

In this section we explore a strategy to achieve our vision: Wellington’s northern suburbs will continue to develop as an integrated, liveable, diverse, sustainable and prosperous community.

This strategy is built around the following growth management principles:

1. Build on existing communities
2. Strengthen existing town centres, rather than create new ones
3. Design better communities
4. Create a green and blue network
5. Complete or develop cohesive and efficient transport modes and networks
6. Develop a major new employment centre
7. Work in partnership with stakeholders.

We will use these strategies to introduce ideas, talk about how they might work and illustrate some of them with maps and pictures. They are the key to unlocking the potential of the northern area.

Supporting this Framework document will be a series of implementation plans that will focus on specific projects resulting from the planning work and consultation done to date.

1. BUILD ON EXISTING COMMUNITIES

The Council and its development partners will direct all new growth towards strengthening existing communities rather than creating new suburbs and town centres. For example:

- Woodridge can be expanded to the north to connect with Lincolnshire Farm.
- Residential development can continue up Stebbings Valley north of Churton Park.
- Appropriate further development can be facilitated in the Bing Lucas, Takapu Station and Grenada North area so that it becomes an integrated and attractive neighbourhood.
- Development is restricted to specific boundaries that recognise and protect streams, significant ridgelines and bush remnants.
- Allow very low density residential development (with a suitable low impact character) in some areas that are outside the current and planned neighbourhoods but inside the urban-rural boundary. These include part of Glenside valley, the northern and eastern part of Lincolnshire Farm, Takapu Valley and to the east of Greenacres and Bing Lucas.

FIGURE 1



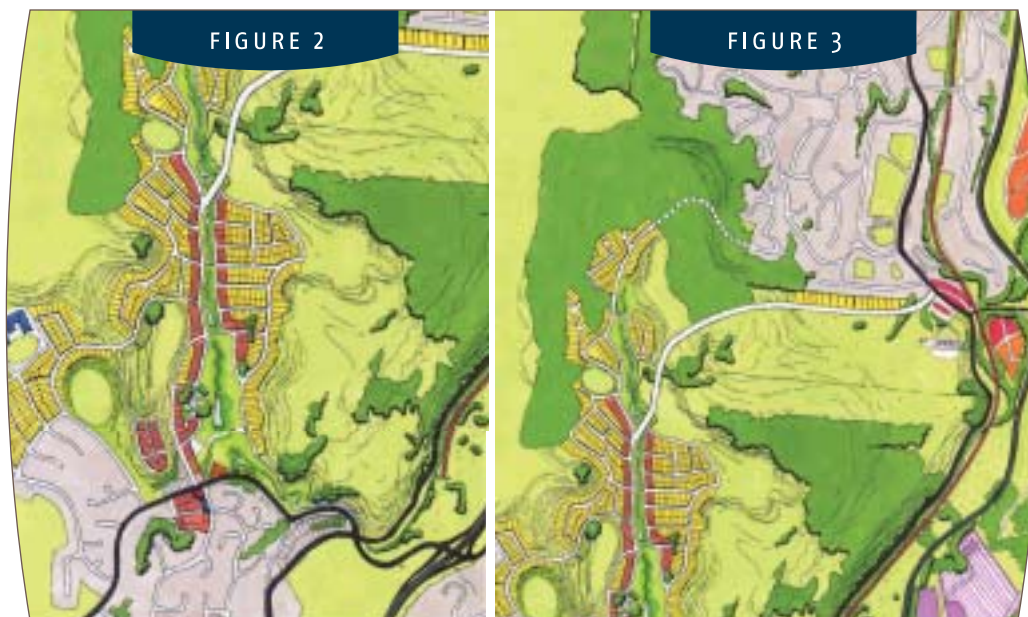
Ideas

Responding to land contours

This sketch (figure 1) shows how development can respond to natural land contours. In this case houses overlook a green area.

Linking new development to existing communities

Examples of how development can be linked to existing communities are shown below, where Churton Park could extend north into Stebbings Valley south (figure 2), and Tawa could extend south into Stebbings Valley north (figure 3).



2. STRENGTHEN EXISTING TOWN CENTRES, RATHER THAN CREATE NEW ONES

The Council will support initiatives to strengthen existing town centres, including:

- Expanding park and ride facilities at Johnsonville railway station and consolidating land use in the centre.
- Increasing park and ride capacity at Takapu station rather than constructing a new station at Glenside.
- Strengthening the community and youth facilities at the Newlands shopping centre in a way that supports the retail environment.
- Rationalising parking in Tawa town centre and improving local street connections where feasible.

The Council will also support the development of a small new neighbourhood centre at Churton Park to provide a focal point for the community.

And, as far as possible, community facilities and services should be located within centres that are served by public transport.

Ideas

Local and neighbourhood centres

Centres will provide a much needed community focus and amenity in some areas. Figures 4 and 5 illustrate a centre at Churton Park. Figure 6 shows a potential mixed use centre at Woodridge, which could service both the Woodridge residential expansion and the integrated business precinct. Figure 7 shows an option for developing Grenada North neighbourhood centre.

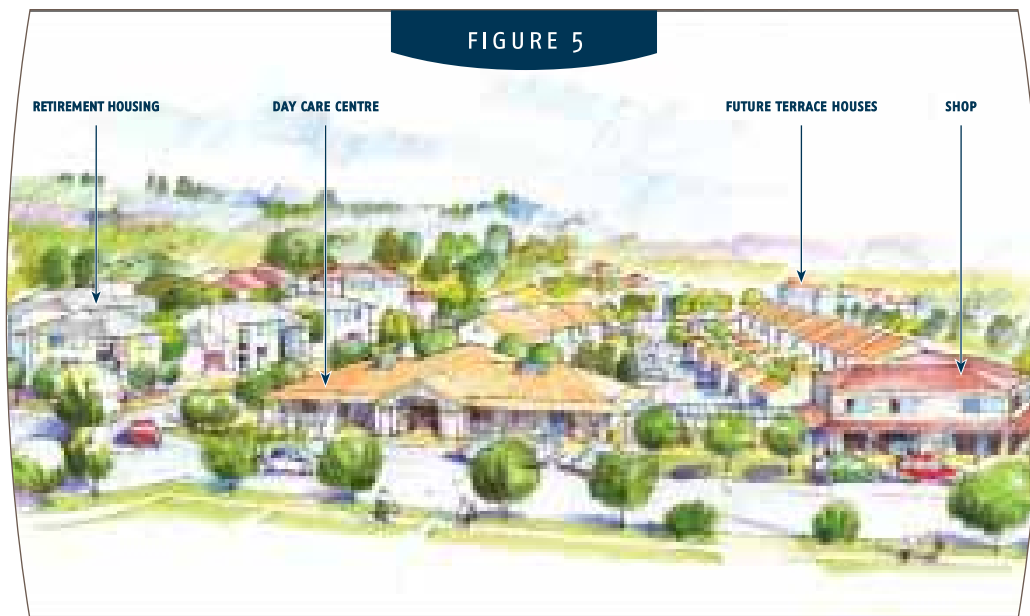




FIGURE 8



Improve and increase park and ride options

Park and ride facilities will improve access to public transport. Figure 8 gives a suggestion for Johnsonville; figure 9 illustrates how facilities could be improved at Takapu.

FIGURE 9



Improve community facilities

Community centres add vitality to the areas they serve. One situated at Newlands could provide a shot in the arm for the local shopping centre. Figure 10 shows potential sites in Newlands.

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3. DESIGN BETTER COMMUNITIES

In all new development the Council will encourage a range of housing types, with high and medium density housing close to public transport, shopping centres and selected open spaces.

Private lots (sections) should be designed with a concern for the larger whole so that they achieve high standards of privacy, safety, security, private open space and visual character. For instance:

- Provide a range of lot sizes that allow for a mix of uses, building and dwelling sizes and tenure arrangements.
- Where possible, ensure lots have frontage to public streets and that fronts are opposite fronts.
- Plan lot layouts that optimise solar orientation while still creating high-quality streets with dwellings fronting both sides.
- Avoid streets that are dominated by garage doors by setting garages back from the front of the house.

Streets in subdivisions should also be designed with the bigger picture in mind. This may mean:

- On steeper slopes, angling streets up the slope so that it is still possible to view the scarp or ridgeline and the valley floor along the street.
- Developing a simple, well-connected street network that can support a range of activities and avoids long winding cul de sacs as far as possible.
- Ensuring busier roads still have lively frontages.
- Keeping block sizes as small as possible.
- Providing street connections to adjoining neighbourhoods.
- Providing attractive public open spaces within neighbourhoods and extending tree planting within the street network.

As development proceeds, existing infrastructure should be replaced or augmented where necessary to ensure it is appropriate for the long term development of the area. This would mean, for example:

- Inadequate reservoirs would be replaced
- Existing overhead powerlines in the Lincolnshire farm area would be put underground.

This will require timely Council investment and District Plan changes as appropriate.



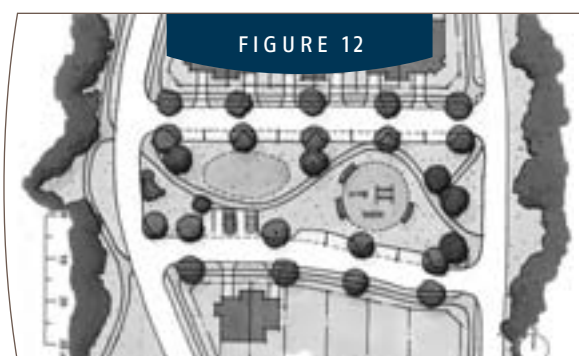
Communities are enhanced through access to quality recreation. We can contribute to this by establishing an area-wide track network for walking, cycling and horse riding (figure 11). Key walking and cycling track nodes at Old Coach Road, Marshall Ridge, Horokiwi Ridge, Seton Nossiter Park, Willowbank Park and Glenside are good possibilities. Completion of the Outer Green Belt between Khandallah Park and Spicer Forest can be achieved by protecting or acquiring land. Provision of land for reserves and tracks should be addressed when the land is subdivided.

The Council will review its various rules, design guides and land development codes to ensure that developers have greater ability to design subdivisions that comply with growth management principles.

Ideas

Attractive street frontages

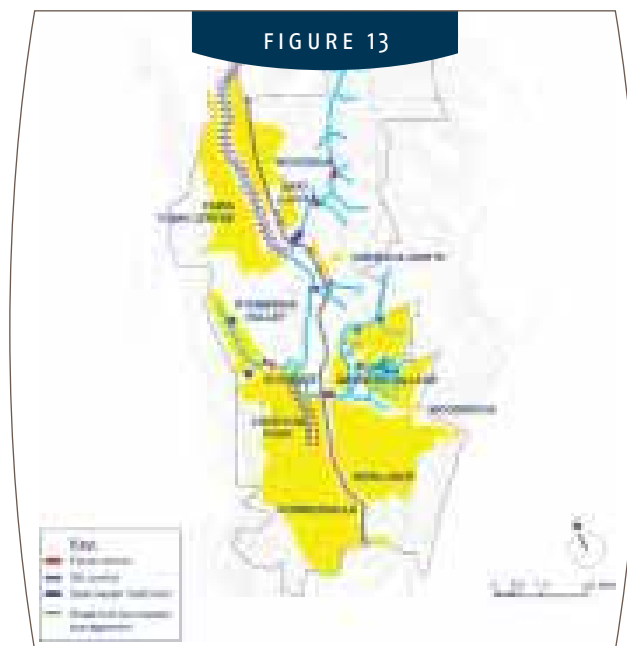
Public amenity can be improved in streetscapes by providing planting in linear parks and infill landscaping (figure 12).



4. CREATE A GREEN AND BLUE NETWORK

Protection and enhancement of the green (open space and natural areas) and blue (streams and stormwater systems) networks will be central to how the area develops.

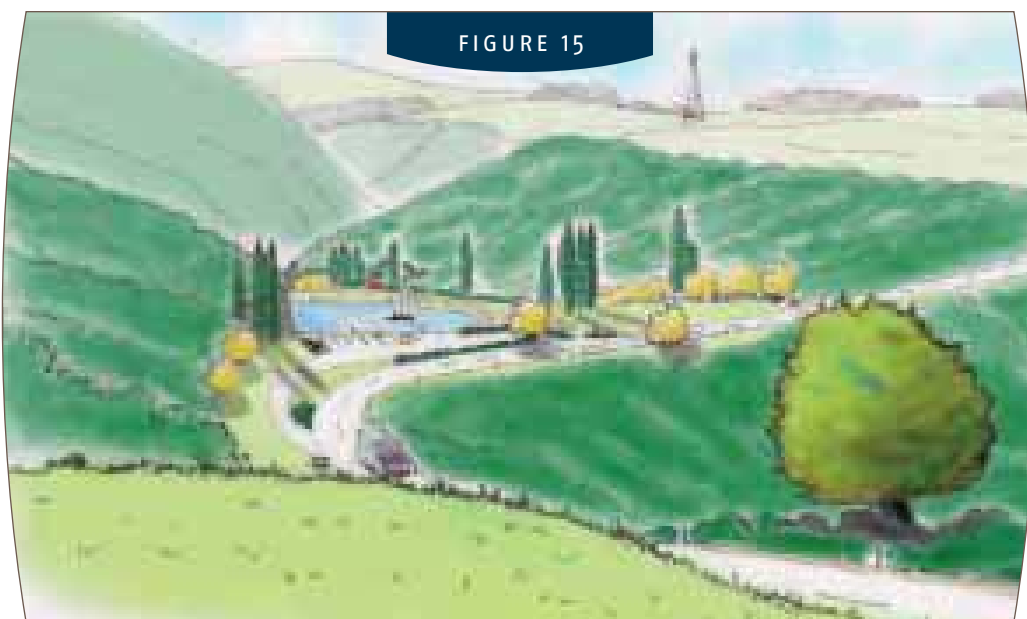
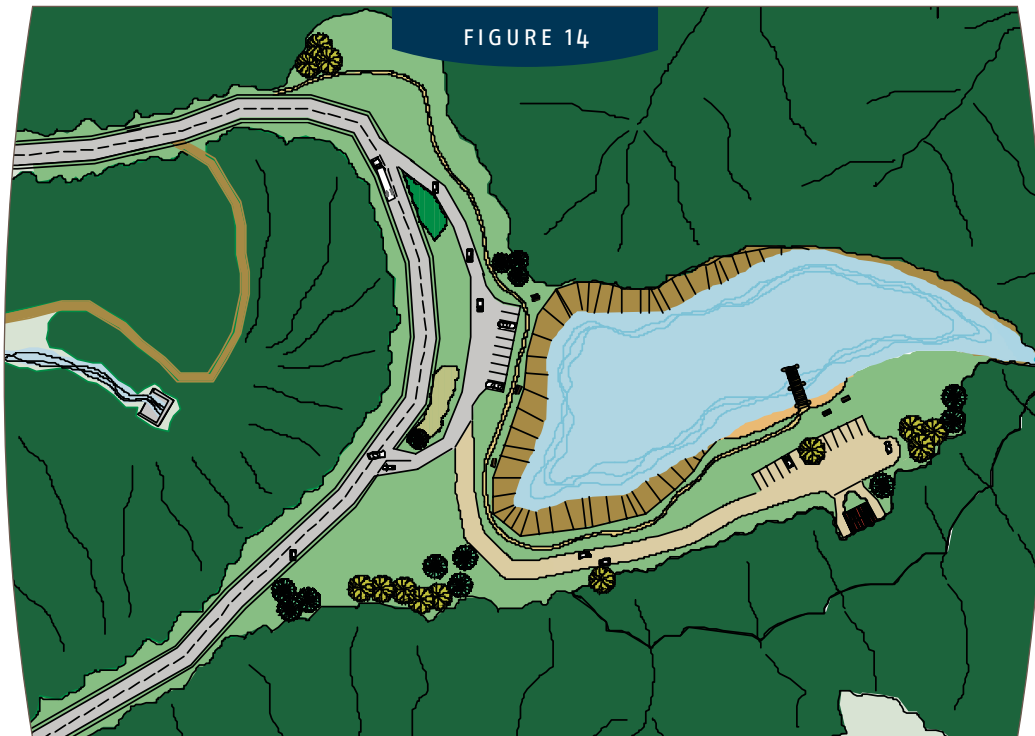
We can shape the extent and type of residential development by setting our priorities on looking after natural open spaces and providing links between these areas (including urban parks and reserves wherever possible). For example, Porirua Stream, Glenside Reserve, Seton Nossiter Park and Belmont Gully should all be seen as part of a larger network that is crossed by important transport routes but is otherwise kept as a continuous green belt. This can have links to other key areas such as the Outer Green Belt, Belmont Regional Park and the Wellington Escarpment.



Similarly, guidelines to ensure natural waterways are not polluted or unnecessarily modified by new construction, and that stormwater systems are not overloaded in flood events, will have an effect on future development and housing styles. For example, existing streams, soils and natural vegetation absorb more rainwater than roads and other hard surfaces. Development styles which retain these natural assets, and minimise hard and impermeable surfaces, will reduce runoff and flood risk.

- Protect ecologically sensitive areas.
- Protect or acquire land with significant open space or ecological values.
- Restrict or manage development in some areas so that streams, significant ridgetops and hilltops, wetlands and bush remnants are recognised and protected, using if necessary new District Plan policies and appropriate zoning changes.
- Provide green linkages between natural habitats where ecologically and recreationally beneficial and ensure recognition in any future development proposals.
- Encourage owners of large properties to retain and protect significant areas of bush so that they help to form a corridor of vegetation.
- Encourage land owners to plant native trees and shrubs on their properties.
- Establish an area-wide track network for walking, cycling and wherever appropriate, other forms of recreation.

- Improve water quality by limiting the impact of urban development on catchments.
- Work with developers, Greater Wellington Regional Council and Porirua City Council on flood and stormwater management to minimise impacts on stream and water quality and to protect the water catchment of Porirua Stream (figure 13).
- Work with developers to rationalise the number and positioning of water reservoirs.
- Plan for the future effective solid and liquid waste disposal for the northern area.



Ideas

Stormwater park

Stormwater retention ponds can provide a good public amenity whilst providing water quality control of Porirua Stream (figures 14 and 15).



Remnant bush park

Significant areas of remnant bush can be retained in public parks (figures 16 and 17).



5. COMPLETE OR DEVELOP COHESIVE AND EFFICIENT TRANSPORT MODES OR NETWORKS

Most strategies for improving and linking the transport networks are quite specific. The suggestions below have been explored in consultation with the communities concerned:

- Advocate for the retention of the Johnsonville line.
- Provide certainty for new roading routes and alignments for future planning and development.
- Improve the safety and performance of the Tawa motorway interchange.
- Improve the safety and ease of flow of traffic along Johnsonville Road, Middleton Road, Willowbank Road and Tawa Main Road.
- Support the development of road linkages from Woodridge to Lincolnshire Farm and from Lincolnshire Farm and Grenada Village to Grenada North.
- Complete John Sims Drive to enhance the local bus network, subject to implementing safe and effective traffic calming measures and mitigation of environmental effects.
- Complete Westchester Drive from Churton Park to Glenside to meet local traffic growth, subject to details of proposed traffic calming measures and mitigation of environmental effects.
- Connect McIntock Street to Cortina Avenue to enhance bus routes and provide access to Outer Green Belt whilst minimising environmental impact on Old Coach Road
- Connect Cortina Avenue to Ohariu Valley Road to meet local traffic growth
- Connect Ohariu Valley Road to Westchester Drive to meet local traffic growth
- Complete Woodman Drive to Bing Lucas Drive to meet local traffic growth
- Investigate a new northbound on-ramp and southbound off-ramp at Helston Road in Johnsonville to take through traffic pressure off Johnsonville.
- Support further investigation of the Grenada Village – Petone road link, as appropriate, in the context of the Regional Land Transport Strategy.
- Investigate the feasibility of a cross motorway connection between Bing Lucas Drive and central Tawa as part of the scheduled town centre upgrade.
- Investigate the feasibility of a connection between Stebbings Valley north and Tawa through subdivided Department of Corrections land.
- Co-operate with land owners to take advantage of opportunities to progress long-term objectives.

Ideas

Linking existing and future developments

Figure 18 illustrates potential linkages between Bing Lucas Drive and central Tawa.



FIGURE 18

6. DEVELOP A MAJOR NEW EMPLOYMENT CENTRE

The consultation process revealed a looming shortage of industrial land within two years in the Wellington region. Appropriate land supply in the central areas has diminished and opportunities in more remote areas such as Kapiti are not being taken up. It is anticipated that up to 50 hectares could be required over a ten year period. This would result in approximately 2,000 jobs.

A model 'integrated business precinct' could be developed on Lincolnshire Farm. This area has developable terrain and good access to the motorway.

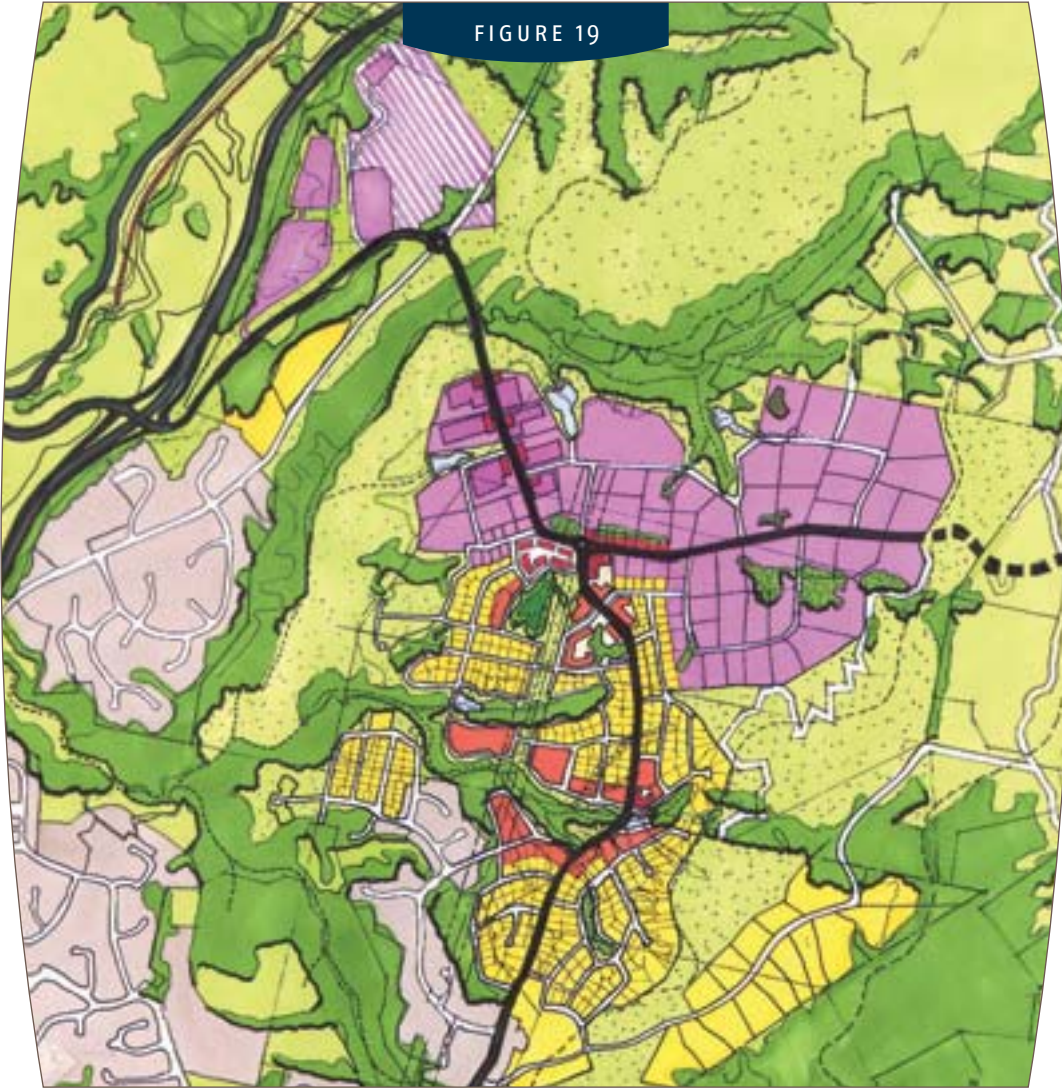
It is less suited to residential because of its remoteness from any existing community facilities and it would not be large enough to constitute an independent settlement with a town centre.

It is important that any such development not be a conventional 'Industrial Estate'. Rather, it could be a 'Model integrated business precinct' with the following characteristics:

- The precinct fits naturally into a 'bowl' in the landscape with its north and eastern edges defined by ridges.
- Employment uses and small retail related to the core business – no big box retail.
- A range of building and lot sizes, with finer grain uses such as offices fronting the most used streets and large properties located on the periphery.
- A neighbourhood centre to the south which is shared with the Woodridge expansion where workers can have lunch and do minor convenience shopping.
- The development would directly front the major access roads including the Horokiwi link road should it happen.
- Specific design standards will be developed to ensure high quality buildings and streetscapes.
- High quality landscaping and public art will be an important consideration in the development of the area.

Innovative examples of leading worldwide design would be identified and considered as models.

FIGURE 19



Ideas

Integrated business precinct at Lincolnshire Farm

Figure 19 shows a potential development of Lincolnshire Farm as a model business precinct.

7. WORK IN PARTNERSHIP WITH STAKEHOLDERS

A key strategy is to form a “Partnership for the North” between the community, the Council and large landowners/developers. The Council will work with landowners, communities and other key stakeholders on a set of agreements that spell out clearly the results that we want to achieve, what will happen and when and what role each of the partners will have.

It is expected that the partnership will operate at two levels:

- An agreement can be developed which covers the overall vision, principles and strategies of the Framework.
- Individual agreements can then be developed for specific proposals and/or large landholdings which will set out the planning and consultation processes involved, including District Plan changes (if appropriate).

The partnership agreements will set out the outcomes sought for particular areas including type, extent and timing of development based on sound investigations and consultation. These partnership agreements would then provide the basis for zoning/plan changes. The partnership approach means that the Council may initiate plan change processes as a catalyst for a certain type of development or in a certain place.

The Council intends to use its statutory planning role as one tool in implementing the Framework, particularly to complement the “Partnership for the North”. There will be an ongoing need to review strategic and statutory planning measures including the District Plan and how they can be used to achieve the vision for the north. The Council will consider any necessary changes to the District Plan.

Throughout implementation, community involvement and consultation will be a key component – just like it has been in the development of this Framework.

APPENDIX 1

Sharing a vision

Planning in partnership

This Framework was created in partnership with the community. It involved the Council initiating and leading an innovative six-month planning process involving:

- The communities of the northern part of Wellington City
- Mana Whenua representatives
- Major landowners in the area
- Developers active in the area
- Other local authorities: regional, city and district councils
- Transport agencies: TranzRail and Transit New Zealand
- A range of Council departments
- External specialist advisers.

The planning process aimed to:

- describe a vision for future development of the northern area of Wellington City
- describe key initiatives that will help us to reach that vision
- outline how those initiatives can be made to happen.