
REPORT 3
(1215/11/IM)**Report of the Strategy and Policy Committee**
Meeting of Thursday 5 May 2005

MEMBERS: Mayor Prendergast, Councillors Armstrong (Chair), Ahipene-Mercer, Cook, Foster, Gill, Goulden, McKinnon, Morrison, Pepperell, Ritchie, Ruben, Shaw, Wade-Brown and Wain.

MATTERS CONSIDERED BY THE COMMITTEE

The Strategy and Policy Committee dealt with a number of issues for which it has delegated powers to act and therefore these are before the Council for noting.

The Committee hereby recommends that the information be received.

**1. ITEM 101/05P DRAFT PRINCIPLES FOR URBAN DEVELOPMENT
IN WELLINGTON CITY**
(1215/52/IM) (REPORT 1)

THAT the Strategy and Policy Committee:

- 1. Receive the information.*
- 2. Endorse the Draft Principles as amended for use in further technical work on the Urban Development Strategy.*
- 3. Agree to the Draft Principles as **amended** being consulted on with the Draft Regional Growth Framework. The Draft Principles are as follows:*

Principle 1: Sustainable rural uses and protection of natural systems within the urban environment

Growth must not diminish our natural capital. In rural and urban areas the natural environment is a key part of our sense of place and also provides a range of environmental services (eg. natural cycles), and existing and potential economic and social benefits. These values and benefits must be acknowledged and carefully managed as a bottom-line requirement for future urban development.

Principle 2: Building on what we treasure - enhancing sense of place

Wellington's success as a city relates closely to its sense of place. Wellington has a dramatic setting, is compact, with good public transport. It is at the centre of the nation and is the national capital. It has high quality public spaces and recognises the legacy of the past through the protection and conservation of its natural and cultural heritage. Future growth and development of the city must protect and enhance these qualities in a balanced way that respects and values our heritage and embraces the future.

Principle 3: Urban containment and growth through intensification in appropriate areas

This principle builds on our current strategy of containing development within the established edges of the city. The Outer Green Belt and rural areas effectively establish clear edges to the city. The resulting compact urban form minimises transport distances, makes public transport more viable and results in better use of existing infrastructure. Greenfield developments provided for in the Northern Growth Management Plan are consistent with the containment principle in terms of scale and location. Consideration of greenfield development beyond the Northern Growth Management Plan will need to recognise the Wellington Regional Strategy

Principle 4: Development focused on appropriate centres and nodes along main transport routes

The principle of containment must be matched by a development focus on appropriate centres and nodes along main transport routes, particularly for commercial and retail activities. This will strengthen the existing centre hierarchy, provide a focus for investment in public space, reduce transport costs and avoid potential for major retail development to be located away from existing centres and nodes. This principle also ensures that most areas – particularly the existing residential neighbourhoods are areas of relative stability within the wider urban environment.

Principle 5: Permissive land use approach in the Central Area and suburban centres

Commercial, office and industrial uses are encouraged to occur as of right in the Central Area and suburban centres adjacent to main transport routes (subject to appropriate conditions). Opportunities for residential intensification in these areas should be encouraged in major centres in a manner that maintains a range of economic activities as part of a mixed-use composition. Maintaining a permissive approach will allow building owners and developers to respond readily to changing market needs and at the same time maximise compactness and travel choice.

Principle 6: Managed infill development within existing residential areas

This principle goes hand in hand with the containment principle and is necessary to provide housing choice and ensure existing suburban populations do not decline. Infill is the subdivision and development of vacant land and developable sites within existing residential areas. To be sustainable it must be done in a careful and considered manner, taking account of local sense of place values and the potential effects on neighbouring property owners. A managed approach to infill acknowledges that some change will take place in most parts of the city and that a variety of tools may be used to manage the potential effects of infill on existing suburban values.

Principle 7: High accessibility and transport choice

Good access from home to shops, places of work and play and to services is essential in any successful city economy. This is reliant on recognising the roles of all types of transport (car, bus, train, cable car, ferries, commercial vehicles, walking and cycling) and the ‘interconnectedness’ of road, pedestrian and passenger transport systems, locally, city and region-wide.

Principle 8: High quality urban design –buildings and spaces

A focus on quality in urban design is critical to successfully applying the other seven principles and achieving sustainable long term urban development. A focus on urban design will integrate the planning of buildings and spaces, and the networks that connect them, at all scales across the city. Quality urban design will promote excellence in all forms of architecture and public space investment.

2. **ITEM 103/05P PROJECT BRIEF: DEVELOPMENT OF AN ENVIRONMENTAL STRATEGY (1215/52/IM) (REPORT 3)**

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree to the development of an Environmental Strategy as proposed in the officer’s report.*

3.

**ITEM 104/05P REPORT ON THE BOULEVARD PROPOSAL –
GREENING THE QUAYS**

(1215/52/IM)

(REPORT 2)

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree that the Central Sector of the Wellington Waterfront Route Improvement Study Opus Ltd report, that retains the existing lane configuration with a widened planted median, be designed and implemented.*
3. *Agree that the funding \$0.5million be brought forward from the 2006/07 financial year to the 2005/06 financial year to enable design and construction of the Central Sector and that this is reflected in the 2005/06 annual plan.*
4. *Agree to undertake a traffic and pedestrian amenity assessment once the inner city by-pass is completed.*
5. *Agree that our preferred option in the future is to reduce the number of lanes from six to four.*

**Robert Armstrong
Chair**