

Summary of Our City Tomorrow

Draft Spatial Plan for Wellington City

Integrated Land-use and Transport Strategy



Contents

The vision	5
What is the Spatial Plan?	6
How will we get there?	7
Key highlights	8
Central city	8
Inner suburbs	10
Outer suburbs	14
Opportunity sites	18
Natural and open space	19
Central city map	21
Inner suburbs map	23
Character areas map	25
Northern suburbs map	27
Western suburbs map	28
Southern suburbs map	29
Eastern suburbs map	30
What's next?	31

We want your feedback

Our city is growing. The District Plan is up for review. The decisions we make now will shape the way we live, for decades.

In the next 30 years Wellington will be home to 50,000 to 80,000 more people. That's going to have a big impact on where, and how we live.

The Council wants to hear how well *Our City Tomorrow* (Draft Spatial Plan) meets the goals of ensuring a green, vibrant and prosperous, inclusive and connected, compact and resilient Wellington city.

Read the plan and tell us your view!



Visit our website

planningforgrowth.wellington.govt.nz



Send us an email

planningforgrowth@wcc.govt.nz



Find us in your community

Come along and talk to us at our pop-up Tiny House

Find where we will be at:
planningforgrowth.wellington.govt.nz



Give us a call

04 488 7019

Our plan is to be the most liveable city.

As the capital city we celebrate our unique Wellington way and our creative culture, where businesses thrive.

Housing is affordable, we are accessible, safe, and we continue to live close to nature.

Where streets are made for walking, and mana whenua culture is a living presence from harbour to hills.

Our vision is a welcoming home for all.

The need for a Spatial Plan in a post Covid-19 world

As we adjust back to a new normal following COVID-19, planning for the city's future growth and redevelopment remains relevant and is important to ensure we can adapt and thrive as a city.

Due to the impact of COVID-19, in the short term we anticipate some slight changes to the rate of the city's economic and population growth, however the medium and long term outlook remains positive and our existing medium to long term growth projections remain relevant.

Now more than ever we need to take this opportunity to learn from our local experience of this global event, and put it into a plan of action. *Our City Tomorrow* is the first step at how we can accomplish this and will enable opportunities to plan for the city's future investment.

What is a Spatial Plan?

A spatial plan is essentially a 'blueprint' for our city that sets out a plan of action for where and how we should grow and develop over the next 30 years.

The spatial plan will help shape our city by considering a range of topics relating to the city's growth including land use, transport, three waters infrastructure, natural hazards, heritage, and natural environment values.

The spatial plan puts a plan in place for how we will grow, providing the key policy direction needed to influence the review of the District Plan.

It will also help the Council prioritise investment for things like transport, new community facilities and infrastructure upgrades.

Why are we doing this?

Wellington City is expected to grow by 50,000–80,000 more people over the next 30 years.

The city is already experiencing high house prices and high rents, and we know under current planning rules we won't have enough houses to provide for this growth over the next 30 years.

The city also has a goal of being carbon zero by 2050 and we need to have a plan to ensure that where and how we live, and how we move around our city supports us reaching that goal.

The draft Spatial Plan replaces the existing Urban Growth Plan and will enable the Council to make important decisions that support Wellington continuing to be the most liveable city.

Additionally, the draft Spatial Plan is consistent with the direction set out in the National Policy Statement on Urban Development (NPS-UD) 2020 to set out a strategic plan of action in response to the future growth pressures, and create 'well functioning urban environments'.

How did we get here?

The *Our City Tomorrow* conversation began in 2017 when we asked the city what they wanted the city to be like in 30 years given some of our key challenges including sea level rise, earthquake risks, and population growth. We heard that Wellingtonians want the city to be:

- Compact
- Inclusive and Connected
- Greener
- Resilient
- Vibrant and Prosperous

We then asked the community in 2019 to give us their views about four growth scenarios and to think about the trade-offs that each scenario involved. We heard from 1372 people who told us that they wanted the city to remain compact, by focusing the growth in the inner city and in and around our existing suburban centres. You can find out more about this engagement on the [Planning for Growth website](#).

Our City Tomorrow endeavours to progress the goals that we're striving to achieve as a city, provide greater certainty and clarity as to where we're heading and help guide future planning and investment decisions at a range of levels – from local businesses to central Government agencies.

How will we get there?



Compact

Wellington builds on its urban form with quality development in the right locations.



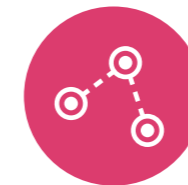
Greener

Wellington's natural environment is protected, enhanced and integrated into the urban environment.



Vibrant + prosperous

Wellington builds on its identity by welcoming social and cultural diversity, supporting innovation and investing strategically to maintain our thriving economy.



Inclusive + connected

Wellington has a world-class transport system with attractive and accessible public spaces that support our diverse community and cultural values.



Resilient

Wellington's natural and built environments are healthy and robust, and we build physical and social resilience through good design.



Key highlights

Growth Pattern

Our City Tomorrow proposes a growth pattern that keeps Wellington City compact by directing growth to the central city, inner suburbs and in and around 15 suburban centres. This approach will enable the city's highly valued natural environment to remain protected and ensures that new development is located in areas that are well served by public transport thereby reducing the need to travel by car and in turn reducing the city's carbon emissions.

Central city



18,000
people



7,900-8,800
more homes needed

Over the next 30 years the central city population is expected to increase by up to 18,000 people. This means we need up to 7,900-8,800 more houses in the central city.

The central city will still be the economic and employment hub of the region, so we also need to make sure we have enough commercial floor space available. We want the central city to continue to be an attractive place to live and do business and maximise the opportunities presented from the investment in the Let's Get Wellington Moving Programme, particularly the future mass rapid transit route.

Our City Tomorrow proposes:

- Increasing the maximum building height limit in Te Aro to at least 10 storeys to encourage more mixed use development in this area, with high density living opportunities particularly in Te Aro and along the future mass rapid transit route.
- A minimum building height of 6 storeys to ensure land can be used efficiently and to best use.
- Increased building heights in areas on the edge of the central city to at least 6 storeys and up to 8 storeys (ie areas along the edge of the city in Thorndon, Aro Valley, Mt Cook, and Mt Victoria).
- Rezoning the centres zoned area bordering Adelaide Road between Rugby Street and the junction with Riddiford Street to the central city zone.
- Rezoning several Thorndon Inner Residential zoned properties in the vicinity of Selwyn Terrace, Portland Crescent and Hobson Street/Hobson Crescent/Turnbull Street to the central city zone.
- Development of guidance to encourage better apartment design.
- Identifying a range of distinct neighbourhoods across the central city to recognise their distinct characteristics and features and to support high quality mixed use development.
- Focusing on high quality buildings and public spaces along key transit connectors (ie key transit corridors).
- Greening the central city through use of green infrastructure, developing a green network that supports the city's biodiversity, and sustainable building technologies to support our goal of carbon neutrality.
- Identifying anchors across the central city that are strong and stable places providing opportunities for recovery following large scale hazard events.
- Identifying opportunity areas where comprehensive redevelopment will be encouraged, and where investment in infrastructure and public realm improvements will be focused.



Inner suburbs



14,000
people



4,100-5,400
more homes needed

Our inner suburbs are located close to the central city making them prime locations for more growth and housing, close to employment opportunities and public transport. There is high demand for housing in these areas, with an additional 14,000 more people expected to live in the inner suburbs areas in the next 30 years. This equates to 4,100-5,400 new homes needed to support this growth.

A large proportion of these inner suburbs also have a distinct character which has been recognised in the current District Plan as 'pre-1930 character'. These areas have restrictions on the demolition of buildings constructed prior to 1930.

Under the NPS-UD building heights of at least 6 storeys would be required in the inner suburbs, however the Council considers that there is evidence to support the continued protection of pre-1930 character on a refined

basis and that this meets the criteria of a 'qualifying matter' under the NPS-UD.

While there is a need to retain areas of high character value, *Our City Tomorrow* proposes balancing this with the need to provide more housing in areas where character has been compromised.

Our City Tomorrow proposes:

- Re-focussing the pre-1930 character demolition controls to identified sub-areas (character sub areas) where resource consent would still be required to demolish houses built before 1930. A maximum building height of 3 storeys would apply which is the same as the current rules.
- Removing the pre-1930 character demolition controls outside of these sub-areas (ie no resource consent required to demolish), and instead;
 - Apply a general character overlay which requires new development to be designed to be sensitive to the special character of the wider suburb (inner suburbs character area).
 - Requiring resource consent for any new multi-unit development.
 - Applying a maximum building height limit of 4-6 storeys (dependent on whether the area is adjacent to a character sub-area or whether it is along a key public transport route).

- Where the Wellington fault line runs through areas of Thordon, no changes beyond the current settings are proposed. 2-3 storey terrace style housing will be encouraged and controls on the demolition of houses constructed prior to 1930 are proposed in specific sub-areas.
- In addition to the changes to character protection, create more opportunities for medium-density development to occur in Mt Cook, Newtown and Berhampore, by:
 - Concentrating future development in areas that can accommodate further intensification, including along existing bus routes and the future mass rapid transit route and around the existing Berhampore neighbourhood and Mt Cook/Newtown town centres.
 - Increasing height limits, to enable development of at least 6 storeys along existing/proposed mass transit and bus routes around the Berhampore neighbourhood and Mt Cook/Newtown town centres.
 - Investing in the infrastructure and open space improvements in the Mt Cook and Newtown town centres to service future residential needs within these areas.

These proposals will be supported by:

- Continuing to protect existing heritage areas and buildings within these suburbs, along with identifying and investigating further areas/buildings that may warrant protection.
- Rules and guidance to ensure density is done well, including a focus on water sensitive urban design, housing choice, public transport, and providing quality housing and public open space.
- In line with the National Policy Statement on Urban Development (NPS-UD) 2020 removal of the requirement to provide on-site car parking for new developments to allow more efficient use of the site and support the city's Carbon Zero goals.
- Amending specific residential controls such as ground level open space, and building recession planes to enable sites to be more efficiently developed, and enabling the modernisation of older homes.
- Invest in three waters infrastructure (eg water, wastewater, and stormwater) to support growth opportunities.
- Improve existing and/or creating new public/open spaces to service the future recreational needs of these suburbs.

See maps on pages 22-25 to see what is proposed in the inner suburbs and character areas.

The type of housing that is anticipated in these areas is as follows:

Type 2
Medium density
2-3 storey
terraced housing



Type 3
Medium density
3-4 storey
apartment buildings



Type 4a and 4b
Medium density

Type 4a:
Up to 6 storey mixed
use and apartment
buildings

Type 4b:
Enable at least 6
storey mixed use and
apartment buildings



Source: Auckland Design Manual - Case Study - Collection 45, Vancouver

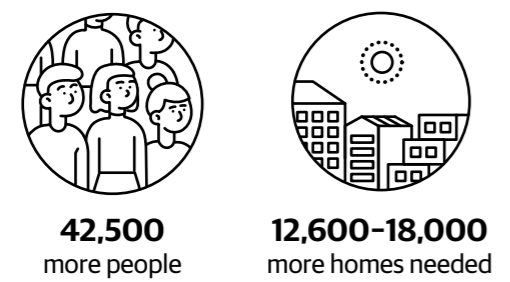


The type of housing that is anticipated in these areas is as follows:

Type 1
Low density
 1-2 storey detached,
 semi-detached and
 infill housing.



Outer Suburbs



Our outer suburbs will provide greater housing choice and opportunities for more vibrant suburban centres.

By 2047 up to 42,500 more people are projected to be living in the outer suburbs which equates to another 12,600-18,000 new dwellings.

Our City Tomorrow sets out a plan for accommodating an additional 32,000 people or 14,000 dwellings in 15 outer suburbs with medium density housing around existing suburban centres and along key transit routes.

These suburbs are: Tawa, Churton Park, Johnsonville, Newlands, Khandallah, Ngaio, Crofton Downs, Karori, Kelburn, Brooklyn, Island Bay, Hataitai, Kilbirnie, Lyall Bay, and Miramar. See map on pages 26-30 of this document to see what this looks like.

There are also opportunities for the town centres of these suburbs to evolve with more mixed use development encouraged.

All of these new medium density areas will be supported by the following measures to ensure new development is well designed and good environmental outcomes are achieved, including:

- Requiring resource consent for all new multi-unit developments, with a strong emphasis on building design and residential amenity and ensuring that new development makes a positive contribution to the neighbourhood.
- Ensuring new development within the commercial centre is designed and sited so that the scale and bulk of buildings does not dominate the street (eg orientating tall buildings or parts of buildings to the centre or rear of a site).
- Requiring water sensitive urban design to be incorporated into all new development in order to control stormwater runoff and reduce its impact on the city's waterways.
- In line with the National Policy Statement on Urban Development (NPS-UD) 2020 removal of the requirement to provide on-site car parking for new developments to allow more efficient use of the site and support the city's Carbon Zero goals.

Type 2
Medium Density
 2-3 storey
 terrace housing



Type 3
Medium Density
 3-4 storey
 apartments



Type 5
High density
 Up to 8 storeys
 mixed use and
 apartment buildings



Source: Auckland Design Manual - Case Study - Peirmont Apartments

Type 4a and 4b
Medium density
Type 4a:
 Up to 6 storey mixed
 use and apartment
 buildings
Type 4b:
 Enable at least 6
 storey mixed use and
 apartment buildings



Source: Auckland Design Manual - Case Study - Collection 45, Vancouver

Our City Tomorrow (Draft Spatial Plan) aligns with the direction of the National Policy Statement on Urban Development (NPS-UD) 2020 as follows:

- Enabling at least 6 storey building heights within a 10-minute walking distance of Johnsonville and Tawa railway stations and the edge of the Johnsonville centre
- Enabling at least 6 storey building heights within a 5-minute walking catchment of all other railway stations (ie Raroa, Khandallah, Simla Crescent, Box Hill, Ngaio, Awarua, Crofton Downs, Linden, Redwood, Takapu Road)

See the maps on pages 26-30 where these areas are identified.

The Council must give effect to these requirements as part of the upcoming District Plan Review process and these changes are outside of the scope for feedback on the Draft Spatial Plan. These rules would not come into effect until the new District Plan is made operative.

The NPS-UD requires councils to make these changes to the District Plan by August 2022.

Council will be including these changes in the District Plan Review, scheduled for 2021.

Additionally, there are a number of hazard issues for Kilbirnie and Lyall Bay relating to sea level rise, flooding, ground shaking, liquefaction and tsunami.

We consider these hazards to be relevant 'qualifying matters' that may mean the enabling building heights of at least 6 storeys by the NPS-UD is inappropriate across these areas.

The Council needs to do further work to fully understand the implication of these hazards on the level of risk for development in these areas. This work will inform future decisions about what level of intensification is appropriate.

Opportunity sites

In addition to the main growth areas, there are a number of opportunity areas and sites where more detailed planning is underway or will be undertaken in the future. These areas are:

Upper Stebbings Valley and Glenside West

Work has been underway for the last two years to develop a masterplan for this area of greenfield land between Churton Park and Tawa. This area has the potential to provide up to 1,000 more homes in a new community. The Upper Stebbings concept masterplan has been developed with the following principles:

- Providing housing types to satisfy a range of choice and 'price points' (eg detached/terrace/multi-unit, 1-4 bedroom).
- Protecting areas of important bush, streams and wetlands, integrating how water is managed across infrastructure and open spaces to promote ecological benefits.
- Reducing impacts of development on local streams and the Porirua Harbour.
- Working with the land and reducing the impact of earthworks on natural features such as bush and streams.
- Ensuring the community has access to community facilities.
- Providing sufficient open and green spaces for people, plants and animals. Connecting to other suburbs and supporting walking, cycling and public transport options.

Planning for the Glenside West area will commence later in 2020.

Lincolnshire Farm

This land located between Woodridge, Grenada North and Horokiwi has been earmarked for urban development in the [Northern Growth Management Framework](#) since the early 2000s. It is currently recognised in the District Plan as an area for urban development, including:

- A range of housing densities and types, with more intensive development around the neighbourhood centre
- A business area (around 45 ha) to provide local 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 to support walking, cycling and public transport.
- A link road from State Highway 1 between Tawa and Grenada interchange connecting to State Highway 2 between the Petone and Dowse interchanges in the Hutt Valley.

Our City Tomorrow provides an opportunity to review the existing structure plan in terms of increased housing pressures, decreasing levels of housing affordability, greater expectations concerning environmental protection and delays in constructing the Petone to Grenada Link Road.

Te Motu Kairangi/Miramar Peninsula

Te Motu Kairangi/Miramar Peninsula is located in the city's outer eastern suburbs at the entrance to Wellington Harbour. This area is important to the Council, central Government, iwi, businesses, community groups, residents and visitors alike. Given the diverse range of views, *Our City Tomorrow* provides an opportunity to have a discussion with the wider Wellington community about developing a framework for the Peninsula. This framework could cover matters such

as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the city particularly with the possible mass rapid transit route.

Strathmore Park

Strathmore plays a key role in providing homes for people and families in need. However, the existing state housing stock in this area is ageing and in need of investment. Existing residents are also disadvantaged by the lack of frequent public transport in the area. *Our City Tomorrow* proposes a community planning process to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the city, along with a range of other initiatives that could benefit the wider area including the neighbourhood centre.

Future Mass Rapid Transit Station Precincts

The Let's Get Wellington Moving initiatives play a key role in determining the density of people living, working or moving in the central city and the quality of the public realm. While the future mass rapid transit route has not yet been confirmed, there will be opportunities for integrating urban development with the mass rapid transit route.

Our City Tomorrow signals once the route is confirmed, and the location of mass rapid transit stations are known, precinct planning will consider land use and public space changes around the stations. This provides opportunities to partner with other organisations to deliver high quality developments and target investment to improve public spaces and provide green infrastructure.

Natural and open space

Alongside providing for growth we must also protect the city's natural environment and open spaces which are a core part of Wellington's identity. We are already doing a lot to protect our natural capital (eg Inner Town Belt, Outer Greenbelt etc.) but we need to do more particularly to protect our indigenous biodiversity and special landscapes from future development.

Our City Tomorrow proposes introducing new rules in the District Plan to protect areas of significant indigenous biodiversity ('significant natural areas') and important landscapes and natural features. Many of these areas are on private property and we have been doing a lot of work talking to affected landowners through the [Backyard Tāonga](#) project. *Our City Tomorrow* provides the opportunity to get feedback from the wider community on this initiative.

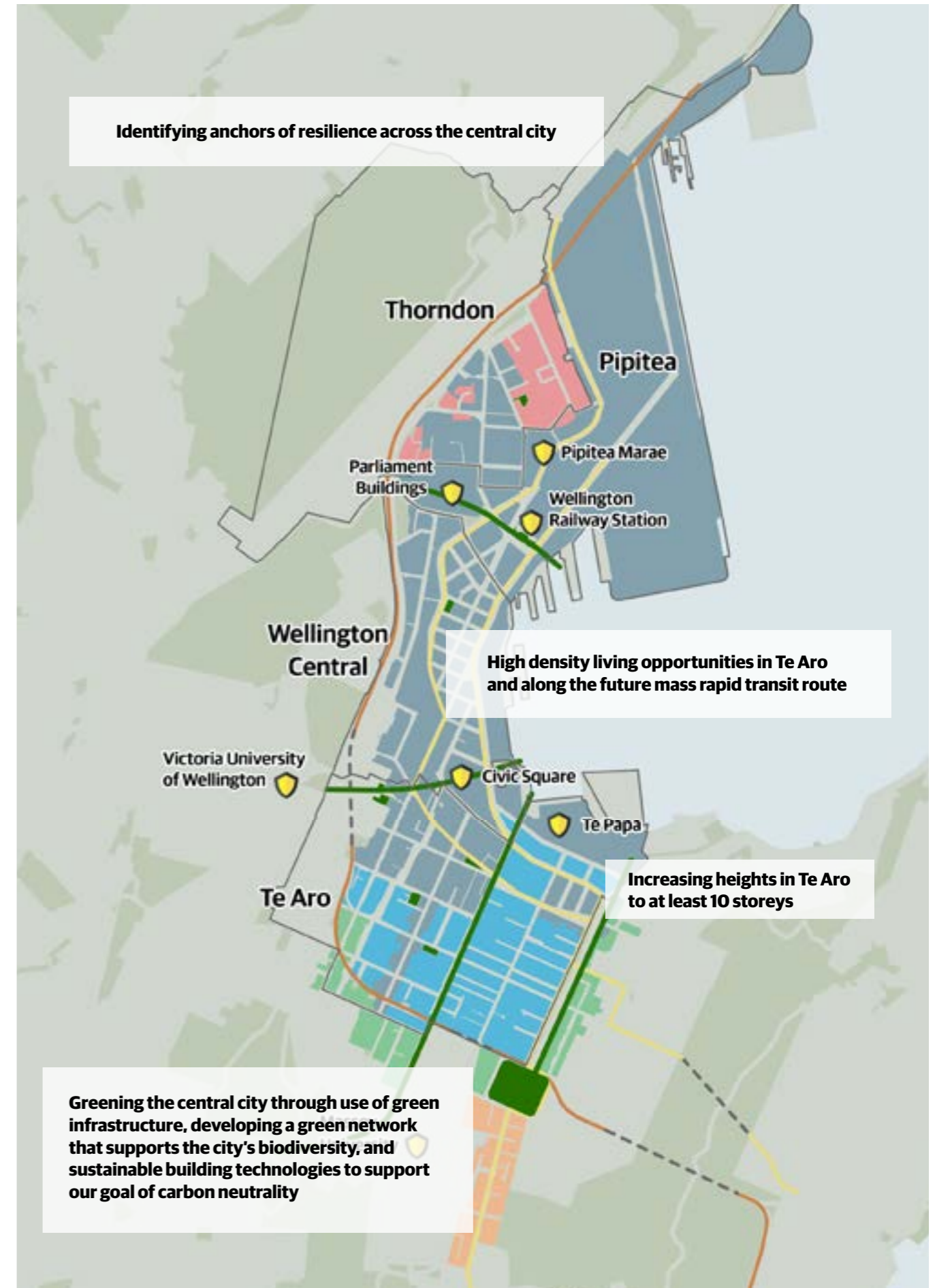
Central city

Proposed height changes

- Height increase proposed
- Proposed change from Centre to Central Area District Plan zone
- Proposed change from Inner Residential to Central Area District Plan zone
- Transitional height area, up to 8 storeys
- No changes proposed
- Open space

Central city spatial vision

- Key public transport connections
- Regional connectors
- Tunnels
- Green ribbons
- Anchors of resilience
- Areas of greening



Identifying anchors of resilience across the central city

High density living opportunities in Te Aro and along the future mass rapid transit route

Increasing heights in Te Aro to at least 10 storeys

Greening the central city through use of green infrastructure, developing a green network that supports the city's biodiversity, and sustainable building technologies to support our goal of carbon neutrality

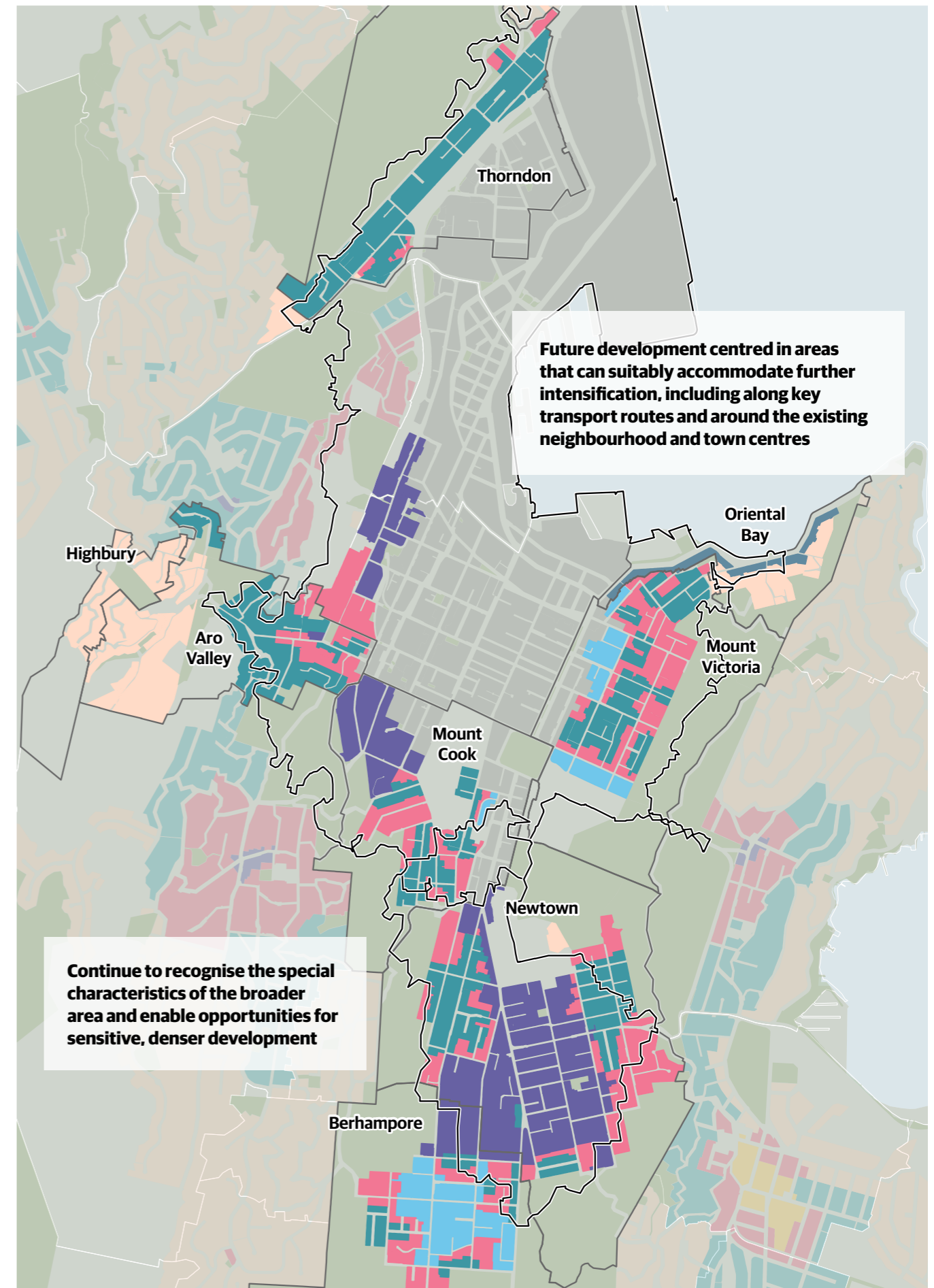
Inner suburbs

Create more opportunities for medium-density development to occur in these suburbs, by:

- Future development centred in areas that can suitably accommodate further intensification, including along key transport routes and around the existing neighbourhood and town centres.
- Increase in height limits to provide for development up to 6 storeys along key transport routes, to support growth and build on future initiatives linked to the Let's Get Wellington Moving Programme.
- Maximum building height of 3 storeys in areas where character in proposed to be protected (ie character sub-areas).
- Maximum building height of 4 to 6 storeys in areas outside of where character is proposed to be protected.
- Terraced housing and low rise apartments will be encouraged.
- In line with the NPS-UD, removing the requirement to provide on site car parking for new developments to allow more efficient use of the site and support the City's Carbon Zero goals.
- Investing in three waters infrastructure and open space improvements in the Mt Cook and Newtown town centres to service future residential needs within these areas.

Housing density types

- Type 1**
1-2 storeys detached, semi-detached infill housing
- Type 2**
2-3 storeys terrace type housing
- Type 3**
3-4 storey apartment buildings, may be mixed use
- Type 4a**
Up to 6 storeys, mixed use and apartment buildings
- Type 4b**
At least 6 storeys, mixed use and apartment buildings (NPS-UD requirement)
- Type 5**
Up to 8 storeys, mixed use and apartment buildings
- No changes to existing District Plan heights
- Central city area
- Open space
- Suburb boundaries
- Areas impacted by NPS-UD 2020



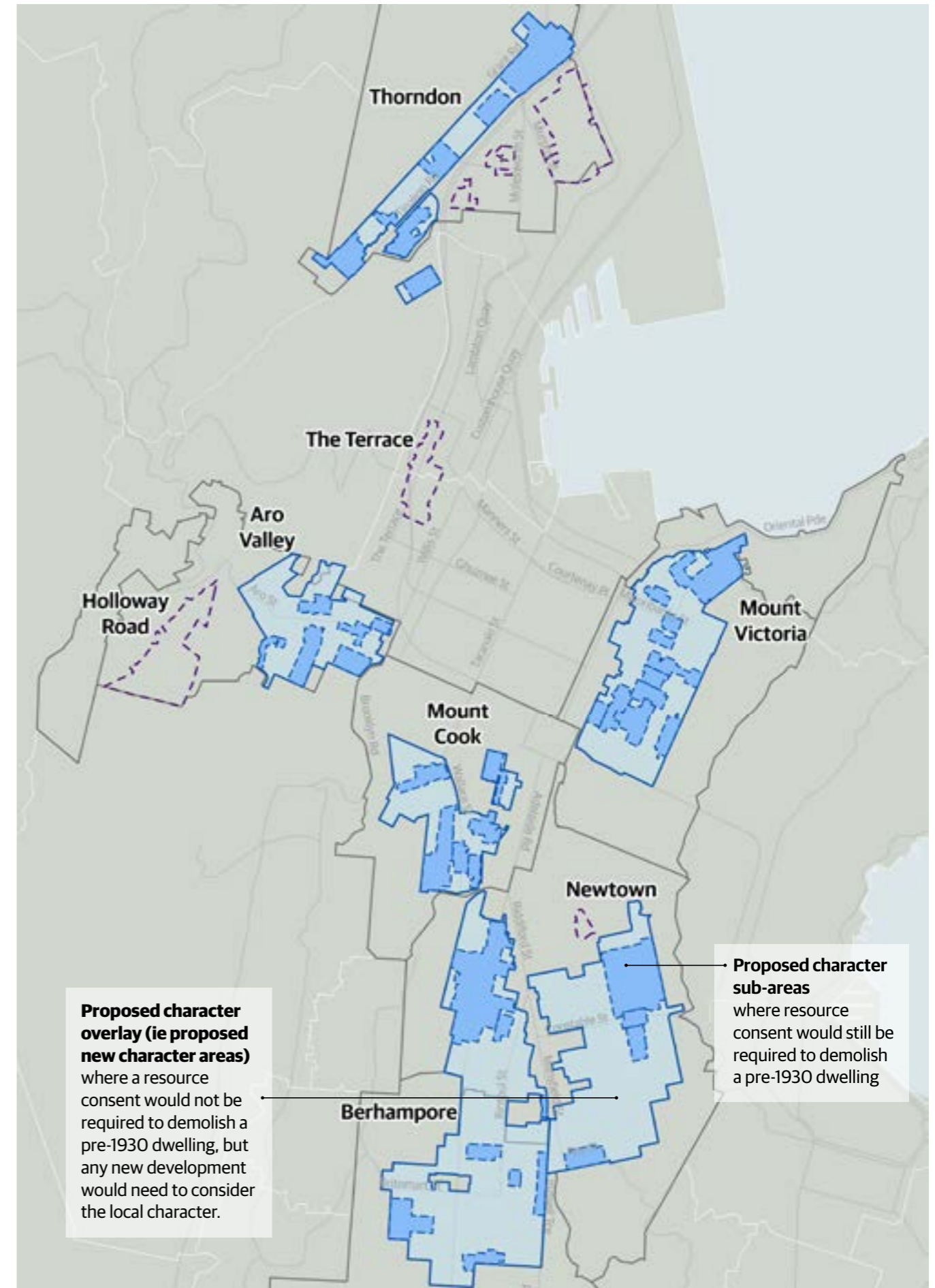
Character areas

Continue to recognise the special characteristics of the broader area and enable opportunities for sensitive, denser development, by:

- Re-focussing pre-1930 character controls to designated sub-areas that exhibit a cohesive streetscape character.
- Adjustment to the boundaries of the overall character areas, in which in these areas new developments would still be required to respect the local streetscape.
- Removing pre-1930 demolition controls where streetscape character has been compromised.
- Maximum heights of 3 storeys within the new character sub-areas (similar to current settings).
- Maximum height of 4-6 storeys in areas outside of the character sub-areas, with the opportunity to go higher along the future mass rapid transit route.

Proposed character areas + sub-areas

- Proposed character sub-areas
- Proposed new character areas
- Current pre1930 character areas
- Inner suburb boundaries



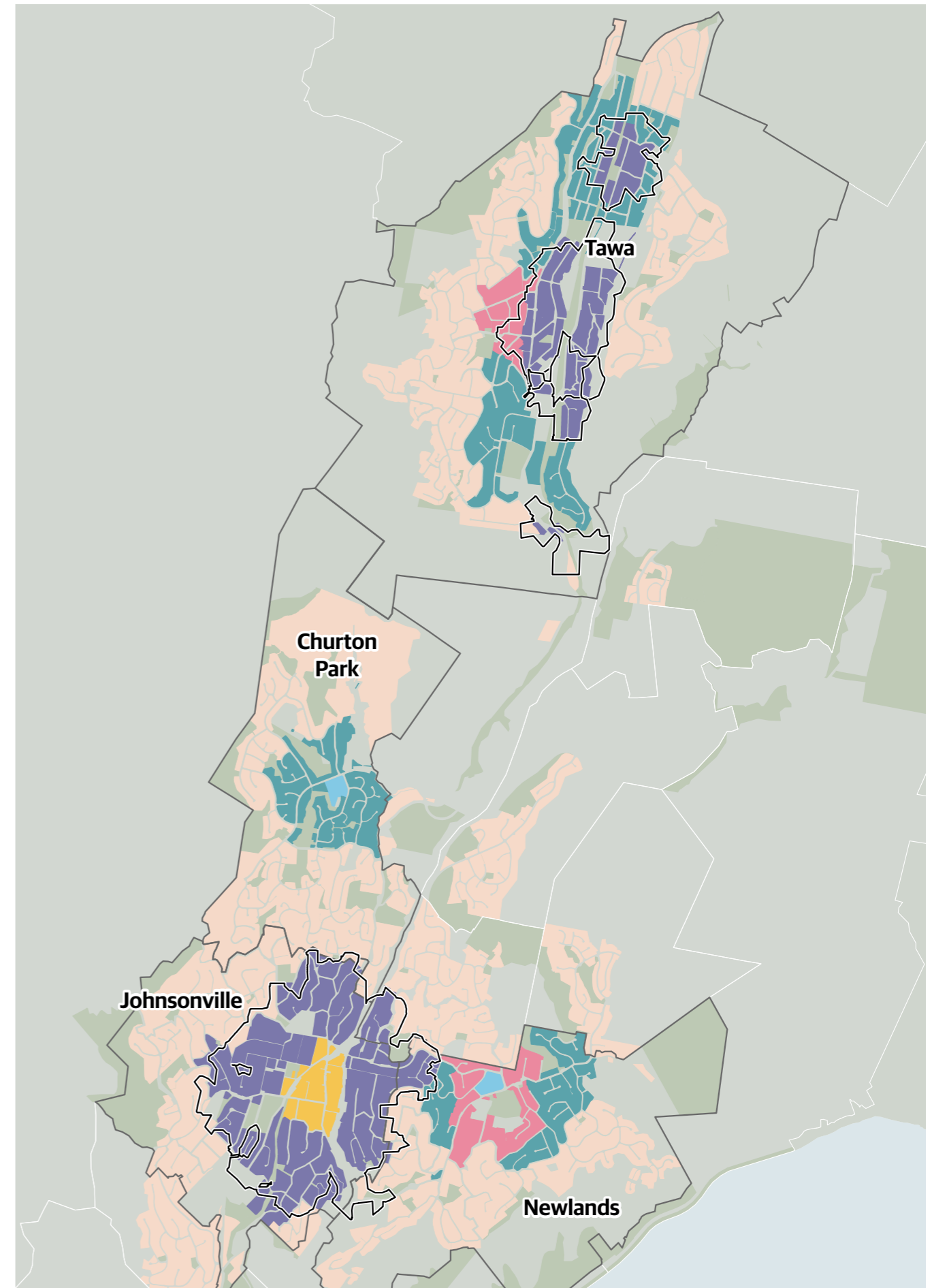
Northern suburbs

Provide for greater housing choice and opportunities for more vibrant suburban centres by:

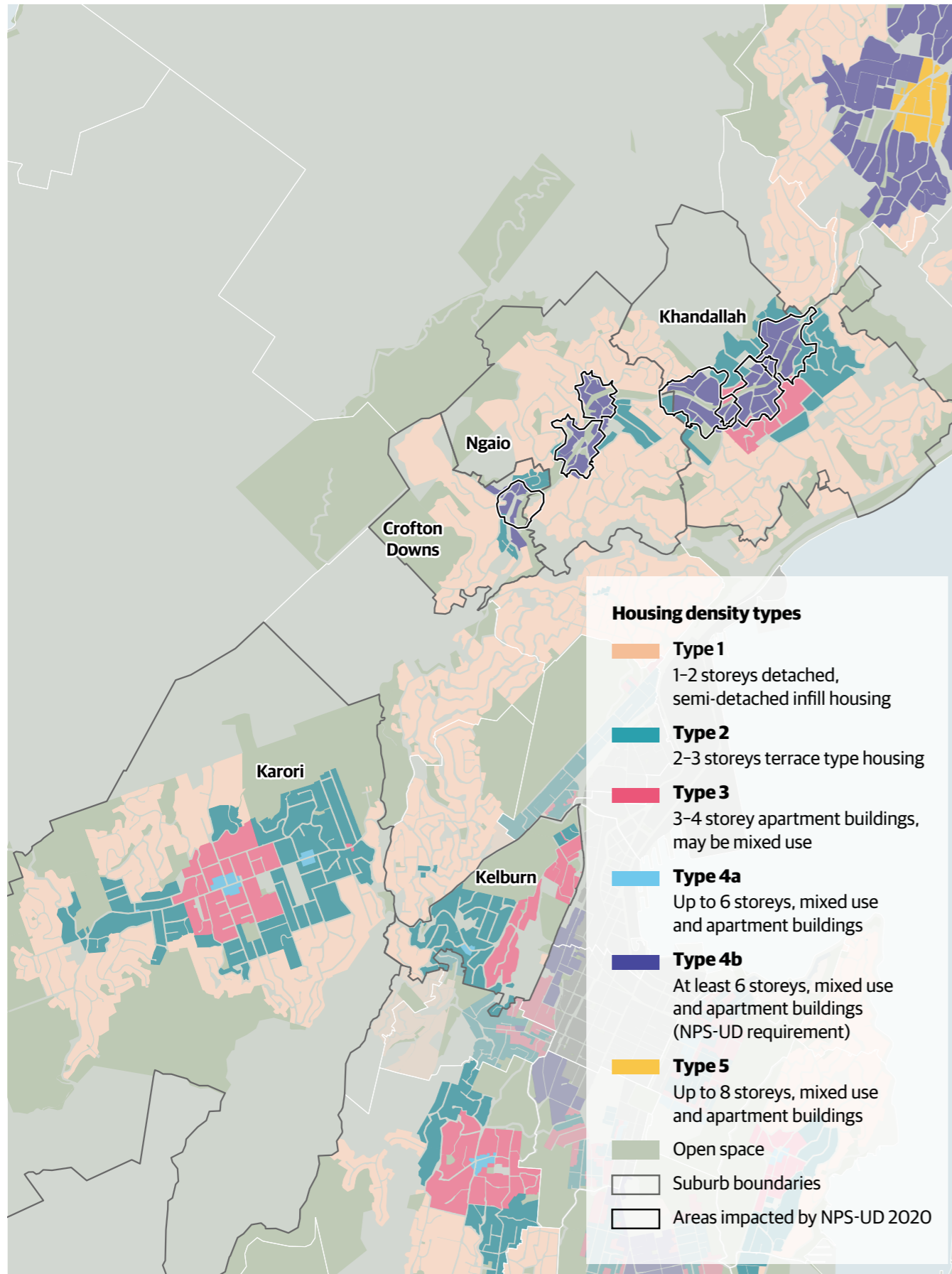
- Medium density housing located around the 15 suburban centres and around key transit routes.
- Opportunities for mixed use development in the 15 suburban centres
- In the Johnsonville and Kilbirnie centres, buildings up to 8 storeys are proposed.
- In line with the NPS-UD 2020:
 - Enable at least 6 storey buildings within a 10-minute walking distance of Johnsonville and Tawa railway stations and the Johnsonville centre (see maps on following pages).
 - Enable at least 6 storey buildings within a 5-minute walking distance of all other railway stations (ie Raroa, Khandallah, Simla Crescent, Box Hill, Ngaio, Awarua, Crofton Downs, Linden, Redwood, Takapu Road)
 - Removing the requirement to provide on site car parking for new developments to allow more efficient use of the site and support the City's Carbon Zero goals.
- New development to be supported by measures to ensure density is done well and that good environment outcomes are achieved.

Housing density types

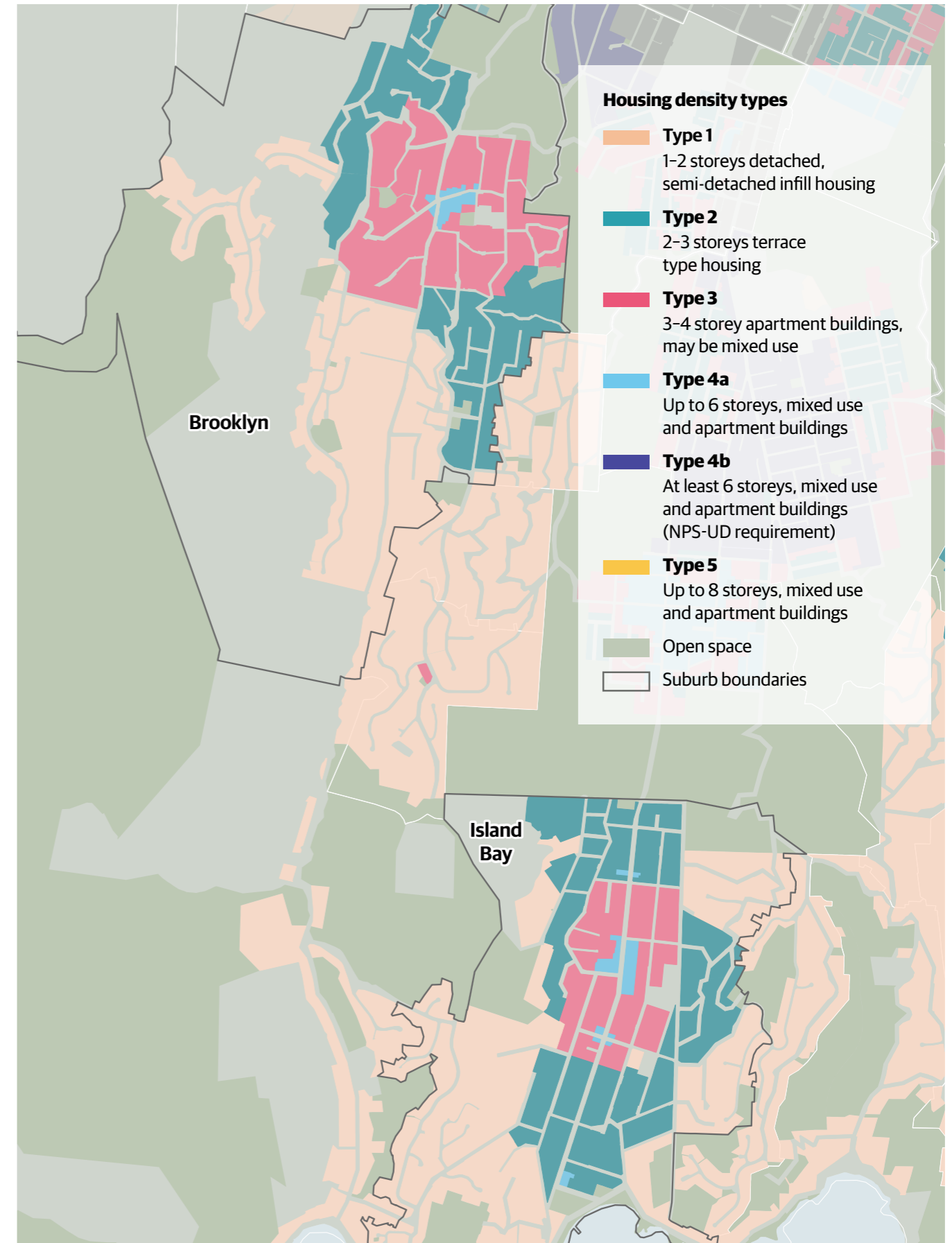
- Type 1**
1-2 storeys detached, semi-detached infill housing
- Type 2**
2-3 storeys terrace type housing
- Type 3**
3-4 storey apartment buildings, may be mixed use
- Type 4a**
Up to 6 storeys, mixed use and apartment buildings
- Type 4b**
At least 6 storeys, mixed use and apartment buildings (NPS-UD requirement)
- Type 5**
Up to 8 storeys, mixed use and apartment buildings
- Open space
- Suburb boundaries
- Areas impacted by NPS-UD 2020



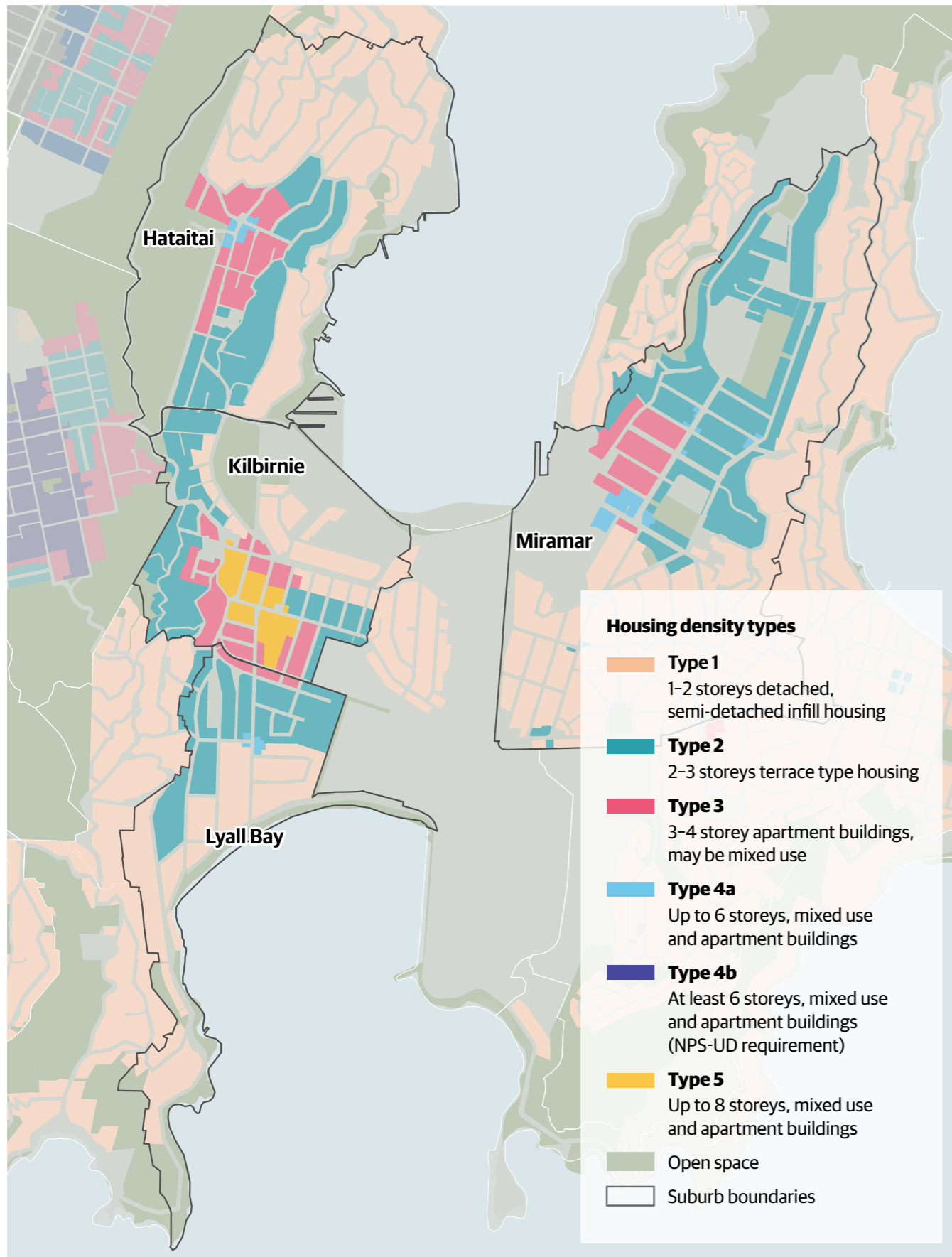
Western suburbs



Southern suburbs



Eastern suburbs



What's next?

The decisions we make today will shape the way we live for decades. Here's where we are up to, and what happens next.

