



**Northern area – a Framework for growth management**  
Developing a liveable, sustainable and prosperous community



## FOREWORD

### **Northern Growth Management Framework**

to present this Framework to the people of Wellington's northern area.

It is the result of a great deal of discussion and belongs to the community as a whole. It is a fine example of consultation at its creative best, and represents a great deal of very hard work.

The Framework has been driven by the need for Wellington to carefully plan and nurture future growth, to build on what we have, and create a living and working environment of the highest quality.

It acknowledges the critical contribution of the north to the city's future, and shows how we can reduce the risks that go with growth.

The goal of creating a highly attractive, efficient and accessible urban area – the primary concern for this project – is the core business of a city.

To do this through enhancing significant landscape and natural features, encouraging the growth of a sense of community, and at the same time planning for further commercial development and economic viability, is town planning at the cutting edge.

Residents, businesses, developers, infrastructure providers and other local authorities have all been extensively involved in this exercise.

I thank and congratulate everyone who has contributed and hope that every household in the northern area will read it and feel encouraged to continue to participate in the progress of their special part of Wellington.



Kerry Prendergast

MAYOR



# CONTENTS

## INTRODUCTION

What is this document?	04
Why growth management?	04
The drivers	04
Community views	05
The area	05

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## CONTEXT

Regional – opportunities, tensions and pressure	08
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## THE FRAMEWORK

Themes	15
Values	15

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## UNLOCKING THE POTENTIAL

Build on existing communities	21
Strengthen existing town centres	22
Design better communities	26
Create a green and blue network	28
Complete or develop cohesive and efficient transport modes and networks	31
Develop a major new employment centre	32
Work in partnership with stakeholders	33

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## APPENDICES

Appendix 1 – Sharing a vision	34
Appendix 2 – Relationship with other Council documents	35

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GLOSSARY	36
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### WHAT IS THIS DOCUMENT?

The Northern Area Framework for Growth Management (NGMF) provides a 'strategy for achievement' for the future development of the northern part of Wellington City. It provides the communities, landowners, developers and Wellington City Council a set of goals and an agreed process for planning urban expansion together.

It's a framework rather than a detailed master plan because although it must provide some certainty for the community, it must also allow appropriate flexibility for refinement.

The NGMF describes the themes, values and principles that will help us to reach a vision of an integrated, liveable, sustainable and prosperous community.

An implementation programme based on this Framework will identify key initiatives and outline how those initiatives can be made to happen.

### WHY GROWTH MANAGEMENT?

Wellington City Council decided during its Strategic Review in 2000/01 to create a growth management plan for the northern area. Wellington – the city and the wider Wellington region – faces the dual challenge of encouraging growth but also managing it so that our existing communities and our environment are not hurt by it.

The immediate pressure for new urban development in the Wellington region is in the northern areas, from Johnsonville through to the Kapiti Coast. If Wellington city is to take a role in managing that growth, we need to provide for it in our share of this northern corridor, where there is room and demand for 'greenfield' subdivision.

If done well, new subdivisions can help improve the existing areas while providing new housing choices for a growing and diverse population. Done poorly, new developments can add to existing infrastructure problems, increase environmental damage and create urban zones with low quality of life. A well-structured planning process, with decision making shared with the affected communities, can make sure we grow in attractive, and ultimately sustainable, ways.

### THE DRIVERS

#### A **vision** for the North

Wellington's northern suburbs will continue to develop as an integrated, liveable, diverse, sustainable and prosperous community.

#### The **objectives**:

- To consolidate the northern part of Wellington City into a highly attractive, efficient and accessible urban area that realises its potential of contributing to the city as a whole.
- To enhance, protect and link significant landscape, ecological and natural features of the area as a foundation for sustainable urban living.

## COMMUNITY VIEWS

This Framework has been prepared in partnership with the communities of the area; with local business and commercial interests; with developers; with other local authorities; and with key infrastructure suppliers (for road and rail). With this kind of informed approach, we can make the most of opportunities that new development presents, and reduce the risks and negative effects that can accompany growth. The result is a document that is conscious of:

- balancing competing pressures, for example protecting the rural character of some areas versus allowing further residential development
- addressing transport and other infrastructure issues at the same time as housing development and environmental protection issues
- including the community and other major stakeholders (including other local authorities in the area) from the beginning, so it can match the needs and benefit from the knowledge of all involved – see Appendix 1: Sharing a vision.

## THE AREA

So what are we talking about when we refer to the northern area? It is the area in the northwestern corridor on both sides of State Highway 1 north of the Ngauranga Gorge and south of Porirua. It is bounded by the Spicers, Bests and Totara ridges in the west and the Horokiwi ridge and Western Harbour Hills in the east (see map 1).

Map 1 shows the northern area with its existing residential settlements, town centres, road and rail links and significant natural features. It also indicates areas for future growth as outlined in this Framework.



EXISTING	
	URBAN
	BUSH
	EXISTING INDUSTRIAL
	TOWN CENTRE
	GREEN CORRIDORS
	BORDER
	RAILWAYS & STATIONS
	RIDGES / HILLTOPS
	STATE HIGHWAYS

INDICATIVE FUTURE	
	FUTURE RESIDENTIAL
	FUTURE BUSINESS
	RURAL / RESIDENTIAL
	FUTURE ROADS



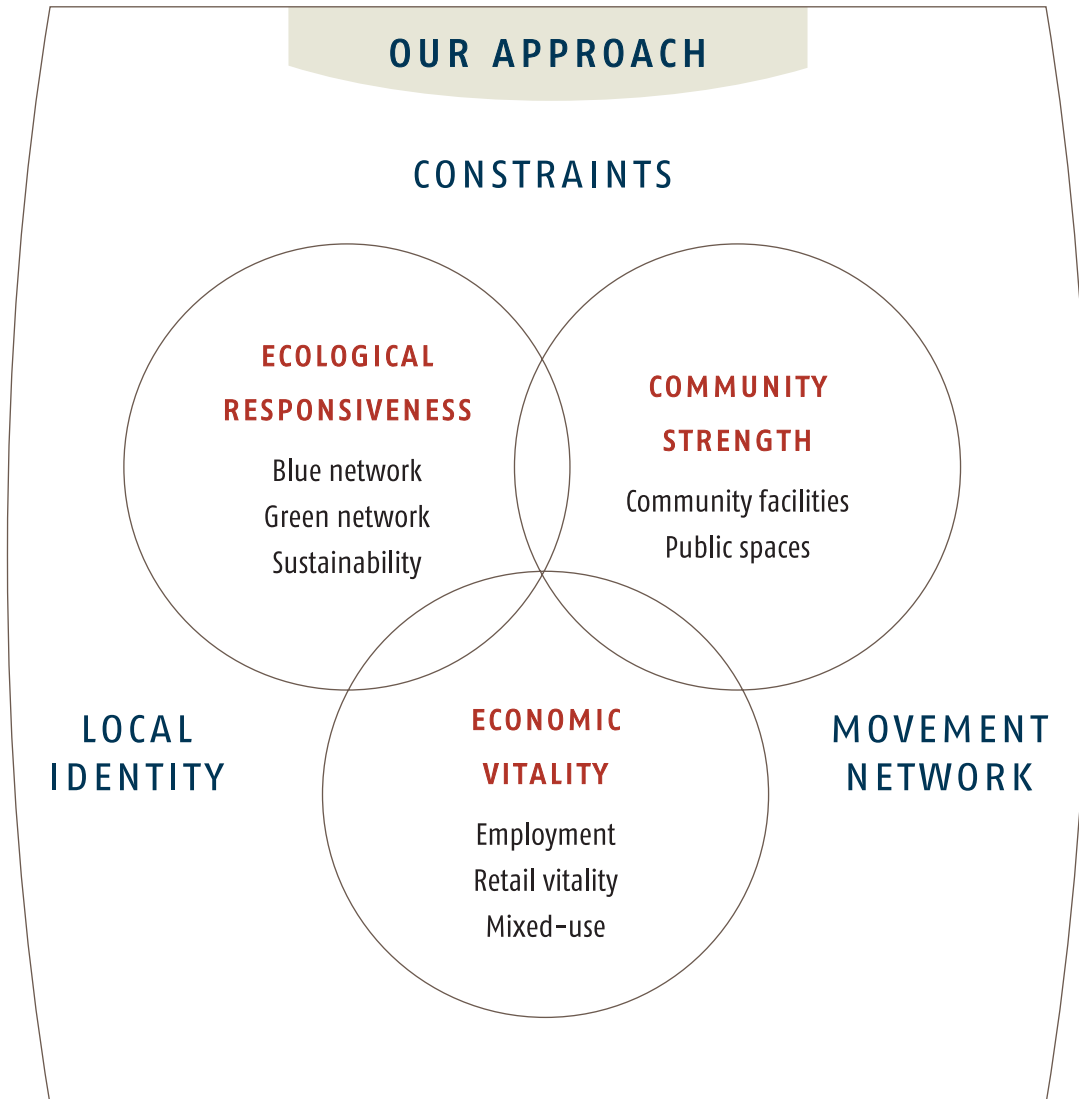


# MAP 1



**REGIONAL – OPPORTUNITIES, TENSIONS AND PRESSURE**

On a regional level, Wellington wants to allow for growth, while managing it to best advantage. Population increase brings economic and social growth, which sustain existing communities. But this growth can also put pressure on the social and physical infrastructure of a region, as well as on the environment as shown in the diagram below.



Within the region, growth pressure is concentrated in the corridor along State Highway 1 from Johnsonville north to the Kapiti Coast. Here there is the demand and space for 'greenfield development'. Four local authorities have jurisdiction in this area: Wellington City Council, Porirua City Council, Kapiti Coast District Council and the Greater Wellington Regional Council.

At the same time, the neighbouring Hutt City and Upper Hutt City Councils face predictions of relatively static population in their areas.

Wellington City Council believes population changes are best addressed through a cooperative, forward-looking approach across the region. This allows the region to prosper as a whole, while local issues are addressed before they become difficulties.

The northern area is a vital hub for the region as a whole. It is central to the larger Wellington urban area, and is well-connected with road and rail links. New developments could help improve

the connections and facilities available to people in existing residential and industrial areas, some of which are isolated with few community facilities. Innovative business development in the area has the potential to benefit the entire region. Undeveloped and rural areas contain noteworthy streams, gullies, remnant vegetation, ridgelines and hilltops that merit protection and careful management.

Well managed growth here will help create good economic and transport links between the communities and will secure the future of a vulnerable zone of open space and natural waterways.

### Population projections

Wellington City Council has opted to plan for a moderate level of growth in its northern areas. We have chosen not to compete for growth with other local authorities but recognise the need to allow for the projected population increase in the northern areas.

Current projections by the Greater Wellington Regional Council show a likely population increase in the northern suburbs of 5,000 in the next 20 years. If current growth rates are maintained, however, this is more likely to reach 10,000. The current Wellington City Council District Plan zoning regime allows for 4,000 more people in the northern area.

The NGMF is predicated on a growth of 9,000 over the next 20 years.

### Transport issues

The northern area of Wellington City straddles two key transport links for the region: State Highway 1 and the main trunk railway. A review of transport infrastructure in this area offers the opportunity to improve the links between Porirua, Wellington and the Hutt cities.

Growth in communities distant from the main urban centres can put pressure on public transport and roading systems, as numbers of commuters increase.

Wellington City Council is keen to help address these regional transport issues as part of its land-use planning in the area.

### Building a regional perspective into planning

The NGMF has drawn together the various local authorities and transport agencies to develop a sustainable 'regional form' for the future. This allows us to understand the interdependencies between the regions and to limit growth plans to suit the actual expected increases. It also provides a common goal of all areas having local employment, a sense of place, and good access to facilities and other communities.

To make this possible, we involved the regional council, neighbouring local authorities and the regional transport agencies in the plan development process<sup>2</sup>. In particular, we worked closely with the Porirua and Kapiti councils to plan growth in ways that recognised the flow-on effects on their communities. We recognised the need to coordinate planning for new greenfield development, water management issues (particularly for the Porirua Stream) and development of new industrial land.

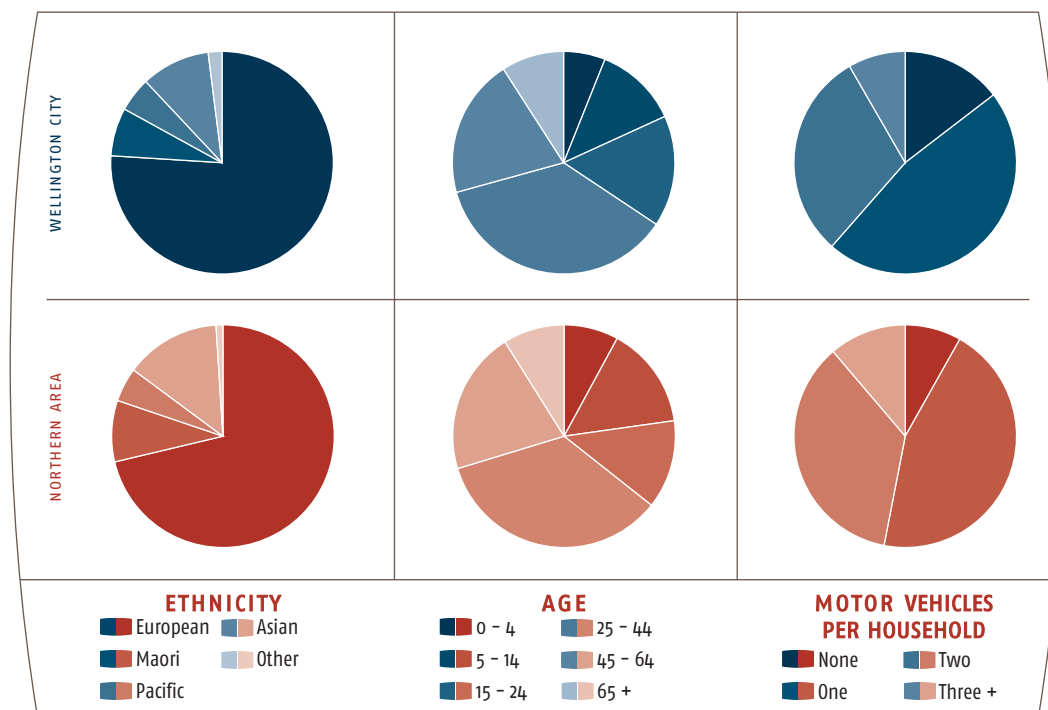
<sup>2</sup> Greater Wellington Regional Council; Porirua City Council, Kapiti Coast District Council, Hutt City Council, Upper Hutt City Council, Transit New Zealand and TranzRail.

## CITY CONTEXT

Key facts		Wellington City	Northern area
Population		163,824	38,019
Ethnicity	European	76%	72%
	Maori	7%	9%
	Pacific	5%	5%
	Asian	10%	14%
	Other	2%	1%
Age	0-4	6%	8%
	5-14	12%	15%
	15-24	16%	13%
	25-44	36%	35%
	45-64	20%	21%
	65+	9%	9%
Population growth (1996-2001)		5.89%	6.25%
New dwellings constructed (1996-2001)		5.81%	7.83%
Average number of persons per household		2.56	2.74
Motor vehicles per household	None	14%	8%
	One	45%	44%
	Two	29%	35%
	Three +	8%	11%
Median house price		\$301,800	\$218,683
Key industries		Property and business services, public sector, retail	Manufacturing and warehousing, property and business services, retail

Sources: 2001 census; Wellington Regional Council

This Framework was founded on analysis of the following trends within the northern area, viewed in the context of the whole city and region. We also consulted with our Treaty of Waitangi partners, represented by the Wellington Tenths Trust and Te Runanga O Toa Rangatira.



### Population and communities

- The total population of the northern area is 38,019 (2001 Census) represents 23% of the Wellington City population.
- There are more under 15-year-olds in the northern area, compared to the whole of Wellington City, while the proportion of people over 65 is similar across the city.
- There are fewer people of European descent and a slightly higher proportion of Maori and Asian people in the northern area, compared to the overall Wellington ethnic profile.
- There is a significantly higher proportion of one family households in the north, and a smaller proportion of single person households (and also multi-person households (eg flats)).
- A smaller proportion of the northern population is on a benefit; the most common benefit in the area is superannuation.
- Employment levels are slightly higher than Wellington as a whole (69% employed, compared to 68%); of those, 21% are part-time, which is the same proportion as in all Wellington. Just over a quarter of all working age people in the north are not in the labour force (similar to Wellington as a whole).

### Economy

- The northern area's biggest employers are heavy industry (manufacturing and storage), retail trade and real estate related businesses. There are 2,306 businesses in the area.
- Many residents commute from the northern area (which lies at the geographical centre of the regional population) to other areas for employment (particularly central Wellington).
- The area has three main retail centres – Johnsonville, Tawa and Dres\$mart – and two smaller convenience centres – Newlands and Linden.
- Population growth of 9,000 over 20 years could result in approximately \$50 million increase in total potential retail expenditure in the area (up to \$250 million).

- On the basis of population growth, the area could support approximately 33,600 square metres of retail floor space in 20 years time. Currently floor space is approximately 35,000 square metres, indicating unoccupied retail space.
- The northern area contains some industrial areas that contain storage and distribution companies and some manufacturing. Regionally there is a demand and preference for new (greenfield) industrial land.

### New development

- There is already consented subdivision or residentially zoned land to accommodate a further 4,000 people in the northern area of Wellington City.
- The average growth in the number of new dwellings in the northern area over the last five years is slightly higher than in Wellington in general (7.8% compared to 5.21%).
- The rate of growth varies significantly across the area, with the highest to the northeast of the motorway around the Takapu junction (18%) and around Johnsonville and Churton Park (12%).
- Over the years cul-de-sac subdivision development has continued (for example, in Woodridge and Churton Park) with few or no services within walking distance. This has necessitated more cars and vehicle movements.
- Some pressure to develop “lifestyle blocks” has occurred in rugged areas with difficult access and where traditional pastoral farming has ended.

### Open space and recreation

- Areas of open space continue to revert naturally to native vegetation following protection and/or retirement from farming.
- Community awareness about ecological values of bush and streams is increasing, supported by Council initiatives for pest control and planting.
- Walking continues to be the most important outdoor recreational activity.
- The desire for recreation choices is increasing.

### Infrastructure

- The northern area is serviced by Wellington City Council’s northern landfill (for solid waste disposal). This is scheduled to close in 2006.
- As new development has occurred, small water reservoirs have been built to service specific subdivisions and these can sometimes deliver a performance below today’s standards.



## Transport

### Rail services

- Two rail lines service the northern area: one suburban line between Johnsonville and the city, and Tranz Metro commuter services on the main trunk line that runs between the city and Paraparaumu on the Kapiti coast (through Takapu Road, Redwood, Tawa, Linden and Kenepuru stations in the northern area).
- Just over five million trips are made each year on those two lines (Johnsonville 1.2 million, Paraparaumu 3.9 million). By comparison, 4.9 million are carried on the Hutt valley line.
- Patronage increased markedly between 1995 and 2001: 19% on the Johnsonville line and 21% on the Paraparaumu line. Both of these services are now close to capacity and patronage is static or increasing only slowly.

### Bus services

- Three centres in the north have regular bus services: Johnsonville, Newlands and Tawa. Johnsonville and Newlands have comprehensive coverage, while only one bus route serves Tawa. Other communities, such as Grenada North and Greenacres, have limited or no direct access to public transport. Bus patronage is experiencing modest growth.
- Efficiencies of the current service in the area are affected by the circuitous street networks and much of the area is served only by "low frequency or shopper" services.

### Road network

- The northern area lies on either side of State Highway 1. This provides fast travel in and out of the area, and may prove attractive to new industry, but the motorway also acts as a barrier between communities. Overall trends for car use are rising, both in terms of the average number of cars owned by each household, and number of kilometres travelled.
- Crossing points and points of access to the State Highway 1 are quite widely spaced which creates concentrations of traffic at these points and leads to pressure on local arterial roads near the interchanges.
- Local arterial routes such as Newlands Road, Moorfield Road/Burma Road, Johnsonville/Middleton/Willowbank Roads and Takapu Road are all important linkages in the study area.
- The proposed new highway through Transmission Gully would join the existing State Highway 1 at Linden. The location of the proposed new road has little physical impact on the immediate northern area, although it would change the traffic flows on the main arterial routes in the area.
- Motorway connections with the Hutt Valley are being investigated by the Greater Wellington Regional Council as part of its Hutt Corridor Plan. One option for this kind of link would run through the northern area between Grenada and Petone, via the Lincolnshire Farm area and Korokoro. This Plan is due for publication in mid 2003 and may lead to further investigation of this in the context of the Regional Land Transport Strategy.

## THEMES

Several inter-linking themes underpin the Framework's vision – Wellington's northern suburbs will continue to develop as an integrated, liveable, diverse, sustainable and prosperous community. These themes provide coherence and guidance for further work and implementation. The themes are supported by values and principles. All are based on the premise of building on existing communities, which is the key growth strategy.

- **Liveability** – supporting existing communities and ensuring a quality urban form for a quality lifestyle
- **Sustainability** – managing growth in a sustainable way and responding to our environment
- **Accessibility** – making it easy to access services and amenities – for work, pleasure, support
- **Connectivity** – integrating the movement network and enhancing linkages within and between communities and to the city and region
- **Prosperity** – providing a climate for commercial enterprises and local businesses to thrive.

## VALUES

RECOGNISE THE NORTHERN AREA AS INTEGRAL TO THE GROWTH OF WELLINGTON CITY AND MANAGE THIS GROWTH IN A SUSTAINABLE WAY

*Underpins the themes of sustainability, liveability and connectivity.*

Our aim is to manage urban growth to ensure the city's development is sustainable. That means managing urban expansion and urban form to reduce the costs on the community and the environment. This can be achieved by making sure that any expansion of urban areas supports existing centres and makes efficient use of infrastructure, while building up the Outer Green Belt and other open space areas to set clear distinctions between urban, rural and natural zones. We need to offer a range of housing opportunities – low, medium and high density – to provide clear, attractive lifestyle choices.

Working together with communities and landowners to manage future growth gives the city the opportunity to balance its economic and social development, and its impact on the natural environment, for the benefit of the whole city, now and in the future.

### Underlying principles

- The northern area will be the primary location for 'greenfields' residential development in Wellington.
- The economic, social and environmental costs of urban development will be reduced.
- The links with the city and wider region will be acknowledged and built upon.

- The northern suburbs area will be characterised as largely residential, with a mixture of low, medium and high density housing.
- Density should be higher near transport nodes.
- Residential development should build on and strengthen existing communities in the northern area.
- There will be a strong distinction between urban and natural environments.
- Residential development should follow an integrated urban planning approach to subdivision and neighbourhood design that recognises landform and other natural features.
- Infrastructure will be used efficiently and sensibly and will be provided at an early stage of subdivision development.

#### DEVELOP A HIGHLY LIVEABLE AND ATTRACTIVE URBAN ENVIRONMENT FOR COMMUNITIES

*Underpins themes of liveability, accessibility and connectivity.*

Supporting existing communities is central to northern growth. We have chosen to focus on strengthening the town centres that exist, rather than developing new ones. That means creating better connections between centres and improving the facilities and services available in ways that reinforce the unique identity of each place.

The patterns of residential development in the northern area have created a number of isolated communities, where the access to jobs and services is currently less than ideal. This has led to increased car use (which loads the roading systems and has negative environmental impacts). It can also reduce the residents' sense of community and affect pride in their immediate environment.

The Framework promotes the development of attractive, diverse, liveable neighbourhoods that offer local housing choices, promote walkability to community and convenience services, and allow for intensification over time. This approach can improve the viability of each centre, and will provide people with confidence in the future of their neighbourhood and community.

#### Underlying principles

- Residential development should be sufficiently diverse to meet the needs of a range of people.
- The links between home, jobs and services will be improved.
- Residential development must achieve high standards of privacy, security and visual character, and provide attractive and accessible public open space.
- The connections between local communities and with the city will be enhanced.
- Access to opportunities for recreation and enjoyment of the natural environment will be developed and enhanced.
- Community values and needs will be recognised and supported in developing a sense of local community.
- Quality amenities that support a healthy and diverse community will be encouraged.

- A range of accessible suburban centres of varying sizes (according to their function) that have a strong sense of identity will be promoted.
- A range of employment, residential and community uses will be provided.
- Attractive public open spaces will be planned within neighbourhoods and tree planting within the street network will be extended.
- A simple, well-connected street network will be developed that supports a range of activities and avoids long winding cul de sacs as far as possible.
- Traffic planning must balance transport efficiency with streetscape quality, pedestrian safety and comfort.
- Choices in housing, employment, access and transport will be enhanced and promoted.

#### VALUE AND PROTECT THE LANDSCAPE AND ECOLOGY OF THE AREA

*Underpins the theme of sustainability.*



The Framework respects the unique environment of Wellington City, including its ridges, streams and forests. It is based on the Council's existing 'compact city' approach, which recognises the underlying form of the city as the primary shaping force of the urban area.

It establishes clear distinctions between built, natural and rural areas using major green belts, including the Outer Green Belt, to set the boundaries for growth. At the same time it recognises the importance of the natural systems within the built environment by seeking to retain internal green corridors thereby protecting bush remnants, stream systems, soils and landforms. This integration of natural and urban systems allows the city to develop in a way that supports the recovery and preservation of its ecology, as well as providing diverse recreation opportunities. Many of the natural linkages can provide space for an integrated track network for walking and other forms of recreation.

We place importance on stream protection, for the maintenance of water quality, stream ecology and flood management. The Framework includes guidelines for the siting and style of new developments that respect water, soil and vegetation, maintain soil permeability and reduce runoff.

#### Underlying principles

- Native bush will be protected and extended where possible and private native planting will be encouraged.
- Significant hilltops and ridgelines will be left intact.
- The Outer Green Belt will be preserved and extended where possible.
- Development will not be permitted to impinge on important natural features.

- Buffer zones and green linkages between natural habitats will be provided where ecologically and recreationally beneficial.
- The Council will acquire land of significant ecological value to create green and blue corridors.
- Streams and wetlands will be protected and extended.
- Pollution prevention will be a major consideration.
- The right infrastructure will be provided to maintain and improve water quality and stream care.

#### ENCOURAGE A THRIVING LOCAL ECONOMY

*Underpins themes of prosperity and liveability.*

The health of the local economy has a direct impact on the mood, character and shape of a community. The Framework emphasises the importance of local centres for liveability; easily accessible and thriving centres are also important for prosperity. Several communities in the area suffer from a lack of, or inadequate, suburban centres. Providing people with local choices for shopping, work and services can also help to reduce transport and other costs. By providing an environment where, first, locals can support local businesses and, second, money enters the district from outside, we can foster economic growth.

Wellington needs to explore new locations and innovative choices for larger scale commercial developments. The northern area's proximity to main trunk routes makes it a good possible location. The implementation plans explore opportunities to secure greenfield commercial growth. The northern area has the potential to support and strengthen economic growth both for the city and the region.

#### Underlying principles

- Development initiatives aimed at providing jobs for residents will be encouraged but are not a primary focus.
- Business premises development will be allowed where it promotes more intensive and mixed use near neighbourhood and transport nodes.
- Commercial development will be encouraged if it supports and services a variety of small business employment uses.
- Innovative and creative approaches to economic growth should be considered.
- Balance between residential, employment and recreational activities is important.

#### ACKNOWLEDGE THE HERITAGE AND CULTURE OF THE AREA

*Underpins the themes of liveability and accessibility.*

The northern area covers a wide geographical area and incorporates a number of diverse communities. Each community has its own identity, character and history. The Framework aims to build on the individuality of these existing communities and to highlight and protect where possible particular elements of historical and cultural relevance. The community, and Maori representatives, will play an important part in ensuring heritage is preserved.

### Underlying principles

- Heritage and culture are important elements of the fabric of the northern suburbs.
- Existing sites of heritage and cultural significance should be protected, subject to any limitations imposed by the modified environment they occupy.
- Local identity, character and history will be recognised and emphasised.
- Opportunities to highlight and/or enhance the area's heritage should be maximised.
- Maori history and heritage will be recognised in consultation with local iwi.



#### ENSURE INFRASTRUCTURE MEETS THE AREA'S NEEDS

*Underpins the themes of liveability, sustainability and connectivity.*

Appropriate infrastructure is crucial for any growth strategy. Adequate water supply; efficient drainage, sewerage systems and solid waste disposal; good pollution and flood control; and effective roading and transport networks all need to be provided and maintained.

In this Framework we are focusing on responding to our environment and this shapes the way we approach the provision of infrastructure. Guidelines will ensure that natural waterways are not polluted or unnecessarily modified and that stormwater systems are not overloaded. Well planned placement of water reservoirs will assist in providing an adequate water supply.

Improving the connections between road, cycle, pedestrian and passenger transport systems is central to this Framework. The aim is to give all residents access to a variety of modes of transport that will improve their access to jobs and services, while reducing environmental costs.

This involves building on the advantages provided by the existing major motorway and rail lines that service the area. Improvements to roading systems will help create more links between the different communities, to overcome the isolation that has resulted from the recent pattern of development. At the same time, improvements to bus services, easier access to rail, and the development of walking, cycling and riding routes will help reduce reliance on car transport.

### Underlying principles

- An adequate and useable water supply will be available for all new developments and, where practicable, existing deficiencies will be remedied.
- Effective solid and liquid waste disposal will be ensured.
- Adequate flood protection will be a prime consideration in any development.
- Access to efficient and useful public transport will be improved.
- The road networks will be upgraded as appropriate to improve logical connections within the area and to the city and region.
- Appropriate provision will be made to allow for choice in transport modes (pedestrians, cycles, rail and road).
- Ensure public transport networks efficiently serve their catchments and destinations.
- Ensure short-term development options do not compromise long-term transport outcomes.
- The Council will use opportunities to enhance infrastructure created by private investment to ensure it will be adequate for the city's future needs.

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



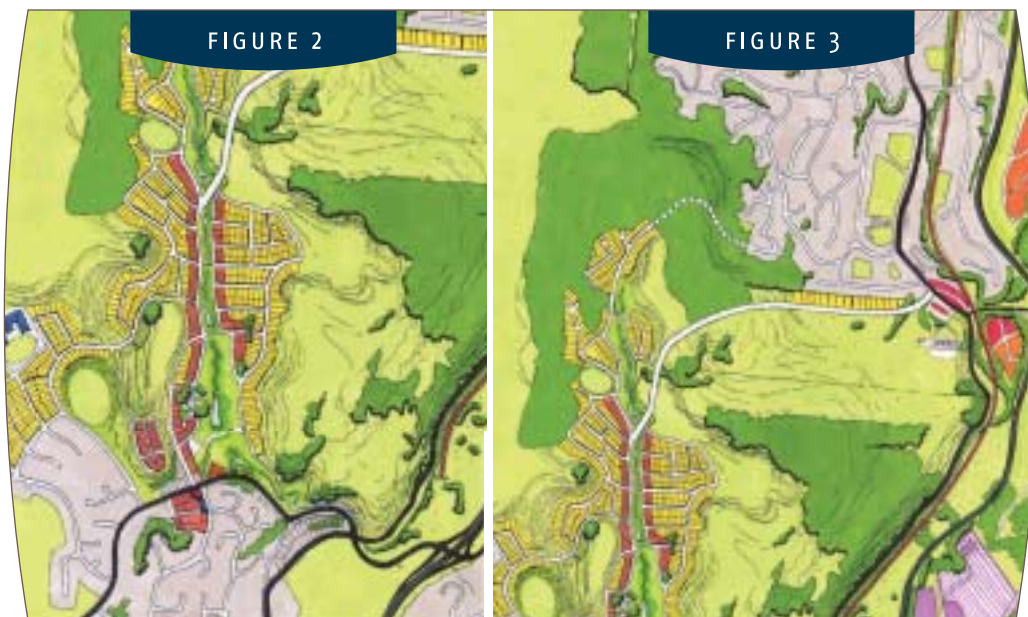
## Ideas

### 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.

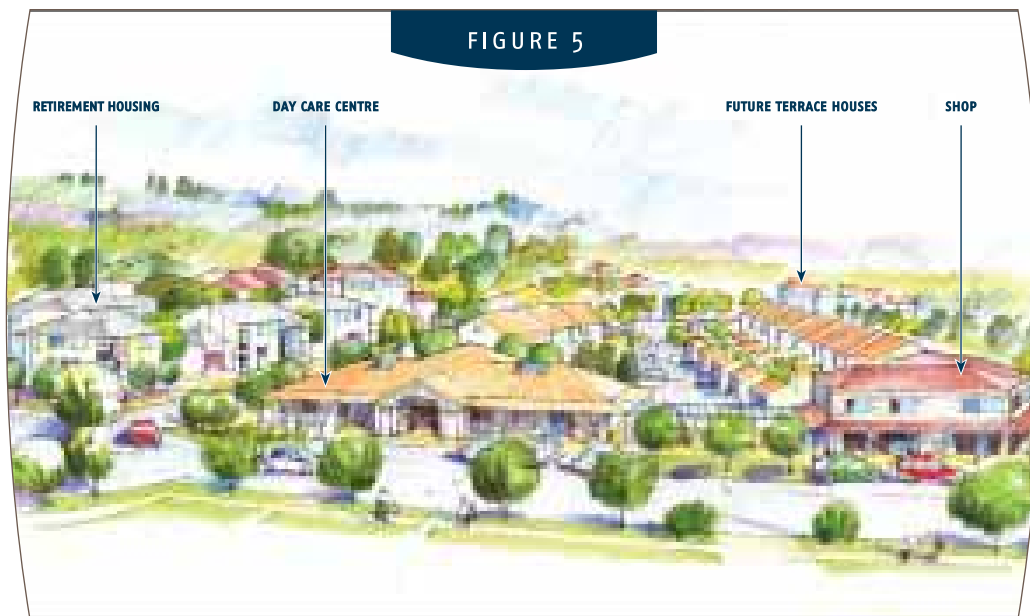




FIGURE 8



#### 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.



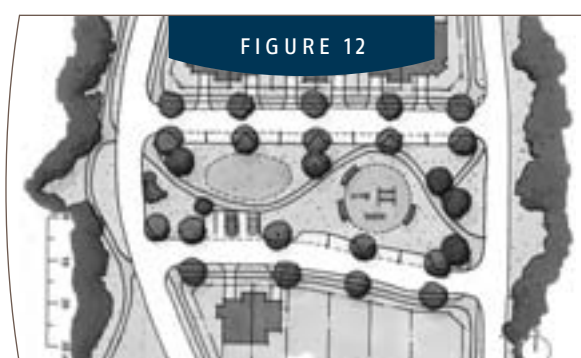
Communities are enhanced through access to quality recreation. We can contribute to this by establishing an area-wide track network for walking, cycling and horse riding (figure 11). Key walking and cycling track nodes at Old Coach Road, Marshall Ridge, Horokiwi Ridge, Seton Nossiter Park, Willowbank 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

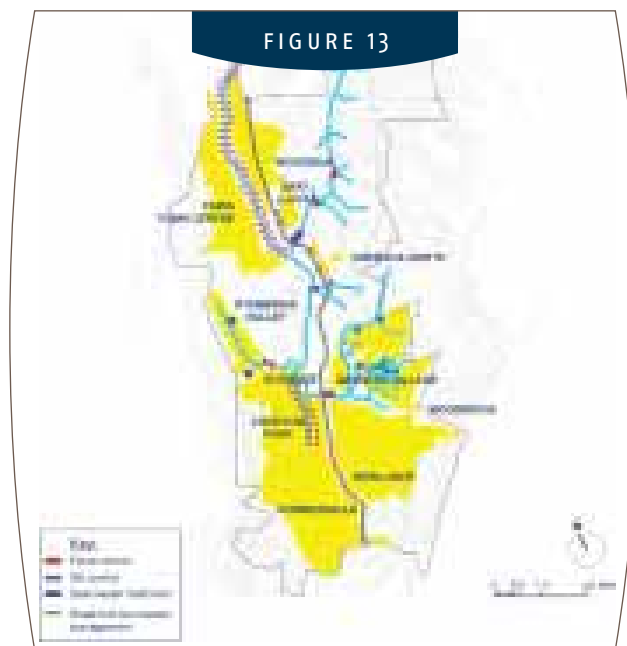
Public amenity can be improved in streetscapes by providing planting in linear parks and infill landscaping (figure 12).



#### 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.

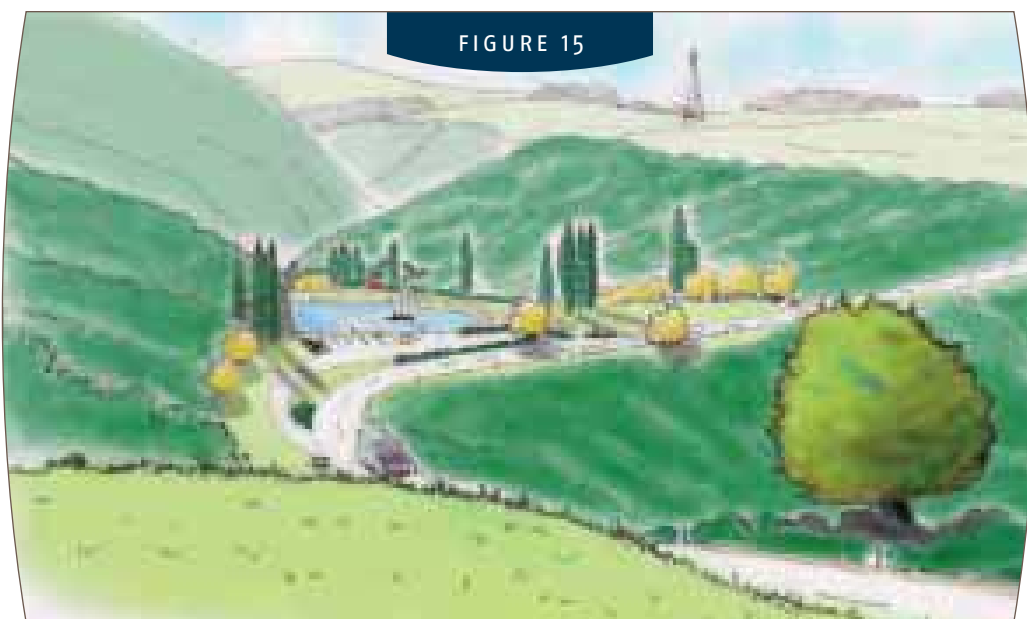
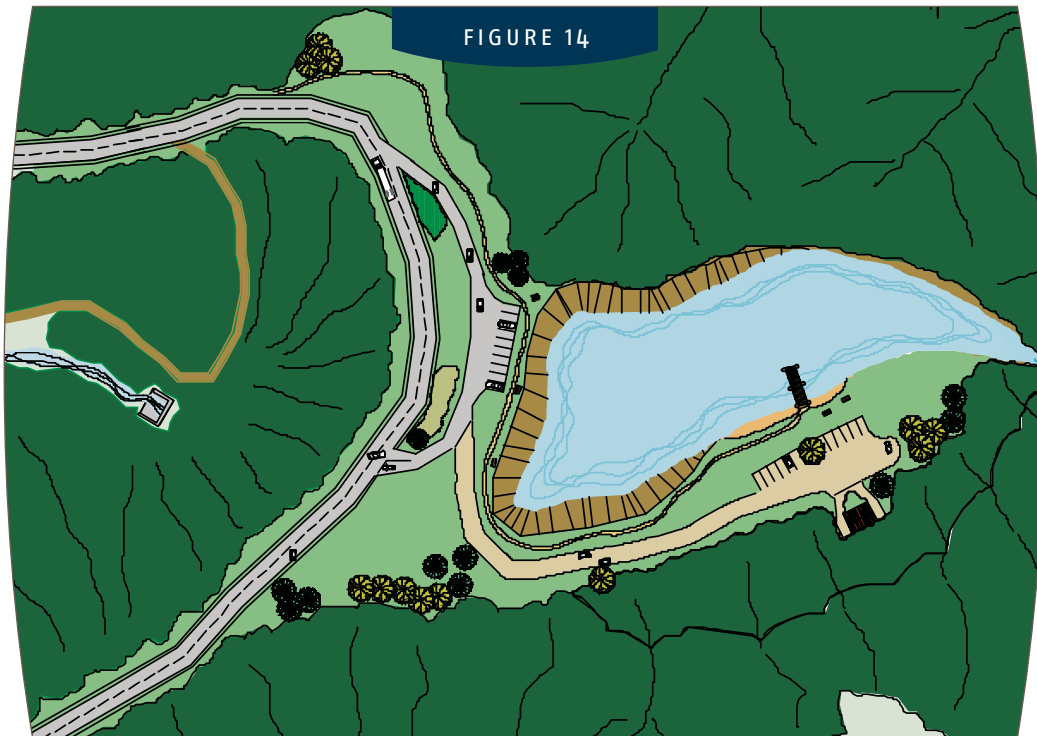
We can shape the extent and type of residential development by setting our priorities on looking after natural open spaces and providing links between these areas (including urban parks and reserves wherever possible). For example, Porirua Stream, Glenside Reserve, Seton Nossiter Park and Belmont Gully 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.



## 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.

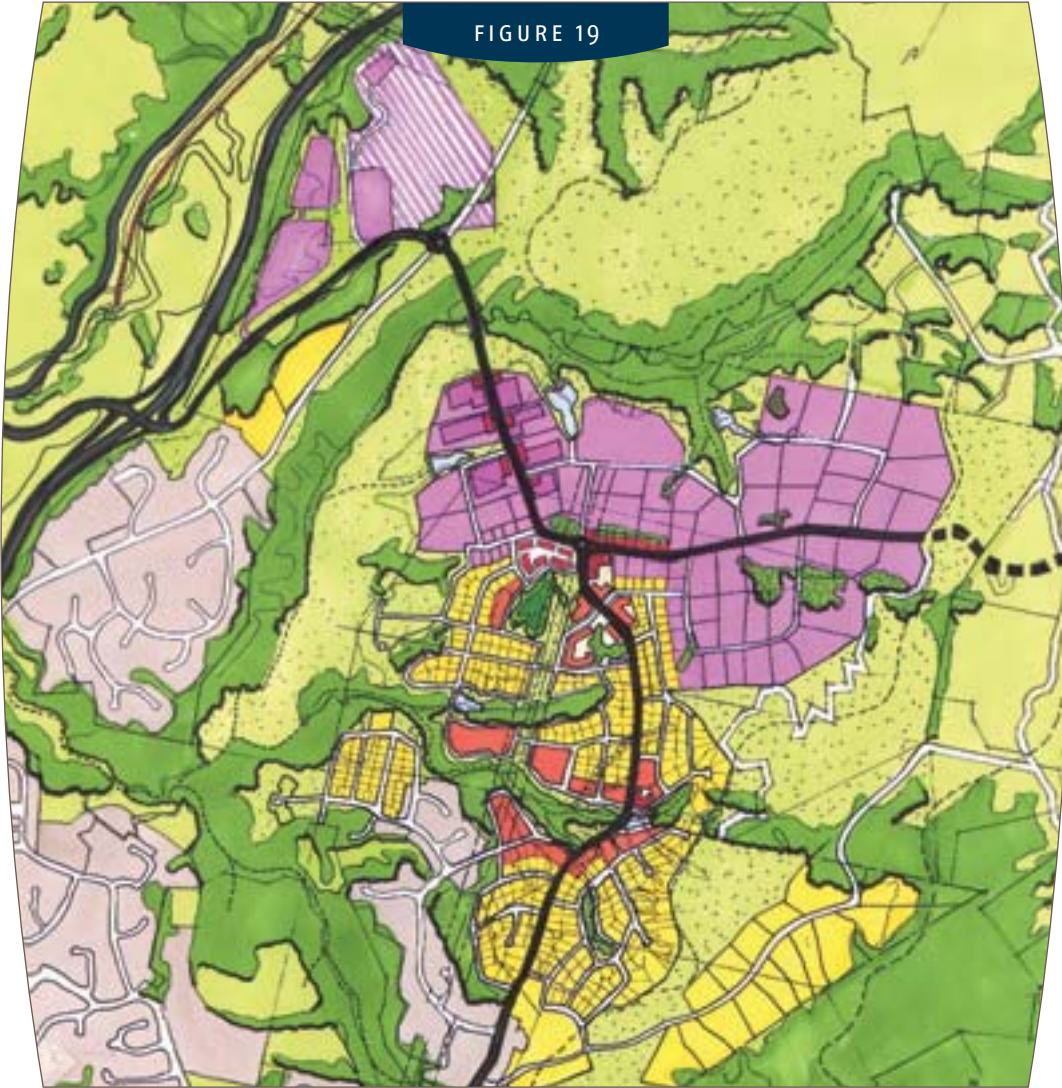
It is less suited to residential because of its remoteness from any existing community facilities and it would not be large enough to constitute an independent settlement with a town centre.

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.

## Key stages of the process

1. Beginning (November 2001) – Clear identification of issues through research and consultation with residents, business and commercial interests and other key stakeholders. December 2001 to March 2002 – Public seminars and workshops with different groups.
2. Community Planning Week 18–22 March 2002– Proposals for sustainable growth generated in a community planning week, where all parties gathered to work through options with advisers and designers. Reported back in April 2002, and public feedback received by 31 May 2002.
3. Bringing it all together – Proposals tested publicly and within the Council and with key stakeholders
4. Making it happen – further detailed work on specific areas and implementation including
  - Draft framework published as Draft Northern Growth Management Plan
  - Formation of the Partnership for the North, between the community, the Council and large landowners.

We extend a genuine thank you to all those people who gave their time and shared their insight, knowledge, desires and ideas to help flesh out this Framework. The idea of such a document is not new, and in fact planning for this area has a long history. Over the years some ideas have changed, reflecting changes in our society and values; others have remained constant. The patience and generosity of all involved is acknowledged and appreciated. The desire for high quality has been consistent.

## APPENDIX 2:

### Relationship with other Council documents

Wellington City Council has a range of plans and strategies that apply across Council activity. These include our overarching *Strategic Plan* and the *District Plan*.

The new Local Government Act 2002 also now requires all councils to prepare long-term community plans. These represent a way for councils to coordinate their long-term financial planning with city development and planning. (The Long Term Council Community Plan replaces the Annual Plan and Long Term Financial Strategy we used to publish annually).

Within this wider strategic planning context, we also have specific *strategies and policies* covering transport, urban design, heritage, parks and open spaces, community and recreation facilities, playgrounds, and more, which inform our city planning.

At a more detailed level, city development is governed by a 'family' of *urban development plans* which allow us to run intersecting projects at the same time in an efficient manner.

We are also developing *management plans* under the Reserves Act, for significant areas such as the Outer Green Belt. In addition, the various infrastructure assets the Council maintains, such as the water, stormwater and sewerage networks, are managed through the Council's *Asset Management Plans*.

Land use and development is currently regulated by Council through the *District Plan* including the *Subdivision Design Guide and Code of Practice for Land Development*.

## Developing a new approach

The Northern Area Framework for Growth Management is part of an emerging planning process within the Council.

To date the focus has been on the quality of the public environment (eg the 1994 Urban Design Strategy) and regulating the 'private' environment through managing the effects of development through the District Plan. The NGMF represents a significant shift in the way the Council manages and plans for the city's future. It presents a vision or picture of where and how we wish the northern area to develop. This vision is based on extensive research and consultation and provides the basis for an active dialogue with community and landowners about how that vision will be achieved.

## GLOSSARY

**Brownfield** – a site, usually industrial, that has residue of previous development, which needs to be resolved.

**Greenfield** – a site free from any prior development.

**High density housing** – over 30 dwellings per hectare.

**Infrastructure** – the roads, rail, water, drainage, sewerage and power required for day-to-day functioning of communities.

**Local centre** – a single or small grouping of stores within a five minute walk of the surrounding area.

**Low density housing** – around 10 dwellings per hectare (that is, conventional suburban housing).

**Medium density housing** – around 20 dwellings per hectare (such as a townhouse development).

**Neighbourhood centre** – a moderately sized grouping of retail stores that provides the surrounding neighbourhood its more frequently required convenience goods, usually at a 10-12 minute walking radius of the surrounding neighbourhood.

**Partnership for the North** – a general agreement between the Council, large landowners and private developers, plus the community, that establishes key principles for developing the northern area.

**Town centre** – a major retail or service centre, such as Johnsonville