsula. It continues to be an area of particular traditional, historical, cultural and spiritual importance to Taranaki Whānui. In more recent times it has also witnessed a strong European military presence, as reflected in the developments at Shelly Bay and Fort Dorset.

Watt's Peninsula forms the northern most tip of the area. Government agencies, such as the Ministry of Defence, have occupied most of this peninsula for several decades, restricting public access to much of the coast and hillside. Today, large portions of the area remain undeveloped with several remnant military fortifications and memorials scattered throughout. (refer Vol.3, Map 19 in Map Book)

What are the key challenges?

There is wide ranging public interest in the land due to its history, high visibility and strategic location. The Crown's disposal of the land and its Treaty of Waitangi obligations mean that our ability to protect or influence future change in the area is limited.

Te Motu Kairangi/Miramar Peninsula Future Focus Area



What does the future hold?





Watt’s Peninsula is currently in the process of being disposed by the Crown. Once this process is finalised there is an opportunity for us to work with key stakeholders to identify and consider future aspirations for the site. This could include protecting and promoting the historic and cultural values of the area, enhancing its ecological, open space and recreational values, or exploring its future housing potential.

What is anticipated?

- Work with Taranaki Whānui, central government agencies, other stakeholders, landowners and the community to understand the values and aspirations held for the area and the opportunities these present locally and across the wider city.
- Encourage future development of Watt’s Peninsula to be informed by a masterplan process to ensure a co-ordinated and design led approach to delivery of development and supporting infrastructure.
- Introduce controls to protect the historic and cultural values of the Peninsula and identified Significant Natural Areas as part of the District Plan review process.

How will this future be achieved?

The key actions we will be taking in these areas are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> • Medium density residential and mixed-use development (1.1.5)
	1.2 New housing is well-designed and is responsive to the local context.	<ul style="list-style-type: none"> • Place-based planning (1.2.4)
 Inclusive & Connected	2.2 Places, cultures, histories and people that contribute to Wellington’s identity and sense of place are recognised and celebrated.	<ul style="list-style-type: none"> • Protecting historic heritage (2.2.2, 2.2.3, 2.2.4) • Working with our mana whenua partners (2.2.5)
 Greener	3.3 Important natural and physical features that enhance the city’s character and identity are protected and the natural environment contributes to improving our quality of life	<ul style="list-style-type: none"> • Protecting biodiversity and landscapes (3.3.1)
 Mana Whenua	6.1 Mana Whenua development and landowner interests are recognised in planning and developing our city.	<ul style="list-style-type: none"> • Identifying and recognising mana whenua interests and aspirations (6.1.2)
	6.2 Design of our public space is undertaken in collaboration with mana whenua.	<ul style="list-style-type: none"> • Recognising the cultural importance of public spaces (6.2.2)

Strathmore Park

Where are we at now?

What does it currently look like?

Strathmore Park is a suburb located on the Miramar Peninsula, between Wellington International Airport and Seatoun.

The area currently consists of a small commercial centre, Broadway Ave, and a large area of housing interspersed by bush and a network of open spaces with walking tracks and bush.

Strathmore is also the location of Scots College and Kahurangi School, a relatively recent addition to the suburb. These are supported by several preschools, kindergartens, playgrounds and community facilities.

Strathmore Park is approximately 148 hectares in size and has a current population of around 4,000. Its elevated location away from the effects of sea level rise and other hazard risks makes it a desirable location for residential development.

Government owned housing has been a significant part of the development of Strathmore since the 1930s and is spread across the suburb. Some of this housing stock is ageing and in need of renewal.

Beyond the built form of Strathmore, the area is bounded by significant areas of open space, including the Eastern Walkway and a large area of ecologically significant coastal shrubland at its southernmost point.

Refer Vol.3, Map 19 in Map Book **What are the key**

challenges?

Kāinga Ora (previously Housing New Zealand) are looking into the condition of their housing stock in Strathmore and considering future investment scenarios. This provides an opportunity to consider regeneration of the neighbourhood, including investment in transport connections and the Strathmore commercial centre.

Strathmore Park Future Focus Area







What does the future hold?

What is anticipated?

- Work with Kāinga Ora, iwi, the Strathmore community and other key stakeholders to develop a master plan for the area that includes:
 - a range of modern, warm, safe and dry homes, including state homes,
 - improvements to public transport connections across the suburb through to Miramar and Kilbirnie, including the potential opportunities offered by a future mass rapid transit route to Miramar,
 - investment in upgrading the Strathmore suburban centre to provide a catalyst for more mixed use, including commercial and community activities.

How will this future be achieved?

The key actions we will be taking in these areas are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> • Medium density residential and mixed-use development (1.1.2, 1.1.3, 1.1.5)
	1.2 New housing is well-designed and is responsive to the local context.	<ul style="list-style-type: none"> • Built form and design guidance (1.2.1, 1.2.2) • Place-based planning (1.2.4, 1.2.6)
 Inclusive & Connected	2.1 Housing, public spaces and our transport network are safe and universally accessible for all, including children, older persons and those with disabilities.	<ul style="list-style-type: none"> • Universal access and safety (2.1.1, 2.1.2) • Improving our public transport system (2.1.6, 2.1.7)
	2.2 Place, cultures, histories and people that contribute to Wellington's identity and sense of place are recognised and celebrated.	<ul style="list-style-type: none"> • Protecting historic heritage (2.2.3) • Working with our mana whenua partners (2.2.5)
 Vibrant & Prosperous	5.1 Attractive, vibrant places that incentivise and support new development.	<ul style="list-style-type: none"> • Suburban centres planning and investment (5.1.10)
 Mana Whenua	6.1 Mana Whenua development and landowner interests are recognised in planning and developing our city.	<ul style="list-style-type: none"> • Identifying and recognising mana whenua interests and aspirations (6.1.2)

Future Mass Rapid Transit Station Precincts

Where are we at now?

What does it currently look like?

Let's Get Wellington Moving (LGWM) is a joint programme involving Wellington City Council, Greater Wellington Regional Council, Waka Kotahi NZ Transport Agency, Taranaki Whānui ki te Upoko o te Ika, and Ngāti Toa Rangatira. Its vision is 'a great harbour city, accessible to all, with attractive places, shared streets, and efficient local and regional journeys'.

To realise this vision, more people need to be moved through the city with fewer vehicles. This will be achieved by a range of short, medium- and long-term initiatives that:

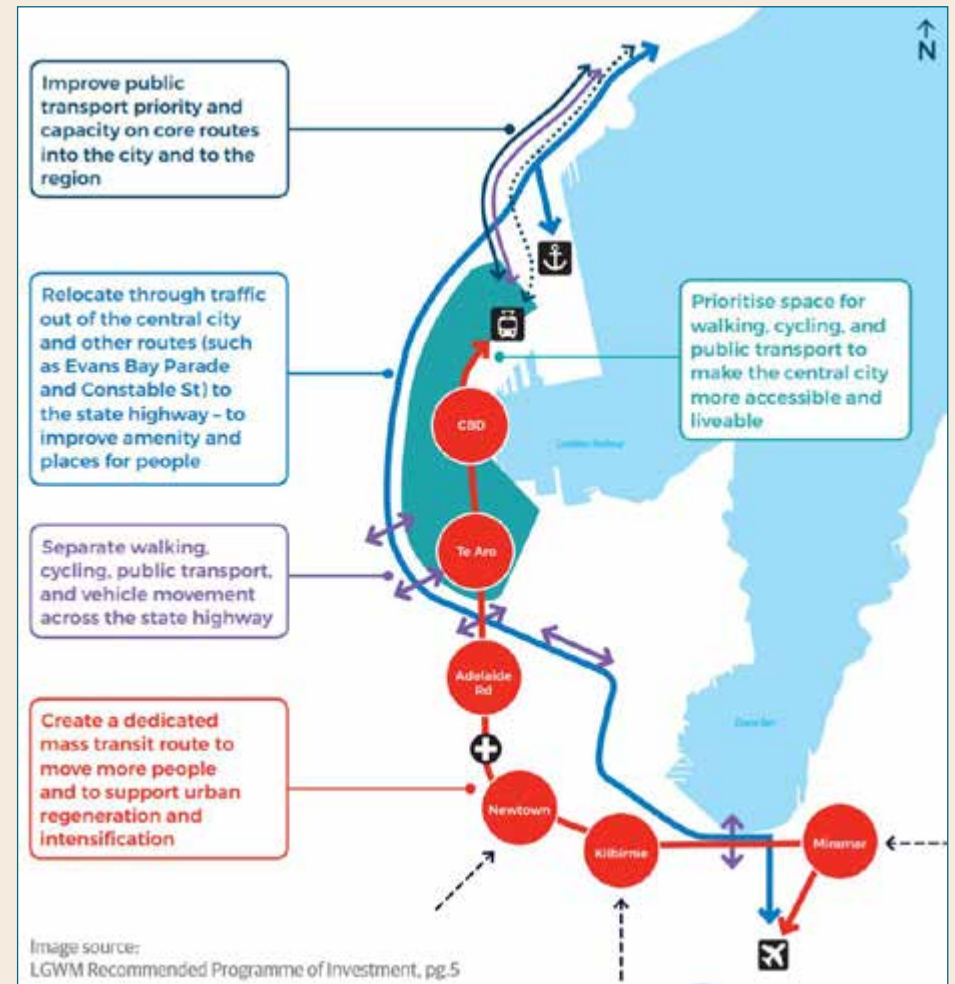
- Provide transport options to cater for the population growth expected over the next 30 years.
- Recognise and build on key features that make the city a great place to live, work, study and visit.

A key proposal is introducing mass rapid transit from the Wellington rail station to the southern and/or eastern suburbs.

This will be a long-term project but once completed will play a key role in supporting intensification in the Central City and elsewhere along its route, providing better access and amenity for residents. It will also help Wellington achieve its carbon neutral goal by 2050.

A high level, preferred route was included as part of the LGWM Recommended Programme of Investment, but potential routes and mass rapid transit station locations are now being assessed in detail as part of developing a business case. The Central City is an area of focus for this investment as mass rapid transit will help:

- Support the existing mixed-use nature of the Central City.
- Intensify and enhance the quality of development near the transit stations.



What are the key challenges?

Planning the mass rapid transit route is very complex and needs to be rigorously tested to ensure the route(s) deliver the greatest value and benefit for Wellington.

The route and station locations are still in the planning stage. This means there is a level of uncertainty regarding the focus of specific improvements to our walking and cycling and green networks, or to enable associated employment and housing growth opportunities.

What does the future hold?

Once the mass rapid transit route and station locations are confirmed, precinct planning around the stations will enable their transport benefits to be considered alongside land use and public realm aspirations for these areas. It will also help to inform future changes to the District Plan to enable comprehensive, high quality mixed-use development around the stations, including high density housing, employment opportunities, pedestrian connections and public spaces.

Beyond the initial planning, there will also be further opportunities to:




- Partner with other organisations and the private sector to deliver high quality development in the right locations.
- Capture increases in land value resulting from the mass rapid transit infrastructure and use this to support the investment.
- Target investment in public realm improvements including open space and green infrastructure.

What is anticipated?

- Provide continuing support for the mass rapid transit project.
- Work with our LGWM partners to develop precinct plans around future mass transit stations once the route and station locations have been confirmed.
- Engage with stakeholders and landowners during the precinct planning process to maximise the benefits to the community of improved public transport accessibility.
- Include an integrated transport plan into each precinct plan to show how public transport, walking, cycling and other micro-modal transport and access for people with disabilities, service vehicles and private transport can serve a range of functions within the precinct.

How will this future be achieved?

The key actions we will be taking in these areas are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> • Medium density residential and mixed-use development (1.1.2, 1.1.3)
 Inclusive & Connected	2.1 Housing, public spaces and our transport network are safe and universally accessible for all, including children, older persons and those with disabilities.	<ul style="list-style-type: none"> • Universal access and safety (2.1.1, 2.1.2) • Improving our public transport system (2.1.6, 2.1.7)
	2.3 Our movement systems support a zero carbon city; through a compact urban form and sustainable transport options; and promote improved health outcomes.	<ul style="list-style-type: none"> • Supporting travel behaviour change (2.3.7, 2.3.8) • Enabling low carbon transport options (2.3.11, 2.3.12, 2.3.14, 2.3.16) • Creating liveable streets (2.3.19, 2.3.20)
 Vibrant & Prosperous	5.1 Attractive, vibrant places that incentivise and support new development.	<ul style="list-style-type: none"> • Central city planning (5.1.1, 5.1.2) • City-wide public realm (5.1.8)

Te Ngākau Civic Precinct

Where are we at now?

What does it currently look like?

Te Ngākau Civic Precinct is Wellington's unique civic heart and an important gateway between the city and harbour. The precinct is the product of our evolving 20th century planning, civic and architectural ideals and is a place that we strongly identify with and where we can engage in civic life.

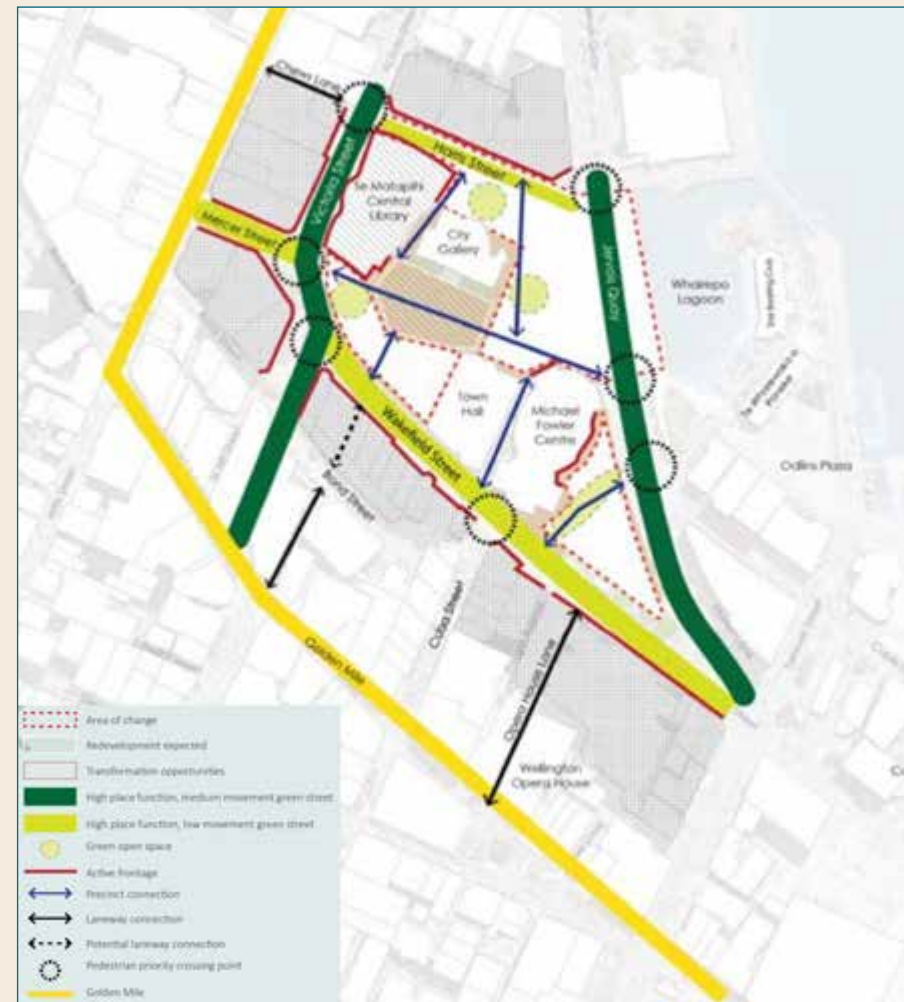
The civic buildings and assets within the precinct are in various states of operation and repair. Some are currently closed due to earthquake damage or as a precaution due to seismic risk. These include Te Matapihi ki te Ao Nui/ Wellington Central Library, the Civic Administration Building, the Municipal Office Building, Wellington iSite, car parks and Capital E. The Town Hall is currently under repair/earthquake strengthening, while the Michael Fowler Centre, City Gallery and Civic Square remain open.

Refer Vol.3, Map 19 in Map Book

What are the key challenges?

Existing buildings within the precinct are seismically vulnerable. In addition, the precinct itself faces significant water related issues. These include flooding and inundation and the increasing threat posed by climate change and sea level rise.

The Civic Square's effectiveness as a public space is also questionable. It currently lacks adequate activation from surrounding buildings. It also presents safety and access issues due to differing ground levels, obstructed sightlines, and an overall lack of permeability, legibility and intuitive wayfinding.



What does the future hold?

There is a unique opportunity to enhance the vibrancy of the precinct as our civic hub and to better connect it to the city and waterfront. We have developed a [draft framework](#) for the precinct that has at its heart the following vision:⁸¹

'Te Ngākau is the beating heart of our capital city: A thriving neighbourhood where creativity, democracy, discovery and arts experiences collide on the edge of the Te Whanganui-a-Tara'.

This vision is supported by several objectives centred around creating a place that:⁸²

- Expresses our culture and embeds mana whenua values into design.
- Respects and incorporates experiences of architecture, design and heritage balanced with ensuring its functional role for the city.
- Is vibrant, welcoming and supports a range of uses.
- Integrates with the city and the waterfront.
- Is safe, inclusive, comfortable and green.
- Is resilient, sustainable and enduring.
- Is easily and safely accessible and integrated with the wider transport network.

As we cannot deliver the vision and objectives on our own, a partnership approach will be adopted to ensure the precinct is developed efficiently and to a high standard. Any redevelopment will need to address the identified issues and demonstrate how it meets the wider objectives for the precinct.

What is anticipated?

- Finalise the [Te Ngākau Draft Framework](#), and use this as the basis to guide future development of the precinct.
- Ensure that any new development within the precinct:
 - is responsive to its heritage values,
 - delivers on its wider objectives,
 - contributes to a high-quality public realm,
 - is designed to be resilient and adaptable for the future.
- Investigate opportunities to redevelop the public realm and the potential for additional or replacement built form within the precinct.

⁸¹ Refer National Policy Statement on Urban Development (2020), Policy 3, pg.11

⁸² Refer Te Ngākau Civic Precinct Draft Framework (2021), pgs.30-34

How will this future be achieved?

The key actions we will be taking in this area are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Vibrant & Prosperous	5.1 Attractive, vibrant places that incentivise and support new development.	<ul style="list-style-type: none"> • Central city planning (5.1.1, 5.1.2) • City-wide public realm (5.1.7, 5.1.8)
 Mana Whenua	6.2 Design of our public space is undertaken in collaboration with mana whenua.	<ul style="list-style-type: none"> • Recognising the cultural importance of public spaces (6.2.2)

Johnsonville Centre

Where are we at now?

What does it currently look like?

Johnsonville Centre is Wellington's largest and most significant commercial centre outside the Central City.

The centre sits on the floor of a natural basin and is largely surrounded by housing nestled into the northern suburb hills. The centre is identified as a Sub-regional Centre in the District Plan, with its physical extent generally bounded by Johnsonville Road, Broderick Road and Moorefield Road.

Within the centre, shops and other commercial uses dominate. These are mostly located in large-footprint buildings of one or two storeys, accompanied by extensive areas of surface car-parking.

Refer Vol.3, Map 19 in Map Book

What are the key challenges?

The [National Policy Statement on Urban Development](#) sets a strong mandate for Councils to enable growth in areas well connected to public transport as well as in and around Metropolitan centres.⁸³ As the centre now qualifies as a Metropolitan Centre under the

[National Planning Standards](#)⁸⁴ and the Johnsonville train station is strategically located within the centre, a greater density of development both within and around it is expected to occur.

Enabling density in a coordinated manner which delivers good quality outcomes for the community will be a key challenge.

The centre is also currently focused around private vehicle usage despite excellent access to public transport. As a result there is poor pedestrian and cycle connectivity within the centre, as well as to and from it.

While Johnsonville is fortunate to be located close to rail and bus services, there is a significant opportunity to better integrate these into the centre. Coordinating future improvements to the design of these services and investment in the necessary transport infrastructure will involve multiple stakeholders and is likely to be complex and challenging.

As the centre is bordered by State Highway 1 and a railway line, possible noise impacts on anticipated residential growth in the centre will also need to be considered.



83 Refer National Policy Statement on Urban Development (2020), Policy 3, pg.11

84 Refer National Planning Standards (2019), pg.37

What does the future hold?

Johnsonville centre plays an important role in servicing the northern suburbs. Forecast growth in these suburbs, and the desirability of living near a transport hub and an important commercial centre, is likely to lead to an increased demand in employment, housing and commercial services in the centre and the surrounding suburb area.

In 2008 we developed the [Johnsonville Town Centre Plan](#). The plan provides a framework to guide the future development of the centre and coordinate public and private investment in the area. The key goals for the centre set out in the plan are to:⁸⁵

- Facilitate and manage growth.
- Encourage more people to live in and around the centre.
- Develop Johnsonville Road as the main street.
- Improve design and 'sense of place'
- Provide a full range of centre functions.

- Retain a compact centre.
- Maximise the potential of the public transport systems.
- Manage traffic.
- Improve community facilities.
- Improve public spaces.
- Widen the economic base of the centre.

We have already made progress in implementing some of these goals, including the redevelopment of the library/community hub (Te Whare Pukapuka o Waitohi) and transport improvement works. We have also used the town centre plan to guide and coordinate Council investment in the centre.

As there is an opportunity to guide further growth and investment in the area to support a range of housing, employment and transport outcomes we are actively engaging with landowners in the centre to coordinate a shared vision for the area and steps to deliver increased vibrancy.




What is anticipated?

- Recognise Johnsonville centre as a Metropolitan Centre in the draft District Plan.
- Enable taller buildings and more intensive development in the centre as part of the District Plan review process.
- Review the current Johnsonville Town Centre Plan in collaboration with landowners and key centre interests.
- Work with Greater Wellington Regional Council, Waka Kotahi NZ Transport Agency and KiwiRail to deliver improved public transport infrastructure and services to and from the centre.

85 Refer Johnsonville Town Centre Plan (2008), pg.9

How will this future be achieved?

The key actions we will be taking in this area are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Compact	1.1 Our urban form supports a zero carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> • High density commercial and residential development (1.1.1) • Commercial and Industrial Development (1.1.10, 1.1.11)
	1.2 New housing is well-designed and is responsive to the local context.	<ul style="list-style-type: none"> • Place-based planning (1.2.5)
 Inclusive & Connected	2.1 Housing, public spaces and our transport network are safe and universally accessible for all, including children, older persons and those with disabilities.	<ul style="list-style-type: none"> • Universal access and safety (2.1.1, 2.1.2, 2.1.3) • Improving our public transport system (2.1.7)
	2.3 Our movement systems support a zero carbon city; through a compact urban form and sustainable transport options; and promote improved health outcomes.	<ul style="list-style-type: none"> • Supporting low carbon travel options-regulatory (2.3.3, 2.3.4) • Enabling low carbon transport options (2.3.11, 2.3.12, 2.3.16) • Creating liveable streets (2.3.19, 2.3.20)
 Vibrant & Prosperous	5.1 Attractive, vibrant places that incentivise and support new development.	<ul style="list-style-type: none"> • City-wide public realm (5.1.7, 5.1.8) • Suburban centres planning and investment (5.1.10)
	5.2 Increased opportunities to stimulate further employment and business growth and development in the city are available.	<ul style="list-style-type: none"> • Providing business land for the long term (5.2.2, 5.2.3)

Multi-user ferry precinct

Where are we at now?

What does it currently look like?

The Cook Strait ferry services inject some \$330 million into our regional economy each year, supporting approximately 3,600 jobs. They also enable between \$15-\$20 billion worth of freight to be moved around the country annually.

Two services currently operate on the Cook Strait route:

- The KiwiRail Interislander ferry - based at Kaiwharawhara these services cater for road and rail freight, private vehicles and foot passengers.
- The StraitNZ Bluebridge ferry - operating from a site at Kings Wharf these services cater for road freight, private vehicles and foot passengers.

The ferries are New Zealand's State Highway 1 water-bridge and main trunk rail line connecting the north and south islands. They are a vital component of the nation's supply chain and a critical emergency supply service for the city in the event of a major natural hazard.

The associated terminals are also a key part of the city's 'lifeline infrastructure'. Estimates are that it would take 4-5 days to access Wellington by sea after a major earthquake compared to 15 days by road and that 90% of the region's food, fuel and materials would have to be delivered by sea.

[Refer Vol.3, Map 19 in Map Book](#)

What are the challenges?

Although vital to our ongoing resilience, the existing ferry infrastructure is neither developed to meet current standards nor equipped to deal with known hazards.

The current network cannot accommodate planned and forecast growth in ferry services, with both ferry operators looking to make significant operational improvements. KiwiRail, for example, is looking to introduce 50% larger ferries by mid-2025 but upgrades to its existing infrastructure will be required to house these larger vessels.

Additionally, the passenger experience of these services is currently influenced by poor integration of the ferry terminals with the city and associated transport networks, affecting convenient user connectivity.

The planned vessel changes and integration issues present an opportunity to reconfigure the existing ferry terminals. This could include new/ additional marine infrastructure, road and rail connections, public transport and active mode provision, terminal buildings, civic redevelopment and strengthening to improve resilience.

Delivering on this opportunity though will be highly dependent on the strength of the working relationship between key stakeholders. This includes CentrePort, Waka Kotahi NZ Transport Agency, Greater Wellington Regional Council, Wellington City Council, KiwiRail and StraitNZ Bluebridge.

What does the future hold?

Greater Wellington Regional Council, Wellington City Council, CentrePort, Waka Kotahi NZ Transport Agency, KiwiRail and StraitNZ Bluebridge have been working in partnership via the Future Ports Working Group to identify and deliver a single location for an efficient multi-user ferry precinct.

Following a detailed analysis of various options from throughout the region, the group selected Kaiwharawhara as the preferred site.

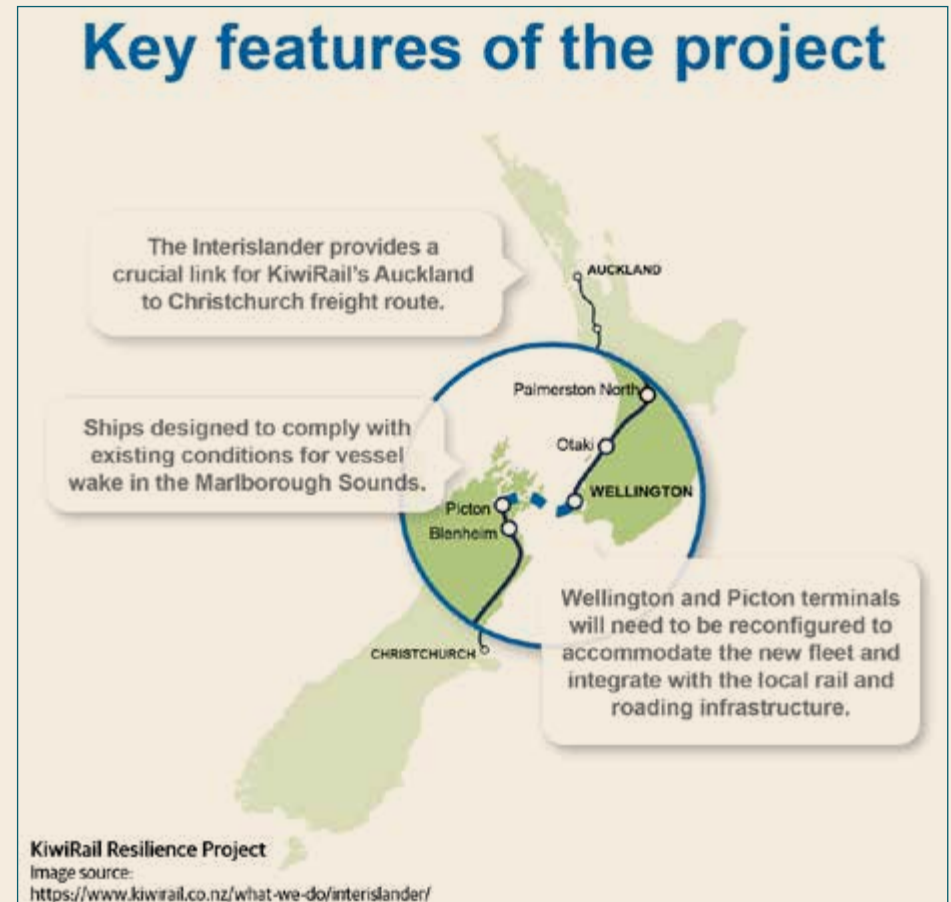
The concept involves an integrated multi-modal transport solution to meet forecast growth. This will improve resilience and the quality of the ferry users' experience. It will also optimise asset investment decisions that support future ferry operations, freight efficiency, tourism spend, CBD growth and the city/port interface.

Development of the necessary ferry infrastructure and the surrounding transport networks is also likely to:

- Create economic opportunities in the Kaiwharawhara area.
- Offer an improved Northern Gateway into the city.
- Create better connectivity by a range of transport modes between the precinct and the Central City and wider region.


What is anticipated?

- Work collaboratively with key partners and stakeholders as part of the Future Port Forum to plan for the future of the ferries and ensure we provide the greatest benefit for the city and region.
- Ensure ferry operations can continue at Kaiwharawhara and that provision is made to enable the development of a future multi-user ferry precinct as part of the District Plan review process.



How will this future be achieved?

The key actions we will be taking in this area are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Resilient	4.2 Infrastructure, facilities and services are designed, maintained and improved to mitigate and adapt to the effects of natural hazards and climate change.	<ul style="list-style-type: none"> Building a resilient transport network (4.2.2, 4.2.3)
 Vibrant & Prosperous	5.1 Attractive, vibrant places that incentivise and support new development.	<ul style="list-style-type: none"> Central city planning (5.1.4)
	5.2 Increased opportunities to stimulate further employment and business growth and development in the city are available.	<ul style="list-style-type: none"> Recognising the regional benefits of the central city (5.2.1) Providing business land for the long term (5.2.2, 5.2.3)
 Inclusive & Connected	2.2 Place, cultures, histories and people that contribute to Wellington's identity and sense of place are recognised and celebrated.	<ul style="list-style-type: none"> Working with our mana whenua partners (2.2.5)

Inner Harbour Port and Railway Precinct

Where are we at now?

What does it currently look like?

The Inner Harbour Port precinct opportunity site focuses on land south of the commercial port area, including the finger wharfs and adjacent land. The Railway precinct includes the Wellington Railway Station, the Bus Terminal on Lambton Quay and access to the Wellington Regional Stadium. The maritime and rail related activities that occur in these areas have a pronounced influence on how they function and feel.

The Wellington Railway Station plays an important role in connecting the city with the wider region. It is used daily by thousands of commuters and frequently by sports enthusiasts travelling to the nearby Wellington Regional Stadium.

What are the challenges?

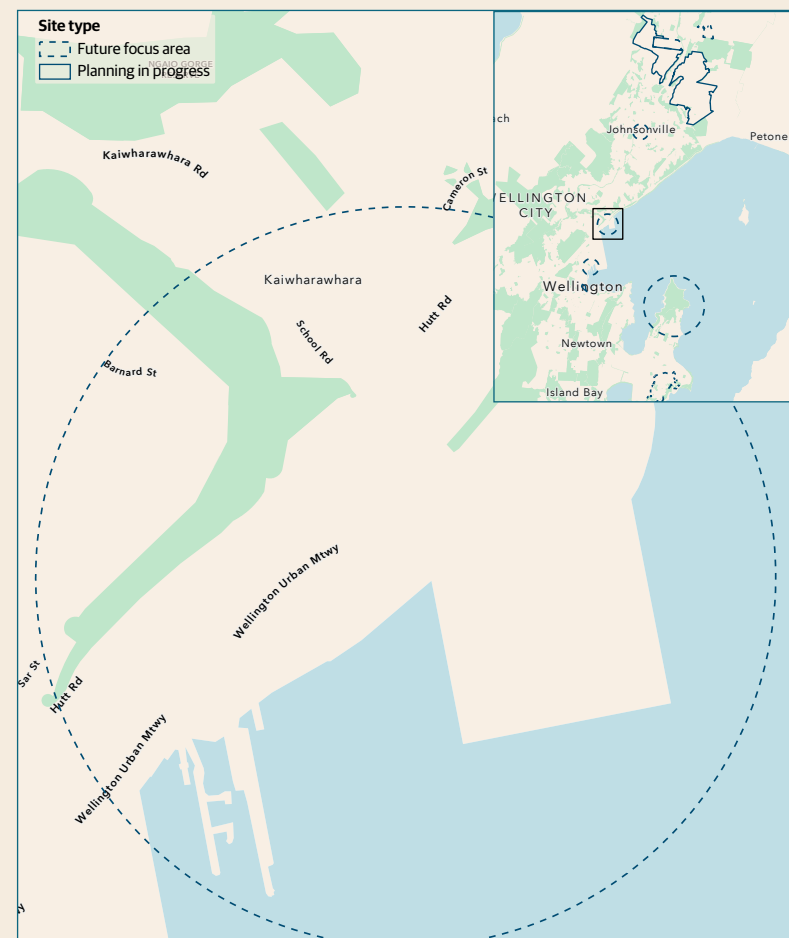
StraitNZ Bluebridge currently operates its Cook Strait ferry services from the Kings Wharf site. Work on the Multi-User Ferry Precinct assumes that the Bluebridge ferry will relocate to this precinct in future, vacating its current site. Until this occurs provision needs to be made for Bluebridge's ongoing operational requirements.

The existing wharf structures are susceptible to natural hazards. Development on and around the wharfs will require a co-ordinated approach to decision making by CentrePort, Wellington City Council and the Wellington Regional Council.

Early stage planning is underway for a Mass Rapid Transit route to connect the Railway Station to the airport. While the route is expected to include the station, the timeframe and details around where and how it will be delivered are still being investigated.

[Refer Vol.3, Map 19 in Map Book](#)

Inner Harbour Port and Railway Precinct Future Focus Area



What does the future hold?

With the development of the Multi-User Ferry Precinct at Kaiwharawhara and the anticipated future relocation of the StraitNZ Bluebridge ferry operations from Kings Wharf, there is an opportunity to:

- Transform the Bluebridge operational area into a mixed-use environment.
- Improve the connection and integration of this area with the city, particularly the waterfront and Railway Station.



Around the Railway Station a more vibrant, accessible and user-friendly public transport and tourism hub could also be created, linking the station, bus terminal and any future MRT with improved public realm, walking and cycling connections.

What is anticipated?

- Encourage comprehensive masterplanning of the precinct.
- Work with stakeholders to co-ordinate investment and infrastructure to deliver good quality outcomes for the area.
- Recognise the unique purpose and function of the area and introduce provisions as part of the District Plan review process to:
 - manage the current range of activities,
 - enable its transition to a mixed-use environment over time.

How will this future be achieved?

The key actions we will be taking in this area are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Vibrant & Prosperous	5.1 Attractive, vibrant places that incentivise and support new development.	<ul style="list-style-type: none"> • Central city planning (5.1.2, 5.1.3) • City-wide public realm (5.1.7, 5.1.8)
 Inclusive & Connected	2.1 Housing, public spaces and our transport network are safe and universally accessible for all, including children, older persons and those with disabilities.	<ul style="list-style-type: none"> • Improving our public transport system (2.1.6)
 Mana Whenua	6.2 Design of our public space is undertaken in collaboration with mana whenua.	<ul style="list-style-type: none"> • Recognising the cultural importance of public spaces (6.2.2)

Additional references

- About Let's Get Wellington Moving (LGWM)
- Isthmus Upper Stebbings Valley Masterplan Summary
- Johnsonville Town Centre Plan - November 2008
- LGWM - Mass Rapid Transit Project
- LGWM - Recommended Programme of Investment
- Lincolnshire Farm Structure Plan
- Northern Growth Management Framework
- NZ Transport Agency - Petone to Grenada Link Road
- Te Ngakau Civic Precinct Draft Framework - April 2021
- Wellington Urban Growth Plan (June 2015)
- Wellington Water Assessment Addendum Report - Outer Suburbs
- Wellington Water Assessment - Preferred Scenario

Volume Three: Our Plan - Natural Environment & Open Space



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Where are we at now?

Wellington's natural environment is unique, with much of the city's distinctive identity and 'sense of place' influenced by our open spaces and natural areas.

Our built environment is generally very green, as steep topography has left parts of private property and large parts of the road reserve network undeveloped and covered in vegetation. This acts to complement our public open space both visually and ecologically. Many of the significant landscape features that characterise our city are largely undeveloped (some being public reserve land), including the ridgelines and hilltops, steep gullies, the coast and harbour escarpments.

Public open spaces and recreation areas are vital to our lifestyle, health and wellbeing, culture and economy. Increasingly, cities worldwide are competing for the economic benefits derived from attracting talented workers, visitors and hosting events. The ability for people to connect with the natural environment in their daily lives and the health and lifestyle benefits this brings are increasingly important as people navigate a rapidly changing and complex world.

Wellington's natural environment and network of open spaces and recreation areas provide places for people to play, be active and to connect with nature and with family, friends, neighbours and communities. They also help to satisfy and/or reinforce a number of our key values that contribute to our sense of identity (see key values below).

The city has an extensive network of open space and natural areas embedded within its urban structure. This network encompasses a wide variety of environments - from coastal habitats to hilltops, and from native bush to playing fields and neighbourhood parks.

Refer Vol.3, Map 20 in Map Book

As Wellington grows, the diverse range of opportunities, services and functions offered by our natural environment will become increasingly important to residents, workers and visitors alike. So too will its role in defining the layout and character of the city, with the Wellington Town Belt and hilltops that form the Outer Green Belt contributing to one of its distinctive qualities - its compact urban form.

The services performed by our natural environment include:⁸⁶

- **Freshwater:** Wellington is reliant on drinking water from outside the city boundaries, with the quality of this freshwater dependent on healthy forest catchments and healthy groundwater supplies from artesian wells in the Hutt City area.
- **Local climate and air quality regulation:** Natural vegetation helps to moderate extremes and plays a role in improving air quality and reducing pollution.
- **Carbon sequestration and storage:** The city's native bush and exotic forests are an important part of Wellington's climate change strategy and help move us towards being carbon neutral.

- **Moderation of extreme events due to climate change:** Natural ecosystems play an important role in protecting infrastructure and housing from increasingly frequent and severe weather events.
- **Recreation and mental and physical health:** Open space enables social exchange, play and recreation that contributes to our physical and mental wellbeing.
- **Tourism:** Our natural environment is an increasingly important selling point for domestic and international tourists.
- **Cultural and spiritual wellbeing and sense of identity:** Language, knowledge and the natural environment have been intimately related throughout human history. Biodiversity, ecosystems and natural landscapes have been the source of inspiration for much of our art, culture and increasingly for science. Nature is a common element of all traditional knowledge, and associated customs are important for creating a sense of belonging.

The physical location of significant open space such as the Wellington Town Belt and Botanic Garden close to the central city and inner suburbs enables these spaces to be easily accessed on foot or by bike. Additionally, the city's existing movement and public transport networks allow inner city and outlying open space and natural areas to be conveniently accessed. This is something that will be further enhanced by planned movement initiatives linked to the Let's Get Wellington Moving Programme.

Many other elements of the city's natural environment - fault escarpments, coastal cliffs, native bush remnants, wetlands, streams - also make a significant contribution to its biodiversity and visual character. Although some of these are currently recognised and managed⁸⁷ more needs to be done to ensure that their collective influence in helping define our 'sense of place' is not unintentionally undermined by future development pressure. This includes further degradation of our waterways from increased urban stormwater runoff.

Key values



Nature



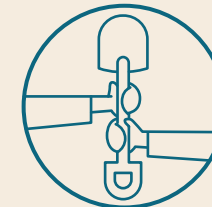
Landscape



Culture & heritage



Recreation & access



Community & identity



Resilience & city economy

⁸⁷ Refer, for example, to the Ridgelines and Hilltops provisions in the Natural Environment section of the Wellington City District Plan

Of particular concern are the numerous Significant Natural Areas scattered throughout the city on private and publicly owned land. These are natural ecosystems or habitats that have significant indigenous biodiversity value such as the Karori Wildlife Sanctuary and reservoir. As many of these areas are currently unprotected there is a risk that they might be destroyed in the wake of future growth. To avoid this occurring, it is important that they are included in our planning for future growth and measures put in place to protect them for generations to come.

Also of importance are our Outstanding Natural Features and Outstanding Natural Landscapes such as Otari-Wilton's Bush and Hue tē Taka Peninsula/Rangitatau Palmer Head and Special Amenity Landscapes such as Makara Peak/Wright's Hill and Mount Kaukau. These elements are significant contributors to defining the physical character of the city and to the amenity and quality of the natural environment experienced by residents and visitors alike.

To help us better understand the nature and extent of the biodiversity, natural features and landscapes that contribute to our distinctiveness we have identified areas of ecological and landscape value across the city and engaged with affected landowners through the Backyard Tāonga project. This work strongly aligns with our key goal of being a greener city and protecting what we value. It also enables us to more effectively meet our obligations to protect these areas from the impacts of development.⁸⁸

In parallel with this work we are also aspiring to make Wellington predator free by 2050 in partnership with the NEXT Foundation and Greater Wellington Regional Council. This includes a \$1.1 million contribution over the next 5 years to Predator Free Wellington alongside existing investment in pest control. These initiatives will not only help us achieve significant ecological gains, such as increasing bird and lizard populations, but also assist the city to become a leader in predator control and management.

A further stimulus to doing more to protect the City's biodiversity is the ecological and climate emergency declared by Council in 2019. Amongst other things this 'call to arms' recognises the need for urgent action to be taken by Wellingtonians to reduce the damage incurred to our fragile ecosystems by the greenhouse gases we emit.

Significant, ongoing investment into acquiring new public open space and redevelopment of existing open space, parks and recreation facilities ensures that these spaces and places continue to meet changing community needs and contribute to the character, function and quality of the city. Interweaving the natural environment system into the fabric of our city is a critical part of delivering a quality urban environment that adapts to ongoing environmental and societal change.

⁸⁸ Refer Resource Management Act 1991, ss.6(a)-(c)

What does the future hold?

Wellington's anticipated growth over the next 30 years is likely to put further pressure on our existing biodiversity, open space and natural areas as residents look for safe opportunities and places where they can enjoy nature, recreate and socialise.

Growth also provides an opportunity for deliberate and sustained change in the way our natural environment and open space network is managed and enhanced – both for its own sake and the benefit of the city and Wellingtonians generally. We will need to protect and restore our natural environment and look for ways to improve natural systems so that they can support the city as it grows.

Wellingtonians love being in nature and it is part of the City's identity. Although a lot of work has already been done to protect our natural capital there is much more that can be done as we plan for growth.

The move towards more compact, higher density forms of development will need to be supported by sufficient open space areas such as parks and playgrounds to ensure our social and recreational needs are fulfilled. This could mean that existing open space will need to be upgraded and additional land acquired to meet these new demands.

Although Wellington's natural environment and compact urban form is significantly influenced and reinforced by its Town Belt and Outer Greenbelt,

ongoing development of an accessible open space network interwoven through the fabric of the city is required. This includes providing adequate open space, track connections and recreational facilities in identified growth locations. These will be crucial to the success of future urban living.

Investment in the natural environment will also need to keep pace as we grow and be managed to meet priority needs. As retrofitting our existing urban areas to include new open space is likely to be challenging a multifaceted approach is needed. More innovative ways of providing good urban amenity will be required, including the creation of neighbourhood 'pocket parks' and integrating green infrastructure with new transport and three waters infrastructure where possible.

Greater effort also needs to be made to reduce the impact of urban development and infrastructure on the city's natural areas, features and landscapes. With at least 50% of these located on private land clearer recognition of their value to the city and a stronger emphasis on sensitive, sustainable design is required.

Recognising and protecting these areas and landscapes will help to deliver a range of benefits, including:

- Increased biodiversity and habitat.
- Improved amenity and quality of outdoor experience on offer.
- More permeable surfaces to help manage stormwater and water quality.
- Reduced greenhouse gas emissions.
- More resilient infrastructure and communities

Additionally, the quality of many of our waterways has suffered over time due to such things as contamination from urban stormwater runoff, with associated impacts on freshwater ecology and wider biodiversity values also evident. Efforts to reverse the worsening state of the nation's waterways are recognised at a Central Government level in the National Policy Statement for Freshwater Management, with clear obligations imposed on councils such as Wellington City to improve water quality.⁸⁹

⁸⁹ Water quality is also a core element of the Whaitua process overseen by Greater Wellington Regional Council

What is anticipated?

- Ongoing recognition and protection of our open space network, including its largely undeveloped, open character.

Refer Vol.3, Map 20 in Map Book

- Introduce new rules as part of the District Plan review process to protect indigenous biodiversity, outstanding natural features and landscapes and landscapes that contribute to the amenity and quality of the city's natural environment.

Refer Vol.3, Map 21 in Map Book

- Introduce design guidance to ensure that new subdivision and development positively responds to the topography and landscape, protects waterways and ecosystems and provides safe and accessible connections to and through our recreational reserves, parks and open spaces.

- Develop a complementary package of non-regulatory incentives such as education, weed and pest control or planting to assist landowners to more effectively look after and improve recognised biodiversity on their properties.
- Minimise the environmental impact of new buildings and infrastructure on our natural environment, including measures to ensure that:
 - good site development practices are utilised to reduce impacts on the natural environment (e.g. minimising the extent of earthworks required)
 - features such as water-sensitive urban design and more permeable surfaces to help manage storm-water and water quality are incorporated into future development
 - new street trees are planted and existing trees replaced when removed.
- Ensure that planning and investment in our open space network keeps pace with projected levels of future growth, including:
 - creating a more flexible multi-purpose network of open spaces and facilities that complements and supports higher density living
 - developing sufficient open space and recreational facilities to cater for the needs of residents in identified growth areas
 - investing in the maintenance and redevelopment of existing open space to support increased usage
 - exploring the purchase of land for new parks/playgrounds, particularly in the central city and inner-city suburbs
 - identifying opportunities to complete the Outer Greenbelt as an interconnected series of reserves.

Water Sensitive Development – He Taonga te Wai

Water is a gift (Ngā wai tuku kiri) and will be a key consideration in how we accommodate future growth. Our kaupapa for the city is to work alongside our mana whenua partners and the community to:

- Improve the mauri of water (mana tangata).
- Ensure best practice frameworks, guidance and processes are developed and implemented to give effect to Te Mana o te Wai, the wellbeing of our water resources (mana kaunihera).

To do this we need to acknowledge and respect our water resources as living entities and 'givers of life' and to work together towards their restoration. This can only be achieved if land use and development are sensitive to these resources and their physical and spiritual wellbeing is managed in an integrated way – throughout the water cycle (ki uta ki tai) and from source (mātāpuna) to coast (takutai moana), including our urban streams, wetlands and estuaries.




We also have an opportunity to better manage the impact of stormwater discharge caused by new subdivision, development and land use on water quality. This is particularly important as many of our streams, including those of significance to mana whenua such as the Waimapihi, Waitangi and Kumutoto, are piped and form part of the city's stormwater network.

What is anticipated?

- Introduce water sensitive techniques as part of the District Plan review process, including the need for future subdivision and development to demonstrate hydraulic neutrality/positivity using water sensitive design solutions.
- Council taking a lead by integrating water sensitive solutions into its operations and capital project delivery, including infrastructure and management of public spaces and places.

How will this future be achieved?

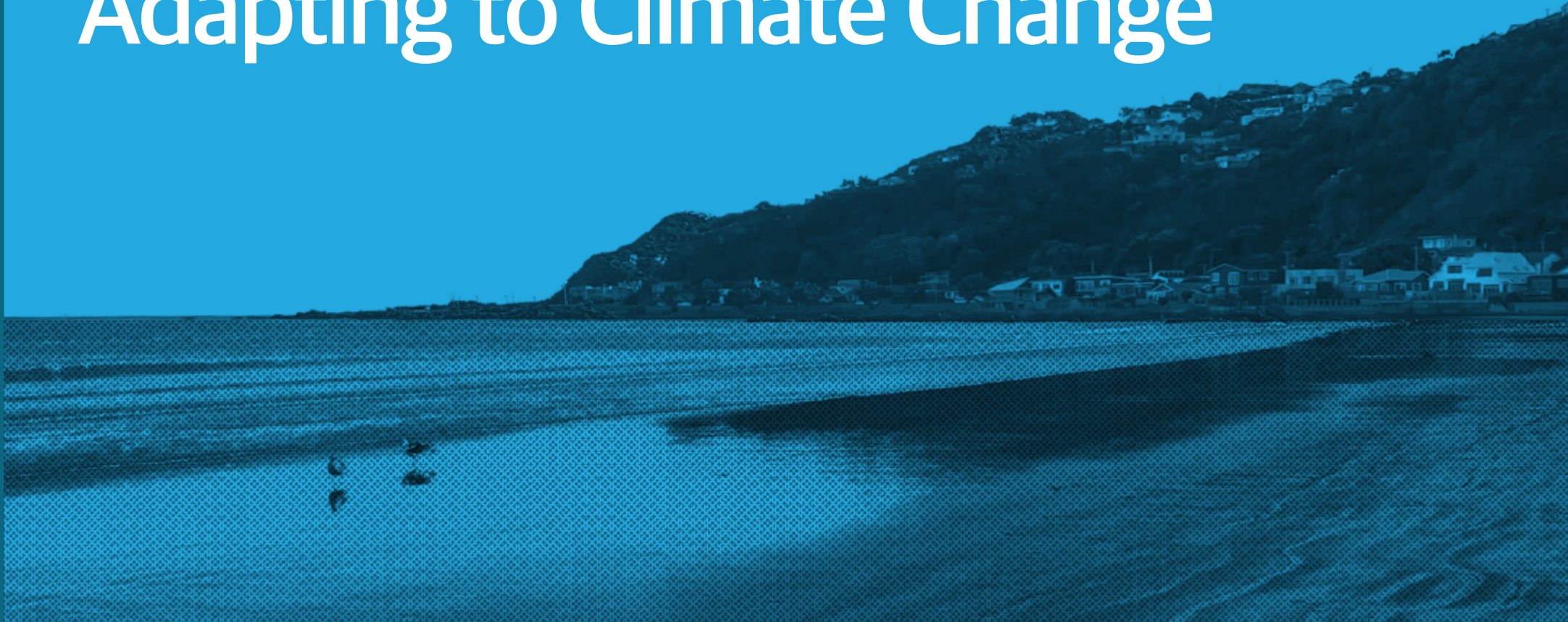
The key actions we will be taking in this area are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Greener	3.3 Important natural and physical features that enhance the city's character and identity are protected and the natural environment contributes to improving our quality of life.	<ul style="list-style-type: none"> Protecting biodiversity and landscapes (3.3.1, 3.3.2) Green network planning (3.3.3)
	3.2 Water management infrastructure and practices improve water quality across the city.	<ul style="list-style-type: none"> Water management on private land (3.2.1) Water management on public land (3.2.2)
 Compact	1.1 Our urban form supports a zero-carbon city, is compact, liveable, easily accessible and connected and makes efficient use of existing infrastructure, community facilities and transport links.	<ul style="list-style-type: none"> Limit new greenfield residential development (1.1.7)
	1.3 Long term investment in our infrastructure, community and recreation facilities and services supports future development in existing and planned urban areas	<ul style="list-style-type: none"> Open space and parks planning and investment (1.3.6)
 Mana Whenua	6.2 Design of our public space is undertaken in collaboration with mana whenua.	<ul style="list-style-type: none"> Recognising the cultural importance of public spaces (6.2.1, 6.2.2)

Additional references

- [About Let's Get Wellington Moving \(LGWM\)](#)
- [Backyard trapping - Predator Free Wellington](#)
- [National Policy Statement for Freshwater Management](#)
- [NEXT Foundation](#)
- [Open Space Access Plan: Plan for the management of the open space network - September 2016](#)
- [Our Natural Capital - Wellington's Biodiversity Strategy & Action Plan - June 2015](#)
- [Our Capital Spaces \(An Open Spaces and Recreation Framework for Wellington 2013-2023\)](#)
- [Outer Green Belt Management Plan - August 2019](#)
- [Wellington City Backyard Tāonga Project](#)
- [Wellington District Plan, Natural Environment - Open Space](#)
- [Wellington Town Belt Act 2016](#)
- [Wellington Town Belt Management Plan - June 2018](#)
- [Whaitua te Whanganui-a-Tara](#)

Volume Three: Our Plan - Natural Hazards & Adapting to Climate Change



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Where are we at now?

Wellington is vulnerable to a range of natural hazards. These include flooding, fault rupture, liquefaction, tsunami, slope instability, coastal inundation and coastal erosion. Hazards such as flooding and coastal inundation are likely to be intensified by the effects of climate change, with rising sea levels and changing weather patterns causing more intense rainfall and more regular storm events.

When natural hazards occur they can result in damage to property, buildings, and infrastructure. They can also lead to loss of human life or limit our ability to access ongoing insurance coverage.

Low lying areas like Kilbirnie, Miramar and Lyall Bay already face climate change related inundation issues. So too does the Central City with the challenges posed by the continuing rise in the water table.

[Refer Vol.3, Map 22 in Map Book](#)

The energy, transport, three waters and telecommunications infrastructure that currently serves the city is largely centralised and vulnerable, and climate change presents us with some difficult challenges around the future of these infrastructure assets. Our underground stormwater network is already badly stressed in some areas, with drainage a problem even at the best of times.

The city's vulnerability to natural hazards and climate change has been reinforced by recent storm events and the 2016 Kaikoura earthquakes. These incidents damaged infrastructure and buildings in several parts of Wellington. They also highlighted the nature and extent to which the city is exposed to hazard risks.

Past development has resulted in buildings and people being in areas at risk of hazards. In future we need to ensure that climate change adaptation and social, economic and physical resilience are at the forefront of our planning and decision making around growth. This includes building natural hazard risk and climate change impacts into the design and construction of new development and future upgrades or extensions to existing infrastructure assets.

[Refer Vol.2, Map 7 in Map Book](#)

What does the future hold?

As the city is exposed to several hazard risks our future growth path needs to ensure that:

- Existing urban areas are robust enough to cope with the impacts of climate change and natural hazard events.
- Further urban growth avoids areas that present a significant hazard risk.
- Community connectedness and accessibility is encouraged and enabled.

These needs have been influential in shaping *Our City Tomorrow*. One of the crucial factors in assessing the growth potential of areas across the city is their susceptibility to natural hazards and the level of associated risk this presents. Based on this, areas exposed to a high hazard risk with limited mitigation options have been excluded as future intensification options. This includes parts of Thorndon, Kilbirnie and Lyall Bay suburbs and an area around Hobart Street in Miramar.

New development will instead be enabled in places throughout the city that are less vulnerable to the impacts of sea level rise and climate change. These include areas where natural hazard risks are either minimal or can be reduced through investment in infrastructure, resilient building design or new technology.

As we plan, design, operate, maintain and rebuild the infrastructure to support growth we also have an opportunity to build resilience qualities into these assets, including climate change and earthquake preparedness. This will help to position us to meet the city's current and projected future service needs.

Building on our Te Atakura – First to Zero Strategy and the city's goal of being carbon zero by 2050⁹⁰ we also need to look for opportunities to address the effects of climate change on future growth while working towards reducing our emissions.




What is anticipated?

- Clearly identify areas within the city that are susceptible to natural hazards and sea level rise. This includes updating current modelling and mapping of:
 - flooding hazards
 - coastal erosion and inundation
 - tsunami
 - active earthquake fault mapping
 - liquefaction and soil classification
- Introduce a specific natural hazards chapter and associated rules as part of the District Plan review process to limit or manage new subdivision, use and development in hazard prone areas relative to the level of risk presented.
- Enable new buildings to be constructed that are safe and built with risk in mind, including the long-term impacts of climate change.
- Create more resilient building stock through the ongoing seismic strengthening of at-risk buildings and structures, including Council-owned buildings and structures.
- Invest in making our key infrastructure assets more resilient.
- Improve our water systems through ecological interventions.
- Promote and enhance opportunities for public and active transport modes throughout the city.
- Identify and enable places and spaces throughout the city where local communities can come together and support one another.

90 Refer Wellington City Council, Te Atakura First to Zero Strategy – Wellington's blueprint for a Zero Carbon Capital (2019), pg.9

How will this future be achieved?

The key actions we will be taking in this area are outlined below. A more extensive list of actions can also be found in the full version of the [Action Plan](#).

GOAL	DIRECTION	ACTION
 Inclusive & Connected	2.3 Our movement systems support a zero carbon city; through a compact urban form and sustainable transport options, and promote improved health outcomes.	<ul style="list-style-type: none"> Supporting low carbon travel options-regulatory (2.3.2, 2.3.4) Supporting travel behaviour change (2.3.7, 2.3.8) Enabling low carbon transport options (2.3.11, 2.3.12, 2.3.14, 2.3.16, 2.3.18)
 Resilient	4.1 Urban development supports social and physical resilience.	<ul style="list-style-type: none"> Planning for climate change and sea level rise (4.1.1, 4.1.2) Managing development and natural hazard risks (4.1.3, 4.1.4)
	4.2 Infrastructure, facilities and services are designed, maintained and improved to mitigate and adapt to the effects of natural hazards and climate change.	<ul style="list-style-type: none"> Resilient infrastructure and network utilities (4.2.1) Building a resilient transport network (4.2.2, 4.2.3, 4.2.4)
 Greener	3.1 New development supports the city's goals of being 'zero carbon' by 2050.	<ul style="list-style-type: none"> Low carbon building design (3.1.1, 3.1.2, 3.1.3)
	3.2 Water management infrastructure and practices improve water quality across the city.	<ul style="list-style-type: none"> Water management on private land (3.2.1) Water management on public land (3.2.2)

Additional references

- [Wellington Resilience Strategy \(2017\)](#)
- [Te Atakura - First to Zero \(2019\)](#)
- [Wellington Region Natural Hazards Strategy \(2019\)](#)
- [Greater Wellington - Preparing Coastal Communities for Climate Change \(2019\)](#)
- [Wellington Water - Three Waters Assessment - Preferred Growth Scenario](#)

Volume Four: Implementation & Delivery



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How will we turn this plan into action?

Implementation Approach

Our City Tomorrow sets out a plan for the city's growth over the next 30 years. Implementing the plan will require us to assume a number of important roles, including that of policy maker, regulator, facilitator and advocate. We also have an influential operational role as a funder and provider of public infrastructure, including three waters (via Wellington Water), transport, community facilities, parks and open space.

Delivering on the actions outlined in the plan is not our sole responsibility though and ongoing collaboration and partnership with others will be essential. This includes our mana whenua partners, government and non-government agencies, developers, businesses, housing providers, infrastructure providers and community groups.⁹¹

Council's role



Provider

Delivering services and managing assets



Funder

Funding other organisations and individuals to delivery services



Partner

Forming partnerships and strategic alliances with other parties in the interests of the community



Facilitator

Assisting others to be involved in bringing activities by bringing groups and interested parties together



Advocate

Promoting the interests of the community to other decision makers and influencers



Regulator

Regulating some activities through legislation

These will be supplemented by a range of other Council initiatives, including:

- Changing relevant Council policies (including the Development Contributions Policy).
- Developing new projects and programmes of work.
- Aligning investment in infrastructure through the Long-Term Plan and 30-year Infrastructure Strategy.

⁹¹ Those with a key supporting role include, for example, Taranaki Whānui, Ngāti Toa Rangatira, Wellington Water, Waka Kotahi New Zealand Transport Agency, Kāinga Ora, Ministry of Housing and Urban Development, Ministry of Education, Ministry of Health, Greater Wellington Regional Council, our Let's Get Wellington Moving partners, KiwiRail, CentrePort, Wellington International Airport, Transpower, Wellington Electricity, other network utility providers

Monitoring and Review

Regular monitoring and review of *Our City Tomorrow* will be crucial to its successful implementation. This extends from tracking progress against specific actions in the plan to understanding the location, nature and scale of growth over time and how this aligns with what is projected.

The outcomes of this process will also usefully help to identify and inform whether any changes to the growth and development settings in the plan, or to previous infrastructure planning and funding decisions, are required in light of the results.

To check the direction of progress and that the plan continues to be 'fit for purpose' and responsive to change, future reviews of *Our City Tomorrow* and the supporting Action Plan will be aligned with our regular 3-yearly Long Term Plan cycle. Doing this will ensure there is a close link between planning, funding and delivery. Future updates are also anticipated to be made in response to key decisions by Council and/or other parties, such as major Let's Get Wellington Moving initiatives or changes to the District Plan.



The Action Plan

The Action Plan below sets out the key projects, policies and new programmes of work needed to implement *Our City Tomorrow*. It also identifies associated timeframes and organizations'/parties with key roles in helping to deliver the actions identified. (also refer full appended version of the [Action Plan](#))



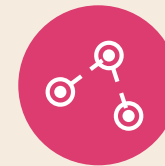
In partnership with mana whenua

We recognise mana whenua's important role and actively partner with them.



Greener

We protect and value our natural environment, and enjoy thriving pockets of nature in the city.



Inclusive & connected

We're connected by a world-class transport system, and have attractive and accessible public spaces that support our diverse community and cultural values.



Compact

We build on the city's layout and structures (its urban form), and make sure we have quality development in the right places.



Vibrant & prosperous

We welcome social and cultural diversity. We support innovation and invest strategically to maintain a thriving economy.



Resilient

Our city's natural and built environments are healthy and robust. Good design encourages physical activity and interaction that fosters social resilience.



Compact

Direction 1.1: Our urban form supports a zero carbon city, is compact, liveable, easily accessible and connected, and makes efficient use of existing infrastructure, community facilities and transport links.

ACTION	TOPIC AREAS
1.1.1 Ensure higher density residential and commercial development is concentrated in the Central City, and in and around suburban centres and public transport corridors.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.1.2 Enable increased housing density and commercial development in the intensification areas identified in the Spatial Plan and on key public transport corridors.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.1.3 Enable good quality mixed use development within suburban centres that are supported by public transport.	Inner Suburbs, Outer Suburbs
1.1.4 Ensure Council's housing development programme is aligned with the Spatial Plan, and that density is done well and is located in the right places on Council development sites.	Central City, Inner Suburbs, Outer Suburbs
1.1.5 Work with Kāinga Ora, Ministry of Housing and Urban Development, iwi and other housing providers to improve alignment and coordination of planning and investment to unlock priority areas for housing development (including key opportunity sites) identified in the Spatial Plan.	Opportunity Sites, Central City, Inner Suburbs, Outer Suburbs
1.1.6 Amend the infill housing rules in the District Plan to provide for more efficient use of land in the outer suburbs.	Outer Suburbs
1.1.7 Continue to limit further residential development in the rural environment and restrict residential development in the Outer Greenbelt area.	Outer Suburbs, Opportunity Sites
1.1.8 Complete the Upper Stebbings and Glenside West Development Concept Plan and incorporate it into the District Plan so that land between Churton Park and Tawa can be developed for housing and urban purposes in a comprehensive and integrated way that is consistent with the plan, identifies infrastructure requirements, and delivers quality urban, environmental and community outcomes.	Opportunity Sites
1.1.9 Review the Lincolnshire Farm Structure Plan and incorporate it into the District Plan to encourage higher density housing, enable some commercial development, integrate supporting infrastructure, and ensure quality urban, environmental and community outcomes.	Opportunity Sites
1.1.10 Continue to concentrate future business development in the Central City, existing suburban centres and identified business areas.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.1.11 Review the rules relating to the scale of retail and commercial activity in Centres to ensure they are appropriate to the size of the centre and do not compromise the viability and vitality of larger centres.	Central City, Inner Suburbs, Outer Suburbs
1.1.12 Investigate the Hyde Farm (Grenada North) opportunity site (as identified in the Spatial Plan) for inclusion in the District Plan as an area intended for future industrial use and development.	Opportunity Sites

Direction 1.2: New housing is well-designed and is responsive to the local context.

ACTION	TOPIC AREAS
1.2.1 Amend the District Plan to provide certainty about the scale and form of development that is appropriate in different parts of the city and where existing neighbourhood character will change over time.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.2.2 Review the District Plan urban design guidance to ensure it provides for well-designed buildings, a good standard of residential and pedestrian amenity, enables innovation in design and built form outcomes, and provides an appropriate transition between buildings and open space (both public and private).	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.2.3 Develop specific design guidance for Council housing development projects that advocates greater accessibility and sustainability in housing developments. This will be used to inform Council's housing development programme as appropriate.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.2.4 Facilitate place-based planning processes with local communities and mana whenua where medium to high density development is planned, including identifying values and key principles for consideration to help manage future growth and change.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.2.5 Work with key parties to facilitate mixed use and residential opportunities in Johnsonville Centre and partner to deliver transformational urban development, including improved integration of the Johnsonville rail station and bus interchange with the centre.	Opportunity Sites
1.2.6 Support urban redevelopment opportunities in Strathmore Park and partner to deliver quality housing and supporting uses/ activities that are accessible, connected and responsive to the local context.	Opportunity Sites
1.2.7 Work with key parties including mana whenua, central government agencies, other stakeholders and the community to understand the values and opportunities in the Te Motu Kairangi/Miramar Peninsula area and to facilitate good development outcomes that benefit the city and local community.	Opportunity Sites
1.2.8 Identify opportunities to develop and demonstrate best practice medium density housing on existing Council owned land, including through partnerships with mana whenua, private developers, central government and other agencies.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites

Direction 1.3: Long term investment in our infrastructure, community and recreation facilities and services supports future development in existing and planned urban areas.

ACTION	TOPIC AREAS
1.3.1 Develop and implement a long-term prioritisation and investment strategy focussed on the upgrade and establishment of three waters infrastructure, including green infrastructure and methods for reducing the City's water consumption, to support the City's housing growth priorities identified in the Spatial Plan and improve environmental outcomes. Regularly review this strategy in conjunction with the Council's 3-yearly Long-Term Plan process and long-term Infrastructure Strategy.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.3.2 Review and update the Development Contributions Policy to ensure contributions are appropriately set to provide necessary infrastructure that supports growth and development.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.3.3 Work with the Ministry of Education and Ministry of Health to ensure that the identification of new schools, healthcare facilities and/or additional capacity requirements are informed by the city's projected population growth rate and associated growth locations.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.3.4 Work with other infrastructure and network utility providers/operators to ensure alignment and coordination of investment planning, priorities and delivery activities to support and enable the city's growth and the priorities identified in the Spatial Plan.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.3.5 Investigate the use of alternative funding and financing tools to accelerate infrastructure delivery to support and enable the city's growth and the priorities identified in the Spatial Plan	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.3.6 Review Our Capital Spaces - An Open Space and Recreation Framework for Wellington: 2013-23 to ensure it aligns with the Spatial Plan and future growth projections, including an assessment and evaluation of the suitability of the city's current parks and open space network to support future growth and demand.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
1.3.7 Develop a new Community Facilities Plan that provides for future investment in existing and new community facilities and partnership projects to respond to projected growth and changing community needs. The plan will inform future Long Term Plan's and Council's finance strategy and will ensure a robust, integrated and strategic decision-making approach across the Council's portfolio of community infrastructure assets.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites



Inclusive & Connected

Direction 2.1: Housing, public spaces and our transport network are safe and universally accessible for all, including children, older persons and those with disabilities.

ACTION	TOPIC AREAS
2.1.1 Apply best practice universal access principles to the development of new housing, the transport network, and the design of public spaces.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.1.2 Incorporate Crime Prevention Through Environmental Design principles in all urban development and transport projects.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.1.3 Work with others to enable the future design of the Central City and suburban centres to be age-friendly and accessible to everyone, including those with disabilities.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.1.4 Investigate District Plan methods to increase the supply of affordable housing.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.1.5 Deliver affordable housing as part of Council's housing development programme.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.1.6 Support the introduction of a mass transit system through the Let's Get Wellington Moving (LGWM) programme that connects the Wellington rail station to the southern and/or eastern suburbs.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.1.7 Work collaboratively with Greater Wellington Regional Council to urgently deliver bus priority improvements to reduce public transport travel times and increase reliability and improved access to rail stations including delivery within the LGWM programme.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites

Direction 2.2: Place, cultures, histories and people that contribute to Wellington's identity and sense of place are recognised and celebrated

ACTION	TOPIC AREAS
2.2.1 Amend the existing operative District Plan provisions relating to the demolition of buildings constructed prior to 1930 in Mt Victoria, Thorndon, Mt Cook, Aro Valley, Newtown and Berhampore to: <ul style="list-style-type: none"> • Retain demolition controls in identified Character Precinct areas. • Remove demolition controls outside of these identified areas. 	Inner Suburbs
2.2.2 Continue to protect important heritage buildings, sites, areas, objects and notable trees through the District Plan.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.2.3 Undertake, heritage assessments of buildings, sites, areas and notable trees, including sites of significance to Māori, which have been identified as having potential historic heritage values that may warrant protection through the District Plan.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.2.4 Continue to support and facilitate the maintenance and restoration of the city's historic and natural heritage (including notable trees) through funding assistance and advocacy.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.2.5 Partner with Taranaki Whānui and Ngāti Toa to identify and enable increased opportunities for mana whenua involvement in shaping and delivering city development.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.2.6 Co-design with mana whenua a set of Te Aranga Māori Design principles that can be used to inform new public and private development in the city.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.2.7 Introduce new provisions into the District Plan to enable papakāinga and kaumātua housing developments across the City.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites

Direction 2.3: Our movement systems support a zero carbon city; through a compact urban form and sustainable transport options; and promote improved health outcomes.

ACTION	TOPIC AREAS
2.3.1 Introduce new rules in the District Plan to require new commercial and multi-unit residential developments to provide bike storage and end of trip facilities such as showers for commercial development.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.2 Remove all on-site minimum car parking requirements (apart from accessible car parking requirements) from the District Plan consistent with the requirements of the National Policy Statement on Urban Development.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.3 Encourage car share parking for medium to high density developments.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.4 Discourage the creation of off-street commuter parking spaces in the Central City and suburban centres.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.5 Investigate the development of comprehensive parking management plans (as encouraged by the National Policy Statement on Urban Development) to manage the effects associated with the supply and demand of car parking.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.6 Work with schools, businesses, and other parties to develop travel plans and create safe routes to schools, workplaces and other key destinations.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.7 Develop policy and deliver infrastructure (e.g. bus shelters) to make public transport use more attractive.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.8 Reduce car priority within the Central City and on key routes by changing road space allocation to prioritise public and active transport.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.9 Investigate the introduction of a levy on commuter parking in the Central City as part of the LGWM programme.	Central City, Natural Hazards & Adapting to Climate Change
2.3.10 Carry out localised transport assessments to identify and assess multi-modal transport solutions to transport issues, particularly in areas of projected housing growth.	Outer Suburbs, Opportunity Sites
2.3.11 Continue to develop a network of safe and connected cycleways consistent with Council's Cycling Master Plan and Framework, and including as part of LGWM.	Central City, Outer Suburbs, Inner Suburbs, Opportunity Sites
2.3.12 Improve the safety and attractiveness of walking in the city by implementing pedestrian improvements, including as part of LGWM.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites

ACTION	TOPIC AREAS
2.3.13 Review Council walking and cycling policies including micro-mobility and develop policy on how public micro-mobility share schemes should operate in the city.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.14 Advocate for public transport that offers better service to the Airport.	Central City, Inner Suburbs, Outer Suburbs
2.3.15 Provide bike and car share parks as part of Council housing developments.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.16 Facilitate the establishment of infrastructure that supports zero carbon vehicle use across the city, including electric buses and construction of mass rapid transit.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites, Natural Hazards & Adapting to Climate Change
2.3.17 Support the adoption of electric vehicles through regulatory changes that aid the transition to private electric vehicles, heavy electric vehicles and electric public transport.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
2.3.18 Work with the Port and the Airport to achieve zero carbon emissions by 2050.	Natural Hazards & Adapting to Climate Change
2.3.19 Develop a policy framework that determines place and movement and transport mode priorities for each street in the Central City and ensure alignment with the new One Network Framework.	Central City
2.3.20 Apply the Healthy Streets checklist to all significant projects that change the street environment and pursue opportunities to improve outcomes where possible.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites



Greener

Direction 3.1: New development supports the city's goals of being 'zero carbon' by 2050.

ACTION	TOPIC AREAS
3.1.1 Ensure the District Plan enables innovative forms of development that encourage lower carbon lifestyles (e.g. well-designed, efficient, insulated, smaller and well-located new housing).	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
3.1.2 Investigate incentives and/or requirements for new developments that achieve at least a 5-star rating on the Greenstar, Homestar or other similar green building rating scheme.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
3.1.3 Remove barriers to green building technologies such as solar energy, green roofs, collected rainwater, and passive heating and cooling.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites

Direction 3.2: Water management infrastructure and practices improve water quality across the city.

ACTION	TOPIC AREAS
3.2.1 Introduce new District Plan provisions that require new development to include sustainable drainage solutions that achieve hydraulic neutrality or better.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
3.2.2 Investigate opportunities to integrate, manage and fund infrastructure that achieves multiple outcomes from the same space (e.g. water purification and park or streetscape amenity improvement, permeable surfaces and biodiversity improvement), and implement green infrastructure solutions on public land (i.e. streets and parks).	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites

Direction 3.3: Important natural and physical features that enhance the city's character and identity are protected and the natural environment contributes to improving our quality of life.

ACTION	TOPIC AREAS
3.3.1 Introduce new rules in the District Plan to protect identified outstanding natural features and landscapes, significant natural areas, and coastal and cultural landscapes.	Natural Environment & Open Space, Outer Suburbs
3.3.2 Investigate and establish an incentives policy for the protection of Significant Natural Areas on private property.	Natural Environment & Open Space, Outer Suburbs
3.3.3 Develop a Green Network Plan for the Central City, investigate opportunities to expand the green network beyond this area and consider the potential to sequester carbon as one of a range of green network outcomes.	Central City, Natural Hazards & Adapting to Climate Change, Natural Environment & Open Space
3.3.4 Conduct an audit of street trees in suburban areas and develop an investment programme to fund the maintenance of existing street trees and the planting of new trees.	Inner Suburbs, Outer Suburbs



Resilient

Direction 4.1: Urban development supports social and physical resilience.

ACTION	TOPIC AREAS
4.1.1 Undertake further investigations into the impacts of sea level rise on vulnerable areas and community assets and work with local communities to plan for and adapt to these impacts.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
4.1.2 Engage with professionals and the wider community to identify viable options to adapt to the impacts of climate change, including sea level rise and 'living with water'.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
4.1.3 Review the District Plan provisions to ensure they reflect current best practice in managing the risks associated with natural hazards.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
4.1.4 Support and enable the ongoing seismic strengthening of at-risk buildings.	Central City, Inner Suburbs, Outer Suburbs

Direction 4.2: Infrastructure, facilities and services are designed, maintained, and improved to mitigate and adapt to the effects of natural hazards and climate change.

ACTION	TOPIC AREAS
4.2.1 Encourage infrastructure providers, network utility operators and the private sector to strengthen and construct resilient buildings and infrastructure.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
4.2.2 Understand and manage natural hazard risks for transport assets and services and continue to upgrade priority transport routes to improve their hazard resilience.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
4.2.3 Work with Waka Kotahi NZ Transport Agency and Greater Wellington Regional Council to minimise the effects of unplanned events on Wellington's transport system.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
4.2.4 Advocate for the development of the Petone - Grenada route as a multi-modal connection that improves the strategic road network's ability to cope with and recover from major disruptions to the links between Wellington and Hutt Valley.	Outer Suburbs, Opportunity Sites, Natural Hazards & Adapting to Climate Change



Vibrant & Prosperous

Direction 5.1: Attractive, vibrant places that incentivise and support new development.

ACTION	TOPIC AREAS
5.1.1 Review the Central City Framework consistent with the Central City Spatial Vision and in parallel with the LGWM work programme.	Central City, Opportunity Sites
5.1.2 Undertake precinct planning of identified areas of change, including around the future mass rapid transit stations, to support higher density, mixed-use urban development and quality public spaces. Integrated transport planning around mass rapid transit stations will also be included.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
5.1.3 Collaborate with key stakeholders including CentrePort to develop a regeneration plan for the City gateway area along Aotea and Waterloo Quays and in the vicinity of the Wellington rail station and harbour quays area.	Central City, Opportunity Sites
5.1.4 Continue to work with other key stakeholders as part of the Future Ports Forum to develop a master plan for the Multi-User Ferry Precinct.	Opportunity Sites
5.1.5 Undertake an audit of pedestrian shelter provision throughout the Central City to identify gaps in provision and develop a programme to address these gaps.	Central City
5.1.6 Update the Wellington Waterfront Framework in partnership with mana whenua and with public input and engagement, including consideration of existing waterfront development and remaining opportunities, and natural hazard and climate change resilience implications.	Natural Hazards & Adapting to Climate Change, Central City
5.1.7 Plan for and invest in public realm improvements that complement and attract new development in key locations throughout the city and support community need in growth areas.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites, Natural Environment & Open Space
5.1.8 Create more pedestrian precincts with high pedestrian amenity in key activity areas (e.g. shopping, food and beverage), including pedestrian upgrades on key LGWM corridors such as the Golden Mile.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
5.1.9 Investigate opportunities to maximise the value of Council owned land within existing road corridors to deliver natural environment, resilience, amenity and other community outcomes to support the development outcomes sought by the Spatial Plan.	Natural Environment & Open Space, Outer Suburbs
5.1.10 Develop and implement a Suburban Centres Investment Programme.	Inner Suburbs, Outer Suburbs

Direction 5.2: Increased opportunities to stimulate further employment and business growth and development in the city are available.

ACTION	TOPIC AREAS
5.2.1 Support the role of the Central City as the region's employment hub by enabling a wide range of complementary retail, commercial, educational and entertainment activities through the District Plan.	Central City
5.2.2 Review the District Plan to ensure sufficient business land is available to support existing and future employment opportunities, including in existing commercial and industrial areas.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
5.2.3 Review land use rules and other Council policies where appropriate to ensure they enable new and emerging business opportunities in the city.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
5.2.4 Work with suburban centre business owners to establish Business Improvement Districts (BiDs).	Inner Suburbs, Outer Suburbs



Partnership with Mana Whenua

Direction 6.1: Mana whenua development and landowner interests are recognised in planning and developing our city.

ACTION	TOPIC AREAS
6.1.1 Work with Taranaki Whānui and Ngāti Toa to identify current landholding interests and future land development opportunities in the city.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites
6.1.2 Recognise Taranaki Whānui and Ngāti Toa landholding interests in the Spatial Plan and District Plan and enable future development opportunities through these plans.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites

Direction 6.2: Design of our public space is undertaken in collaboration with mana whenua.

ACTION	TOPIC AREAS
6.2.1 Work with Taranaki Whānui and Ngāti Toa to identify Council owned public space of cultural importance to mana whenua.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites, Natural Environment & Open Space
6.2.2 Co-design and partner with Taranaki Whānui and Ngāti Toa in the design and delivery of culturally important public spaces.	Central City, Inner Suburbs, Outer Suburbs, Opportunity Sites, Natural Environment & Open Space

Additional references

- [Wellington City Council Development Contributions Policy 2015-16](#)
- [Wellington City Council Draft Financial and Infrastructure Strategy 2021-51](#)
- [Wellington City Council Long Term Plan 2021-2031](#)

