



If calling, please ask for Democratic Services

Wellington Regional Leadership Committee

Tuesday 19 September 2023, 9.00am

Taumata Kōrero, Council Chamber, Greater Wellington Regional Council, 100 Cuba St, Te Aro, Wellington

***Quorum:** 10 members, including at least five local authority members*

Members

Chairperson

Councils

Mayor Anita Baker
Mayor Campbell Barry
Mayor Greg Caffell
Mayor Martin Connelly
Mayor Wayne Guppy
Mayor Janet Holborow
Mayor Ron Mark
Council Chair Daran Ponter
Mayor Tory Whanau
Mayor Bernie Wanden

Porirua City Council
Hutt City Council
Masterton District Council
South Wairarapa District Council
Upper Hutt City Council
Kāpiti Coast District Council
Carterton District Council
Greater Wellington Regional Council
Wellington City Council
Horowhenua District Council

Ministers of the Crown

Hon. Barbara Edmonds

Associate Minister of Housing

Iwi organisations

Darrin Apanui (Deputy Chair)
Denise Hapeta
Helmut Modlik
Huia Puketapu
Di Rump
Marama Fox

Rangitāne Tū Mai Rā Trust
Raukawa ki te Tonga
Te Rūnanga o Toa Rangatira Inc.
Port Nicholson Block Settlement Trust
Muaūpoko Tribal Authority Inc.
Ngāti Kahungunu ki Wairarapa Tāmaki-a-Rua Settlement Trust

Recommendations in reports are not to be construed as Council policy until adopted by Council

Wellington Regional Leadership Committee

Purpose

The purpose of the Wellington Regional Leadership Committee is to take responsibility for key matters of regional importance – Wellington Regional Growth Framework, Regional Economic Development, and Regional Recovery – where a collective voice and collective planning and action is required.

The Wellington Regional Leadership Committee (Joint Committee) is a joint committee, established in accordance with clauses 30 and 30A of Schedule 7 to the Local Government Act 2002.

The Joint Committee has members from all the nine councils wholly within the Wellington Region and the Horowhenua District Council, mana whenua and members from central Government.

Specific Responsibilities

The Wellington Regional Leadership Committee specific responsibilities include:

Wellington Regional Growth Framework

1. Oversee the development and implementation of the Wellington Regional Growth Framework.
2. Recommend to the Wellington Regional Growth Framework partners how funding and resources should be applied to support implementation of the Framework.
3. Monitor the implementation of the Wellington Regional Growth Framework and associated workstreams.
4. Review and keep up to date the Wellington Regional Growth Framework as circumstances change.
5. Recommend to the Wellington Regional Growth Framework partners actions to achieve alignment with council, central government and iwi plans, strategies and policies.
6. Facilitate engagement and consultation with stakeholders and the community on the Wellington Regional Growth Framework.
7. Develop submissions and advocate to external organisations on matters relating to the Wellington Regional Growth Framework.
8. Engage with neighbouring regions on cross-boundary matters relating to the Wellington Regional Growth Framework.

Regional Economic Development

1. Provide leadership in regional economic development, including establishing partnerships with key agencies involved in economic development. Acknowledging that constituent local authorities also have leadership roles within their cities and districts.
2. Develop and keep up to date a regional economic development plan to guide the collective work of the region, in line with the desired future outlined in the Wellington Regional Growth Framework.
3. Monitor and report on the status of the regional economy, emerging risks and opportunities and progress towards the implementation of the regional economic development plan and transition to a low carbon economy.
4. Develop submissions and advocate to external organisations on matters relating to regional economic development.
5. Recommend to Greater Wellington Regional Council (as a joint shareholder of Wellington NZ) the allocation of the regional targeted rate for economic development to initiatives and activities based on the regional economic development plan.

Regional Economic Recovery

1. Provide leadership in regional economic recovery, including establishing partnerships with key agencies involved in recovery, acknowledging that constituent local authorities also have leadership roles within their cities and districts.
2. Develop and keep up to date a programme of regional economic recovery initiatives, which incorporate alignment with the region's climate change goals.
3. Coordinate the implementation of a programme of regional economic recovery initiatives through local authorities, council controlled organisations and other partners.
4. Monitor and report on the impacts of regional economic recovery on the region, emerging risks and opportunities and progress towards implementation of the programme of regional economic recovery initiatives.
5. Develop submissions and advocate to external organisations on matters relating to regional economic recovery including developing regional proposals for partnerships and funding assistance.

Membership

The membership of the Joint Committee is comprised of:

- The Mayor of Carterton District Council
- The Mayor of Horowhenua District Council
- The Mayor of Hutt City Council
- The Mayor of Kāpiti Coast District Council
- The Mayor of Masterton District Council
- The Mayor of Porirua City Council
- The Mayor of South Wairarapa District Council

- The Mayor of Upper Hutt City Council
- The Mayor of Wellington City Council
- The Chair of Wellington Regional Council
- A person nominated by the Joint Committee itself and appointed by the Administering Authority to be the independent chairperson of the Joint Committee.

The member of the Joint Committee may also include:

- A person nominated by Te Rūnanga o Toa Rangatira Inc (Ngāti Toa Rangatira) and appointed by the Administering Authority
- A person nominated by the Port Nicholson Block Settlement Trust (Taranaki Whānui) and appointed by the Administering Authority
- A person nominated by Rangitāne O Wairarapa Inc (Rangitāne O Wairarapa) and appointed by the Administering Authority
- A person nominated by Ngāti Kahungunu ki Wairarapa Trust (Ngāti Kahungunu ki Wairarapa) and appointed by the Administering Authority
- A person nominated by Raukawa ki te Tonga and appointed by the Administering Authority
- A person nominated by Āti Awa ki Whakarongotai Charitable Trust (Ātiwawa ki Whakarongotai) and appointed by the Administering Authority
- A person nominated by Muaūpoko Tribal Authority Inc (Muaūpoko hapū) and appointed by the Administering Authority
- Up to three persons nominated by the Crown (Cabinet) and appointed by the Administering Authority.

In respect of those members who are persons nominated by a particular entity or body (and then appointed by the Administering Authority), for the avoidance of doubt, if no nomination occurs then the Administering Authority need not make an appointment to the joint committee in respect of that entity or body. The membership of the Joint Committee will be accordingly reduced to the extent that there is no nomination/appointment (including for the purposes of calculating the number of vacancies for establishing a quorum). Such appointment may be made if and when a relevant nomination occurs.

The territorial authorities that are parties to this agreement must appoint the relevant Mayor to be a member of the joint committee. This is so that those Mayors are counted for the purposes of determining the number of members required to constitute a quorum – see clause 30A(6A) of Schedule 7 of the Local Government Act 2002.

The local authorities that are parties to this agreement may, in addition to the appointment of the relevant Mayor or Chair, appoint an alternate who, in exceptional circumstances where the Mayor or Chair is not able to attend a Joint Committee meetings, is entitled to attend that Joint Committee meetings as a member of the Joint Committee (and appointed by the relevant local authority). The appointment of alternates does not affect the normal calculation of a quorum.

A Deputy Chairperson is to be appointed by the Committee from the existing membership. In accordance with standing orders, the Deputy Chairperson may preside at meetings in the absence of the Chairperson (including before the Joint Committee nominates an independent chairperson and that person is appointed by the Administering Authority).

General

The membership of the Wellington Regional Leadership Committee shall be limited to a maximum of 21 members (including the Independent Chairperson).

Expectations around member voting based on Committee programme and agenda

When the Joint Committee is addressing matters that are not within the Wellington Regional Growth Framework programme, it is expected that the following members of the Joint Committee will not exercise their voting rights (and may elect not to attend the relevant meetings or parts of meetings):

- The Mayor of Horowhenua District Council
- The person nominated by Muaūpoko Tribal Authority Inc (Muaūpoko hapū)
- The person nominated by Raukawa ki te Tonga
- The persons nominated by the Crown (Cabinet).

This is illustrated in the below table (where the absence of a tick indicates that the relevant member is not expected to exercise voting rights in respect of the relevant programme):

| Relevant members | Relevant programme | | |
|---|--------------------------------------|-------------------------------|----------------------------|
| | Wellington Regional Growth Framework | Regional Economic Development | Regional Economic Recovery |
| Independent chairperson | √ | √ | √ |
| Chair of Wellington Regional Council | √ | √ | √ |
| Mayor of Wellington City Council | √ | √ | √ |
| Mayor of Porirua City Council | √ | √ | √ |
| Mayor of Kapiti Coast District Council | √ | √ | √ |
| Mayor of Hutt City Council | √ | √ | √ |
| Mayor of Upper Hutt City Council | √ | √ | √ |
| Mayor of South Wairarapa District Council | √ | √ | √ |
| Mayor of Masterton District Council | √ | √ | √ |

| Relevant members | Relevant programme | | |
|--|--------------------------------------|-------------------------------|----------------------------|
| | Wellington Regional Growth Framework | Regional Economic Development | Regional Economic Recovery |
| Mayor of Carterton District Council | √ | √ | √ |
| Person nominated by Te Rūnanga o Toa Rangatira Inc (Ngāti Toa Rangatira) | √ | √ | √ |
| Person nominated by the Port Nicholson Block Settlement Trust (Taranaki Whānui) | √ | √ | √ |
| Person nominated by Rangitāne O Wairarapa Inc (Rangitāne O Wairarapa) | √ | √ | √ |
| Person nominated by Ngāti Kahungunu ki Wairarapa Trust (Ngāti Kahungunu ki Wairarapa) | √ | √ | √ |
| Person nominated by Raukawa ki te Tonga | √ | √ | √ |
| Person nominated by Āti Awa ki Whakarongotai Charitable Trust (Ātiwawa ki Whakarongotai) | √ | √ | √ |
| Person nominated by Muaūpoko Tribal Authority Inc (Muaūpoko hapū) | √ | | |
| Persons nominated by the Crown (Cabinet) | √ | | |
| Mayor of Horowhenua District Council | √ | | |

Observers

Regional economic development programme

In respect of the Regional Economic Development programme, the Joint Committee may invite the following observers to attend and speak at meetings (as relevant):

- One or more representative(s) from the Ministry of Business, Innovation and Employment
- Any other persons as the Joint Committee may consider necessary.

Regional economic recovery programme

In respect of the Regional Economic Recovery programme, the Joint Committee may invite the following observers to attend and speak at meetings (as relevant):

- One or more representative(s) from key government entities.
- One or more representative(s) from key private sector organisations on a required basis.
- Any other persons as the Joint Committee may consider necessary.

Wellington Regional Growth Framework programme

In respect of the Wellington Regional Growth Framework programme, the Joint Committee may invite the following observers to attend and speak at meetings (as relevant):

- One representative of Waka Kotahi
- One representative from Ministry of Housing and Urban Development (HUD) and/or Kāinga Ora
- Any other persons as the Joint Committee may consider necessary.

At each meeting, the Chairperson shall recognise those observers attending in accordance with these provisions and the persons recognised by the Chairperson shall have speaking rights at the meeting.

The attendance at any public excluded session by observers shall only be permitted with the prior approval of the Chairperson.

Voting

Each member has one vote. In the case of an equality of votes the Chairperson has a casting vote.

Meetings

The Joint Committee will arrange its meetings in separate parts, relating to the specific focus areas of: Wellington Regional Growth Framework; Regional Economic Development; and Regional Recovery.

Meetings will be held once every two months, or as necessary and determined by the Chairperson.

Quorum

In accordance with Clause 30A of Schedule 7 to the Local Government Act 2002, the quorum at a meeting of the Joint Committee shall be half of the members if the number of members (including vacancies) is an even number, or a majority of members if the number of members (including vacancies) is an odd number. In accordance with clause 30A(6)(c)(iii) of Schedule 7 to the Local Government Act 2002, for a quorum to be established there must be present at least 5 members appointed by local authorities.

Notification of meetings and the publication of agendas and reports shall be conducted in accordance with the requirements of Part 7 of the Local Government Official Information and Meetings Act 1987 and will be undertaken by the administering local authority.

Delegations

Each local authority delegates to the Joint Committee, and in accordance with the terms of reference, the following responsibilities:

1. Approval of all plans and implementation programmes necessary to fulfil the specific responsibilities of the Joint Committee, including:
 - a. Wellington Regional Growth Framework and Wellington Regional Leadership Committee Implementation Plan
 - b. Regional Economic Development Plan
 - c. Regional Economic Recovery Implementation Plan
2. Approval of all submissions and advocacy statements necessary to fulfil the specific responsibilities of the Joint Committee.

Remuneration and expenses

Each party shall be responsible for remunerating its representative(s) on the Joint Committee.

Members who represent organisations or entities other than local authorities (for instance iwi members) shall be eligible for compensation for Joint Committee activity including travel, meeting time, and preparation for meetings paid by the administering local authority. This amount is to be agreed in advance.

Standing Orders

The Joint Committee shall apply the standing orders of the Administering Authority.

Duration of the Joint Committee

In accordance with clause 30(7) of Schedule 7 of the Local Government Act 2002, the Wellington Regional Leadership Committee is not deemed to be discharged following each triennial local government election.

Servicing

The Joint Committee is serviced by a joint secretariat. The administering local authority shall be responsible for the administration of the Committee.

Council decisions on the Committee's recommendations

Where a Council makes specific decisions on the Joint Committee's recommendations, these will be reported to the Joint Committee. Where the decision is materially different from the Committee's recommendation the report will set out the reasons for that decision.

Variation of this Terms of Reference

These terms of reference may be varied from time to time. It is envisaged that changes may be made to add or remove specific responsibilities as the circumstances require. Changes will be approved by the members on the recommendation of the Joint Committee.

Wellington Regional Leadership Committee

Tuesday 19 September 2023, 9.00am

Taumata Kōrero - Council Chamber, Greater Wellington Regional Council
100 Cuba St, Te Aro, Wellington

Public Business

| No. | Item | Report | Page |
|-----|--|--------|------|
| 1. | Apologies | | |
| 2. | Conflict of interest declarations | | |
| 3. | Public participation | | |
| 4. | Confirmation of the Public Minutes of the Wellington Regional Leadership Committee | 23.273 | 11 |
| 5. | Programme Director's Report | 23.444 | 16 |
| 6. | Wellington Regional Leadership Committee Annual Reporting | 23.407 | 51 |
| 7. | Draft Future Development Strategy | 23.468 | 101 |
| 8. | Future Development Strategy – consultation and hearings plan | 23.469 | 509 |
| 9. | Joint Committee Subcommittee – remuneration of iwi members and independent Chair | 23.453 | 558 |
| 10. | Appointment of local authority members to the Joint Committee Subcommittee for the Future Development Strategy | 23.457 | 563 |

Resolution to Exclude the Public

| | | | |
|-----|--|--------|-----|
| 11. | Resolution to Exclude the Public | 23.477 | 567 |
|-----|--|--------|-----|

Public Excluded Business

| | | | |
|-----|--|-----------|--|
| 12. | Appointment of iwi members to the Joint Committee Subcommittee for the Future Development Strategy | (To come) | |
|-----|--|-----------|--|



Please note these minutes remain unconfirmed until the Wellington Regional Leadership Committee meeting on 19 September 2023.

Report 23.273

Public minutes of the Wellington Regional Leadership Committee meeting on Tuesday 13 June 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 9.04am

Members Present

Councils

| | |
|--------------------------------------|-------------------------------------|
| Mayor Anita Baker | Porirua City Council |
| Mayor Campbell Barry (via MS Team) | Hutt City Council |
| Mayor Martin Connelly (via MS Teams) | South Wairarapa District Council |
| Mayor Tory Whanau | Wellington City Council |
| Mayor Wayne Guppy | Upper Hutt City Council |
| Mayor Janet Holborow | Kāpiti Coast District Council |
| Hon. Mayor Ron Mark | Carterton District Council |
| Mayor Gary Caffell | Masterton District Council |
| Council Chair Daran Ponter | Greater Wellington Regional Council |
| Mayor Bernie Wanden (via MS Teams) | Horowhenua District Council |

Iwi organisations

| | |
|------------------------------|--|
| Darrin Apanui (Deputy Chair) | Rangitāne Tū Mai Rā Trust |
| Denise Hapeta (from 9.12am) | Raukawa ki te Tonga |
| Helmut Modlik | Ngāti Toa Rangatira |
| Huia Puketapu | Port Nicholson Block Settlement Trust |
| Marama Fox | Ngāti Kahungunu ki Wairarapa Tāmaki-a-Rua Settlement Trust |

The Committee Deputy Chair presided at the meeting.

Karakia timatanga

The Presiding member invited Helmut Modlik to open the meeting with a karakia timatanga.

The Presiding member welcomed Marama Fox as a new member of the Committee.

Public Business

1 Apologies

Moved: Mayor Caffell / Huia Puketapu

That the Committee accepts the apology for absence from Di Rump and Ministers Wood and Edmonds.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of the Wellington Regional Leadership Committee meeting on 7 March 2023 – Report 23.84

Moved: Mayor Baker / Council Chair Ponter

That the Committee confirms the Public minutes of the Wellington Regional Leadership Committee meeting on 7 March 2023 - Report 23.84

The motion was **carried**.

5 Programme Directors Report – Report 23.209

Kim Kelly, Programme Director, Wellington Regional Leadership Committee Secretariat, spoke to the report.

Moved: Council Chair Ponter / Mayor Holborow

That the Committee:

- 1 Endorses the direction of work outlined in the Programme Director's Report.
- 2 Notes the changes in iwi membership on the Committee.
- 3 Endorses the appointment of Marama Fox to the Regional Emissions Reduction Plan Steering Group, to bring a mana whenua perspective to this Steering Group on behalf of the Committee.

The motion was **carried**.

6 Regional Economic Development Plan annual update - Report 23.180

Kim Kelly, Programme Director, Wellington Regional Leadership Committee Secretariat and John Allen, Wellington NZ spoke to the report.

Moved: Mayor Baker / Mayor Whanau

That the Committee:

- 1 Notes progress on implementation of the Regional Economic Development Plan (REDP) in the quarterly report (Attachment One).
- 2 Approves the addition of four new initiatives in the REDP (Attachment Two):
 - a. The Screen Accelerator Project,
 - b. STEM Maker Story,
 - c. Capital Capital, and
 - d. Civics Experience.
- 3 Approves minor amendments to the REDP for accuracy (Attachment Three).

The motion was **carried**.

Denise Hapeta arrived at 9.12am, during the above item.

7 Future Development Strategy update - June 2023 – Report 23.222

Parvati Rotherham, Project Lead – FDS and HBA, Wellington Regional Leadership Secretariat spoke to the report.

Moved: Mayor Whanau / Council Chair Ponter

That the Committee:

- 1 Endorses the working draft of the Iwi Statement of Aspirations for Urban Development (Attachment 1), noting that further work will be undertaken on this, and a final version put in front of the Committee for approval at a later date.
- 2 Endorses the removal of Objective 1 as an objective and adding it to a vision statement for the Future Development Strategy as outlined in paragraph 13.
- 3 Endorses to formally include “Objective 9 - Align with mana whenua housing and other aspirations”, the Future Development Strategy objectives.
- 4 Endorses the Constraints Report attached as Attachment 2 to be published as part of a suite of documents for the Final Draft of Future Development Strategy at consultation time, noting that a future Appendix will be added as noted in paragraph 18 below.
- 5 Notes the progress made on the Future Development Strategy and the process for preferred scenario.

The motion was taken in parts. Parts 1 to 3 were put and were **carried**. Part 4 was put and was **carried**. Part 5 was put and was **carried**.

Noted: Mayor Connelly and Marama Fox requested that their votes against Part 4 of the motion be recorded.

Noted: The Committee requested that the maps be redeveloped to include any other readily available layers that are important to mana whenua such as Nga Whenua Rahui, wahi tapu and moana protections.

8 Future Development Strategy signoff - June 2023 – Report 23.210

Kim Kelly, Programme Director, Wellington Regional Leadership Committee Secretariat spoke to the report.

Moved: Mayor Holborow / Mayor Baker

That the Committee:

- 1 Notes the four options outlined in this paper for signoff of the Future Development Strategy.
- 2 Endorses the progression of Option 1 as outlined in paragraphs 20-23 of this report which includes the Committee making decisions to commence the Future Development Strategy consultation and preparation process, approve the draft Future Development Strategy (statement of proposal) and commence special consultative procedure, to engage in consultation and set up a hearing panel to hear submissions on the Future Development Strategy, and approve the final Future Development Strategy (with reporting to the Councils at relevant steps).
- 3 Notes that no matter which option is selected, the next step is to update the Committee Agreement and Terms of reference in line with the decision made today and then seek approval from each of the ten councils on the Committee to the new Agreement.
- 4 Notes that no action can confidently be undertaken on preparing the draft Future Development for consultation and setting up a hearings panel until a decision is made by this Committee on the signoff process and approval of the revised Agreement is provided by all ten councils.

The motion was **carried**.

9 Project visions - Regional Emissions Reduction Strategy and the Food System Strategy – Report 23.211

Kim Kelly, Programme Director and Allen Yip, Programme Manager, Wellington Regional Leadership Committee Secretariat, spoke to the report.

Moved: Marama Fox / Council Chair Ponter

That the Committee:

- 1 Approves the project vision for the Regional Emissions Reduction Strategy as stated in paragraph 19 of this report.
- 2 Approves the project vision for the Food System Strategy as stated in paragraph 28 of this report.

The motion was **carried**

10 Programme Reporting - June 2023 – Report 23.215 [For Information]

Allen Yip, Programme Manager, Wellington Regional Leadership Committee Secretariat spoke to the report.

Karakia whakamutunga

The Presiding Member invited Denise Hapeta to close the meeting with a karakia whakamutunga.

The meeting closed at 10.10am

Darrin Apanui

Presiding Member

Date:

Wellington Regional Leadership Committee
19 September 2023
23.444



For Decision

PROGRAMME DIRECTOR’S REPORT – SEPTEMBER 2023

Te take mō te pūrongo

Purpose

1. To advise the Wellington Regional Leadership Committee (WRLC):
 - a on the work of the Wellington Regional Leadership Committee Secretariat (the Secretariat) and other parties
 - b of the proposed meeting dates for 2024.

He tūtohu

Recommendations

That the Joint Committee:

- 1 **Adopts** the meeting dates for 2024 as follows:
 - a 19 March
 - b 4 June
 - c 3 September
 - d 26 November
- 2 **Authorises** the Head of Governance and Democracy, Greater Wellington Regional Council, in consultation with the Joint Committee Chair and Programme Director, to amend the schedule as necessary.
- 3 **Notes**, that as the Administering Authority, Greater Wellington will circulate the meeting schedule to members and key stakeholders.
- 4 **Endorses** the direction of work outlined in the Programme Director’s Report including the three letters of support provided by the WRLC Programme Director for Regional Economic Development Plan activities.

Te horopaki

Context

2. This report is a regular update to the WRLC by the Programme Director on the work of the Secretariat and WRLC reporting layers, areas for consideration by the WRLC and other administrative matters.

Te tātaritanga Analysis

Meeting dates for the WRLC - 2024

3. Staff are proposing four meetings for 2024, consistent with the practice over the last two years. These will be held quarterly in March, June, September and late November. More meetings may be scheduled if, and when, required. This will be done in consultation with the Programme Director and the Joint Committee Chair (or Deputy Chair in their absence).
4. As the WRLC, Wellington Civil Defence Emergency Management (CDEM) Group and Regional Transport Committee (RTC) have an overlapping membership, the three committees will have meetings scheduled on the same day. This is to minimise the number of days that local government members will need to be available.
5. As all members of the CDEM Group are members of the WRLC, the WRLC meetings will start at 9am (followed by the CDEM Group meetings at 11am).
6. Because the meetings for the CDEM Group and RTC are held on the same day as the WRLC meetings, meetings will need to be held at the same location, being Greater Wellington's Cuba Street office.
7. The governance and democratic services teams from all member councils have been consulted and advised of the proposed dates to avoid scheduling conflicts. Not adopting the schedule as proposed will impact the schedules of the CDEM Group and RTC, as the WRLC meetings are held alongside them. Not adopting the schedule will also have an impact on all councils in the Wellington Region and Horowhenua, as finding alternative dates that suit, after all councils have drafted and adopted their schedules, will be difficult.

Regional Emissions Reduction Plan update

8. The Regional Emissions Reduction Plan Project started in September 2022 and will be completed in March 2024. The Plan will deliver a strategic approach to how we transition as a Wairarapa-Wellington-Horowhenua region to a zero carbon community.
9. The purpose is to identify key 'regional-scale' actions to assist in reducing emissions and to support local and central government actions. It will acknowledge the work already being undertaken by central and local government, iwi and sectors. The Plan won't duplicate this work but rather galvanise, amplify and co-ordinate where appropriate.
10. The key benefits for a regional approach to emissions reduction could be summarised as:
 - a Amplify impact by progressing action and deliver outcomes at meaningful scale.
 - b Amplify voices and make connections by enabling connection between community aspiration and national direction.
11. Since the last report on this project, the following progress has been made:
 - a Carbon modelling completed. Inputting different scenarios into the model will continue to be an iterative process. Next steps will be to get the data in the model peer reviewed.

- b A stakeholder and partner forum was held at the Lower Hutt Town Hall in July 2023 and attended by 116 people from local and central government, community groups, sectors, iwi and industry bodies. The attendees workshopped the benefits of a regional approach as well as sector-specific opportunities and barriers, and a report summarising the themes from the Forum can be viewed on the WRLC website.¹
12. A more detailed report on these above two points is attached (**Attachment 1**).
 13. The next steps are:
 - a The Core Project team are now drafting the strategic framework that will underpin the plan.
 - b Smaller stakeholder workshops will also be held to co-create areas of opportunity.
 - c The team will be giving a briefing on the project to most council elected members over September/October 2023.

Priority Development Area reporting

14. The Priority Development Area (PDA) reporting is attached (**Attachment 2**) to highlight progress, plans and issues and risks to the Committee. The report consists of a summary of the background of the PDA programme, highlights of PDA progress and challenges, and individual PDA status reports submitted by each PDA lead.
15. It should be noted that PDAs were formerly referred to as Complex Development Opportunities (CDOs) but renamed to be consistent with the naming conventions from the programme elsewhere in Aotearoa.
16. For future Committee reporting, these first reports will be updated and presented separately.

National and regional level policy direction of interest

17. This is a regular item in the Programme Director's report to keep the Committee informed of policy changes that are occurring at a national and regional level since the last meeting that are likely to have an impact on the work of the WRLC.
18. Officers consider the following information is of interest to the Committee being the Resource Management Reform:
 - a The Spatial Planning Bill and the Natural Built and Environment Bill were both assented on 23 August 2023 so they are now both Acts.

Letters of support for Regional Economic Development Plan (REDP) activities

19. The Programme Director has provided a number of letters of support for initiatives in the Regional Economic Development Plan. These letters are provided in **Attachment 3** to the Committee for completeness.
20. The matters in the letters are all aligned with the REDP and support alternative funding sources for these initiatives.

¹ <https://wrlc.org.nz/wp-content/uploads/2023/08/WRLC-Regional-Emissions-Reduction-Forum-summary-Aug-2023.pdf>

Internal engagement on the matters in this paper

21. Feedback from the WRLC Senior Staff Group on 30 August 2023 has been incorporated into this report. There was minimal discussion due to other items on the agenda but there was approval of the PDA reporting and support for the work to date and next steps for the Regional Emissions Reduction Plan.
22. Feedback from the WRLC CEO Group on 8 September 2023 has been incorporated into this report.

Ngā hua ahumoni

Financial implications

23. The remuneration costs for the mana whenua members on the WRLC have been budgeted for. Therefore, there are no financial implications from the information outlined in this paper and the recommended decisions.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

24. Both letters of support for initiatives in the Regional Economic Development Plan note the implications or involvement from Māori in these initiatives.
25. WRLC iwi members are supportive and involved in the Regional Emissions Reduction Plan.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

26. The Committee has three active climate change projects being:
 - a Regional Approach to Climate Change Impacts
 - b Regional Emissions Reduction Strategy
 - c Regional Food System Strategy

Ngā tikanga whakatau

Decision-making process

27. The matters requiring decision in this report were considered by officers against the decision-making requirements of the Local Government Act 2002.

Te hiranga

Significance

28. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that the matters are of low significance given their administrative nature.

**Te whakatūtakitaki
Engagement**

29. None of the matters covered in this report required external engagement. All matters have been discussed at WRLC Senior Staff Group meetings and WRLC CEO Group meetings.

**Ngā tūāoma e whai ake nei
Next steps**

- 30. A draft Regional Emissions Reduction Plan will be provided to the WRLC meeting in December 2023 and a workshop on the matter will be held in October 2023.
- 31. Priority Development Area reporting will be provided at each WRLC meeting.
- 32. Greater Wellington will send Committee meeting invites to members, observers, and relevant key organisations and persons for the 2024 meetings.
- 33. Committee meetings will also be publicly notified in *The Post* and *Wairarapa Times-Age*, and be published on Greater Wellington’s website. This is in accordance with the public notice requirements of the Local Government Official Information and Meetings Act 1987 and Greater Wellington Regional Council’ Standing Orders.

**Ngā āpitihanga
Attachment**

| Number | Title |
|--------|---|
| 1 | Regional Emissions Reduction update |
| 2 | Priority Development Area reporting |
| 3 | Letters of support from WRLC Programme Director for REDP activities |

**Ngā kaiwaitohu
Signatory**

| | |
|----------|--|
| Writer | Kim Kelly – Programme Director, Wellington Regional Leadership Committee Secretariat |
| Approver | Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy |

| He whakarāpopoto i ngā huritaonga Summary of considerations |
|---|
| <i>Fit with Council’s roles or with Committee’s terms of reference</i> The Programme Director’s report updates the WRLC on work programmes for which it has specific responsibility (e.g. regional spatial planning, regional economic development) and on other matters of regional importance. |
| <i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The activity outlined in this report contributes towards the work of regional spatial planning and regional economic development, two key focus’ of the Committee. |
| <i>Internal consultation</i> Staff from Greater Wellington’s Democratic Services team contributed to the 2024 schedule information in this report. Information and analysis in this report has been discussed at the WRLC Senior Staff Group meeting and the WRLC CEO Group meeting. Related views are incorporated into this paper. |
| <i>Risks and impacts - legal / health and safety etc.</i> Risks identified for not adopting the proposed 2024 schedule are outlined in paragraph 7. |

Regional Emissions Reduction Plan Project

August 2023



Progress update and next steps

Carbon modelling and pathways

- Draft scenarios presented at Forum
- Next steps:
 - Add another scenario where national targets are regionalised, arrange a peer review

Partners and Stakeholder Forum

- Forum complete. Theming of collected data underway.
- Next steps:
 - Send summary of themes and next steps to stakeholders.

Engagement

- Looking to engage a provider to bring a mana whenua perspective as we write the plan.
- Meetings with Council EMs during September/October

Plan development

- Pollock Consulting engaged to write the plan
- Developed a draft evaluation framework
- Next steps:
 - Workshop with core group to land key shifts, focus areas, and initiative groupings, and test the evaluation framework.
 - Set up co-design workshops

Highlights

Regional Emissions Forum

- 116 people attended on a cold and rainy day!
- Participants included:
 - **Councillors**
 - **Council staff**
 - **Central gvnt** (incl. Waka Kotahi, Kāinga Ora, MHuD, MPI, WellingtonNZ, Te Whatu Ora)
 - **Iwi** (incl. Rangitāne, Port Nicholson)
 - **Community** (incl. Forest & Bird, Vic Uni students, Cycle Wellington, Low Carbon Kāpiti, 350 Aotearoa)
 - **Industry/Business** (incl. Wellington Electricity, Wellington Water, Wellington Airport, Centreport, Sustainability Trust)
 - **Sector bodies** (incl. Federated Farmers, DairyNZ, Horticulture NZ, Horowhenua Co.)
 - **Consultants** (incl. Precision City, WSP, Aurecon)
- Workshopped the benefits of a regional approach, pathway ideas, and sector specific barriers and opportunities.
- Panel discussion with Chris Bishop, Fleur Fitzsimons and Julie-Anne Genter. Presentation from Melissa Clark-Reynolds.



Political party panel:
[Commitments to climate change](#)



Melissa Clark-Reynolds:
[Global solutions to carbon reduction and neutrality](#)



Attachment 1 to Report 23.444



Council briefings

| Council | Date | Presenter | Introducer |
|--|-------------------|---|--|
| Greater Wellington Climate Committee Greater Wellington Council (TBC) | 7 September | Arya Franklyn, Project Lead This will be followed by an update from Suze Keith on the Climate Change Impact Assessment | Luke Troy, GM Strategy |
| Kapiti | TBC | Arya Franklyn, Project Lead This will be part of a broader presentation on all WRLC regional projects | Monique Engelen, Principal Policy Advisor - Climate Change |
| Porirua | 21 September | Arya Franklyn, Project Lead | Helen Oram, Manager Climate & Environmental Planning |
| Upper Hutt | 3 October, 8.30am | Arya Franklyn, Project Lead | Vibhuti Chopra, Director Strategy, Partnership and Growth |
| Hutt City | 11 October | Arya Franklyn, Project Lead | Jörn Scherzer, Head of Climate and Waste |
| Wairarapa joint councils forum | November TBC | Luke Troy, Project Sponsor | TBC |
| Horowhenua | N/a | | |
| Wellington | TBC | | |

Regional Emissions reduction forum – workshop summaries from facilitators

August 2023



Agriculture & primary industries

Facilitator: Kelly Forster, Programme Director, He Waka Eke Noa

Key themes:

- Some people say they don't know how to reduce emissions – farmers need more information. Information portals can be good but come at a cost.
- How do we build a resilient food system? Is there something in micro-processing?
- Logs are processed offshore, could this be brought back into the region?
- When it works financially it just happens!
- Kelly broke gases into long-lived gases and short-lived gases. Methane is 15% of the region's long-lived gases, but 85% of short-lived.

Opportunity areas that could be explored

- 1. Efficiency gains:** Doing the same but better.
- 2. Technology efficiencies:** New tech is coming down the pipeline, and there is less investment in the interface between and tech and farmers – perhaps a Pilot opportunity? Check out a new venture called Agri Zero, they are looking at the commercialisation of the tech.
- 3. Diversification:** The bit transformational option! First step to overcome information barriers – “what will grow on my property in a changing climate?” Science Challenge has info on this. Could the Regional Economic Development Agency then lead work to secure funding e.g. MPI (Sustainable Food & fibres futures), Provincial growth fund (MBIE) to set up a processing plant in the region? Co-benefits to this: food security, economic development, climate adaptation, resilience.

Energy

Facilitators: Victoria Parker, Pricing Manager and Matiu Park, Head of Sustainability, Transpower

Key themes:

- Common need to access specialty knowledge. The energy sector is complex and many people don't know who to talk to and when if they need something e.g to install new EV chargers.
- Interest in council-owned generation, however the benefits and practicalities need exploration.
- There are lots of projects around the country wanting to get renewables onto the grid – presents a prioritization challenge.
- Not a lot of understanding of EECA's work and the GIDI fund.
- Interest in banning new gas connections – could we be the first region to ban? Might be wise to ringfence this to residential, because gas can be useful for freight etc
- Acknowledgement that Wellington is a transport hub – utilizing existing infrastructure.

Opportunity areas that could be explored

1. MBIE are producing a national energy strategy due next year that might help. How do we connect MBIE strategy at a local level – could we invite MBIE to talk to the WRLC about the Strategy?
2. Strong opportunity for influencing at a national level. WRLC could write a letter outlining the issues we're facing and what the blockers are.
3. Work with EECA to communicate GIDI funding opportunities to the region's SMEs. Data sharing between us, EECA and EDBs to help us understand where the big users of non-renewables are in the region, and work with them in a targeted way.
4. Talk to Ara Ake about exploring opportunities to pilot a micro-grid in a suburb.
5. Look into banning new gas connections at a residential level – what would this mean for councils, electricity sector.

Building & construction

Facilitator: Matthew Cutler-Welsh, Business Development Manager, Green Building Council

Key themes:

- Not many other regions have as much activity as we do e.g the Wellington Regional Healthy Homes Group.
- Our region offers a good size to show leadership. We have the ideal scale to implement change.
- Energy Performance Certificates for buildings: these are like a housing warrant of fitness. NY City is a case study where the city council decided that every building needed to have a certificate. Some challenges with it e.g figuring out the right balance, how accurate they are and how expensive. You could do a tapered rating/desktop assessment based on age, type of house, location and some basic location.
- Waste is a big issue although specific solutions weren't covered. A points-based programme is already in place for landfill diversion. But the best option is to design it out in the first place. Embodied carbon reporting is likely coming. Will mean need to produce less waste.
- Embodied carbon to transport a kitset around is less than building it locally – local isn't always the best option because we don't have a very big population.

Opportunity areas that could be explored

1. Require a homestar rating which is above the building code. Resource consent applicants can request higher standards, but difficult for councils to do this. A barrier to be aware of but there are ways around it. Carrot example: sustainability and accessibility grant from WCC.
2. Use of voluntary targeted rates for improvements on existing homes. Could the existing GW programme be extended? Mechanism exists but councils are nervous from a legal standpoint, but this is potentially being resolved. Green Building Council could work with GW to shape what this could look like. Potential for data gathering.
3. MBIE is talking about things like Energy Performance Certificates - could be a pilot opp.
4. Waste – is there a coordination opportunity between local and central gvnt?

Biodiversity

Facilitator: Josh McLennan-Deans, Senior Advisor Strategy, Greater Wellington

Key themes:

- Integrate nature into urban planning – urban planning reduces emissions and nature creates a cooler environment for urban areas. Also creates an opportunity for nature connection – co-benefits of well-being.
- Biodiversity should be a core factor in more diverse rural landscapes, to help with monocultures.
- Create diverse income streams that are less carbon intensive. Producing high value seed for cropping - cropping is growing grains e.g. oats and wheat. This involves producing seeds for others while growing the crop at the same time. GW's land management team have done work on this, along with climate team. Could work with industry bodies to provide good quality advice.
- Pilots with education institutes.
- Pest control of ungulates within forests, the forests can sequester carbon better. Funding gets in the way of this.

Opportunity areas that could be explored

1. Integrate nature into urban planning across the region. Align messaging with FDS.
2. Reframe our regional forests as green infrastructure. Helps with adaptation, flooding etc. Infrastructure gets investment – hence why we would reframe to get investment in forests. GW's flood protection team could lean into this. Belmont regional park is already parked for huge restoration programme.
3. Could local councils buy plants in local planting projects to offset their emissions from waste (rubbish dumps). Could you buy ahead to help get these projects off the ground - pre-purchase credits.
4. Establish corridors of restoration to help with bird migration – e.g. pukakawa to zealandia. Mitigation and biodiversity benefits.

Transport/urban form

Facilitator: David Jones, City Development and Wellington Business Lead, Stellar Consulting

Key themes:

Good about transport/urban form

- Existing PT network is there – build on it, increase the utilization, linked to housing
- Dense mixed-use neighbourhoods limit the need to travel
- Good potential for localized active mode uptake
- Compact, walkable CBD with plenty of mode choice
- Continue/expand measures to encourage PT use – e.g. one ticket

Opportunity areas that could be explored

- Long term strategic land use and transport planning integration
- Bus lanes in all city centres
- Cross valley link
- Free, good quality PT including PT on demand
- Reallocation of road space to bus lanes and improve reliability

- Make all bus and train services high frequency
- Town centre upgrades, urban regeneration and intensification
- Building safe, active regional transport network
- Congestion charging and pricing
- Avoid greenfield growth and intensify instead
- Move freight off-road to coastal and rail

Enabling system shifts

Facilitator: Pip Wheaton, Principal Advisor, Wellington City Council

Key themes:

- Equity

- **Te tiriti** – we need to do things well for te tiriti partners. Look to Māori wisdom for practices

- **Big conversation about growth** – donut economics, degrowth. Can we find a way to let that surface in the Plan. E.g naming the tensions inherent in this

- **How do we define and measure success as a society** – again links to donut economics. We also have the four wellbeings.

- **Narratives** – what are the mental models that the populace are bringing into this? Tensions between those who are into fatalism and paralysis because of their awareness, and others who think it's overblown, then a whole group in the middle. How do you create the public will to support the type of work we're doing, and an element of collective story-telling that shifts the public will.

Regional Emissions evaluation framework



Initiative evaluation framework

| Criteria | Questions for consideration | Grading |
|--------------------------------------|--|---------|
| Emissions reduction potential | <p>Would this action lead to reduced emissions, directly or indirectly?</p> <p>Are the emissions reductions permanent?</p> <p>Will this action have an emissions reduction impact at a regional scale?</p> <p>Include a note on reduction of gross or net emissions reduction during this process.</p> | y/n |
| Alignment | Does this action broadly align with national, regional or local ambitions and policy settings in relation to climate change action? | y/n |
| Risk of perverse effects | <p>Would this action create a new source of emissions or replace one emissions type with another?</p> <p>Would this action undermine further opportunities to reduce emissions in the region, now or into the future?</p> | y/n |
| Adverse effects | Are there foreseeable adverse impacts for people and communities that cannot be ameliorated, justified or offset through co-benefits. | y/n |

Initiative evaluation framework cont.

| Criteria | Considerations |
|---|--|
| Authority | Are there suitable mandates and accountabilities in place for this action? |
| Spatial impact | Is this action suitable for this region (i.e., geography etc)? |
| Social acceptability | Will this action find adequate public support to be successful? |
| Financial sustainability | Is there an existing or potential funding source? |
| Policy alignment and requirement | Does it align with current statutory provisions – does it require significant policy change? |
| Capability and capacity | Is there sufficient resource and expertise to drive this action? |
| Implementability | Can this action be implemented and if needed monitored and managed, or even enforced? |
| Technical readiness | Is everything needed to achieve this ready to use – for example, is the technology available and ready to implement? |
| Co-benefits | Can important co-benefits (social, economic, environmental and cultural) be leveraged? |
| Equity and just transition | Does this action help provide for intergeneration equity and manage distributional effects? |
| Te Tiriti | Does this action meet Te Tiriti obligations? Does it enable, support or empower mana whenua? |

WRLC Priority Development Areas

Quarterly Report – Sept 2023



Priority Development Areas (PDAs)

Projects are selected to be a PDA based on how well they contribute to WLRC objectives, significant housing **and** other benefits to the **region**, including:

- Alignment with government direction / policies
- Offering opportunities for accelerated and/or significant development
- Offering affordable, inclusive and diverse housing opportunities
- Enabling Māori housing aspirations and process delivery
- Having proximity or good access to local employment
- Supporting transformational shifts to a low carbon future, including PT and active modes
- Encouraging sustainable, resilience and affordable settlement patterns/urban forms
- Supporting protection and enhancement of the natural environment
- Supporting hazard mitigation including addressing climate change impacts

Projects should also be:

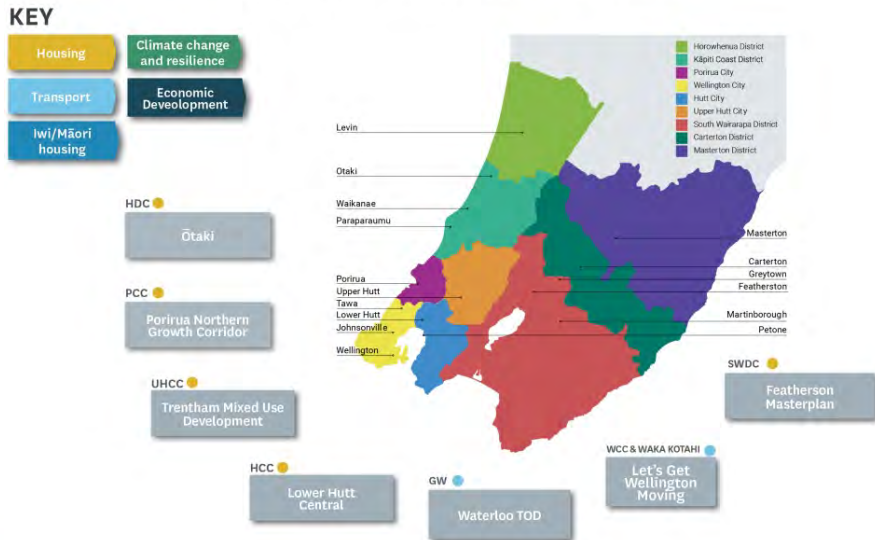
- Complex in nature, where partnerships between local and central government is essential for scale and pace
- A mix of large and small sites, and short and long-term opportunities
- Within a well-defined geographical area

Initial Scoring on Contribution to WRLC principles and objectives

| | Transport related | Housing related | Climate related | Economic Development related | Iwi Aspirations related |
|---|-------------------|-----------------|-----------------|------------------------------|-------------------------|
| Featherston Masterplan Development | | | | | |
| LGWM - Courtenay Place to Newtown | | | | | |
| Lower Hutt Central | | | | | |
| Ōtaki | | | | | |
| Porirua Northern Growth Corridor | | | | | |
| Trentham Mixed Use Development | | | | | |
| Waterloo Station Transit Oriented Development | | | | | |

Where: Highly likely to contribute Not yet likely to contribute

WRLC PRIORITY DEVELOPMENT AREAS



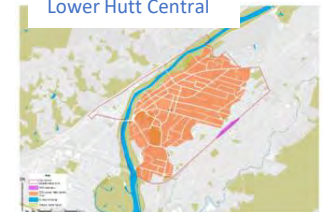
Trentham Mixed Use Development



LGWM



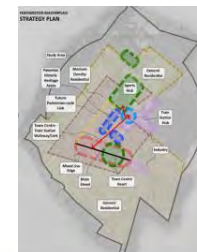
Lower Hutt Central



Waterloo Station Transit Oriented Development



Featherston Masterplan Development



Ōtaki



Porirua Northern Growth Area



Priority Development Areas

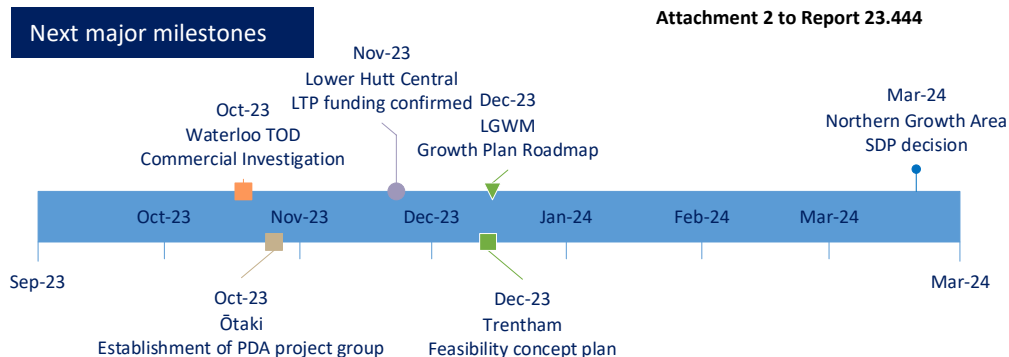
Programme Summary

Work on the PDAs is well underway. The common theme across the projects is that they are at various stages, and they all have a heavy emphasis on urban improvement, planning, transport coordination, and engagement. At the early stages of the programme, the common challenges are general project funding and resourcing, infrastructure funding and investment.

Our PDA cohort including councils, Kāinga Ora, MHUD, Waka Kotahi, Te Whatu Ora, MoE, Te Puni Kōkiri and Metlink partners have been very generous with their time.

While the initial PDA selection process indicated that the projects had room for improvement in supporting Iwi aspirations, the project reports demonstrate ongoing efforts to engage with Iwi and enhance this aspect of the programme.

We will look to establish formal PDA Advisory Groups from here.



| | PDA Progress summary | Challenges | Actions |
|--|--|---|---|
| Featherston Masterplan Development | This project has made great progress during the year and the plan continues to be refined. The aim is to compile a draft Masterplan document with an implementation plan for South Wairarapa District Council approval in late September 2023. The final masterplan will be delivered in early 2024. | <ol style="list-style-type: none"> 3 waters infrastructure gaps Engagement with developers | Work with project partners has been initiated and is ongoing |
| LGWM – MRT Suburbs | The project is progressing through completion of a Corridor Development Framework, approval of a WCC-led Joint Urban Development Programme to develop the project Business Case, and a LGWM/WCC Joint Urban Development Briefing in May for WCC and GW Councillors. | <ol style="list-style-type: none"> Complexity of programme and partnership Political environment creating uncertainty | <ol style="list-style-type: none"> Refresh governance arrangements and focus on information sharing. Initial work on defined area while demonstrating the need for investment. |
| Lower Hutt Central | The project is currently focused on setting foundations, by aligning with council strategies or creating new ones to achieve its objectives. Efforts are directed at securing LTP inclusion for the mandate. Simultaneously, the team is integrating this work with other workstreams to support the urban renewal goal. | <ol style="list-style-type: none"> Obtaining sufficient resources Potential for lack of community support / opposition Global economic conditions | <ol style="list-style-type: none"> Work towards inclusion of programme in LTP Implementation of communication and engagement plan Long term planning and strategic adaptiveness |
| Ōtaki | In the project's early planning phase, the team is raising awareness of the Ōtaki PDA, linking it to key projects like the Place Based Steering Group, Infrastructure Acceleration Funding (IAF) infrastructure, and Rangiora Road housing. There is also focus on engaging with elected members, staff, iwi, and government partners. It aligns with Kāpiti Vision and Blueprint efforts for district-wide integration. | <ol style="list-style-type: none"> Funding for the work is unbudgeted Coordinating the efforts of the diverse project partners | <ol style="list-style-type: none"> A business case will be developed to support funding through the upcoming LTP process Coordination will be achieved through clear communication and careful planning by the project team |
| Porirua Northern Growth Corridor | This project is a broader area, part of which is seeking Specified Development Project (SDP) status, enabling collaborative coordination by Kāinga Ora with councils, iwi, and private developers for transformative and complex development. This is in assessment phase, including refining project area, objectives, and governance. | <ol style="list-style-type: none"> Understanding 3 waters infrastructure gaps SH59 capacity constraints | Work with project partners has been initiated and is ongoing |
| Trentham Mixed Use Development | The project is currently in early stages, involving negotiations to facilitate progress and secure funding certainty. | <ol style="list-style-type: none"> Reaching agreement with partners Funding of transport infrastructure | <ol style="list-style-type: none"> Negotiations underway between parties LTP to include funding proposal |
| Waterloo Station Transit Oriented Development | The project's initial planning is on track. Economic challenges like property market uncertainties and rising material and labour costs may have an impact on investment strategies. The need to address significant infrastructure issues in the station with a rebuild continues to provide project justification. | <ol style="list-style-type: none"> Developing a funding model for the project which attracts private investment and central government financial support Ongoing escalation of construction costs makes costs estimates problematic | <ol style="list-style-type: none"> Awaiting outcomes of the commercial investigation Continue to evaluate project minimum requirements |

PDA name: Featherston Masterplan
 Report date: Aug 2024
 Report Author: Russell O’Leary

Attachment 2 to Report 23/444



| Project information | | | Project progress | | | Project manager’s commentary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|------------|---|----------|--------|-------------------------------------|----------|--------|----------------------------------|----------|-------|--|----------|-------|--------------------------------|----------|--------|------------------------------------|---------|--------|---|---------|--------|--|--------|---------------------------------------|---|---|--------------------------------------|---|--|------------------------------|---|----------------------------|---|--------|---|-----------------------|--|---|----------------------------------|--------|---------------|--------------------------------------|------|----------|---|---------------|--------|---------|------------------------------------|-----------|--------|---------|---|--|------------|---------|--|--|--|--|
| <p>Project purpose To create a master plan for Featherston which captures the community’s vision for how it wants to look in the future. The Masterplan will guide Featherston’s growth, with a focus on ensuring housing of mixed densities and choice, main street activation, and the sufficient infrastructure to connect businesses, services, housing, character, amenities, walkability, and development of the station.</p> <p>Project area characteristics In 2020, Featherston’s population was estimated at 2,615, and projected to grow by 800 people and 428 households by 2050. That 2050 projection has since more than doubled to 1,730, and 940 new dwellings. The key drivers of this growth include the increased ability to both work from home, and to commute into Wellington. Featherston is identified as suitable for transit-oriented development (TOD) in the district’s Spatial Plan and in the Wellington Regional Growth Framework. This is a 30-year plan, and integrates transport, future housing areas, reserves, infrastructure, community facilities, land use patterns, community and iwi aspirations.</p> <p>Key Enablers Discussion with agencies, further funding discussion Liaison and buy in from developers</p> <p>Infrastructure situation Main infrastructure improvements required include: • Featherston Wastewater • Water network • Roading upgrades • Flooding modelling • Donald’s Creek solution • Powerco upgrades (future plans discussed) • Public open space/reserves</p> <p>Key Partners • Kiwi Rail • Waka Kotahi • Kaianga Ora • Future Developers</p> | | | <p>Ongoing and preparatory</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Target</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Vision, targets agreed & set</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Iwi or mana whenua engagement</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Funding, financing plan agreed</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Required partnership collaboration</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Structure, spatial or zone plans in place</td> <td>ongoing</td> <td>Green</td> </tr> </tbody> </table> <p>Key enablers – in place, or in plan and funded</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Green infrastructure and public space</td> <td>Yellow</td> </tr> <tr> <td>Local transport network in place or in LTP / NLTP</td> <td>Yellow</td> </tr> <tr> <td>PT infrastructure and services in place or LTP / NLTP</td> <td>Green</td> </tr> <tr> <td>Telecom in place or in plans</td> <td>Red</td> </tr> <tr> <td>Waste in place or in plans</td> <td>Red</td> </tr> </tbody> </table> <p>On-site progress</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Not at this stage yet</td> <td>Red</td> </tr> </tbody> </table> | | | Item | Target | Status | Vision, targets agreed & set | Ongoing | Green | Iwi or mana whenua engagement | Ongoing | Green | Funding, financing plan agreed | Ongoing | Green | Required partnership collaboration | Ongoing | Green | Structure, spatial or zone plans in place | ongoing | Green | Item | Status | Green infrastructure and public space | Yellow | Local transport network in place or in LTP / NLTP | Yellow | PT infrastructure and services in place or LTP / NLTP | Green | Telecom in place or in plans | Red | Waste in place or in plans | Red | Item | Status | Not at this stage yet | Red | <p>The Featherston Masterplan continues with plan refinement to compile a Draft Masterplan document with an implementation plan for Council approval in late September 2023. Public notification of draft plan in October. Final masterplan set for early 2024.</p> | | | | | | | | | | | | | | | | | | | | | | |
| Item | Target | Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vision, targets agreed & set | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iwi or mana whenua engagement | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding, financing plan agreed | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Required partnership collaboration | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Structure, spatial or zone plans in place | ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Item | Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Green infrastructure and public space | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Local transport network in place or in LTP / NLTP | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PT infrastructure and services in place or LTP / NLTP | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Telecom in place or in plans | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waste in place or in plans | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Item | Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Not at this stage yet | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Major Milestones</p> <table border="1"> <thead> <tr> <th>Milestone</th> <th>Due Date</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Foundation Discussion Doc. Feedback</td> <td>Aug 2022</td> <td>Green</td> </tr> <tr> <td>Preferred Concept Option Adopted</td> <td>Sep 2022</td> <td>Green</td> </tr> <tr> <td>Detailed Masterplan Developed Report Cncl.</td> <td>Dec 2022</td> <td>Green</td> </tr> <tr> <td>Formal Consultation</td> <td>Oct 2023</td> <td>Yellow</td> </tr> <tr> <td>Hearings</td> <td>TBC</td> <td>Yellow</td> </tr> <tr> <td>Masterplan, Implementation Plan Adopted</td> <td>TBC</td> <td>Yellow</td> </tr> </tbody> </table> | | | Milestone | Due Date | Status | Foundation Discussion Doc. Feedback | Aug 2022 | Green | Preferred Concept Option Adopted | Sep 2022 | Green | Detailed Masterplan Developed Report Cncl. | Dec 2022 | Green | Formal Consultation | Oct 2023 | Yellow | Hearings | TBC | Yellow | Masterplan, Implementation Plan Adopted | TBC | Yellow | <p>Progress, Issues or risks Resolved since last report</p> <table border="1"> <thead> <tr> <th>Progress made. Issues or risks resolved</th> <th>Lead</th> </tr> </thead> <tbody> <tr> <td>Initial discussion document compiled</td> <td>RO, RA</td> </tr> <tr> <td>Engagement, vision and agencies collaboration done</td> <td>RO, RA</td> </tr> <tr> <td>Draft plan maps and text refinement Consultants</td> <td>RO, RA</td> </tr> <tr> <td>Implementation plan initial compilation</td> <td>RO, RA</td> </tr> <tr> <td>Further costings - implementation, stages</td> <td>RO, RA</td> </tr> <tr> <td>Council approval of draft plan, refinement</td> <td>RO, RA</td> </tr> <tr> <td>Notification of draft masterplan</td> <td>RO, RA</td> </tr> </tbody> </table> <p>Active / new Issues or risks</p> <table border="1"> <thead> <tr> <th>Issue or risk</th> <th>Actions and options, incl milestones</th> <th>Lead</th> <th>Progress</th> </tr> </thead> <tbody> <tr> <td>Finalisation of Implementation component costings</td> <td>Due September</td> <td>RO, RA</td> <td>Ongoing</td> </tr> <tr> <td>Council approval of draft document</td> <td>2023/2024</td> <td>RO, RA</td> <td>Ongoing</td> </tr> <tr> <td>Understanding 3waters infrastructure gaps</td> <td>Reports received, pending confirmation of next steps</td> <td>RO, RA, WW</td> <td>Ongoing</td> </tr> <tr> <td>Engagement with Developers and market downturn</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | Progress made. Issues or risks resolved | Lead | Initial discussion document compiled | RO, RA | Engagement, vision and agencies collaboration done | RO, RA | Draft plan maps and text refinement Consultants | RO, RA | Implementation plan initial compilation | RO, RA | Further costings - implementation, stages | RO, RA | Council approval of draft plan, refinement | RO, RA | Notification of draft masterplan | RO, RA | Issue or risk | Actions and options, incl milestones | Lead | Progress | Finalisation of Implementation component costings | Due September | RO, RA | Ongoing | Council approval of draft document | 2023/2024 | RO, RA | Ongoing | Understanding 3waters infrastructure gaps | Reports received, pending confirmation of next steps | RO, RA, WW | Ongoing | Engagement with Developers and market downturn | | | |
| Milestone | Due Date | Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Foundation Discussion Doc. Feedback | Aug 2022 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Preferred Concept Option Adopted | Sep 2022 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Detailed Masterplan Developed Report Cncl. | Dec 2022 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Formal Consultation | Oct 2023 | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hearings | TBC | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Masterplan, Implementation Plan Adopted | TBC | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Progress made. Issues or risks resolved | Lead | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Initial discussion document compiled | RO, RA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engagement, vision and agencies collaboration done | RO, RA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Draft plan maps and text refinement Consultants | RO, RA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Implementation plan initial compilation | RO, RA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Further costings - implementation, stages | RO, RA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Council approval of draft plan, refinement | RO, RA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notification of draft masterplan | RO, RA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Issue or risk | Actions and options, incl milestones | Lead | Progress | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Finalisation of Implementation component costings | Due September | RO, RA | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Council approval of draft document | 2023/2024 | RO, RA | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Understanding 3waters infrastructure gaps | Reports received, pending confirmation of next steps | RO, RA, WW | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engagement with Developers and market downturn | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Completed as planned Completed, but later than planned In progress, as per plan In progress, but delayed or at risk Major issue or risk to completion



PDA name: Lower Hutt Central
 Report date: August 2023
 Report Author: Richard Barton

Attachment 2 to Report 23_444




| Project information | | Project progress | | | Project manager's commentary | | | | |
|---|--|---|--|---|--|-------------|-----------------|--|---|
| <p>Project purpose: Through greater connections to Te Awa Kairangi provided by RiverLink and three waters infrastructure improvements funded through the IAF, the central area of Lower Hutt is uniquely positioned to offer more people a great place to live, while also revitalising the city centre. The purpose of the project is to enable 3,500 new homes in the central city catchment area of Lower Hutt including public housing, papakāinga, and affordable housing. As part of enabling greater density of development, the project should also provide easy access to people's work, education, recreation and leisure activities as well as rapid transit at Waterloo and Melling Stations.</p> <p>Project area characteristics: The project area comprises of the Lower Hutt Central City and immediately surrounding suburbs. The catchment broadly extends to Te Awa Kairangi to the west (the RiverLink designation boundary) and the Hutt Valley Train Line to the east (adjoining the Waterloo PDA). The area is largely flat in topography comprising part of the Hutt Valley floor. The Hutt Valley is the most densely populated floodplain in New Zealand, and this requires careful consideration of how and where HCC encourages intensification.</p> <p>Key Enablers:</p> <ul style="list-style-type: none"> • HCC funding in the LTP for the Urban Renewal Programme (URP) to resource the programme team • Ngā Mahere Tupu – Lower Hutt's Urban Growth Plan • RiverLink • Improved infrastructure provided through funding via the IAF • Intensification plan change in the District Plan (Plan Change 56) • Partnership with developers and key government agencies • Central City Transformation Plan <p>Infrastructure situation: HCC has engaged a consultant to design, consent and build the wastewater and stormwater infrastructure upgrades in the central city with next stage (design and consenting strategy) to be completed by end of 2023. This key piece of work will support delivery of more housing. In addition, HCC is working with GWRC on the Waterloo Station upgrade.</p> <p>Key Partners</p> <ul style="list-style-type: none"> - Metlink (GWRC) through the Waterloo Station redevelopment. - Riverlink and its delivery team - Kainga Ora, MHUD, MoE, MoH, WRLC - Local developers | | Ongoing and preparatory | | Target | <p>Over the last few months, the urban renewal programme team has been working towards gaining LTP inclusion to ensure the important mahi of this new team has a Council mandate to provide coordination to major projects and influence key strategic work. Whilst LTP inclusion is ongoing, the team continues to progress with integrating URP into key Council workstreams such as the Infrastructure Strategy, the draft District Plan and the Reserves Investment Plan that support our goal for urban renewal.</p> <p>The Programme is focused on setting the foundations, through provisions in council strategies or the development of new strategies to ensure the success of the programme's objectives.</p> | | | | |
| | | Vision, targets agreed & set | | Ongoing | | | | | |
| | | Iwi or mana whenua engagement | | Ongoing | | | | | |
| | | Funding, financing plan agree | | Ongoing | | | | | |
| | | Required partnership collaboration | | Commenced | | | | | |
| | | Structure, spatial or zone plans in place | | 2024 | | | | | |
| | | LTP funding approval for urban renewal programme | | 2023 | | | | | |
| | | Ngā Mahere Tupu out for public consultation | | 2023 | | | | | |
| | | Draft District Plan out for public consultation | | 2024 | | | | | |
| | | Key enablers – in place, or in plan and funded | | | | | | | Progress, Issues or risks Resolved since last report |
| RiverLink | | | | Progress made. Issues or risks resolved | | Lead | | | |
| Three waters infrastructure in place or in LTP | | | | Steering group TOR developed. Commenced engagement with potential members | | PM for URP | | | |
| Intensification plan change (PC56) fully operative | | | | Urban renewal programme inclusion in LTP has been progressed which resolves a risk that without funding, the project could stall. | | PM for URP | | | |
| Draft District Plan to be notified 2024 | | | | Core programme documentation has been developed and consulted on | | PM for URP | | | |
| Transport improvements (assume we can say this is funded through infrastructure strategy) | | | | Engagement with mana whenua has commenced | | PM for URP | | | |
| Ngā Mahere Tupu – Lower Hutt's Urban Growth Plan | | | | Input into District Plan (DP) has commenced | | PM for URP | | | |
| Housing demand and needs assessment | | | | Programme team established closer working relationships with Waterloo PDA | | PM for URP | | | |
| Land and property use strategy | | | | Active / new Issues or risks | | | | | |
| Outcomes evaluation and monitoring framework | | | | Issue or risk | Actions and options, incl milestones | Lead | Progress | | |
| On-site progress | | | | Lack of sufficient resources | Work with CLT and Councillors to integrate URP into 24-34 LTP | PM for URP | On target | | |
| Infrastructure delivery starts i.e. RiverLink | | 2023 | | Poor community support / opposition | Implementation of communication and engagement plan. Spatial planning engagement | PM for URP | On target | | |
| Remaining TBC following LTP approval | | 2023 | | Global economic downturn | Long term planning and strategic adaptiveness | PM for URP | In development | | |
| | | | | Restrictive regulatory requirements | Consenting strategy. Input into DP review. Land and property strategy | PM for URP | On target | | |
| Major Milestones | | Due Date | | | | | | | |
| URP funding confirmed in LTP | | Nov 2023 | | | | | | | |
| Ngā Mahere Tupu out for public consultation | | Nov 2023 | | | | | | | |
| IAF infrastructure works consented and commence | | 2025-2026 | | | | | | | |
| Central City Land and Property Priorities Agreed | | End of 2023 | | | | | | | |

Completed as planned Completed, but later than planned In progress, as per plan In progress, but delayed or at risk Major issue or risk to completion



PDA name: LGWM - MRT Suburbs
 Report date: Aug 2023
 Report Author: Peter Croft

| Project information | | | Project progress | | | Project manager's commentary | | | | | | | | | | | | | |
|---|-------------|--|---|--|--|--|--|--|--|---|------|---|-------------|--|------------|--|-------------|--|-------------|
| Project purpose Proposed infrastructure investments, including a Mass Rapid Transit (MRT) system and Strategic Highway Improvements (SHI), will deliver on the Spatial Plan goals: <ul style="list-style-type: none"> • partnership with Mana Whenua, • a compact, greener, inclusive and connected city • a vibrant and prosperous central city • increased resilience • a city-wide transformation of how people live, work, play and move around the city, creating better connections from the central city to the communities north of the City, as well as in Kilbirnie, Miramar, Newtown, Berhampore, and Island Bay. | | | Ongoing and preparatory | | | Progress, Issues or risks Resolved since last report <table border="1"> <thead> <tr> <th>Progress made. Issues or risks resolved</th> <th>Lead</th> </tr> </thead> <tbody> <tr> <td>WCC Growth Plan pre-work including Precinct Frameworks are underway</td> <td>Peter Croft</td> </tr> <tr> <td>Enabling Infrastructure Masterplan is underway</td> <td>Amy Kearse</td> </tr> <tr> <td>Urban Development Delivery Report contents approved by LGWM Board. Underway, to be delivered by Dec 24</td> <td>Peter Croft</td> </tr> <tr> <td>Growth Plan Roadmap contents approved by LGWM Board. Underway, to be delivered by Dec 24</td> <td>Peter Croft</td> </tr> </tbody> </table> | | | | Progress made. Issues or risks resolved | Lead | WCC Growth Plan pre-work including Precinct Frameworks are underway | Peter Croft | Enabling Infrastructure Masterplan is underway | Amy Kearse | Urban Development Delivery Report contents approved by LGWM Board. Underway, to be delivered by Dec 24 | Peter Croft | Growth Plan Roadmap contents approved by LGWM Board. Underway, to be delivered by Dec 24 | Peter Croft |
| Progress made. Issues or risks resolved | Lead | | | | | | | | | | | | | | | | | | |
| WCC Growth Plan pre-work including Precinct Frameworks are underway | Peter Croft | | | | | | | | | | | | | | | | | | |
| Enabling Infrastructure Masterplan is underway | Amy Kearse | | | | | | | | | | | | | | | | | | |
| Urban Development Delivery Report contents approved by LGWM Board. Underway, to be delivered by Dec 24 | Peter Croft | | | | | | | | | | | | | | | | | | |
| Growth Plan Roadmap contents approved by LGWM Board. Underway, to be delivered by Dec 24 | Peter Croft | | | | | | | | | | | | | | | | | | |
| Project area characteristics  | | | Target | | | | | | | | | | | | | | | | |
| Key Enablers <ul style="list-style-type: none"> • WCC Proposed District Plan and WCC Long Term Plan • MRT and wider LGWM programme • Kāinga Ora developments • Enabling infrastructure and utilities, in particular three-waters Development partnerships • Funding and financing tools and mechanisms | | | Key enablers – in place, or in plan and funded | | | | | | | | | | | | | | | | |
| Infrastructure situation An Enabling Infrastructure Masterplan is underway that will cover: <ul style="list-style-type: none"> • Water • Electricity and Fibre • Schools & Community facilities • Medical & Other social services • Open and green space | | | Green infrastructure and public space | | | | | | | | | | | | | | | | |
| Key Partners The LGWM partners are Wellington City Council, Greater Wellington Regional Council, Waka Kotahi, Ngāti Toa Rangatira and Taranaki Whānui. | | | Three waters infrastructure in place or in LTP | | | | | | | | | | | | | | | | |
| Major Milestones | | | Local transport network in place or in LTP / NLTP | | | | | | | | | | | | | | | | |
| Growth Plan Roadmap | | | Strategic roading access in place or in NLTP | | | | | | | | | | | | | | | | |
| Urban Development Delivery Report | | | PT infrastructure and services in place or LTP / NLTP | | | | | | | | | | | | | | | | |
| WCC Growth Plan | | | Energy in place or in plans | | | | | | | | | | | | | | | | |
| WCC Long Term Plan (engagement Mar 24) | | | Telecom in place or in plans | | | | | | | | | | | | | | | | |
| LGWM Transformational Programme Detailed Business Case (engagement June 24) | | | Waste in place or in plans | | | | | | | | | | | | | | | | |
| Completed as planned | | | Education facilities in place or in plans | | | | | | | | | | | | | | | | |
| Completed, but later than planned | | | Community facilities in place or in LTP | | | | | | | | | | | | | | | | |
| In progress, as per plan | | | Health facilities in place or in plans | | | | | | | | | | | | | | | | |
| In progress, but delayed or at risk | | | On-site progress | | | | | | | | | | | | | | | | |
| Major issue or risk to completion | | | 2021 | | | | | | | | | | | | | | | | |
| | | | 2024 | | | | | | | | | | | | | | | | |
| | | | 2024 | | | | | | | | | | | | | | | | |
| | | | 2025 | | | | | | | | | | | | | | | | |
| | | | 2050+ | | | | | | | | | | | | | | | | |
| | | | Risk: Political announcements re LGWM create uncertainty in transport infrastructure investment | | | | | | | | | | | | | | | | |
| | | | Risk: misalignment between FDS and WCC preferred growth targets | | | | | | | | | | | | | | | | |

Not at this stage yet

PDA name: Northern Growth Corridor
 Report date: Aug 2023
 Report Author: Derek Vos

Attachment 2 to Report 23_444



| Project information | | | Project progress | | | Project manager's commentary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|------------------------|--|----------|----------|---------------------------------------|------------|--|--|---|--------|--|---------|---|---|-----------------------------|--------|--|--------|----------------------------|--|--|--------|--|-------------|---|--|---------------------------------|--------------------------------------|---|------------------------------------|--|--|----------------|-----------------------|---------------------------|-----------------------------------|------------------------|-----------------------|
| <p>Project purpose The project aims to develop the Northern Growth Area (NGA) and its vicinity by protecting the environment and awa, meeting housing needs, and coordinating infrastructure and services. The scope is still being developed with elected representatives, Ngāti Toa Rangatira, the Porirua community, and other key partners. It seeks to address housing needs for local residents and mana whenua while supporting regional growth. The project will provide a framework for coordinated planning and provision of infrastructure and services to meet the needs of existing and future communities. Being selected as a Specified Development Project (SDP), it will facilitate integrated outcomes through cross-agency collaboration.</p> <p>Project area characteristics The Northern Growth Area (NGA) is 1,036 hectares of greenfield land. It is located in northern Porirua. It is in the rohe of Ngāti Toa Rangatira. It comprises seven major land holdings. It is connected via the Kapiti rapid transit rail service and SH59. It was mostly zoned Rural but was rezoned to the "Plimmerton Farm Zone" (PFZ). The PFZ incorporates a "precinct plan" that identifies areas of different development potential, transport routes, and ecological and landscape areas.</p> <p>Key Enablers Underlying private landowners / developers – of which there is 7 GWRC – Environmental and public transport outcomes Waka Kotahi – SH59 and low emissions outcomes Ministry of Education – Planning for schools early at an early stage Proposed District Plan – live zoning</p> <p>Infrastructure situation New potable water, wastewater and stormwater infrastructure is required and will be further assessed through the SDP process. This provides an opportunity to build in water sensitive design and climate adaptation and mitigation resilience into the new networks. Opportunity to unlock the capacity of SH59 for the provision of public transport and mode shift to develop a walkable and cycling friendly community.</p> <p>Key Partners</p> <ul style="list-style-type: none"> • Kāinga Ora and Ngāti Toa Rangatira - SDP Partners • Private landowners / developers • Waka Kotahi • GWRC (public transport) • Wellington Water | | | <p>Ongoing and preparatory</p> <table border="1"> <thead> <tr> <th>Vision, targets agreed & set</th> <th>Target</th> <th>Progress</th> </tr> </thead> <tbody> <tr> <td>Vision, targets agreed & set</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Iwi or mana whenua engagement</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Funding, financing plan agreed</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Required partnership collaboration</td> <td>2020</td> <td>Green</td> </tr> <tr> <td>Structure, spatial or zone plans in place</td> <td>Ongoing</td> <td>Yellow</td> </tr> <tr> <td>SDP assessment phase - public notification</td> <td>31 Aug 2023</td> <td>Green</td> </tr> <tr> <td>Proposed District Plan - decisions version</td> <td>Nov/Dec 2023</td> <td>Green</td> </tr> </tbody> </table> | | | Vision, targets agreed & set | Target | Progress | Vision, targets agreed & set | Ongoing | Green | Iwi or mana whenua engagement | Ongoing | Green | Funding, financing plan agreed | Ongoing | Green | Required partnership collaboration | 2020 | Green | Structure, spatial or zone plans in place | Ongoing | Yellow | SDP assessment phase - public notification | 31 Aug 2023 | Green | Proposed District Plan - decisions version | Nov/Dec 2023 | Green | <p>The SDP assessment phase is underway. In terms of key outcomes - the three key features (project area, project objectives, and project governance) are currently being refined with the public notification and feedback phase commencing 31 August 2023.</p> <p>Partner and stakeholder engagement ongoing.</p> | | | | | | | | | |
| Vision, targets agreed & set | Target | Progress | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vision, targets agreed & set | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iwi or mana whenua engagement | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding, financing plan agreed | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Required partnership collaboration | 2020 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Structure, spatial or zone plans in place | Ongoing | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SDP assessment phase - public notification | 31 Aug 2023 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed District Plan - decisions version | Nov/Dec 2023 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Key Enablers</p> <ul style="list-style-type: none"> • Kāinga Ora and Ngāti Toa Rangatira - SDP Partners • Private landowners / developers • Waka Kotahi • GWRC (public transport) • Wellington Water | | | <p>Key enablers – in place, or in plan and funded</p> <table border="1"> <tbody> <tr> <td>Green infrastructure and public space</td> <td>Yellow</td> </tr> <tr> <td>Three waters infrastructure in place or in LTP</td> <td>Yellow</td> </tr> <tr> <td>Local transport network in place or in LTP / NLTP</td> <td>Yellow</td> </tr> <tr> <td>Strategic roading access in place or in NLTP</td> <td>Yellow</td> </tr> <tr> <td>PT infrastructure and services in place or LTP / NLTP</td> <td>Yellow</td> </tr> <tr> <td>Energy in place or in plans</td> <td>Yellow</td> </tr> <tr> <td>Telecom in place or in plans</td> <td>Yellow</td> </tr> <tr> <td>Waste in place or in plans</td> <td>Yellow</td> </tr> </tbody> </table> | | | Green infrastructure and public space | Yellow | Three waters infrastructure in place or in LTP | Yellow | Local transport network in place or in LTP / NLTP | Yellow | Strategic roading access in place or in NLTP | Yellow | PT infrastructure and services in place or LTP / NLTP | Yellow | Energy in place or in plans | Yellow | Telecom in place or in plans | Yellow | Waste in place or in plans | Yellow | <p>Progress, Issues or risks Resolved since last report</p> <table border="1"> <thead> <tr> <th>Progress made. Issues or risks resolved</th> <th>Lead</th> </tr> </thead> <tbody> <tr> <td>Define three key features – SDP</td> <td>PCC in partnership with Kāinga Ora</td> </tr> <tr> <td>Transitioning into statutory public engagement and feedback phase</td> <td>PCC in partnership with Kāinga Ora</td> </tr> </tbody> </table> | | | | Progress made. Issues or risks resolved | Lead | Define three key features – SDP | PCC in partnership with Kāinga Ora | Transitioning into statutory public engagement and feedback phase | PCC in partnership with Kāinga Ora | | | | | | | | |
| Green infrastructure and public space | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Three waters infrastructure in place or in LTP | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Local transport network in place or in LTP / NLTP | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Strategic roading access in place or in NLTP | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PT infrastructure and services in place or LTP / NLTP | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Energy in place or in plans | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Telecom in place or in plans | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waste in place or in plans | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Progress made. Issues or risks resolved | Lead | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Define three key features – SDP | PCC in partnership with Kāinga Ora | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transitioning into statutory public engagement and feedback phase | PCC in partnership with Kāinga Ora | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Major Milestones</p> <table border="1"> <thead> <tr> <th>Major Milestones</th> <th>Due Date</th> <th>Progress</th> </tr> </thead> <tbody> <tr> <td>SDP Establishment Decision</td> <td>Early 2024</td> <td>Green</td> </tr> <tr> <td>Plimmerton Farms Stage 1 Fast Track Development Application – Decision</td> <td>Early 2024</td> <td>Green</td> </tr> <tr> <td>SDP Development Plan Decision</td> <td>2025</td> <td>Green</td> </tr> </tbody> </table> | | | Major Milestones | Due Date | Progress | SDP Establishment Decision | Early 2024 | Green | Plimmerton Farms Stage 1 Fast Track Development Application – Decision | Early 2024 | Green | SDP Development Plan Decision | 2025 | Green | <p>On-site progress</p> <table border="1"> <tbody> <tr> <td>First consents issued – Plim Farms Stage 1</td> <td>2024</td> <td>Green</td> </tr> <tr> <td>First earthworks, building starts – Plim Farms stage 1</td> <td>2024</td> <td>Green</td> </tr> </tbody> </table> | | | First consents issued – Plim Farms Stage 1 | 2024 | Green | First earthworks, building starts – Plim Farms stage 1 | 2024 | Green | <p>Active / new Issues or risks</p> <table border="1"> <thead> <tr> <th>Issue or risk</th> <th>Actions and options, incl milestones</th> <th>Lead</th> <th>Progress</th> </tr> </thead> <tbody> <tr> <td>Understanding 3 waters infrastructure gaps</td> <td>3 waters infrastructure assessment as part of opportunities and constraints analysis</td> <td>KO / PCC / WWL</td> <td>Initiated and ongoing</td> </tr> <tr> <td>SH59 capacity constraints</td> <td>Capacity assessment and modelling</td> <td>Waka Kotahi / KO / PCC</td> <td>Initiated and ongoing</td> </tr> </tbody> </table> | | | | Issue or risk | Actions and options, incl milestones | Lead | Progress | Understanding 3 waters infrastructure gaps | 3 waters infrastructure assessment as part of opportunities and constraints analysis | KO / PCC / WWL | Initiated and ongoing | SH59 capacity constraints | Capacity assessment and modelling | Waka Kotahi / KO / PCC | Initiated and ongoing |
| Major Milestones | Due Date | Progress | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SDP Establishment Decision | Early 2024 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plimmerton Farms Stage 1 Fast Track Development Application – Decision | Early 2024 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SDP Development Plan Decision | 2025 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First consents issued – Plim Farms Stage 1 | 2024 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First earthworks, building starts – Plim Farms stage 1 | 2024 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Issue or risk | Actions and options, incl milestones | Lead | Progress | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Understanding 3 waters infrastructure gaps | 3 waters infrastructure assessment as part of opportunities and constraints analysis | KO / PCC / WWL | Initiated and ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SH59 capacity constraints | Capacity assessment and modelling | Waka Kotahi / KO / PCC | Initiated and ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | |
|----------------------|-----------------------------------|--------------------------|-------------------------------------|-----------------------------------|
| Completed as planned | Completed, but later than planned | In progress, as per plan | In progress, but delayed or at risk | Major issue or risk to completion |
|----------------------|-----------------------------------|--------------------------|-------------------------------------|-----------------------------------|



PDA name: Ōtaki
 Report date: Aug 2023
 Report Author: Hamish McGillivray

| Project information | | Project progress | | Project manager's commentary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|----------|-------------------------------------|----------|---|---|--|--------|---|-----------|--|---|--|--------|---|---------|---------------|--------------------------------------|-----------|----------|---|--|----------------------------|--|--|--|--------------|--|--|---|--|--|--|--|--|---|--|
| Project purpose The Ōtaki PDA is an opportunity for iwi, council, government, and private industry to take a planned and coordinated approach to development in Ōtaki that: <ul style="list-style-type: none"> Retains the unique characteristics and cultural identity of Ōtaki Addresses current and future housing needs for mana whenua and the local community Provides infrastructure, services and facilities to support community needs. | | Major Milestones <table border="1"> <thead> <tr> <th>Major Milestones</th> <th>Due Date</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Establishment of PDA project group (external partners) (delayed to support and align with the Ōtaki Vision process)</td> <td>Oct 2023</td> <td>Yellow</td> </tr> <tr> <td>Completion of Vision Ōtaki work</td> <td>June 2024</td> <td>Green</td> </tr> <tr> <td>Finalising the Ōtaki PDA scope (delayed to support and align with the Ōtaki Vision process)</td> <td>June 2024</td> <td>Yellow</td> </tr> </tbody> </table> | | Major Milestones | Due Date | Status | Establishment of PDA project group (external partners) (delayed to support and align with the Ōtaki Vision process) | Oct 2023 | Yellow | Completion of Vision Ōtaki work | June 2024 | Green | Finalising the Ōtaki PDA scope (delayed to support and align with the Ōtaki Vision process) | June 2024 | Yellow | The focus of recent work has been to continue to raise awareness of the Ōtaki PDA alongside the progress of key projects underway including the Place Based Steering Group, infrastructure works (IAF) and the Rangioru Road housing project. This has included a focus across Kāpiti Coast District Council and staff, and iwi and government partners. Discussions have also identified links to the Kāpiti Vision and Blueprint work underway – that will engage with local iwi and the Ōtaki community to develop a long term vision for Ōtaki. This discussion will also involve government partners. Outcomes from this work will help guide delivery of infrastructure investment and services across partners to help meet current and future needs of Ōtaki. Efforts over the next six months will be to support and coordinate discussions and actions across the above areas of work. | | | | | | | | | | | | | | | | | | | | | | |
| Major Milestones | Due Date | Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Establishment of PDA project group (external partners) (delayed to support and align with the Ōtaki Vision process) | Oct 2023 | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Completion of Vision Ōtaki work | June 2024 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Finalising the Ōtaki PDA scope (delayed to support and align with the Ōtaki Vision process) | June 2024 | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project area characteristics <ul style="list-style-type: none"> Ōtaki is the northern gateway to Kāpiti and links the Horowhenua to the north, and the Wellington region to the south. The Ōtaki township has a rich cultural heritage and identity. Ōtaki sits on the edge of different administrative boundaries it has poor access to core social services and public transport. Improved access and increasing regional demand for housing has seen a significant increase in development in Ōtaki over recent years. New development is not meeting local housing needs, exacerbating existing access issues to core services and displacing mana whenua and current residents from the area. | | Ongoing and preparatory <table border="1"> <thead> <tr> <th>Ongoing and preparatory</th> <th>Target</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Partner Symposium for Ōtaki</td> <td>Oct 2023</td> <td>Green</td> </tr> <tr> <td>Supporting Ōtaki Community Board's planning and engagements for visioning work</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Summary of Development and Infrastructure Document for Ōtaki due to be published</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>IAF funded works – coordination between projects</td> <td>Ongoing</td> <td>Green</td> </tr> <tr> <td>Place Based Steering Group meeting</td> <td>Bimonthly</td> <td>Green</td> </tr> <tr> <td>Town centre plans and redevelopment of the Ōtaki Library and Community Centre (input into the Vision Ōtaki engagement).</td> <td>Ongoing</td> <td>Green</td> </tr> </tbody> </table> | | Ongoing and preparatory | Target | Status | Partner Symposium for Ōtaki | Oct 2023 | Green | Supporting Ōtaki Community Board's planning and engagements for visioning work | Ongoing | Green | Summary of Development and Infrastructure Document for Ōtaki due to be published | Ongoing | Green | IAF funded works – coordination between projects | Ongoing | Green | Place Based Steering Group meeting | Bimonthly | Green | Town centre plans and redevelopment of the Ōtaki Library and Community Centre (input into the Vision Ōtaki engagement). | Ongoing | Green | Progress, Issues or risks Resolved since last report <table border="1"> <thead> <tr> <th>Progress made. Issues or risks resolved</th> <th>Lead</th> </tr> </thead> <tbody> <tr> <td>Working with the Ōtaki Community Board and iwi to develop their engagement processes for the Ōtaki Vision work</td> <td></td> </tr> <tr> <td>Site finalised for construction of a new water reservoir for Ōtaki (as part of the IAF)</td> <td></td> </tr> <tr> <td>Engagement between Council, our three iwi partners, MHUD, KO and TPK to address Māori housing needs via the Place-based Steering Group</td> <td></td> </tr> <tr> <td>Meeting with Government Officials Group to brief on the Ōtaki PDA and opportunities through the Ōtaki Vision and Blueprint process</td> <td></td> </tr> <tr> <td>Recent new rail stock announced to increase future passenger rail services to Ōtaki. Meeting with Waka Kotahi to discuss funding options and processes to support short-term public transport needs</td> <td></td> </tr> </tbody> </table> | | Progress made. Issues or risks resolved | Lead | Working with the Ōtaki Community Board and iwi to develop their engagement processes for the Ōtaki Vision work | | Site finalised for construction of a new water reservoir for Ōtaki (as part of the IAF) | | Engagement between Council, our three iwi partners, MHUD, KO and TPK to address Māori housing needs via the Place-based Steering Group | | Meeting with Government Officials Group to brief on the Ōtaki PDA and opportunities through the Ōtaki Vision and Blueprint process | | Recent new rail stock announced to increase future passenger rail services to Ōtaki. Meeting with Waka Kotahi to discuss funding options and processes to support short-term public transport needs | |
| Ongoing and preparatory | Target | Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Partner Symposium for Ōtaki | Oct 2023 | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supporting Ōtaki Community Board's planning and engagements for visioning work | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Summary of Development and Infrastructure Document for Ōtaki due to be published | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IAF funded works – coordination between projects | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Place Based Steering Group meeting | Bimonthly | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Town centre plans and redevelopment of the Ōtaki Library and Community Centre (input into the Vision Ōtaki engagement). | Ongoing | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Progress made. Issues or risks resolved | Lead | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Working with the Ōtaki Community Board and iwi to develop their engagement processes for the Ōtaki Vision work | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site finalised for construction of a new water reservoir for Ōtaki (as part of the IAF) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engagement between Council, our three iwi partners, MHUD, KO and TPK to address Māori housing needs via the Place-based Steering Group | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Meeting with Government Officials Group to brief on the Ōtaki PDA and opportunities through the Ōtaki Vision and Blueprint process | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Recent new rail stock announced to increase future passenger rail services to Ōtaki. Meeting with Waka Kotahi to discuss funding options and processes to support short-term public transport needs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key enablers <ul style="list-style-type: none"> Development of Vision Ōtaki (2060) and supporting blueprint. Development of new / upgraded water infrastructure through the Infrastructure Acceleration Fund. Further investment required along with electricity network upgrades. Improving accessibility and public transport options and connections into and across the Ōtaki area. Development of town centre plans and the redevelopment of community centre and library facilities. Peka Peka to Ōtaki and Ōtaki to north of Levin Expressways will increase access in and out of Ōtaki – supporting its ability to service other centres. Revocation work to commence. Established Place-Based group with three iwi, council and government departments focused on housing outcomes. | | Key enablers – in place, or in plan and funded <table border="1"> <tbody> <tr> <td>Infrastructure Acceleration Funding</td> <td>Green</td> </tr> <tr> <td>Exploring and providing for public transport options to support improved connectivity (a focus on short term needs)</td> <td>Green</td> </tr> <tr> <td>Long-term public transport services. Recent announcements on new rolling train stock but there is no certainty on how comprehensive public transport solutions will be provided to support sustainable growth outcomes for Ōtaki across regional boundaries.</td> <td>Red</td> </tr> <tr> <td>Town centre Plans and the redevelopment of the library and community centre are commitments in the current Long Term Plan</td> <td>Yellow</td> </tr> <tr> <td>Housing projects looking to support social, iwi and affordable including Council's housing project on Rangioru Road.</td> <td>Green</td> </tr> <tr> <td>Social infrastructure and services – including options for improving local led service provision through health hubs that are in development through the economic development strategy</td> <td>Green</td> </tr> </tbody> </table> | | Infrastructure Acceleration Funding | Green | Exploring and providing for public transport options to support improved connectivity (a focus on short term needs) | Green | Long-term public transport services. Recent announcements on new rolling train stock but there is no certainty on how comprehensive public transport solutions will be provided to support sustainable growth outcomes for Ōtaki across regional boundaries. | Red | Town centre Plans and the redevelopment of the library and community centre are commitments in the current Long Term Plan | Yellow | Housing projects looking to support social, iwi and affordable including Council's housing project on Rangioru Road. | Green | Social infrastructure and services – including options for improving local led service provision through health hubs that are in development through the economic development strategy | Green | Active / new Issues or risks <table border="1"> <thead> <tr> <th>Issue or risk</th> <th>Actions and options, incl milestones</th> <th>Lead</th> <th>Progress</th> </tr> </thead> <tbody> <tr> <td>Funding will be sought to resource the Ōtaki PDA through the upcoming LTP process.</td> <td>A business case will be developed for capacity to support the Ōtaki PDA. Current support for the work is unbudgeted.</td> <td>KCDC GM S&G & Project Lead</td> <td>Ongoing</td> </tr> <tr> <td>Lack of coordination of delivery across partners</td> <td>Ensure clear communication of planned actions and future planning and funding processes to support outcomes for Ōtaki. Prioritise input and support to Vision Ōtaki engagements.</td> <td>All partners</td> <td>Ongoing</td> </tr> </tbody> </table> | | Issue or risk | Actions and options, incl milestones | Lead | Progress | Funding will be sought to resource the Ōtaki PDA through the upcoming LTP process. | A business case will be developed for capacity to support the Ōtaki PDA. Current support for the work is unbudgeted. | KCDC GM S&G & Project Lead | Ongoing | Lack of coordination of delivery across partners | Ensure clear communication of planned actions and future planning and funding processes to support outcomes for Ōtaki. Prioritise input and support to Vision Ōtaki engagements. | All partners | Ongoing | | | | | | | | | |
| Infrastructure Acceleration Funding | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exploring and providing for public transport options to support improved connectivity (a focus on short term needs) | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Long-term public transport services. Recent announcements on new rolling train stock but there is no certainty on how comprehensive public transport solutions will be provided to support sustainable growth outcomes for Ōtaki across regional boundaries. | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Town centre Plans and the redevelopment of the library and community centre are commitments in the current Long Term Plan | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Housing projects looking to support social, iwi and affordable including Council's housing project on Rangioru Road. | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Social infrastructure and services – including options for improving local led service provision through health hubs that are in development through the economic development strategy | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Issue or risk | Actions and options, incl milestones | Lead | Progress | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding will be sought to resource the Ōtaki PDA through the upcoming LTP process. | A business case will be developed for capacity to support the Ōtaki PDA. Current support for the work is unbudgeted. | KCDC GM S&G & Project Lead | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lack of coordination of delivery across partners | Ensure clear communication of planned actions and future planning and funding processes to support outcomes for Ōtaki. Prioritise input and support to Vision Ōtaki engagements. | All partners | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Infrastructure situation <ul style="list-style-type: none"> Improvements to drinking water, wastewater and stormwater infrastructure is required to meet future growth. Funding has been secured from the Infrastructure Acceleration Fund (IAF) to support some upgrades and improvements. Public transport is currently a significant issue, with no provision of services north and limited provision south of Ōtaki. The extension of regular commuter rail services is considered to be a significant priority to support access to employment, education and a range of services that are not currently accessible by local residents. Better local health services are needed – the current medical centre is unable to meet local demand with residents having to travel outside the area for access to primary health services. | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key Partners <ul style="list-style-type: none"> Ngā Hapū o Ōtaki & ART Ōtaki Community Board Ōtaki Community Commercial Developers Greater Wellington Regional Council and Horizons Horowhenua District Council Waka Kotahi – New Zealand Transport Agency Kāinga Ora Te Whatu Ora - Health NZ Te Aka Whai Ora – Māori Health Authority Ministry of Social Development Ministry of Education KiwiRail Electra | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PDA name: Trentham Mixed Use Development
 Report date: Aug 2023
 Report Author: Emily Thomson

Attachment 2 to Report 23_044



| Project information | | | Project progress | | | Project manager's commentary | | | | | |
|---|--|--|---|--|---------------|--|--|--|---|---------------|-----------------|
| Project purpose The project aims to create a mixed use development at the Trentham Racecourse opposite the Trentham rail station. The project makes a significant contribution to the provision of housing supply and retains Trentham Racecourse and facilities upgrading the racecourse facilities and stands into a world-class facility, together with developing a range of complimentary mixed-use residential and other commercial opportunities, there-by ensuring the on-going vitality and viability of the racecourse. | | | Ongoing and preparatory | | Target | Project at a very early stage with lots of agreements being negotiated to enable development to proceed and gain funding certainty. | | | | | |
| Project area characteristics The Trentham Mixed Use Development will create a one-of-a-kind multi-storey housing development (850 dwellings) within Upper Hutt. With a unique mixture of retail, residential apartments, aged care residential areas, a hotel, conference facilities and racing facilities. The mixed use Development will create a diverse community centre in itself. The mixed Development is also situated right beside the Trentham rail station, which will provide great access to the North and to Lower Hutt / Wellington to the South. Trentham has a significant employment hub / significant crown investment in the area which include the New Zealand Campus of Innovation and Sport (former CIT site), New Zealand Defence Force, Corrections, Hutt International Boys School, St Brendan's School. This existing crown infrastructure and the new Kainga Ora investment can unlock further employment opportunities. The proposal retains and upgrades Trentham Racecourse and facilities into a world-class facility, together with developing a range of complimentary mixed-use residential and other commercial opportunities, there-by ensuring the on-going vitality and viability of the racecourse. | | | Vision, targets agreed & set | | Ongoing | | | | | | |
| | | | Iwi or mana whenua engagement | | Ongoing | | | | | | |
| | | | Funding, financing plan agreed | | ongoing | | | | | | |
| | | | Required partnership collaboration | | ongoing | | | | | | |
| | | | Masterplan in place | | Dec 2023 | | | | | | |
| | | | Rezoning | | Aug 2023 | | | | | | |
| Key Enablers <ul style="list-style-type: none"> IAF funding Partnership between Kainga Ora and the developers Iwi partnership with developers Rezoning to mixed use zone | | | Key enablers – in place, or in plan and funded | | | Progress, Issues or risks Resolved since last report | | | | | |
| Infrastructure situation The main infrastructure improvements required to deliver the project are: Vehicle and traffic IAF Funding for grade separated traffic e.g. at the intersection of Sutherland Ave/Messines Ave/Hutt Valley rail line; Wellington Electricity Network supply; Sewer detention solutions required; Stormwater treatment and Hydraulic neutrality required within site constraints and coverage; and potable water investigation and confirmation of supply are needed. | | | IAF funding | | | Progress made. Issues or risks resolved | | | Lead | | |
| Key Partners Gillies Group Ltd, Kainga Ora, Ngati Toa Rangitira, RACE Incorporated and Upper Hutt City Council | | | Partnership between Kainga Ora and the developers | | | Zoning request going through the hearing process, recommended by council officers, waiting for decision from Independent Hearing Panel | | | UHCC | | |
| Major Milestones | | | Iwi partnership with developers | | | | | | | | |
| Due Date | | | Rezoning to mixed use zone | | | | | | | | |
| Feasibility concept plan | | | | | | | | | | | |
| Masterplan development | | | | | | | | | | | |
| Zone change in Intensification Planning Instrument to mixed use zone | | | | | | | | | | | |
| Long Term Plan funding for Council infrastructure | | | | | | | | | | | |
| Consenting | | | | | | | | | | | |
| Completed as planned Completed, but later than planned In progress, as per plan In progress, but delayed or at risk Major issue or risk to completion | | | On-site progress | | | Active / new Issues or risks | | | | | |
| | | | Not at this stage yet | | | Issue or risk | | | Actions and options, incl milestones | Lead | Progress |
| | | | | | | Reaching agreement with partners | | | Negotiations underway between parties | Gillies Group | ongoing |
| | | | | | | Funding of transport infrastructure | | | LTP to include funding proposal | UHCC | June 2024 |



Attachment 2 Programme Directors Report Sept 2023 - Priority Development Areas reporting

PDA name: Waterloo TOD
 Report date: August 2023
 Report Author: Emmet McElhatton, Barry Fryer

| Project information | | Project progress | | Project manager's commentary | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|----------|--|---|-------------------|--|--|--------------------------------------|------|--|---|---|--|------------------------------|--|---|----------|---------|--|------------------------------|---------|--|--|--------------------------------|---------|---------|-----------------------|------|--|
| Project purpose The purpose of this project is to support Hutt City's urban development strategy through urban regeneration and precinct development. It is intended to create a transport-orientated catchment, transforming Waterloo from a peak commute through-fare into a destination for work and essential services and so creating a new urban node that stimulates the local economy and facilitates local housing development and intensification. | | Ongoing and preparatory | | The early planning stages for the project are progressing to schedule. Financials and external investment approaches continue to be shaped by the current economic headwinds including property market uncertainties and the increasing cost of materials and labour. The need to address significant infrastructure issues in the station with a rebuild continues to be a positive feasibility driver for the project. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project area characteristics The station is located in a predominantly residential area some distance from Hutt City CBD and is proximate to the 'character village' of Waterloo to which the station precinct is linked by subway. The station site and buildings are relatively complex and the precinct covers a substantial parcel of real estate in the central Hutt Valley. Waterloo Station was originally designed to be a multi-purpose transport hub. Central to much of Lower Hutt, Waterloo has significant park and ride provision (779 car parks), bike and ride (79 storage spaces), pedestrian subways and overbridges, arterial roads and integrated bus connections. Land holdings in the station precinct are held by Greater Wellington, KiwiRail and Hutt City Council. | | Target | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key Enablers •Funding/investment – GWRC working with Crown partners •Geotech/aquafer – GWRC working with developer/engineering partners with Wellington Water support •Land consolidation – GWRC & KiwiRail working with Crown partners •Planning (RMA) – WRLC PDA framework •De-risking the project for developers/investors - GWRC working with Crown partners •Formulating and executing a market approach – bound by certain conventions in terms of procurement •Resistance from community – Robust GWRC/Crown engagement process •Working around the water treatment plant - GWRC and Wellington Water working with Crown partners •Procurement - GWRC working with Crown partners | | Key enablers – in place, or in plan and funded | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Infrastructure situation The project precinct has all key utilities in place. A primary focus of the project will be transport infrastructure/roading layout and design in the surrounding area to ensure enhanced PT provision can be incorporated with private vehicle traffic and planned cycleways. | | Three waters infrastructure in place or in LTP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key Partners HCC, Kainga Ora, HUD, Waka Kotahi, KiwiRail, iwi | | Local transport network in place or in LTP / NLTP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Major Milestones | | On-site progress | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Major Milestones</th> <th>Due Date</th> <th></th> </tr> </thead> <tbody> <tr> <td>Project initiation GWRC – Council decision to progress Waterloo TOD</td> <td>Complete Nov 2021</td> <td></td> </tr> <tr> <td>Phase I Concept Study – Project feasibility and design study with developer/architect advisory</td> <td>Complete Jul 2022</td> <td></td> </tr> <tr> <td>PDA status confirmed through WRLC assessment and endorsement processes</td> <td>Complete May 2022</td> <td></td> </tr> <tr> <td>Phase II Commercial Investigation – build cost, market attraction and feasibility, investment and procurement models developed</td> <td>Oct 2023</td> <td></td> </tr> <tr> <td>GWRC LTP approach confirmed</td> <td>Nov 2023</td> <td></td> </tr> <tr> <td>Special Purpose Vehicle entity established</td> <td>TBC 2024</td> <td></td> </tr> </tbody> </table> | | Major Milestones | Due Date | | Project initiation GWRC – Council decision to progress Waterloo TOD | Complete Nov 2021 | | Phase I Concept Study – Project feasibility and design study with developer/architect advisory | Complete Jul 2022 | | PDA status confirmed through WRLC assessment and endorsement processes | Complete May 2022 | | Phase II Commercial Investigation – build cost, market attraction and feasibility, investment and procurement models developed | Oct 2023 | | GWRC LTP approach confirmed | Nov 2023 | | Special Purpose Vehicle entity established | TBC 2024 | | <table border="1"> <thead> <tr> <th>Infrastructure delivery starts</th> <th>2025</th> <th></th> </tr> </thead> <tbody> <tr> <td>First consents issued</td> <td>2025</td> <td></td> </tr> </tbody> </table> | | Infrastructure delivery starts | 2025 | | First consents issued | 2025 | |
| Major Milestones | Due Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project initiation GWRC – Council decision to progress Waterloo TOD | Complete Nov 2021 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase I Concept Study – Project feasibility and design study with developer/architect advisory | Complete Jul 2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PDA status confirmed through WRLC assessment and endorsement processes | Complete May 2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase II Commercial Investigation – build cost, market attraction and feasibility, investment and procurement models developed | Oct 2023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GWRC LTP approach confirmed | Nov 2023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Special Purpose Vehicle entity established | TBC 2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Infrastructure delivery starts | 2025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First consents issued | 2025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Telecom in place or in plans | | Progress, Issues or risks Resolved since last report | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Waste in place or in plans | | <table border="1"> <thead> <tr> <th>Progress, Issues or risks</th> <th>Mitigation taken</th> <th>Lead</th> </tr> </thead> <tbody> <tr> <td>External investment for project</td> <td>Work closely with commercial partners</td> <td>EMcE</td> </tr> <tr> <td>Ensuring alignment with HCC roading plans</td> <td>Steering Group work with HCC</td> <td>EMcE</td> </tr> </tbody> </table> | | | | Progress, Issues or risks | Mitigation taken | Lead | External investment for project | Work closely with commercial partners | EMcE | Ensuring alignment with HCC roading plans | Steering Group work with HCC | EMcE | | | | | | | | | | | | | | |
| Progress, Issues or risks | Mitigation taken | Lead | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| External investment for project | Work closely with commercial partners | EMcE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ensuring alignment with HCC roading plans | Steering Group work with HCC | EMcE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Active / new Issues or risks | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <thead> <tr> <th>Issue or risk</th> <th>Actions and options, incl milestones</th> <th>Lead</th> <th>Progress</th> </tr> </thead> <tbody> <tr> <td>Developing a funding model for the project which attracts private investment and central government financial support other than that traditionally sourced through the NLTF.</td> <td>Awaiting outcomes of the commercial investigation</td> <td>EMcE</td> <td>Ongoing</td> </tr> <tr> <td>Ongoing escalation of construction costs makes costs estimates problematic</td> <td>Continue to evaluate project minimum requirements</td> <td>EMcE</td> <td>Ongoing</td> </tr> <tr> <td>Ensuring alignment with HCC roading plans</td> <td>Steering Group work with HCC</td> <td>EMcE/BF</td> <td>Ongoing</td> </tr> <tr> <td>Minimise rail disruptions during build</td> <td>Project alignment with KR</td> <td>EMcE/BF</td> <td>Ongoing</td> </tr> </tbody> </table> | | | | Issue or risk | Actions and options, incl milestones | Lead | Progress | Developing a funding model for the project which attracts private investment and central government financial support other than that traditionally sourced through the NLTF. | Awaiting outcomes of the commercial investigation | EMcE | Ongoing | Ongoing escalation of construction costs makes costs estimates problematic | Continue to evaluate project minimum requirements | EMcE | Ongoing | Ensuring alignment with HCC roading plans | Steering Group work with HCC | EMcE/BF | Ongoing | Minimise rail disruptions during build | Project alignment with KR | EMcE/BF | Ongoing | | | |
| Issue or risk | Actions and options, incl milestones | Lead | Progress | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Developing a funding model for the project which attracts private investment and central government financial support other than that traditionally sourced through the NLTF. | Awaiting outcomes of the commercial investigation | EMcE | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ongoing escalation of construction costs makes costs estimates problematic | Continue to evaluate project minimum requirements | EMcE | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ensuring alignment with HCC roading plans | Steering Group work with HCC | EMcE/BF | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minimise rail disruptions during build | Project alignment with KR | EMcE/BF | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



10 August 2023

To whom it may concern

I am writing on behalf of the Wellington Regional Leadership Committee (WRLC) in support of WellingtonNZs funding application to MBIE's Tourism innovation Programme for the Civics Experience Project.

The WRLC is a union of councils, iwi and central government in the Wairarapa-Wellington- Horowhenua region, formed to work together to positively shape the future of the region. The WRLC includes nine mayors and a regional council chair from our wider region and leaders of six iwi entities along with Ministers of the Crown. The WRLC provide governance for the [Wellington Regional Economic Development Plan \(REDP\)](#), which has a vision to build a future-focused, creative, sustainable and thriving region for all to be proud of.

The Visitor Economy is recognised as one of the four focus sectors in the REDP. The chapter for this sector has a focus on building on the visitor economy to generate additional growth and opportunities for our region, including by supporting priority initiatives to address issues and opportunities outlined in the plan. These include attracting investment into the development of new visitor experiences and partnering with iwi and mana whenua to embed Taonga Māori principles into the visitor economy and share stories that encapsulate their narratives and experiences.

The Civics Experience is one of the five regionally significant initiatives captured in the visitor economy chapter, recognising the need to improve the value and sustainability of tourism across our region through developing iconic attractions. This initiative has been through a detailed assessment process to confirm alignment with the objectives of our REDP and we are confident the outcomes will have a positive impact for our region.

We appreciate your consideration of this application and reiterate our region's support for funding towards delivering the Civics Experience Project.

Yours sincerely,

A handwritten signature in blue ink that reads "Kim Kelly".

Kim Kelly
Programme Director WRLC



10 August 2023

To whom it may concern

I am writing on behalf of the Wellington Regional Leadership Committee (WRLC) in support of Tall Poppy Film's application to the NZFC Strategic Training Fund for a Wellington Screen Accelerator Project.

The WRLC is a union of councils, iwi and central government in the Wellington-Wairarapa-Horowhenua region, formed to work together to positively shape the future of the region. The WRLC includes nine mayors and a regional council chair from our wider region and leaders of six iwi entities along with Ministers of the Crown. The WRLC provide governance for the [Wellington Regional Economic Development Plan \(REDP\)](#), which has a vision to build a future-focused, creative, sustainable and thriving region for all to be proud of.

The screen, creative and digital sector is recognised as one of the four focus sectors in the REDP. The chapter for this sector has a focus on building on the screen industry to generate additional growth and opportunities for our region, including by supporting priority initiatives to address issues and opportunities outlined in the plan. These include attracting investment into the early-stage development, creation and export of local intellectual property; and partnering with iwi and mana whenua to embed Te Ao Māori into the screen sector to develop new opportunities for indigenous storytelling.

The Screen Accelerator Project is one of the three regionally significant initiatives captured in the screen, creative and digital chapter, recognising that it offers skills development training, mentoring and business development opportunities for screen practitioners at any stage in their career. This initiative has been through a detailed assessment process to confirm alignment with the objectives of our REDP and we are confident the outcomes will have a positive impact for our region. As part of delivering this initiative, we have asked that Tall Poppy Films reach out to Māori communities and organisations to promote the opportunities of the project for Māori film makers and story tellers and ensure the inclusion of Māori screen creatives in the programme to support the development and progression of Māori talent.

We appreciate your consideration of this application and reiterate our region's support for funding towards delivering the Screen Accelerator Project.

Yours sincerely,

A handwritten signature in blue ink that reads "Kim Kelly". The signature is written in a cursive, flowing style.

Kim Kelly, Programme Director WRLC



4 September 2023

To whom it may concern

I am writing on behalf of the Wellington Regional Leadership Committee (WRLC) to provide support for the House of Science NZ Charitable Trust to receive central government funding to resource the wider implementation of the House of Science programme across our region.

The WRLC is a union of councils, iwi and central government in the Wairarapa-Wellington-Horowhenua region, formed to work together to positively shape the future of the region. The WRLC includes nine mayors and a regional council chair from our wider region and leaders of six iwi entities. The WRLC provide governance for the [Wellington Regional Economic Development Plan](#) (REDP), which has a vision to build a future-focused, creative, sustainable and thriving region for all to be proud of.

The REDP recognises skills, talent and education as a key enabler of regional economic development and productivity. It identifies the need to think ahead about the training and education requirements of our future workforce. Young people's career aspirations form at a young age and can be predictive of later study and employment-related choices, which reinforces the need for early exposure, particularly to less visible work and career opportunities. Early intervention needs to address equity while future-proofing the skills of our people and the needs of our focus sectors.

It is for these reasons we have recognised expanding the House of Science programme as a regionally significant initiative in the REDP. House of Science are focused on expanding the design and development of bilingual science resource kits, to ensure our primary and intermediate schools and their students have consistent access to a foundational education in science. The programme was created to address the lack of effective science programmes in primary and intermediate schools and is a long-term investment in developing our future science and technology workforce.

WellingtonNZ are driving implementation of the REDP on our behalf through their role as our regional economic development agency. WellingtonNZ have contributed seed funding to kickstart the expansion of House of Science across our region, helping the programme to reach more schools and increase the number of resource kits booked. WellingtonNZ have also made connections to sponsors for new science resource kits. However, to fulfil the aims of this initiative, further funding needs to be secured to facilitate increased reach to more schools in Wellington city and grow reach in other parts of our region including Kapiti, Wairarapa and Horowhenua. We believe central government have a role to play in providing this funding to ensure our young people have opportunities to learn about science from an early age, helping us to build the robust, skilled and sustainable future workforce our regional economy requires.

We appreciate your consideration and are happy to support House of Science with any further information you may require.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Kim Kelly', written in a cursive style.

Kim Kelly, WRLC Programme Director

Wellington Regional Leadership Committee
19 September 2023
Report 23.407



For Decision

WELLINGTON REGIONAL LEADERSHIP COMMITTEE ANNUAL REPORTING

Te take mō te pūrongo

Purpose

1. To present the Wellington Regional Leadership Committee Wellington Regional Leadership Committee with the WRLC Annual Report for 2022-2023 and the Regional Economic Development Plan (REDP) Annual Summary for 2022-2023.

He tūtohu

Recommendations

That the Committee:

- 1 **Agrees** to the content of the Wellington Regional Leadership Committee Annual Report as presented in Attachment 1.
- 2 **Agrees** to the content of the Regional Economic Development Plan Annual Summary as presented in Attachment 2.
- 3 **Authorises** officers to make any consequential amendments to Attachments 1 and 2 based on direction provided at this meeting and to correct any minor editorial, typographical, arithmetical, or formatting errors that are identified.

Te horopaki

Context

2. In the year ending 30 June 2023, WRLC and WellingtonNZ have progressed projects from their approved work programme.
3. The WRLC Secretariat and WellingtonNZ have drafted annual reports to provide information and assurance to the WRLC and stakeholders about how the work programme aligns with WRLC's vision and objectives, along with summarising project progress.

Te tātaritanga

Analysis

WRLC Annual Report

4. Annual Reporting is important for communicating our activities and how they contribute to the purpose of the WRLC, monitor project alignment with objectives, present a program overview, and highlight successes.

5. Projects are included in the WRLC work programme based on their significant contributions to priority areas (housing, climate, iwi capacity, transport, economic development). A coordinated approach enhances planning, engages key partners, and improves communication.
6. The report in **Attachment 1** narrates WRLC's last 12 months, project highlights, and future plans. Note that a couple of photos still need to be finalised.

REDP Annual Summary 2022-23

7. WellingtonNZ is driving delivery of the REDP on behalf of the WRLC. An annual summary has been prepared (**Attachment 2**) to outline highlights from each of the four sector and four enabler chapters within the first year of delivering this 10-year plan. It also provides the latest regional snapshot to monitor our regional performance.
8. WellingtonNZ will continue to support leads with delivery of REDP initiatives in the year ahead, including through advocacy, connections and identifying potential funding opportunities. Progressing the initiatives will require our whole region to continue working together, including with action from the Committee as required.
9. WellingtonNZ will also reflect on lessons learnt from the first year of delivery and the current operating environment to ensure the issues, opportunities and initiatives captured in the REDP remain current.

Feedback from the Senior Staff and Chief Executives Groups

10. The following recommendations were received from the WRLC Senior Staff Group meeting of 30 August 2023 and have been incorporated in the latest draft reports:
 - a For the WRLC Annual report:
 - i Highlights for the year be given more prominence,
 - ii Indication of projects' performance against timeframe or other objectives.
11. There were no adjustments requested at the WRLC Chief Executive's Group meeting of 8 September 2023.

Ngā hua ahumoni

Financial implications

12. While there are no funding implications from the Annual Reporting, the WRLC Annual Report provides a summary of the annual financial activity and reflects the funding principles as agreed with local government and central government partners.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

13. All projects listed include objectives to create better outcomes for Māori;
 - a To help overcome iwi capacity and capability challenges in being involved in all our projects (Iwi Capacity and Capability project)

- b Improving housing outcomes for Māori (Regional Housing Action Plan, Levin Taitoko Structure Plan, Kāpiti Papakāinga toolkit, Priority Development Area projects)
 - c Ensuring that the Māori voice is reflected in our strategies and plans (Regional Economic Development Plan, Regional approach to climate change, Regional Emissions Reduction Strategy, Food Systems Strategy, Future Development Strategy)
 - d Collaborating on economic development opportunities for Māori (Regional Economic Development Plan)
14. While there are challenges in ensuring that there is iwi representation in each project, iwi members sit on the WRLC, and they have been part of the programme decision making processes.

Ngā tikanga whakatau
Decision-making process

15. The matters requiring decision in this report were considered by officers against the decision-making requirements of the Local Government Act 2002.

Te hiranga
Significance

16. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and *Decision-making Guidelines*. Officers recommend that the matters are of low significance given their administrative nature.

Te whakatūtakitaki
Engagement

17. None of the matters in this report required external engagement.

Ngā tūāoma e whai ake nei
Next steps

18. When approval is given to the content of the WRLC Annual Report, it will be finalised by the designer. The final Annual Report will then be made available on our website and through other sources.
19. When approval is given to the content of the REDP annual summary, it will be made available on the WRLC and WellingtonNZ websites, distributed to elected members and available to the public.

Ngā āpitihanga

Attachments

| Number | Title |
|---------------|--|
| 1 | Wellington Regional Leadership Committee Annual Report 2022-2023 |
| 2 | Regional Economic Development Plan Annual Summary 2022-2023 |

Ngā kaiwaitohu

Signatories

| | |
|----------|--|
| Writer | Allen Yip – Programme Manager Julia Stevens - Regional Economic Development Plan Programme Manager, WellingtonNZ |
| Approver | Kim Kelly – Hautū Hōtaka Programme Director |

| |
|---|
| <p style="text-align: center;">He whakarāpopoto i ngā huritaonga Summary of considerations</p> |
| <p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>The WRLC has specific responsibility for the work programme and other matters of regional importance. The reporting is to enhance the WRLCs ability to fulfil its responsibilities.</p> |
| <p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The regular reporting to the WRLC will provide it with a mechanism to monitor the implementation of the Wellington Regional Growth Framework.</p> |
| <p><i>Internal consultation</i></p> <p>Information and analysis in this report has been discussed at the WRLC Senior Staff Group meeting and WRLC CEO Group meeting. Their views are incorporated into this paper.</p> |
| <p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks.</p> |

Annual Report 2022-2023



Wellington
Regional Leadership Committee

Table of contents

- Foreword from the Deputy Chair..... 3
- The Wellington Regional Leadership Committee story..... 5**
 - 1.1 Our projects during the 2022-2023 year 7
 - 1.2 Project overviews 8
 - 1.3 Our communication and engagement 18
 - 1.4 Lessons so far 20
- Section 2: The Wellington Regional Leadership Committee Compliance.....21**
 - 2.1 How did we spend our money? 22
 - 2.2 Who are we? 24

Foreword from the Deputy Chair

With the Chair role currently vacant, it is my pleasure to present the second Annual Report for the Wellington Regional Leadership Committee (WRLC). This report is for the period July 2022-June 2023.

The WRLC is a joining of local government, iwi and central government in the Wairarapa-Wellington-Horowhenua region, formed to activate better cross-agency collaboration to work together to positively shape the future of the region. It was established in July 2021 and is tasked with driving the regional spatial planning and regional economic development in the region.

The WRLC members as at the end of June 2023 are identified in Section 2.2 of this report.

Highlights of year two of the WRLC include:

- Completing and commencing implementation of the Regional Economic Development Plan
- A regional focus on seven Priority Development Areas (PDAs) within the region – these are areas where we take a partnership approach between local and central government and Iwi to deliver projects that are both complex and significantly beneficial to the region. They can deliver more transformative solutions at pace and scale with multiple stakeholders, particularly in housing and transport.
- Commencement of a Future Development Strategy for the region. This is our second regional spatial plan and builds on the Wellington Regional Growth Framework

- Our three regional climate change projects are now well underway - the Regional Emissions Reduction Plan, the Wellington Regional Climate Change Impact Assessment (stage 1 of a Regional Adaptation Plan) and the Regional Food System Strategy
- Continued growth in the number of stakeholders the WRLC works with, collaborates with and reaches through our newsletters, social media, webinars, workshops and hui.

Key central government agencies actively involved in our work programme include the Ministry of Housing and Urban Development (MHUD), Kāinga Ora, Waka Kotahi, Ministry of Education, Te Whatu Ora and Te Puni Kōkiri. Throughout the year we have also been working with the Ministry of Business, Innovation and Employment on regional economic development.

I look forward to seeing the planning work that is currently underway being completed and am excited by the projects we have been implementing this year. You can read about these projects in Section 1.1 of this report.

Darrin Apanui, Deputy Chair Wellington Regional Leadership Committee





Section 1: The Wellington Regional Leadership Committee story



Since the WRLC was established in July 2021, this Annual Report marks the end of year two - a good milestone to reflect on what we have achieved and learned, and how this might inform our next 12 months and beyond.

Since the WRLC was established in July 2021, this Annual Report marks the end of year two - a good milestone to reflect on what we have achieved and learned, and how this might inform our next 12 months and beyond.

The Committee's mandate is to improve alignment and coordination between central and local government and iwi partners in our region. This has both its challenges, and its rewards. Our journey is one shared by many regions in Aotearoa New Zealand – we are one of six such Committees in the country, formed under the Government's Urban Growth Agenda to address growth-related challenges at a regional level.

The benefits of joined-up thinking as a region, go beyond outward-facing project work, and extend also to inward-facing elements, such as learning to find ways together through complex problems that don't have simple or easy solutions.

In the next 30 years, our region is projected to have 200,000 more people living here. We need to ensure that there is housing, transport, food and social connectivity that people want and need, and that this is delivered in a way that ensures a healthy environment now and in the future. Our work programme covers five interrelated key areas of transport, housing, iwi capacity and capability, regional climate and emissions, and economic development. Eighteen projects sit within those five areas, seven of which are Priority Development Areas (PDAs) - examples of these are Let's Get Wellington Moving, Riverlink, and the Waterloo Transit- Development, outlined in section 1.2.

Our projects are at various stages of their lifecycles. Three projects (Iwi Capability and Capacity, Regional Economic Development Plan, Regional Housing Action Plan) have moved from planning to implementation. Our work programme approach connects many

projects, such as the implications of the Future Development Strategy on spatial plans and the Food Systems Strategy. It also enables key projects to be better aligned and constant with their approaches and messages.

It is important that projects reflect the priorities of their stakeholders, so stakeholder engagement has been an important focus. The Food System Strategy, Future Development Strategy, Regional Emissions Reduction Plan, Ōtaki Priority Development Area, and Waterloo Transit Oriented Development are examples of projects that have had significant stakeholder engagement or consultation with communities and key stakeholders at hui, workshops and fora.

A key learning in year two has been the need to development our ability to navigate complexity together as a region, this is particularly apparent with our cross-regional projects, which cover the areas of climate change and adaptation, food systems and emissions reductions. These projects have increasingly worked together to maximise learning, resources, and collaboration.

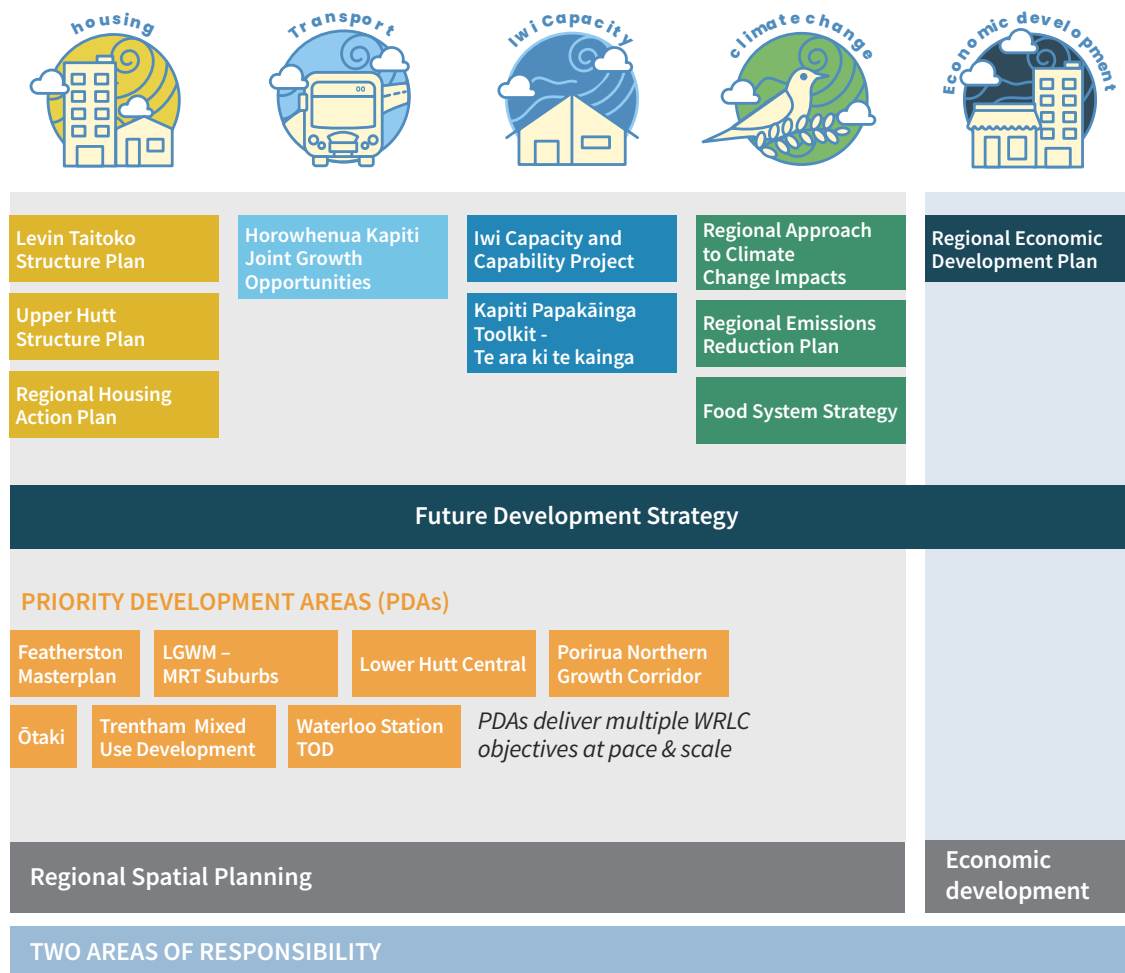
We have increasingly been focusing on bringing people together to connect and learn about each other's work. Our thought leadership webinars have been steadily growing in popularity and attendance.

We move into year three with learnings on the value of a systems-thinking approach, the importance of involving rangatahi, iwi and communities in shaping decisions, honouring Te Tiriti O Waitangi principles and emphasising quality relationships in all that we do.

1.1 Our projects during the 2022-2023 year

The WRLC has two thematic areas of responsibility across our region. Information about our projects is below in Diagram 1 below and in Table 1.

Diagram 1: WRLC projects by key areas of responsibility



1.2 Project overviews

An overview of our 2022–2023-year projects both active and complete is below. It should be noted that projects commenced at different times throughout the year. For further information on each project, please click on the link in each project.

IWI CAPACITY AND CAPABILITY

Status: Implementation

Implements the opportunities approved in the scoping paper prepared for the WRLC in 2021-22. This includes secondments, work placements or governance opportunities for each iwi partner to the WRLC.

Progress against timeline: Behind

[Read more online](#)

Achievements and progress

Gathered information on capability and capacity needs for iwi partners. Project has progressed to establishing pilots for secondments and work placements. Gaining support from central and local government partners.

Plans for next year

Pilot secondments and work placements with the project launch in August 2023. The pilots will help to inform refining the project approach with a view to expanding the pilot to business-as-usual.

Success would entail the pilot working along with positive iwi partner feedback, enhanced capacity, equitable engagement, and improved government-iwi partner relationships.



REGIONAL ECONOMIC DEVELOPMENT PLAN (REDP)

Status: Implementation

Implementing initiatives from the REDP. WellingtonNZ is leading delivery

Progress against timeline: On track

[Read more online](#)

Achievements and progress

WellingtonNZ oversees the delivery of the REDP's 37 initiatives, which sit across the four sectors and four enablers in priority focus areas. Examples include:

- Supporting a pilot Summer of Engineering programme which resulted in 15 internships in summer 2022/23
- Engaging 26 high-growth tech companies in workshops and consulting sessions to upskill the leadership teams and support growth
- Te Matarau a Māui delivering the inaugural Tipu Pakihi (Māori Economic Summit), bringing early stage-businesses together (Tipu whai hua) and growing connections (Tipu whai hono) across the region.

More highlights can be found in our annual summary.

Plans for next year

Focusing on delivery of initiatives in the plan, including showcasing the impact these initiatives are making on our region.

Reviewing the plan to ensure the issues, opportunities and initiatives captured remain current and are being addressed in the most effective way possible.

REGIONAL HOUSING ACTION PLAN (RHAP)

Status: Implementation

Implementing initiatives from the Regional Housing Action Plan.

Progress against timeline: Behind

[Read more online](#)

Achievements and progress

A joint implementation group has been established to deliver projects for the RHAP, roles will evolve as our work progresses .

Work is underway on a regional housing dashboard - to provide an online centralised view of regional housing data.

Plans for next year

We aim to change how joint regional housing activities occur in the WRLC's work. We plan to improve access to regional housing data and insights through a new regional housing dashboard, to be launched in September 2023.



FUTURE DEVELOPMENT STRATEGY (FDS) AND HOUSING AND BUSINESS CAPACITY ASSESSMENT (HBA)

Status: Underway

This is an updated version of the Wellington Regional Growth Framework to ensure it complies with the National Policy Statement – Urban Development (NPS-UD). It will inform the 2024 Long Term Plans of councils, in a collaborative manner to reflect the WRLC partnership approach.

Progress against timeline: On track

[Read more online](#)

Achievements and progress

Three quarters of the way to development of a draft Future Development Strategy. This has been developed with a range of stakeholders to date through multiple workshops, hui and online sessions.

The team has worked with iwi to prepare a draft statement of aspirations, which was a significant missing piece in the Wellington Regional Growth Framework. We now have a clear statement from our iwi partners of what they want to see in our region.

Plans for next year

The Future Development Strategy will be completed and operative in the 2023-24 year. In Oct 2023 the Draft FDS will be published for public consultation following this feedback and a public hearing it will be finalised be operative in March 2024.

HOROWHENUA KĀPITI JOINT GROWTH OPPORTUNITIES

Status: Underway

The project will focus on combined growth in Kāpiti and Horowhenua, identifying areas for deeper study to plan for projected growth collaboratively. This integrated approach will allocate space for housing and necessary social services and infrastructure, fostering connected and vibrant communities.

Progress against timeline: Behind

[Read more online](#)

Achievements and progress

The project team from Horowhenua and Kāpiti District Councils have identified a number of opportunities to explore how to support the growth of our districts.

We're all driven to ensure our communities receive the best services possible and to consider ways we can help that happen.

Plans for next year

We will expand on our discussions to our regional councils, Greater Wellington and Horizons about the expansion of public transport options available in both Horowhenua and Kāpiti within each district and between the districts to Wellington city and Palmerston North.



KĀPITI PAPAĀINGA TOOLKIT

Status: Underway

Te Puni Kokiri (TPK) leads this project, supported by Kāpiti Coast District Council, on behalf of the Wellington Regional Leadership Committee, focusing on creating guidance material with local whānau/hapū in Kāpiti Coast. The goal is to facilitate papakāinga housing development by establishing a forum for whānau to connect and share expertise, and by providing accessible guidance to help them navigate the process independently.

Progress against timeline: Behind

[Read more online](#)

Achievements and progress

The papakāinga toolkit has developed into a written format, which is being reviewed.

Ngā Hapu o Otaki have agreed to pilot the toolkit and supporting wananga.

Plans for next year

Finalise the content and supporting graphics and tools.

Run a pilot with Ngā Hapu o Otaki using the toolkit. Content will be reviewed post pilot and adapt and/or change as confirm content.



LEVIN TAITOKO STRUCTURE PLAN

Status: Underway and near completion

Create a Structure Plan for Levin, focusing on transformative changes, exploring enhanced rail commuter services, station placement, increased residential density, and growth in employment and business.

Progress against timeline: Behind

[Read more online](#)

Achievements and progress

Further development of the Structure Plan.

An implementation plan has been developed, with many actions already underway. This is largely the result of relationships and discussions we had whilst developing the Structure Plan.

Plans for next year

Horowhenua District Council (HDC) will consider the implementation Plan and the connection to the transformation of the Levin Town centre. This work closely aligns, with the Structure Plan enabling a bigger picture for the town's development.

HDC will formally approve the Structure Plan.



REGIONAL CLIMATE CHANGE IMPACT ASSESSMENT & ADAPTATION PLAN

Status: Assessment underway and near completion

Developing an understanding of expected climate change impacts in the region over the next 100+ years and developing an adaptation plan.

Progress against timeline: Behind

[Read more online](#)

Achievements and progress

A comprehensive analyses of climate change impacts in the region, covering a wide range of topics including impacts on ecosystems, infrastructure, communities, and the economy.

This project has provided all 10 participating Councils, with a common, evidence-based approach, and knowledge about the key issues for the region.

Plans for next year

The Wellington Regional Climate Change Impact Assessment report will be finalised and launched.

The next phase to develop a Regional Adaptation Plan will start in 2024.

REGIONAL EMISSIONS REDUCTION PLAN (RERP)

Status: Underway

Develop a collectively-owned regional emissions reduction plan which directs the transition to a no carbon region.

Progress against timeline: On track

[Read more online](#)

Achievements and progress

A Steering Group and Core Project team have been established, comprising diverse representatives from the electricity sector, central and local governments, students, climate specialists, and transport experts.

The WRLC approved the Regional Emissions Reduction Plan vision.

Carbon modelling has been completed and initial pathways for reduction have been formulated.

Engagement is underway, involving over 300 individuals who have been invited to participate and contribute to the process in a variety of ways. This inclusive approach underscores our commitment to collective action.

We ran a joint FDS/RERP stall at Wellington's Festival for the Future, which was attended by over 1,500 rangatahi.

Plans for next year

A stakeholder forum was held in July 2023 attended by 113 people. We gathered information and feedback to support drafting the RERP

The next phase is to create a strategic framework and plan engagement activities. We will the key opportunities for impactfully reducing emissions regionally, and who will develop and implement these.



REGIONAL FOOD SYSTEM STRATEGY

Status: Underway

Develop a regional strategy for a sustainable and equitable local food system, integrating Māori principles and knowledge. Address land spatial planning to protect fertile lands, ensure access to healthy food, and support the Māori food economy amid climate, population, and urban changes.

Progress against timeline: On track

[Read more online](#)

Achievements and progress

Secured expert support to comprehensively map land use, food production, and the regional food system. This includes forecasting future food needs and identifying critical gaps and opportunities in the food economy.

Engaging over 400 individuals through the Regional Kai Network, mana whenua hui, grower outreach, and local and central government meetings, we've gained valuable insights into current food system initiatives.

Established advisory groups comprising iwi/hapu Roopu and a Community Advisory Board. Developing Technical Advisory Group to provide technical assistance and support to strategy ideas and implementation

We have co-designed a collective vision with partners that centres on the wellbeing of people and the environment.

Plans for next year

We will complete project phase one, involving research and engagement to inform the components of a Food System Strategy. Using this, we will advocate for phase two, focused on finalising the strategy based on the insights from phase one.

Phase one includes:

- Report on research and engagement on the regional food network.
- Stakeholder map, food initiative outline, and system mapping.
- Regional land plan and local food economy report.
- Rooting the Strategy in Te Ao Māori.
- A case for completion of the Food System Strategy.

UPPER HUTT STRUCTURE PLAN

Status: Underway

Develop an integrated spatial plan aligning land use and infrastructure for city growth. Key objectives include defining a city vision, guiding growth principles, addressing gaps, promoting sustainability, and creating a cross-council action plan. Led by WRGF, the project follows FDS outcomes, with timelines tied to FDS approval.

Progress against timeline: Behind

Achievements and progress

The project has been approved and initiated.

This year we focused on building connections and collaboration across Council teams to gather information and begin initial research for the project.

Plans for next year

Form the project team and deliver the project. Delivery of the vision and strategy which identifies opportunities to enhance Upper Hutt city future growth.



PRIORITY DEVELOPMENT AREA

Priority Development Areas (PDA) were formerly named Complex Development Opportunities (CDOs) but have been renamed to be consistent with the naming convention of Aotearoa's other Joint Committees.



FEATHERSTON MASTERPLAN PDA

Status: Underway

Featherston town master planning with a primary focus on enabling more residential housing of mixed densities and choice, main street activation with infrastructure to connect commercial activity, housing, character, amenities, walkability, development of the station and infrastructure.

[Read more online](#)

Achievements and progress

The Masterplan Discussion Document is developed, and we are undertaking continued engagement interface with external agencies on key aspects of the masterplan. To refine the masterplan, we are also engaging with our local stakeholders and taking in the feedback on their vision for the town with important focus points of the Mainstreet enhancement, improved link to the rail station, development of a town heart, alongside housing provision.

Plans for next year

Draft Featherston Masterplan with an implementation plan will be presented to South Wairarapa District Council for approval in late September 2023. Followed by public notification in October.

The final masterplan will be completed by early 2024.

LGWM – MRT SUBURBS PDA

Status: Underway

Proposed infrastructure investments, including a Mass Rapid Transit (MRT) system and Strategic Highway Improvements (SHI), will deliver on the Spatial Plan goals:

- partnership with Mana Whenua,
- a compact, greener, inclusive and connected city
- a vibrant and prosperous central city
- increased resilience
- a city-wide transformation of how people live, work, play and move around the city, creating better connections from the central city

[Read more online](#)

Achievements and progress

Corridor Development Framework - an input to the LGWM Detailed Business Case that provides an understanding of the quantum and distribution of growth that may be realised in the MRT suburbs, and the types and range of interventions that will be needed to catalyse growth in the MRT corridor.

LGWM Partnership Board approved a WCC-led Joint Urban Development Programme to develop a Growth Plan and Urban Development Business Case, that will establish what, where and how growth will occur.

LGWM/WCC Joint Urban Development Briefing for WCC and GW Councillors in May.

Plans for next year

A Growth Plan to engage the community and partners on what 18,000 - 21,000 new dwellings in the LGWM suburbs will look and feel like. Public consultation that aligns with LGWM and WCC Long Term Plan engagement.

A renewed focus on delivery, setting out how WCC and partners can enable infrastructure and create the regulatory and policy certainty to incentivise high levels of housing intensification and optimise development, including preferred approaches for land assembly, development delivery models, and statutory levers.

Working towards finalising the Growth Plan for WCC approval by the end of 2024

LOWER HUTT CENTRAL PDA

Status: Underway

The project's goal is to facilitate 3,500 new homes in Lower Hutt's central city area, encompassing public housing, papakāinga, and affordable housing. It seeks to enhance development density while ensuring convenient access to employment, education, recreation, and rapid transit at Waterloo and Melling Stations, with infrastructure enhancements funded by the Infrastructure Acceleration Fund (IAF).

[Read more online](#)

Achievements and progress

Urban Renewal Programme (URP) is currently in the formation phase. The Hutt City Council URP intends to be a comprehensive cross-council initiative aimed at enabling the renewal of city through various urban development related activities in partnership with central government, local government, iwi, community and other stakeholders. The draft URP has a clear set of project objectives, priorities and programme which is going through the standard council approval and funding process.

Informing the URP, the HCC team conducted a thorough urban design analysis in 2023, which will guide the direction of urban growth including approximately 100 maps of the central city area, identifying strengths, weaknesses, opportunities, and threats based on seven key themes. These themes serve as the foundation for monitoring project success.

Plans for next year

Key priorities are:

- Finalising the 2024-2034 LTP with a focus on URP
- Strengthening the URP team, engaging communities and mana whenua for Hutt City's future
- Implementing the Citywide Spatial Plan
- Executing HCC's land use analysis and future strategic direction
- Conducting a Citywide housing needs assessment
- Initiating RiverLink
- Establishing a Citywide Steering Committee with government partners.



ŌTAKI PDA

Status: Underway

This is an opportunity for iwi, council, government, and private industry to take a planned and coordinated approach to development in Ōtaki that retains the unique characteristics and cultural identity of Ōtaki, addresses current and future housing needs for mana whenua and the local community and provides infrastructure, services and facilities to support community needs.

[Read more online](#)

Achievements and progress

The initial focus of work has been to develop a scope and increase awareness of the Ōtaki PDA, while progressing the Infrastructure Acceleration Fund and other initial projects.

Plans for next year

This will focus on developing supporting partnerships and coordinating projects and investment to develop a coordinated long-term vision and blueprint for Ōtaki.



PORIRUA NORTHERN GROWTH CORRIDOR PDA

Status: Underway

New zone intends to provide urban development: housing, a retirement village, a commercial area, water sensitive design to protect receiving waters and protection and improvement of Significant Natural Areas, including wetlands (part of the Taupō Swamp Complex). Specific changes are proposed to city-wide provisions of the District Plan to apply to the proposed Plimmerton Farm Zone (from Proposed Plan Change 18 Plimmerton Farm - Porirua City).

[Read more online](#)

Achievements and progress

The Specified Development Project (SDP) assessment phase has developed and progressed well.

The three key features, being the project area, objectives and governance body has now been defined and the project is progressing.

Partner and stakeholder engagement has been positive and has progressed well.

Plans for next year

Public notification and feedback on the SDP commences on 31 August 2023.

A favourable Ministerial decision to establish a SDP in early 2024 is expected. Success in year 3 would be a favourable Ministerial decision on the next development plan phase.



IMAGE TOO SMALL - WHAT ABOUT ONE FROM ISTOCK OF KITE FESTIVAL?

TRENTHAM MIXED USE DEVELOPMENT PDA

Status: Underway

The project plans to develop a mixed-use area at Trentham Racecourse, across from the rail station. It adds housing supply, enhances racecourse facilities, and creates mixed-use residential and commercial spaces to sustain the racecourse's vitality.

NO LINK IN WORD DOC

[Read more online](#)

Achievements and progress

The project is advancing through its revised / developed master plan. The site is under Intensification planning assessment process for the approved master plan.

Plans for next year

As the Master plan process concludes and the outcomes are settled on, the next steps are to conclude all feasibility studies and engagement with stakeholders and interested parties.

In three years, the development would be well into its first stages of construction and housing offerings to market.



WATERLOO STATION TRANSIT ORIENTED DEVELOPMENT PDA

Status: Underway

This project is to support Hutt City's urban development strategy through urban regeneration, and precinct development. It is intended to improve integration between transit, housing and community services, to enhance multi-modal access to the public transport network and to create a transport-orientated catchment.

[Read more online](#)

Achievements and progress

This project is successfully progressing through Phase II Commercial Investigation for the master planning.

The inter-agency aspect of the work is progressing well and support from elected members of key local government partners has been positive.

Plans for next year

Work will continue on the key master planning phase of the project.

Success will be an adopted masterplan and clarity on funding/investment for the project.

1.3 Our communication and engagement

Guided by the principles and objectives in our Communications and Stakeholder Engagement Strategy, our communications and engagement processes continue to build our network, and grow awareness of, and license for our work. Our Communications Strategy is a living document, reflecting the ever-evolving space we work in. We have refreshed our website design to drive engagement and interest, with more news, events and updates featuring front and centre.

Our LinkedIn presence is up nearly 33% in the last 12 months, and our monthly eNewsletter mailing list has more than doubled to 1,088 subscribers. As more projects move from planning to delivery, we have more stories to tell, about the benefits of our work for communities. Our profile continues to grow across the region as more projects move into more stakeholder engagement.

Our eNews remains focused on shaping a positive collective narrative for the future of our region, weaving together project and event updates, webinars and articles by leading thinkers in sectors relevant to our projects, such as housing, urban development, climate and the food system. This will continue in year three, helping to build social license for our work, and bringing our partners and the community's in the region along with us on the journey.

Since our first Thought-Leadership webinar in September 2022, we have delivered 13 webinars and expert speaker events, with a total of 1,037 registrants, and 727 youtube views. The high registrations are evidence that people see these as a valuable use of

their time, and demonstrate demand for thought-leadership and dialogue. These also build our reputation as a source of thought leadership and sector insights.

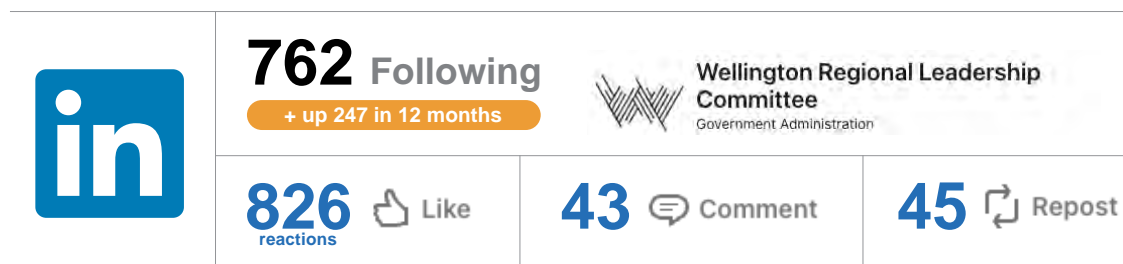
With our projects having many interdependencies, inter-project communication is vital. In year two we have increased face to face meetings and workshops with all involved in the work programme.

We delivered several successful in-person events this year, including our 'Kai & Korero Series'. Our Kai & Korero events involved visiting our programme partners around the region, to present a WRLC programme update, and engage in two-way dialogue, to socialise our work programme and also learn more about our partners' work and priorities. Particularly post COVID-lockdown, the correlation between relationship building and project progress, is highly evident. In November 2022, together with UDINZ and Kainga Ora, we co-hosted an 'Urban Development Insights Breakfast', to present an update on development challenges and opportunities across the region. Attendees included thirty people ranging from developers, architects, consultants, iwi and planners.

In June 2023 we held our second Annual Partners Forum, bringing together 60 attendees including elected officials from across the region, Iwi Board members, central government officials and the WRLC Project teams. Our events continue to receive positive feedback, and translated into tangible wins for several projects, due to the opportunity to network and korero. Building connections is key to amplifying our collective impact.

INFLUENCE THROUGH SOCIAL MEDIA

Communications & Engagement In Numbers







COMMUNICATIONS IN NUMBERS

Thought Leadership Webinars

13 Thought Leader Webinars & Talks

| | | | | |
|---|---|---|--|--|
|  <p>1,037 RSVPs</p> |  <p>727 YouTube Views</p> |  <p>12 eNews sent</p> |  <p>1,097 eNews subscribers up 582 in 12 months</p> |  <p>3 Face to face Kai & Koreros</p> |
|---|---|---|--|--|

1.4 Lessons so far

At the end of our second full year, our Project Leads, and the WRLC Secretariat reflected on what we have learned, what we can apply to future years

- We have some project ideas which all partners agree on, but which remain challenging to implement. We are working with a lot of internal processes and lack of resourcing which sometimes present as roadblocks.
- Face-to-face connection, relationship-building and trust are essential foundations to any work.
- There is appetite for research and innovation, early data gathering is necessary to inform our work. Processes are needed for regionally consistent data collection.
- Projects require significant dedicated project staff. For instance, project work (planning, writing, and implementing a strategy) requires significant, long-term resourcing and investment.
- Early engagement with mana whenua and community is key to building and sustaining relationships. Relationships are vital and foundational to our work.
- Taking a systems approach and working towards a systems shift is imperative to the success of this work. Buy-in is required from multiple stakeholders and sectors of government.
- More structured linkages and coordination at a regional level is necessary to help projects be more cohesive, efficient and productive.
- Iwi partners need resourcing to participate effectively. Currently iwi engagement is hard due to iwi capacity constraints. Learning to use other kaimahi support and availability for some projects.
- There has been immense value in the regional collaboration and partnerships on the complex topic of climate risks, impacts and adaptation planning. Even more sharing of skills, knowledge and partnerships across a wide range of organisations and disciplines will be critical for regional adaptation planning.
- For some projects, trying to keep the work simple. Why reinvent the wheel, use others content and provide a supporting platform.
- The value of reaching out and floating ideas – others may well be thinking the same but can't do it alone either.
- The importance of having internal champions to continuously engage on our projects and understand the evolving operating environment.

Section 2: The Wellington Regional Leadership Committee Compliance



2.1 How did we spend our money?

At the end of our second full year, our Project Leads, and the WRLC Secretariat reflected on what we have learned, what we can apply to future years

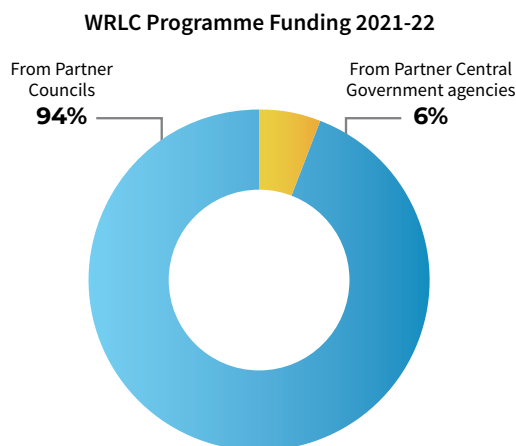
The WRLC and its operations are financed through various means.

Our primary goal at the WRLC Secretariat is successful project delivery, and securing funding for projects is crucial to us. Some projects have a regional impact, and others may have national significance. Some are targeted at specific local council areas. The funding approach and our level of involvement in their financial management depend on the project's focus and importance to the WRLC.

2.1.2 OPERATIONAL FUNDING

The operational costs of WRLC are covered by partner councils, funded through regional council rates. Additionally, Horowhenua District Council, which is not part of the rating district, provides a separate contribution. Additionally, there is a contribution from the central government. Refer to Diagram 3 for a visual representation of this funding model.

Diagram 3: WRLC operational funding by funder type



2.1.3 PROJECT FUNDING

All partner councils contribute to projects with a regional impact based on their population proportion in the region. Central government partners, such as the Ministry of Housing and Urban Development (MHUD) and Kāinga Ora, also provide funding for projects of regional significance and national importance.

The WRLC Secretariat oversees and reports on the financial management of these projects, thanks to this collaborative funding approach.

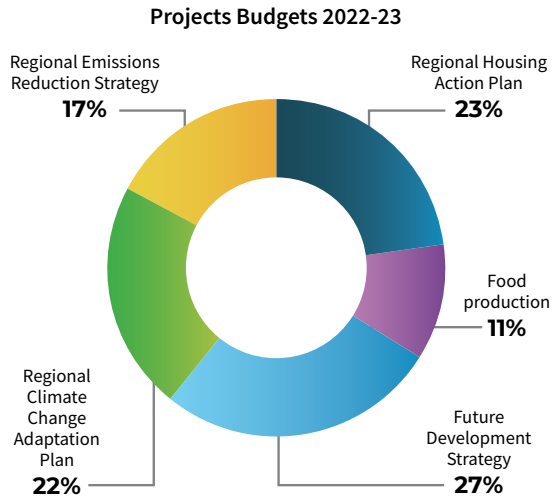
For projects with a local focus, the lead agency councils take responsibility for funding. While the WRLC retains an interest in their financial aspects, it does not assume direct responsibility.

During the early stages of a project, cost estimates are made and refined as the planning progresses. The project authorisation process includes approvals of cost provisions, ensuring careful consideration of affordability and clear cost commitments for project partners. However, the exact costs remain uncertain until project delivery begins. Regular project status reports from the WRLC Secretariat help monitor and manage these costs effectively.

It is important to note that partner agencies also contribute valuable project resources. Project teams are made up of staff from all partner agencies, as well as organisations outside the WRLC and in the private sector.

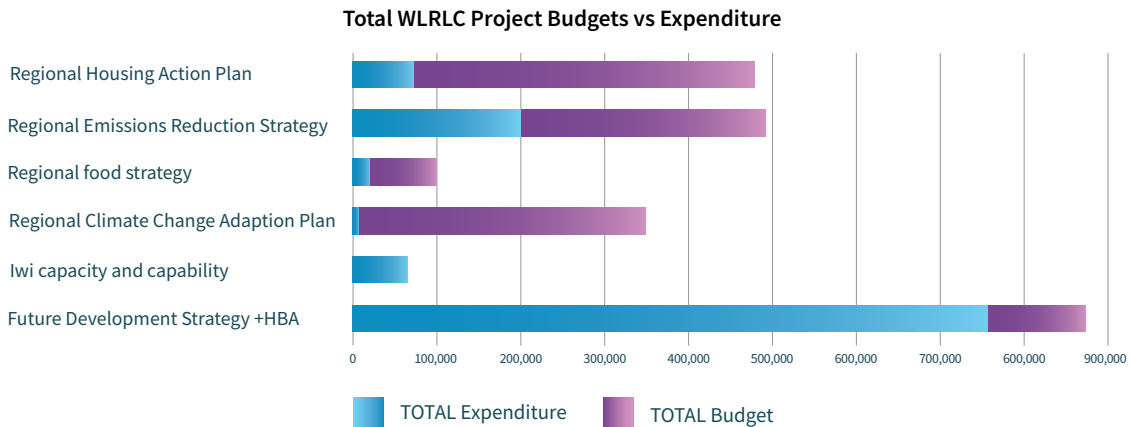
For a visual representation of the funding for regional projects expected to commence in 2021-2022, refer to Diagram 4 below.

Diagram 4: WRLC project budgets



The rate of project expenditure compared to the budget can serve as an indicator of progress against the schedule, and this holds true for our projects as well. Refer to Diagram 5 for an overview of how projects are tracking. It's essential to keep in mind that certain projects span multiple years, which means not all funds will be spent within financial years.

Diagram 5: WRLC project budgets vs expenditure in 2022-2023



2.2 Who are we?

The WRLC is currently made up of representatives from the following:

- Local government representatives – Carterton District Council, Greater Wellington Regional Council, Horowhenua District Council, Hutt City Council, Kāpiti Coast District Council, Masterton District Council, Porirua City Council, South Wairarapa District Council, Upper Hutt City Council, Wellington City Council
- Iwi representatives - Rangitāne Tū Mai Rā Trust, Te Rūnanga O Toa Rangatira Inc, Port Nicholson Block Settlement Trust, Te Rūnanga o Raukawa, Muaūpoko Tribal Authority Inc, Ngāti Kahungunu Ki Wairarapa Tāmaki Nui-A-Rua Settlement Trust.

- Te Ātiawa ki Whakarongotai Charitable Trust were a member of the WRLC and participated in the committee until April 2023.
- Central government representatives - Associate Minister of Housing, Minister of Transport
- Independent Chair – Vacant

The WRLC Secretariat includes a number of roles and is responsible for managing the process and work programme of the WRLC including WRLC meetings and agendas, project management, reporting, stakeholder relations and communications and engagement.



He waka eke noa // we are all in this together



wrlc.org.nz



ANNUAL SUMMARY 2022-23



Wellington Regional Economic Development Plan

AUGUST 2022 – 2032




HIGHLIGHTS FROM
YEAR ONE AND
UPDATED REGIONAL
SNAPSHOT

Prepared by
WellingtonNZ

WELLINGTON REGIONAL ECONOMIC DEVELOPMENT PLAN OVERVIEW

PAGE 2



The Wellington Regional Economic Development Plan 2022-2032 (REDP) was launched in August 2022. The plan guides the long-term direction of our regional economy, identifies issues and opportunities in our key focus areas, and will help to prioritise, fund and deliver regionally significant initiatives over the next 10 years.

This annual summary outlines highlights from each of the four sector and four enabler chapters within the first year of delivering this 10-year plan and provides the latest regional snapshot to monitor our regional performance.

The REDP aims to help create some of the 100,000 new decent* jobs needed in our region over the next 30 years due to the expected population increase over this time. It also aims to improve quality of life by supporting our region to be more productive, resilient, inclusive and sustainable with thriving Māori and Pasifika communities.

The plan is owned by the Wellington Regional Leadership Committee (WRLC), which provides a unified voice at regional leadership level, bringing together local government, central government, iwi and mana whenua, to take collective responsibility for our shared challenges and achieve better outcomes for our communities. The WRLC includes nine mayors and a regional council chair from our wider region and leaders of six iwi entities.

As the regional economic development agency, WellingtonNZ is driving the delivery of the plan on behalf of the WRLC. A steering group of regional leaders across local government, Māori economic development, business and central government provides oversight of the operational delivery of the plan.

WellingtonNZ acknowledge the broad range of work underway by territorial authorities, Te Matarau a Māui, and other organisations which aligns with the REDP and supports the wider economic growth of our region.

In the year ahead, WellingtonNZ will continue to support leads with delivery of initiatives within the REDP, including through advocacy, connections and identifying potential funding opportunities. Progressing the initiatives will require our whole region to continue working together.

We will also reflect on lessons learnt from the first year of delivery and the current operating environment to ensure the issues, opportunities and initiatives captured in the plan remain current and create a positive impact.

You can follow our progress at <https://www.wellingtonnz.com/about-us/strategies-and-publications/wellington-regional-economic-development-plan> and sign up to the WRLC's newsletter at www.wrlc.org.nz for progress updates on the REDP and other WRLC projects.

WELLINGTON REGIONAL ECONOMIC DEVELOPMENT PLAN

MONITORING AND REPORTING SUMMARY 2022-23

PAGE 3

MONITORING METRICS: Indicators used to monitor progress against our strategic objectives

REGIONAL INDICATORS: Indicators monitored at a regional level

QUALITY OF LIFE



Overall satisfaction with life

Measuring the overall satisfaction with life of residents provides an indication on social well-being.

88% Satisfied in Wellington Region **▼ 1%***



The ability of income to meet every day needs

Monitoring the percentage of residents' ability to meet every day needs with their income provides an indication of the social and economic health of our region's residents.

54% Could meet needs in the Wellington Region **▼ 2%***

EMPLOYMENT



Jobs filled

The number of jobs filled across our region provides an indication of our regional economic performance.

325,132 Total Employment **▲ 3%**



GDP per capita

is used to capture the average economic wellbeing of our region overtime

\$82,772 GDP per Capita **▲ 9%**

GROWTH CORRIDORS: Indicators monitored at a growth corridor level



Population

Monitoring growth is important for understanding the infrastructure and resource needs of our region.

156,200 Population of Western Growth Corridor **▲ 0.8%**

213,100 Population of WGTN Growth Corridor **▼ 1.1%**

211,200 Population of Eastern Growth Corridor **▲ 0.8%**



The average income per capita

determines the average per-person income and evaluates the standard of living of our population.

\$46,374 P/C income of Western Growth Corridor **▲ 8.0%**

\$66,738 P/C income of WGTN Growth Corridor **▲ 6.7%**

\$47,553 P/C income of Eastern Growth Corridor **▲ 7.9%**

*The above measures highlight how we monitor our regional performance. All measures are more extensively detailed in pages 14-20 including with national comparisons.

**WELLINGTON REGIONAL
ECONOMIC DEVELOPMENT PLAN**
JOBS AND OUTCOMES CREATED 2022-23

PAGE 4

REDP initiatives are now underway. Some highlights and outcomes from year one of delivery are summarised below and further detail is available on page 5-13. Initiative leads have reported a total of 61 jobs created to date. This reflects that many initiatives have been in a planning and piloting phase and are only one year in. Further work will be undertaken in the year ahead to refine the measurement of jobs created through REDP initiatives.



39% increase in local House of Science kit bookings in the past six months



269 attendees from across the innovation ecosystem joined evening tech leadership training sessions



897 individuals supported through a pre-incubation support programme



15 internships through the pilot Summer of Engineering programme



300 locations photographed for a screen location library



850 students attended the Working in the Cloud tech careers event



13 businesses completed WellingtonNZ's Sustainable Tourism Programme



2 schools participated in the pilot STEM mentorship programme



3500+ visits to the pop-up Wairarapa Space Science Centre in seven weeks



Screen Wellington is the regional film office within WellingtonNZ and lead on the REDP screen initiatives. Significant work has been undertaken to support the growth of the screen sector in our region by helping to attract projects and improve the ease of making productions here. REDP highlights from the past year include:

- Overseas engagements, including appointing an American film producer as a Los Angeles based ambassador to act as a conduit for the North American market, and meeting with studios, production companies and producers in Los Angeles, helping to build relationships and influence potential productions to come to our region.
- Promoting our region as a production destination, including by creating a showreel; hosting location scouts and production executives from Netflix, Apple, Legendary, Searchlight, 20th Century Fox, Blumhouse and others at Lane Street Studios, Wētā Workshop, Park Road Post and Wētā FX; creating opportunities for Wellington screen industry producers, vendors, service providers and crew to network with these production executives, and developing an online location library with photos and information about 300 filming locations across our region.

- Establishing a screen steering group, who provided input for a submission on the Government review of investment in the Screen Sector via the Screen Production Grant. This submission was accompanied by an endorsement from the WRLC.

Screen Wellington deliver the UNESCO City of Film programme, providing opportunities for our local people to learn about, make and engage with screen culture. Recent activities include delivering film and animation programmes for school-aged students and removing barriers to enable more of our people to attend film festivals such as the Māoriland Indigenous film festival in Ōtaki and the Wairarapa Film Festival. The UNESCO City of Film programme supports strengthening the diversity of voices within our local screen sector, fostering practices that inspire the next generation and therefore continuing to increase the attractivity of our region.

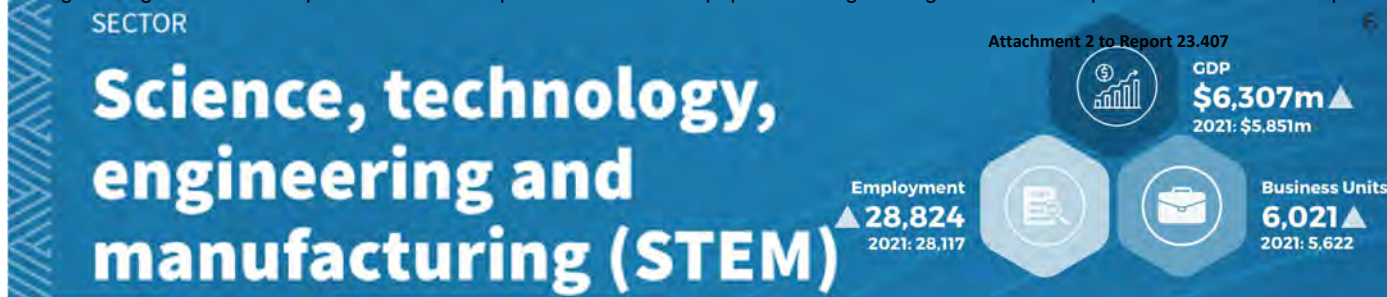
WellingtonNZ is working alongside Tall Poppy Films and Avocado Entertainment to support the Screen Accelerator Project initiative added into the REDP in June 2023.



International visitors at Lane Street Studios



Filming of the Wellington Screen Showreel



STEM is a growing sector of importance for our region and is split into two sub-chapters for the purposes of the REDP.

Science, engineering and high-value manufacturing

The science, engineering and high-value manufacturing sub-chapter focuses on raising awareness, addressing skills shortages and providing support for emerging companies to commercialise. REDP highlights from the past year include:

- Summer of Tech delivered a pilot Summer of Engineering programme in summer 2022/23. This placed 15 engineering students and recent graduates into internships with engineering employers.
- Ngāti Toa delivered a pilot STEM mentorship programme at Tītahi Bay Intermediate and Mana College in term two 2023. The programme raised awareness of and interest in STEM subjects and careers.

WellingtonNZ has also assisted the STEM sector through actively working with 118 innovative businesses across our region over the past year.

An example is a Hutt based business who create machines utilising sustainable methods for cleaning high rise buildings, and another who use lidar and GPS technologies to autonomously landscape large areas. Our Innovation Specialists have helped businesses like these access Callaghan Innovation's grants and products.

In Budget 2023, the Government announced the Wellington Science City programme, the Government's largest ever capital investment in science infrastructure. The creation of three multi-institution research hubs will build on the region's strengths to make Wellington a vibrant, resilient, and adaptable centre of research, science and innovation by 2030. WellingtonNZ is establishing what this will mean for the REDP and will continue to advocate for the outcomes the wider STEM initiatives seek to achieve.



Luke Forrester participated in a Summer of Engineering internship at Hot Lime Labs.



Peek Robotics share their Summer of Engineering experience with other employers.

The technology sub-chapter focuses on harnessing entrepreneurial talent, addressing skills shortages, upskilling leadership teams and attracting investment. WellingtonNZ and our subsidiary Creative HQ are delivering a range of targeted initiatives in this space and REDP highlights from the past year include:

- Engaging 57 attendees from 26 high-growth Wellington tech companies in technology leadership training workshops and consulting sessions, to ensure they have the best chance at becoming global leaders and major local employers. Speakers have included Tim Doyle (Founder and CEO of Eucalyptus), Craig Davis (Founder of Sendle) and Andre Pinantoan (Head of Growth at Canva).
- Supporting 897 individuals through an Early-Stage Pre-incubation Support Programme, comprising a six-week series of evening speaker sessions and 1:1 consultations.
- Launching a Scale-up Support Package for companies with 2-5 employees, providing companies with six months of free rent, regular coaching from Creative HQ staff, and support from mentors, advisors, and corporate service providers. Litmaps is the first participants and two other companies are soon to join.



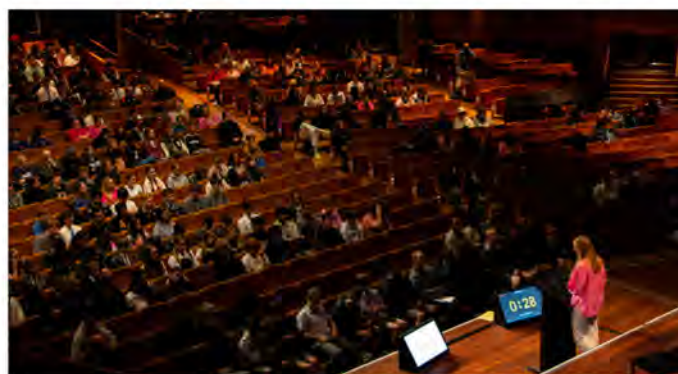
Above: Craig Davis delivering a workshop for leaders from local tech companies.

Right: Speakers present at the Working in the Cloud tech careers event.

- Delivering Creative HQ's largest accelerator programme to date, targeting 15 impact focused companies.
- Developing a soon-to-be-released CleanTech campaign to raise awareness of clean technology businesses in our region.

WellingtonNZ also organised Working in the Cloud, a careers event for secondary school students held at the Michael Fowler Centre in May 2023 to demonstrate opportunities in the tech sector. The event was attended by 850 students from 25 high schools across the region and speakers included Wellington Mayor Tory Whanau as well as founders of Sharesies, Volpara, Tapi, PikPok, Storypark and others. Feedback showed 72% of students were much more likely to consider a career in the tech sector as a result of the event.

WellingtonNZ is leading a new initiative added into the REDP in June 2023, to host a Capital Summit in our region next year, connecting our brightest companies with investors with the aim of leading to collaboration and funding.





WellingtonNZ is partnering with others to drive implementation of visitor economy initiatives. While creating new paid tourism products and experiences takes significant time and investment, REDP highlights from the past year include:

- Dark Skies development getting underway in the Wairarapa. The New Zealand Astrobiology Network Charitable Trust ran a pop-up Wairarapa Space Science Centre in Carterton for seven weeks in summer 2022/23, attracting more than 3,500 visits. South Wairarapa and Carterton districts became accredited as International Dark Sky Reserves in January 2023. Four public information evenings have been held by the Wairarapa Darks Sky Association.
- The Greytown Trails Trust project-managed construction of the Tauherenikau suspension bridge between the Featherston and Greytown section of the Five Towns Trail Network. The Trust also commissioned a pou placed at the start of the cycling and walking trail from Featherston to Woodside.
- The approach to developing the Porirua Adventure Park has been split into two phases due to the challenges raising investment for tourism experiences in the post-Covid environment. The first phase

intends to include the mountain bike park and zipline to establish demand for the gondola and mountain top café (phase two).

- A Civics Experience initiative was added to the REDP in June 2023. A prototype installation was installed in the National Library in July 2023 for feedback and aims to create new visitor experiences using key Acts of Parliament to tell important stories of Wellington and New Zealand.
- WellingtonNZ and Tourism Industry Aotearoa delivered a second series of the Sustainable Tourism Programme, and Business Central ran a further series of the Sustainability Bootcamp, helping businesses on their sustainability journeys.

WellingtonNZ will continue working alongside lead organisations to drive progress in the year ahead, plus help to address the issues and opportunities outlined in this chapter including working with Metlink to improve visitor access to the public transport network, planning for future accommodation supply requirements, and raising awareness of our region as a visitor destination.



Star Safari Night Sky Tour
Photo credit: Jet Productions



The Civics Experience prototype on display in the National Library



Participants of WellingtonNZ's Sustainable Tourism Programme



The primary sector, food and fibre chapter covers the value chain from producer to final consumer. REDP highlights from the past year have been focused along the Western Growth Corridor, with many led by Kāpiti Coast District Council, and include:

- Launching the Kāpiti Coast Food & Beverage Game Plan in May 2023. The plan was created by the industry for the industry and outlines the food and beverage sector’s strategic direction for the next five years.
- Engaging a facilitator to develop a cluster of food and beverage businesses for activities such as bringing the sector together to work on a Sheffield Street precinct, hosting a ticketed food safari across three producers and four hospitality venues to showcase how they work together, and eight businesses representing Kāpiti at the Fine Food Trade Show in Auckland.

- Commencing the process to pilot a regenerative horticulture programme with Ngā Hapū o Ōtaki.
- WellingtonNZ working with the Ōtaki and Porirua Trusts Board to access funding from the Ministry for Primary Industries for completing a land use feasibility study. This will support the transition away from dairy farming towards more sustainable options.

WellingtonNZ also organised three emerging supplier forums in partnership with the Food Innovation Network and Foodstuffs. The forums were held in Wellington, Kāpiti and the Wairarapa in May 2023 and helped local businesses understand how to get more of their products into supermarkets and distribution channels.



Food and beverage businesses participating in an emerging supplier forum



Food and beverage producers representing Kāpiti at the Auckland Fine Food Trade Show



Food and beverage cluster networking events. Source: Kāpiti Coast Food and Beverage Game Plan

ENABLER

Māori economic development

In preparing the REDP, recognition was given to the Māori economy as a significant contributor to the regional economy. This resulted in a dedicated chapter on Māori economic development in the REDP prepared by Te Matarau a Māui, a Māori led Charitable Trust established to implement the regional strategy for Te Upoko o te Ika a Māui/greater Wellington region. The chapter focuses on the key strategic priority areas and values identified in their strategy. Highlights from REDP initiatives in this chapter in the past year include:

- Te Matarau a Māui worked closely with Te Puni Kōkiri and business networks to host events across the region to raise awareness of social/progressive procurement and available support.
- Te Matarau a Māui delivered Tipu Pakihi, an inaugural Māori business symposium, at Pipitea Marae. This event aimed to bring early stage-businesses together (Tipu whai hua) and to grow connections (Tipu whai hono) across the region. It attracted a wide cross-section of participants from the region to explore issues in a uniquely Māori way. Supported by an impressive line-up of speakers, there was kōrero about better connections, collaboration, the value of a Te Ao Māori perspective, and sustainable businesses.
- GWRC has engaged a resource to progress its own social procurement systems and processes, with the intention that the outcomes of this work can be shared with other territorial authorities in due course to provide insights and identify regional opportunities to improve in this area.
- This will be complemented by a WellingtonNZ report from Puna Awarau, a Māori business specialising in social procurement and economic development, to provide a current state analysis of our regional social procurement ecosystem, explain the roles and responsibilities of key actors and provide insights from buyers and providers.

Iwi and Māori are also leading and/or supporting other initiatives throughout the REDP, including the Porirua Adventure Park, STEM Mentorship Programme, and Ōtaki and Porirua Trusts Board feasibility of land use.

WellingtonNZ are undertaking wider work to support Māori economic development, including by providing access to capability training support for Pakihi Māori (Māori businesses), supporting strategic planning on Iwi-led economic aspirations in the Wairarapa, and partnering with others to develop an interoperable shared services and values prototype.



Participants engaging in kōrero at Tipu Pakihi

ENABLER

Skills, talent and education

The REDP recognises the important role skills, talent and education play in enabling regional economic development and productivity and includes a range of initiatives to develop our current and future workforce. REDP highlights from the past year include:

- Supporting House of Science to increase their reach to more schools across our region, with a current focus on Wellington city and Porirua. Kit bookings in these areas increased 39% in the first half of 2023, enabling more students to experience science in primary and intermediate schools.
- Hosting a Pasifika student networking event at Victoria University of Wellington to connect tertiary students with leaders from local Pasifika businesses and organisations.
- Kāpiti Coast District Council scoping and designing a delivery model for a Kāpiti Coast Skills and Education Hub.
- Supporting Business Central to launch the Job Search Connect programme online, aiming to help a diverse range of job seekers secure employment in roles fit for their skillset, while helping employers find skilled staff to grow their businesses.
- Securing funding for the Wellington E2E Centre to commence delivery of a STEAMM-leadership programme supporting students on their journey from year nine through to tertiary study and employment.
- Commencing implementation of eight initiatives from the Wairarapa Workforce Action Plan in collaboration with industry and training providers. These include delivering a Techweek careers roadshow to three local secondary schools to inspire more than 200 students; and the Good 2 Great primary sector leadership and communication programme to 32 new participants.

WellingtonNZ is supporting further workforce development initiatives including partnering with the Ministry of Education to deliver a series of workplace visits for high school students, enabling Tūhura Tech to expand their free technology education programmes into more local schools and supporting the Young Enterprise Scheme. WellingtonNZ and the Wellington Regional Skills Leadership Group have established a quarterly meeting of regional workforce practitioners to share information and build regional connections across workforce development initiatives driven by territorial authorities, Te Matarau a Māui and WellingtonNZ.



Students speaking to local leaders at the Pasifika student networking event



Participants engaging in a Good 2 Great workshop in the Wairarapa



Miramar Central School students learning with a House of Science kit

ENABLER

Water accessibility and security

Reliable water means security for businesses to operate and enables quality, quantity and growth of production. The REDP acknowledges a particular need to implement solutions to enable water accessibility and security in the Wairarapa. REDP highlights from the past year include:

- Greater Wellington Regional Council has progressed discussions with the Wairarapa councils and mana whenua regarding governance and management arrangements for implementation of the Wairarapa Water Resilience Strategy (WWRS). These have taken place via the Combined Councils Forum and individually with each partner organisation.

The Wairarapa Economic Development Strategy (WEDS) programme team supported water-related initiatives, including:

- Sponsoring the Wairarapa Water Availability and Security Forum led by Wairarapa Water Users Society (WWUS). This is a group of 60 Wairarapa growers and producers who represent more than 80% of irrigated land in the Wairarapa Valley. The forum was attended by about 40 people and focused on the theme of

supporting ‘on farm’ water storage and management solutions alongside the GWRC water consenting team.

- Conducting follow-up activities including groups interested in gaining consenting support, and further education on water resilience.
- Leading development of a Kānoa Regional Strategic Partnerships Fund application for water resilience infrastructure at Waingawa Industrial Estate which is now awaiting approval. The concept is to install a standalone commercial (raw) water distribution system across the Estate from a deep-water aquifer. This will remove reliance on the Waingawa River, the source of Masterton’s municipal water supply, relieving pressure during low-river flow periods and protecting employment and business continuity.

GWRC will progress implementation of the WWRS in the coming year. WEDS have agreed to support WWUS by sponsoring their Summer Series, consisting of several site visits to analyse water management solutions in various sectors including crops, vineyards and sheep/beef.



Waingawa Industrial Estate (map for illustration purposes only)

ENABLER

Resilient infrastructure

Building enabling infrastructure will help realise the opportunities and unlock potential in our focus sectors. Investment in infrastructure provides economic benefits and can enhance regional resilience to ensure our region continues to work or recover quickly in the aftermath of an adverse event. While ongoing advocacy is required to secure investment in our region's infrastructure, REDP highlights from the past year include:

- A rail slope monitoring system is now in place to automate monitoring on key areas of the Kāpiti line. Embankments and slopes in the Wellington Metro area have been re-assessed using a newly developed prioritisation method. This work has identified a programme of slopes to apply some level of treatment on, enabling freight and commuter trains to be back running earlier and with greater reliability after a climate or seismic event.
- Developing a request for proposals to research industrial land and business park requirements, considering social and environmental aspects. This research is required to ensure sufficient available land is ready to support commercial and industrial developments across our region, helping to attract and retain businesses.

Greater Wellington Regional Council along with the WRLC will continue to advocate for resilient infrastructure to improve economic resilience and wellbeing across our region, including further work on rail slope stability and the seismic strengthening of 33kV cables.



**WELLINGTON REGIONAL
ECONOMIC DEVELOPMENT PLAN
REGIONAL SNAPSHOT**

REGIONAL SNAPSHOT

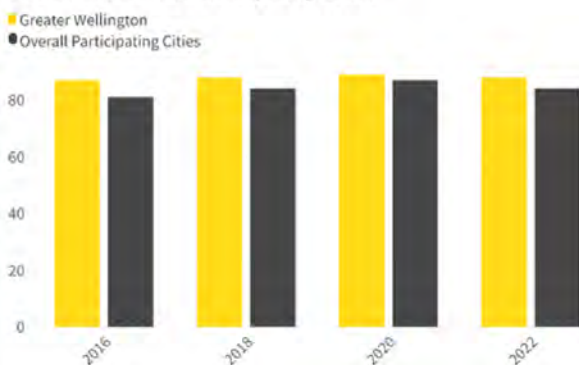
This regional snapshot is provided as an overview of our regional performance since the Regional Economic Development Plan was launched in August 2022.



One crucial measure of our regional performance is the overall satisfaction with quality of life among residents. According to the latest data, 88% of the people living in the Wellington Region reported being content with their quality of life in 2022, which is higher than the national average of 83% for New Zealanders. The Wellington Region experienced a 1% decrease since 2020, while nationally the satisfaction level dropped by 4%. These results were not evenly distributed across the region, although all remained above the national average. Respondents from Porirua indicated lowest satisfaction in the region at 84%.

The region continues to record a low ability of income to meet everyday needs. The region experienced a 2% decrease, with only 54% of residents reporting having enough income to cover their requirements in 2022. Given the surging increase in cost of living (7.2% in the 12 months to June 2023) this trend is expected to continue. Despite these challenges, it is worth mentioning that the region maintains a strong advantage over the national averages which was 46% in 2022.

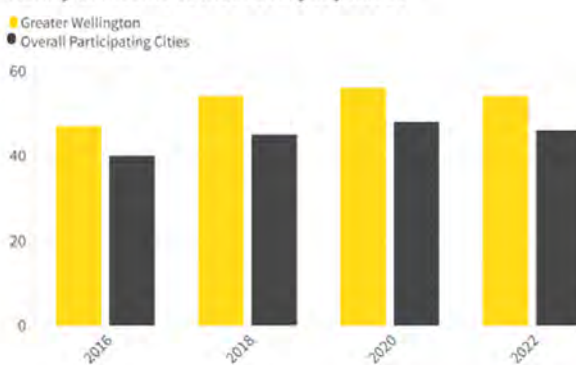
Overall satisfaction with quality of life



Source: Nielsen Quality of Life Survey

88% Satisfied in Wellington Region
1% Decrease Between 2022 and 2020

Ability of income to meet everyday needs



Source: Nielsen Quality of Life Survey

54% Could meet needs in Wellington Region
2% Decrease Between 2022 and 2020

**WELLINGTON REGIONAL
ECONOMIC DEVELOPMENT PLAN
REGIONAL SNAPSHOT**

GDP PER CAPITA

GDP in the Wellington Region measured a total of \$49,195m in the year to March 2022, up 5.5% from a year earlier. Growth was greater than in New Zealand (5.3%) and the Wellington Region accounted for 13.8% of national GDP in 2022.

GDP per employee in the Wellington Region measured \$151,308 in the year to March 2022, much higher than the New Zealand average (\$132,815). This wasn't universally distributed across the region with Horowhenua (\$103,240), Kapiti (\$130,240), Porirua (\$127,793) and Masterton (\$121,869) below national productivity averages. Wellington city remains the leader in the region at {\$167,541}.



PER CAPITA INCOME

Per capita income serves as a widely used indicator of the overall living standard, as it takes into account all sources of income within a household as well as the size of the household itself. In the case of the Wellington-Wairarapa-Horowhenua region, the per capita income reached \$55,465 in 2023, considerably above the national average which stood at \$48,006. This was not universally distributed with Kapiti (\$47,390) and South Wairarapa (\$44,231) coming in below the national average. Wellington City had the highest per capita income in the region.

The per capita income in our region experienced a growth rate of 7.3% for the year up to March 2023. However, it is worth noting that this growth rate was lower than the overall growth rate observed in New Zealand, which reached 8.4% during the same period.



**WELLINGTON REGIONAL
ECONOMIC DEVELOPMENT PLAN
REGIONAL SNAPSHOT**

EMPLOYMENT MEASURES

The unemployment rate is measured as an average across the four quarters of each year. From 2022 to 2023, the national unemployment figures either increased or remained stable across all ethnic groups until June. The Wellington region exhibited unemployment rates consistently lower than the national average for all ethnicities, except for the European category, where the regional and national results aligned. The unemployment rates for Māori and Pasifika, 5.1% and 3.7% respectively in 2023 have reduced from 2022 (5.3% & 4.2%).

The labour force participation rate is determined by dividing the total number of individuals who are employed or seeking employment by the entire working-age population.

In the Wellington region, the Māori ethnicity exhibited a slight decrease in participation, of 0.3%. On a national scale, labour force participation witnessed a widespread increase.

The employment size refers to projections derived solely from the 2018 census base. This metric is used to track the anticipated growth or changes over time in the number of working-age individuals, categorized by ethnicity. Anticipated projections for employment size reveal that of all ethnic groups, Asian are poised to experience the most substantial growth, estimating a 16% increase from 2018 to 2023. Following this, Māori are projected to grow by 11%, Pasifika by 10%, and European by 3%.

Labour participation, unemployment and employment size by ethnic groups



Labour Participation | StatsNZ Household Labourforce Survey | Annual - June 2023 | Greater Wellington Regional Council (excludes Horowhenua)
 Unemployment | StatsNZ Household Labourforce Survey | Annual - June 2023 | Greater Wellington Regional Council (excludes Horowhenua)
 Working age population | StatsNZ Estimated Population | Projection from base 2018 | Greater Wellington Regional Council (excludes Horowhenua)

WELLINGTON REGIONAL ECONOMIC DEVELOPMENT PLAN

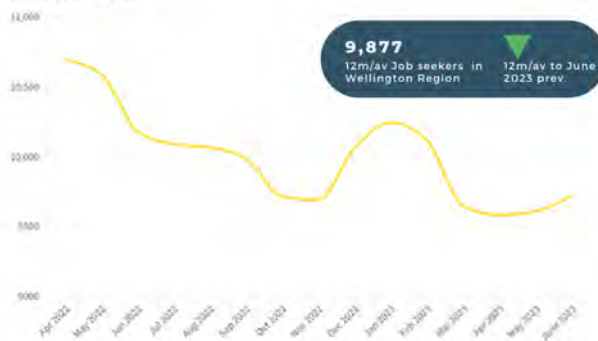
REGIONAL SNAPSHOT

JOB SEEKER BENEFITS

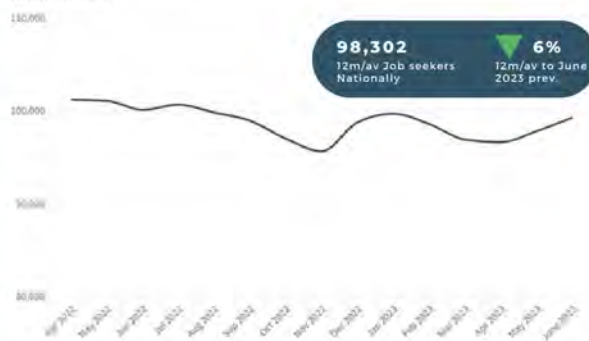
The Work Ready Job Seeker benefit caters to individuals actively seeking employment or getting ready to enter the job market. It extends its support to those who can only commit to part-time work or who face temporary barriers to job searching due to health conditions, injuries, or disabilities.

Throughout the year, the regional utilisation of this benefit has shown a downward trend, reflecting the persistently competitive job market. Starting from March, indications have pointed towards a stabilization in the figures, aligning with the national patterns observed earlier in the year.

Work-Ready Job Seeker Benefit Wellington Region



Work-Ready Job Seeker Benefit National Total



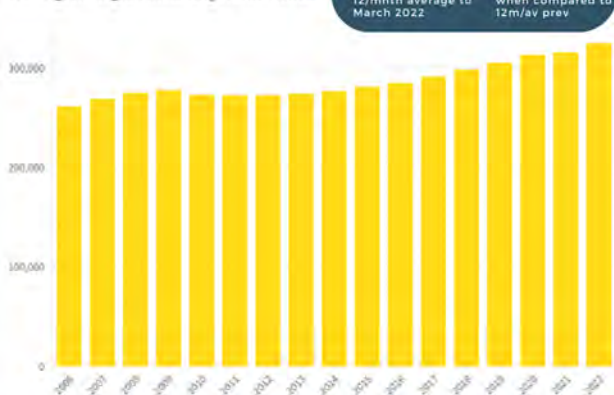
TOTAL EMPLOYMENT

Positive employment growth shows that businesses in a region are confident in their activity and outlook to expand their workforce.

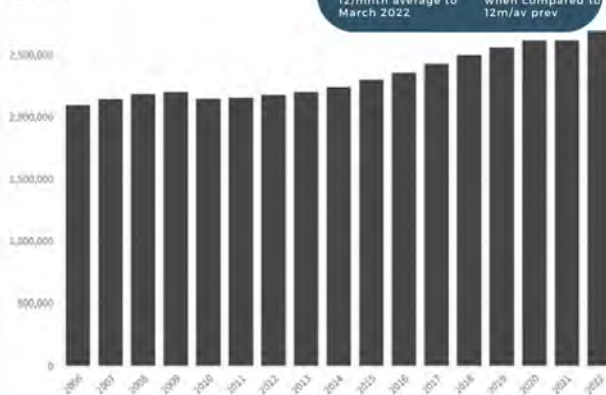
Employment in Wellington region including Horowhenua measured 325,132 in the year to March 2022, up 3.0% from a year earlier.

Employment growth was the same as in New Zealand (3.0%) over the same period. The Wellington region including Horowhenua accounted for 12.1% of national employment in 2022.

Employment Wellington Region including Horowhenua



Employment National



GROWTH CORRIDORS

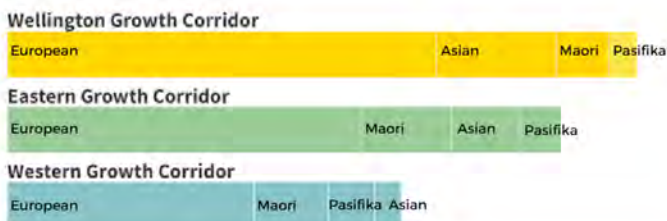
The Wellington Regional Growth Framework is a blueprint for regional growth in the Wellington-Wairarapa-Horowhenua region over the next 30+ years and envisages a region that could accommodate another 200,000 people.

The Framework identifies three future development areas:
Western Growth Corridor - the area from Tawa to Levin
Eastern Growth Corridor - the area from the Hutt to Masterton
Wellington Growth Corridor - the Wellington city area.

Below is a summary of how our population is tracking across these three areas, including:

- An indication of the changing workforce age and ethnicity
- Average income per-person, due to the impact this has on standard of living
- The number of people on the Work-Ready job seeker benefit as an indication of how many people are ready and seeking work.

Working-age population
Estimated from 2018 census base



The working-age population measure is used to give an estimate of the total number of potential workers within our economy. The distribution of the Pasifika and Maori populations are significantly higher in the areas outside of Wellington City, 79% of the Wellington City population identify as either Asian and/or European.

It should be noted that contrary to the earlier publication of the Regional Economic Development Plan this data is not available annually.

The projections are not predictions. The projections are designed to meet both short-term and long-term planning needs, but are not designed to be exact forecasts or to project specific annual variation. The projections cover the period 2018 - 2043 at five-year intervals. These projections have the estimated resident population of each ethnic group at 30 June 2018 as a base starting point. It is also important to note that these ethnic populations are not mutually exclusive because people can identify with more than one ethnicity. People who identify with more than one ethnicity have been included in each ethnic population.



**WELLINGTON REGIONAL
ECONOMIC DEVELOPMENT PLAN
GROWTH CORRIDOR**

PER CAPITA INCOME



Per capita income is a widely used measure of living standard, as it accounts for all sources of household income as well as household size.

Per capita income is on the rise across our region with Upper Hutt seeing the greatest increases. Wellington continues to have the highest average income per city, yet it experienced the lowest rate of increase at 6.7%.

Both the Eastern and Western Growth corridors remain below just below the national average of \$48,006. All growth corridors experienced a smaller increase on 2022 from the national increase of 8.4%.

Per capita income distributed via growth corridor



Source: Infometrics
Region: Growth Corridor | Period: Annual - March

**WELLINGTON REGIONAL
ECONOMIC DEVELOPMENT PLAN
GROWTH CORRIDOR**

POPULATION DISTRIBUTION



The smaller rate of increase of per capita income in the Wellington Growth Corridor coupled with being the only growth corridor with a reduction of population in 2022, shows the regional corridors are 'closing the gap' on Wellington City. This being said the data on population should be read cautiously due to it reporting on the 2022 year and so far 2023 has been a year of sustained high levels of national migration.

Population distributed via growth corridor



Wellington Regional Leadership Committee
19 September 2023
Report 23.468



For Decision

DRAFT FUTURE DEVELOPMENT STRATEGY FOR CONSULTATION

Te take me te pūrongo

Purpose

1. To present the final Draft Future Development Strategy to the Wellington Regional Leadership Committee (the Committee) for approval for consultation.

He tūtohu

Recommendations

That the Committee:

- 1 **Approves** the Draft Future Development Strategy (Attachment 1) dated September 2023 for Consultation
- 2 **Endorses** the technical background reports for the Draft Future Development Strategy that will be published as part of the consultation but are not part of the consultation themselves. These reports are:
 - a Constraints Mapping Report (revised) (Attachment 2)
 - b Scenario Evaluation Summary Report (Attachment 3)
 - c Foundation Document (Attachment 4)
 - d Regional Housing and Business Assessment (Attachment 5)
 - e Iwi values and aspirations detail report (Attachment 6)
 - f Engagement Report (Attachment 7)
- 3 **Authorises** officers to make any consequential amendments to Attachments 1 - 7 based on direction provided at this meeting and to correct any minor editorial, typographical, pictorial, arithmetical, or formatting errors that are identified.

Te tāhū kōrero

Background

2. At its meeting in March 2022, the Committee agreed to support the proposed approach to undertaking the Future Development Strategy (FDS) and the next Housing and Business Development Capacity Assessment (HBA) for the region.
3. The Future Development Strategy (FDS) is an update to the Wellington Regional Growth Framework (WRGF). Work on the WRGF by our region began before the National Policy

Statement on Urban Development (NPS-UD) was released as a draft or adopted. Consequently, the WRGF was not prepared as a Future Development Strategy, which is a requirement of the NPS-UD for tier 1 and 2 urban environments. Tier 1 and 2 urban environments in the Wairarapa-Wellington-Horowhenua region include Wellington City, Hutt City, Upper Hutt City, Porirua City, Kāpiti Coast District and Greater Wellington Regional Council.

4. The remaining councils in the region include tier 3 urban environments that are not required to produce a Future Development Strategy by the NPS-UD but are required to meet the requirements of a Future Development Strategy with the NPS-UD where one is produced. These are Horowhenua District Council, Masterton District Council, Carterton District Council and South Wairarapa District Council.
5. Under the NPS-UD tier 1 and tier 2 councils are obliged to prepare and publish a Housing and Business Development Capacity Assessment (HBA) within their urban environments every three years.
6. Work commenced on the HBA in July 2022 and on the Future Development Strategy in late August 2022.
7. At its meeting on the 26 July 2022, the Committee endorsed working objectives that were based on the Wellington Regional Growth Framework (WRGF) and feedback received at the WRLC Annual Partners Forum in June 2022. Further revised objectives were endorsed in March 2023.
8. At its meeting in March 2023 the Committee endorsed four spatial scenarios that distribute growth, for assessment. These spatial scenarios are not discrete futures but realistically are on a spectrum and there are hybrid options that could play out. The dispersed and centralised scenarios are purposely extreme “bookends”.
9. At its meeting in June 2023, the Committee endorsed the Draft Iwi statement of Values and Aspirations, updated objectives, and the Constraints Report (subject to some changes).
10. Several workshops have been held with WRLC members since this June meeting to update on the progress of the Future Development Strategy and to provide opportunities for feedback on the content of the strategy.
11. A Future Development Strategy must be completed to inform 2024 Long Terms Plans (LTPs).
12. All councils in this region, WRLC iwi partner organisations and a wide range of central government agencies have actively worked on preparing the Draft Future Development Strategy and Housing and Business Development Capacity Assessment presented today for approval and for consultation.

Te tātaritanga Analysis

Draft Future Development Strategy for approval and for consultation.

13. A Draft Future Development Strategy for the Wairarapa-Wellington-Horowhenua is attached as **Attachment 1**.

14. The Executive Summary in the draft Future Development Strategy provides a summary of the strategy.
15. A Consultation Summary Document has been prepared to act as a Statement of Proposal and Summary Report required by section 83 of the Local Government Act 2002. This summary document includes detailed about the consultation process and is appended to Report 23.469 – Approval of Draft Future Development Strategy Consultation and Hearing Process which is being presented at this meeting.
16. The Future Development Strategy is required to be consulted on with the public using the Special Consultative Procedure set out in section 83 of the Local Government Act 2002.
17. This report seeks to approve the Draft Future Development Strategy for consultation commencing 9 October 2023 for a period of 1 month.
18. Minor amendments such higher resolution maps and numbering of diagrams will be completed once the draft is approved.

Technical Background Reports for endorsement

Constraints Report

19. The Constraints Report was endorsed at the Committee meeting in June 2023 subject a couple of changes required. The revised report (**Attachment 2**) is attached with the main change being the Wahi Toitu map which now highlights Nga Whenua Rahui. Other data was requested from iwi partners but not able to be received in time for publishing. This will be incorporated into future constraints mapping work or iwi specific spatial planning. The Draft Future Development Strategy has taken into consideration these constraints in determining the proposed way to grow.
20. Minor amendments such as some higher resolution maps will be completed once the draft is endorsed.

Scenario Evaluation Summary Report

21. The Scenario Evaluation Summary Report is attached as **Attachment 3**. The National Policy Statement on Urban Development requires a consideration of the advantages and disadvantages of different spatial scenarios for achieving the purpose of the Future Development Strategy. Spatial scenario modelling is a method of testing different futures. The idea is not to pick one as a winner but to understand the implications of growth. Four urban form scenarios were developed to test the implications of accommodating growth in our region in different ways.
22. The four urban form scenarios consisted of:
 - a A 'baseline scenario' which assumes that growth is distributed across the region, as enabled by recent District Plan changes and intensification plan changes and with a mix of building typologies.
 - b A 'dispersed scenario' which focuses growth on enabled and planned greenfield areas.
 - c A 'Medium Density and Infill' Scenario which focuses growth on medium density infill and townhouse development within existing urban areas.

- d A 'Centralisation' Scenario which focuses high density developments in main urban centres (including apartments and townhouses).
- 23. Overall, the centralised scenario performed best across almost all the assessment criteria, followed by the medium density infill scenario, indicating that more compact and higher density development would deliver better on the project objectives than current growth trends. Generally, the dispersed scenario scored worse than the baseline scenario. Further information on these scenarios can be found in **Attachment 3**.
- 24. The Draft Future Development Strategy has taken into consideration the advantages and disadvantages detailed in this report in determining the proposed approach to growth.

Foundation Report

- 25. The Foundation Report (**Attachment 4**) is a background report setting out the context we have prepared the Draft Future Development Strategy under.

Regional Housing and Business Development Capacity Assessment

- 26. The Regional Housing and Business Development Capacity Assessment (HBA) is attached as **Attachment 5**. This report is a requirement of the NPS-UD to inform the Draft Future Development Strategy. The report sets out that we have more than enough capacity (more than double) in our region in our existing towns and cities for housing. We have enough business land zoned for most activities (e.g. retail, office) but we need to consider additional sites for industrial land. The Draft Future Development Strategy takes this into account in determining the proposed way to grow, by reducing the amount of greenfield compared to the WRGF and endorsing the industrial land review project which is underway.
- 27. Note that there may be some change to the final housing and business capacity numbers in the final document. As some districts are still finalising their local chapter, we have not been able to double check for consistency. The capacity numbers are likely to increase rather than decrease in the final document. The big picture story will remain the same.
- 28. Technical appendices to the Regional Housing and Business Development Capacity Assessment (HBA) have not been included as they are still being finalised. These will be added to the final report for consultation.
- 29. Minor amendments such as some numbering of diagrams will be completed once the draft is approved.

Iwi values and aspirations report

- 30. A separate Iwi values and aspirations detail report (**Attachment 6**) has been prepared as a background report for the Future Development Strategy to recognise the mahi that has gone into this process with our WRLC iwi partners. This report will be the basis of future work with our partners.

Internal engagement on the matters in this paper

31. The matters in this report were discussed at the WRLC Senior Staff (combined with Future Development Strategy steering group and core team) meeting on 30 August 2023. The key feedback received is outlined below and has been incorporated into the Draft Future Development Strategy attached to this report.

a Draft Future Development Strategy

- i Condensing the content of the report including, in particular the iwi chapter by preparing a separate report with detail; the infrastructure section by ensuring the section covers regional matters and any detail to be added to subregional sections; condensing the implementation section as we will have detail in future implementation plan
- ii Ensuring the strategic story is clearly articulated with more detail on the “how”.
- iii Ensuring the maps clearly tell the story
- iv Standardising the format of the sub-regional sections
- v Ensuring affordable housing is clearly messaged.

b Technical reports

- i All background reports are endorsed but more work was required on the Housing and Business Development Capacity Assessment. Since the Senior Staff meeting, we have incorporated the feedback received where relevant and the report is now ready for endorsement.

32. The matters in this report were discussed at the WRLC CEO Group meeting on 8 September 2023. The key feedback received is outlined below and has been incorporated into the Draft Future Development Strategy attached to this report.

a Draft Future Development Strategy

- i Infrastructure – ensuring there is more narrative about how we can’t afford everything we need and where the gaps in knowledge are. To address this, we added a table and narrative to Part 4.
- ii Details of phasing – providing more detail about what’s happening when. It was acknowledged that the Medium Density Residential Standards have increased uncertainty about where development might occur and when. We have prioritised developments in the Future Development Strategy that meet our objectives and a table has been added to the Draft strategy which shows the phasing of these over time.
- iii “Top 10” key shifts/things that are relevant for this region – discussion was held about including in the executive summary detail about the key aspects/shifts for this Future Development Strategy, this had now been added.

b *Technical reports*

- i High level results of the Regional Housing and Business Assessment were presented as this report had not been circulated prior. The results were supported by the group. There was no discussion on other background reports.

Ngā hua ahumoni
Financial implications

33. There are no financial implications of the work to date. Funding for the Future Development Strategy and the HBA has been provided by local government partners as part of their annual project funding to the WRLC programme of work.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

34. Iwi/Māori need to be a key partner in developing the Future Development Strategy and a Future Development Strategy needs to include a statement of iwi/hapū aspirations for urban development and housing. This has been prepared and incorporated into the Future Development strategy as described above with WRLC iwi partners taking an active part in its development.

Te huritao ki te huringa o te āhuarangi
Consideration of climate change

35. Climate change is a key consideration and is interwoven through this project with the objectives.

Ngā tikanga whakatau
Decision-making process

36. The matters requiring decision in this report were considered by officers against the decision-making requirements of the Local Government Act 2002.

Te hiranga
Significance

37. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, taking into account Greater Wellington Regional Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines. Officers recommend that the matters are of low significance given their administrative nature.
38. In making this determination we considered particularly the extent to which the matter:
 - a Is likely to affect the current and future social, economic, environmental and cultural well-being of the Wellington region.

- b Is likely to affect residents or ratepayers (proposals with a moderate impact on a large number of residents or ratepayers, or proposals with a major impact on a small number of residents or ratepayers will have greater significance than those of a minor impact.

**Te whakatūtakitaki
Engagement**

- 39. For the preparation of the Draft Future Development Strategy active engagement has been held with WRLC members including iwi, local and central government, and other interested parties, such as developers and infrastructure providers as required to by the NPS-UD. In addition, youth voice was obtained through a stall at the Festival for the Future (a youth focused leadership conference). The detail of this engagement is set out in the Engagement Report (**Attachment 7**).

**Ngā tūāoma e whai ake nei
Next steps**

- 40. Commence public consultation for a period of one month from the 9 October 2023.
- 41. Organise and run hearings with a the WRLC Subcommittee for the Future Development Strategy in the week beginning 11 December 2023.
- 42. Prepare an Implementation Plan for the Future Development Strategy. Note that this is a requirement of the NPS-UD but does not need to be consulted on.
- 43. The WRLC Subcommittee prepare a set of recommended changes following considering all the submissions received. This report to be socialised with WRLC partner organisations.
- 44. Hold a workshop with the WRLC to outline proposed changes to the draft Future Development Strategy based on submissions and recommended changes from the WRLC Subcommittee – tentatively February 2024.
- 45. Prepare the final Future Development Strategy for endorsement to the WRLC meeting on 12 March 2024 along with the Implementation Plan. This would be developed based on recommendations from the WRLC Subcommittee.

**Ngā āpitihanga
Attachments**

| Number | Title |
|--------|--|
| 1 | Draft Future Development Strategy |
| 2 | WLRC Constraints Report AUG 2023 |
| 3 | WRLC FDS Scenario Evaluation Summary Report AUG 2023 |
| 4 | WRLC Foundation Report AUG 2023 |
| 5 | Regional Housing and Business Capacity Assessment |
| 6 | Iwi values and aspirations report |
| 7 | WRLC Engagement Report AUG 2023 |

**Ngā kaiwaitohu
Signatories**

| | |
|-----------|---|
| Writer | Parvati Rotherham – Project Lead – FDS and HBA |
| Approvers | Kim Kelly – WRLC Programme Director Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy |

| |
|---|
| He whakarāpopoto i ngā huritaonga Summary of considerations |
| <i>Fit with Council’s roles or with Committee’s terms of reference</i> This work fits within the role and terms of reference of the WRLC particularly the regional growth aspect. |
| <i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> This aligns with the WRLC’s key strategies and policies. |
| <i>Internal consultation</i> The matters in the paper have been discussed at a workshops with the project Steering Group, the WRLC Senior Staff Group and WRLC CEO Group. |
| <i>Risks and impacts - legal / health and safety etc.</i> The Future Development Strategy is a statutory document all “Tier 1” councils must produce in time to inform 2024 Long Term Plans. Tier 1 councils are Wellington City Council, Porirua City Council, Kāpiti Coast District Council, Hutt City Council and Upper Hutt City Council. Failure to produce this document (including producing a draft, undertaking hearings and producing a final) in time results in non-compliance with the National Policy Statement – Urban Development. This is both a reputational risk and a lost opportunity to inform Council Long Terms Plans to ensure our growth is planned and creates well-functioning urban environments. Legal advice has been obtained to assist with the preparation of this report to reduce our risk. |

Te Rautaki Whanaketanga ki tua a Wairarapa- Wellington- Horowhenua - HUKI
Wairarapa-Wellington-Horowhenua
Future development Strategy

DRAFT

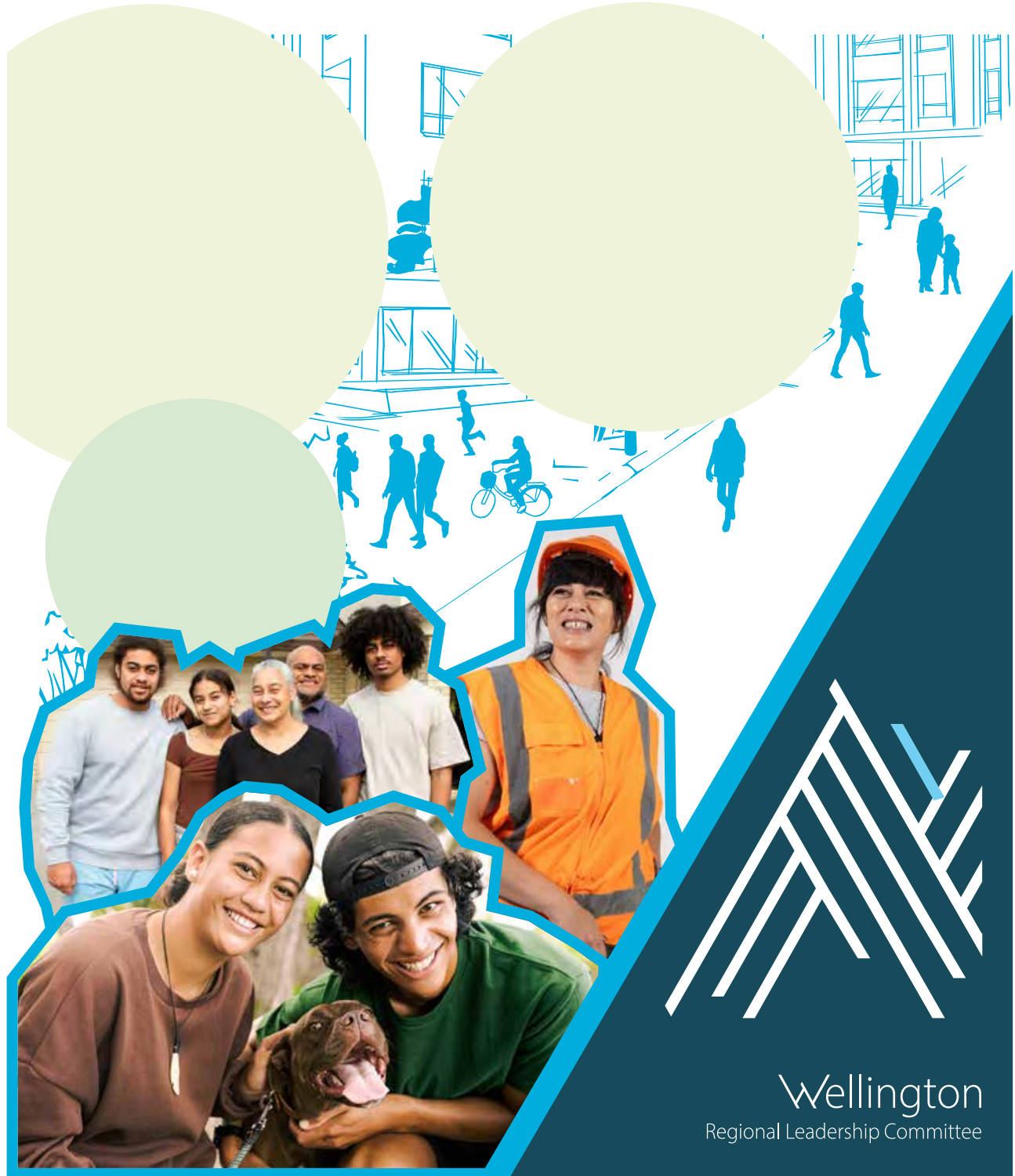


Table of contents

Rārangi Kaupapa

| | |
|--|-----------|
| Table of contents | |
| Rārangi Kaupapa | 2 |
| Executive Summary | |
| Whakarāpopototanga Matua..... | 4 |
| Part 1: Te Tirohanga Whakamua: a statement of iwi and hapū values and aspirations for urban development | |
| Wāhanga 1: Te Tirohanga Whakamua: He tauākī uara/wawata ā-iwi, ā-hapū hoki mō ngā whanaketanga tāone | 19 |
| What is Te Tirohanga Whakamua and who developed it?..... | 20 |
| Understanding Te Tirohanga Whakamua | 20 |
| How is the Future Development Strategy informed by Tirohanga Whakamua? | 21 |
| Next steps for Te Tirohanga Whakamua | 21 |
| Part 2: Where, when and how will we develop? | |
| Wāhanga 2: Ki hea, āhea, mā hea tātou whakawhanake ai? | 23 |
| Our overall vision | 24 |
| What will we focus on to achieve our vision? Our strategic direction | 24 |
| Where will we avoid development, and in what other parts of the region is development potentially constrained? | 26 |
| Which areas do we want to develop as a region?..... | 31 |
| Where we will prioritise development | 31 |
| What will this prioritised development look like? | 33 |
| Spatial Priorities for the East-West Corridor | 37 |
| When and where will housing development be phased in during the life of the Future Development Strategy? | 37 |
| How will business land development be phased in over the life of the Future Development Strategy? | 41 |
| How will we grow? Placemaking principles for achieving ‘well functioning’ urban environments in our towns and cities | 42 |
| What does this mean for our sub-regional areas? | 43 |
| Part 4: Infrastructure to support development | |
| Wāhanga 4: He tūāhanga tautoko whanaketanga | 44 |
| What does this look like? | 47 |

| | |
|---|-----------|
| Part 5 – Delivering our strategy | |
| Wāhanga 5 – Te Tutuki i tā tātou rautaki..... | 50 |
| Our Implementation Plan. | 51 |
| Key non-infrastructure projects | 51 |
| Future Development Strategy review..... | 51 |
| Part 6 – Our process | |
| Wāhanga 6 – Tā tātou tukanga..... | 52 |
| Why have we developed the strategy?..... | 53 |
| What have we taken into account? | 54 |
| Our technical reports..... | 54 |
| Appendix 1 Prioritised areas for development | |
| Āpitianga 1 Ngā wāhi Whakaarotau hei whakawhanake..... | 55 |
| Appendix 2 What does this mean for our sub-regional areas? | |
| Āpitianga 2 Ka pēhea ki ngā takiwā o tō tātou rohe? | 58 |
| Appendix 3 Place-making principles | |
| Āpitianga 3 Ngā mātāpono whanake wāhi | 72 |
| Appendix 4: More detail on infrastructure to support development | |
| Āpitianga 4: He taipitopito ake mō ngā tūāhanga tautoko whanaketanga. | 74 |
| Appendix 5: Glossary of terms/kupu in this document | |
| Āpitianga 5: He kuputaka mō ngā kupu o tēnei tuhinga | 86 |

Executive Summary

Whakarāpopototanga Matua

Ka ora te wai
 Ka ora te whenua
 Ka ora te whenua
 Ka ora te tangata
Mo te iti – mo te rahi

*If the water is healthy
 the land will be nourished.
 If the land is nourished
 the people will be provided for.
For the little – for the large*

The Wairarapa-Wellington-Horowhenua Future Development Strategy¹ describes how, through working together we will deliver well-functioning urban environments in our existing and future towns and cities and provide enough development capacity in the next 30 years to meet at least the expected demand. In particular it identifies where future housing and business development should occur by outlining:

- broad locations for homes and businesses, and the social and physical infrastructure needed to support them.
- the areas we should not develop, so that we can limit risks to our communities and infrastructure and protect our taonga.

This document, the Future Development Strategy, is a picture of where we collectively (as a region) have agreed to prioritise housing and business development and the investment in infrastructure that supports it.

Whilst we understand that District Plans allow for development outside these prioritised areas², the Future Development Strategy does not support development that does not meet these prioritised areas.

The Strategy has been developed for the Wellington Regional Leadership Committee (WRLC), a committee of local government, iwi and central government partners responsible for regional spatial planning and regional economic development. All aspects of the Strategy have been developed collectively with partners and stakeholders during an extensive series of workshops and meetings.

The Future Development Strategy:

- provides us with a foundation for collaboration across the region in planning and preparing for the future
- provides a shared view of our region's future that will enable partners to undertake detailed planning at a local level
- helps us to align our decision-making and implementation, guides us on where to direct investment, and supports integrated development and infrastructure planning in the region
- draws on the comprehensive planning work undertaken by partners, including as part of District Plans and growth strategies, and detailed engagement with WRLC iwi partners
- can influence regional policy development and Regional and District Plan changes in the future, as well as Land Transport Plans, infrastructure strategies and other plans in the region.

¹ See Section 3.13 of the National Policy Statement Urban Development.

² For instance, the areas prioritised in the Future Development Strategy will provide 40% of our total development for the region. The remaining 60% is expected to be from an uplift in housing as a result of the Medium Density Residential Standards. This is a significant percentage of our region's development over which we will not have much influence unless we indicate the prioritisation of development through things like requiring master planning, and influence through incentives/disincentives.

The principles of Te Tiriti o Waitangi provide the foundation for all ongoing relationships between WRLC iwi partners in our region and local and central government. These relationships support the social, economic, environmental and cultural wellbeing of all our communities and the sustainable development of our region.

The WRLC recognises the key role of mana whenua in planning for the future of our region. It also acknowledges the rights and interests of mana whenua, the whakapapa links they hold with the whenua, their role as kaitiaki for our region, and the mātauranga and intergenerational wisdom they possess.

During the next 30 years the Wairarapa-Wellington-Horowhenua region needs to plan for:



200,000 more people



99,000 more homes



A greater supply of business and industrial land



new community services and amenities, in accessible locations



upgraded and new infrastructure to meet our current and growing needs



the region becoming more climate and natural hazard resilient.

To address this specifically for this region:



We have enabled capacity for over 198,000 homes, this is twice as much as we need over the next 30 years – a major shift since our previous spatial plan.



Our current population, whilst concentrated in some areas, is spread out across the region. Housing development expected over the next 30 years will continue this pattern.



Additional space for most business types can be accommodated across the region through intensification.



However, we need to provide for additional land for industrial activity and shift thinking to regional solutions, rather than a local basis.



Because of the recent national level policy direction, control over where and when all this housing development occurs is a challenge.



Various infrastructure plans and budgets identify the supporting infrastructure we can currently afford to support development. These budgets are less than what we need for almost all areas of infrastructure.



This Future Development Strategy identifies where and when we will collectively prioritise development:

- The prioritised areas will provide 40% of the total housing development for the region. This prioritised focus makes it easier for us to agree where and when we provide infrastructure to support this growth with our limited funds.
- The other 60% of the total development for the region is a significant percentage of our regions development and will require alternative ways to fund infrastructure, where shortfalls exist.



Over the next 30 years we expect 82% of our housing development to be in brownfield areas and 18% to be in greenfield areas.



We can provide for more housing and business development whilst ensuring that this region continues to become more natural hazard and climate change resilient protect what we love.

Introduction

In 2020 Sense Partners³ forecast a population increase in the region of around 250,000 by 2051; however, it is now not certain that growth will reach that pre-COVID-19 projection. The latest (2023) Sense Partners projections suggest growth of around 184,000 by 2052, while Stats NZ suggests a more modest median projection of about 79,000 between 2018 and 2048. The extent of the divergence between projections highlights the uncertainty of predicting the future, and how much growth relies on international migration.

This Future Development Strategy is based on the higher growth rate (i.e. 200,000) but acknowledges that it would rely on sustained high net migration. For context, 212,000 people were living in Wellington City in June 2022. To address this uncertainty, it prioritises and sequences new growth areas and investments.

Recent zoning changes in the region (such as those allowing for higher buildings in many existing towns and cities) mean that we now have plenty of options to meet new housing demands, with over 198,000 homes now enabled through District Plans. This is more than double the 99,000⁴ more homes required to meet projected population growth in the next 30 years.

Having nearly twice as many homes allowed as needed is a positive for the region, and not something many others can report. It is primarily due to the increased development now allowed within walking distance of its public transport network.

This Future Development Strategy provides us with an opportunity to influence our housing development so that it focuses on delivering social and economic benefits to the region and the people in it, while protecting and preserving the environment, becoming more climate and natural-hazard resilient and working to ensure that housing best meets our future needs at the right time.

An analysis of business land requirements has shown that, throughout the region, we will need to zone more land for business uses to support and provide employment for a growing population. We expect to be able to accommodate increases in retail and commercial activities in current business areas, but significantly more industrial land will be required in the region for activities such as warehousing, distribution and freight hubs and to support other key sectors.

We will also need to maintain, upgrade and develop our infrastructure, including three-waters and public transport, to service both our existing and new communities and to provide for higher service levels.

Given the significant cost of new infrastructure, we will need to use existing infrastructure more efficiently while addressing the challenges of climate change and the increased risk of natural hazards.

Regarding infrastructure, a number of planned developments (such as those for rail) are currently not expected to be implemented in timeframes that will enable us to deliver on our strategic direction, as outlined later in this document. Speeding up this work would help us to make considerable progress; for example, the more quickly we can implement rail improvements, the sooner we will be able to lower our emissions and provide better access to housing for people in the region.

To thrive, we will need to provide more services, amenities and spaces for our communities – including green spaces, parks and educational, health and community facilities as well as high-quality ‘public realm’ spaces – especially in urban areas experiencing intensification. Some of these things will be provided at local levels by local governments or through private-sector-led developments, while others will need to be planned and provided for at regional levels.

³ A boutique consultancy with expertise in regulatory economics, cost benefit analysis, economic modelling, energy, climate change policy, and housing and urban development.

⁴ This demand number from our Housing and Business Development Capacity Assessment includes the appropriate competitiveness margins required by the National Policy Statement on Urban Development (clauses 3.2 and 3.3). Without this margin added, the region requires 85,000 more homes.

The spatial aspects for this Future Development Strategy has four components:

1. The Future Development Strategy vision.
2. The strategic direction.
3. How we prioritise areas for development.
4. Iwi aspirations for urban development.

These are outlined below and explained in more detail in Part 2.

1. The Future Development Strategy vision

Mō ā tātou uri. Ko tā te Rautaki Whakawhanake Anamata a Wairarapa-Te Whanganui a Tara-Horowhenua he whakatutuki i ngā hiahia o nāianeī me te aha ka kore ngā uri whakaheke e raru ki te whakatutuki i ō rātou ake hiahia. Ko te Tiriti o Waitangi te tūapapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi.

Let's be responsible ancestors. The Wairarapa-Wellington-Horowhenua Future Development Strategy will provide for growth that is sustainable by meeting the needs of the present without compromising the ability of future generations to meet their own needs. The future for our region is founded on Te Tiriti o Waitangi and realised through the tino rangatiratanga of tangata whenua.

2. The strategic direction

The strategic direction for this Future Development Strategy comprises:

- providing for affordable housing that meets our needs, and for compact well-designed towns and cities
- realising iwi and hapū values and aspirations
- promoting a flourishing zero-carbon region
- protecting what we love
- ensuring we have the infrastructure we need to thrive
- providing opportunity for productive and sustainable local employment.

3. How we prioritise areas for development

We will prioritise well designed, well-functioning urban environments in the region's towns and cities in this order:

- a. Areas of importance to iwi for development.
- b. Areas along strategic public transport network corridors with good access to employment, education and 'active mode connections' such as walking, cycling, scootering and skateboarding.
- c. Within 'Priority Development Areas'
- d. Within existing rural towns around current and proposed public transport nodes and strategic active mode connections.
- e. Greenfield developments that are well connected to existing urban areas in our towns and cities and can be easily serviced by existing and currently planned infrastructure, including by public and active transport modes, and where the location and design would maximise climate and natural hazard resilience.

The Future Development Strategy does not support development that does not meet these priorities. More information can be found in Appendix 1.

4. Iwi aspirations for urban development

The WRLC iwi partners' statement of iwi and hapū values and aspirations for urban development has been developed and given a name – Te Tirohanga Whakamua. Its main purpose is to inform the Future Development Strategy as required by the National Policy Statement on Urban Development. The statement will also inform future work by the WRLC. More information can be found in Part 1, and more detail in the supplementary report 'Iwi values and aspirations report prepared for the Wellington-Wairarapa-Horowhenua Future Development Strategy' (available at wrlc.org.nz).

The vision, strategic direction, how we prioritise areas for development, and the statement of iwi and hapū values and aspirations for urban development in our region provide the ultimate growth picture for the next 30 years in this region.

However, we also need to account for what is happening with regard to the locations and types of housing being built at present and the current housing demand, and what is enabled (or allowed) by District Plans in the region. For example, we currently have enough greenfield land identified or allowed for, for up to 65,000 homes, or two-thirds of our required growth. So we know that developing all this greenfield land would not meet our strategic direction as set out above.

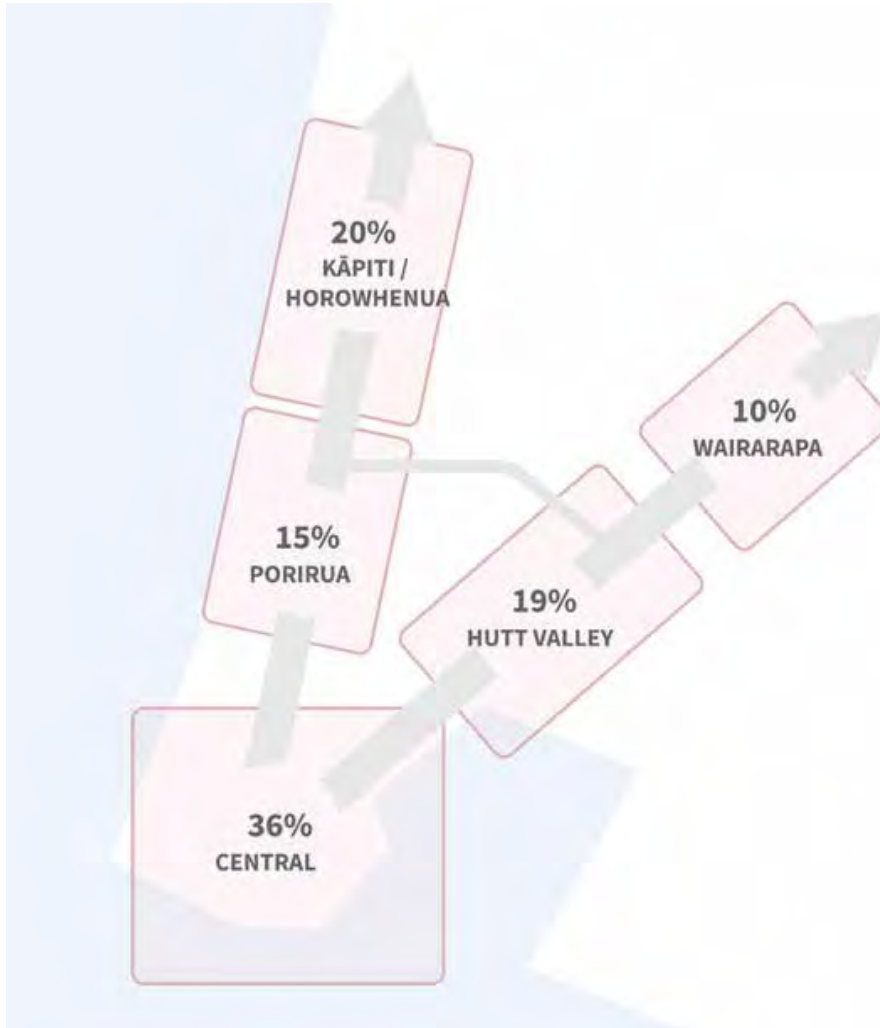
If we take account of the ultimate growth picture and what is happening now and what is expected to continue, particularly in the first 10 years of the Future Development Strategy, we have a Future Development Strategy that:

- in years 1-10 - we would expect to see 28% of housing development in greenfield land and 72% of housing development in brownfield areas
- in years 10-30 - we would expect to see 12% of housing development in greenfield land and 88% of growth in brownfield land
- in the 30 years of the Future Development Strategy - we would expect to see 18% of housing development in greenfield land and 82% of brownfield land.

The main reasons for the higher percentage of greenfield in the first ten years relates to:

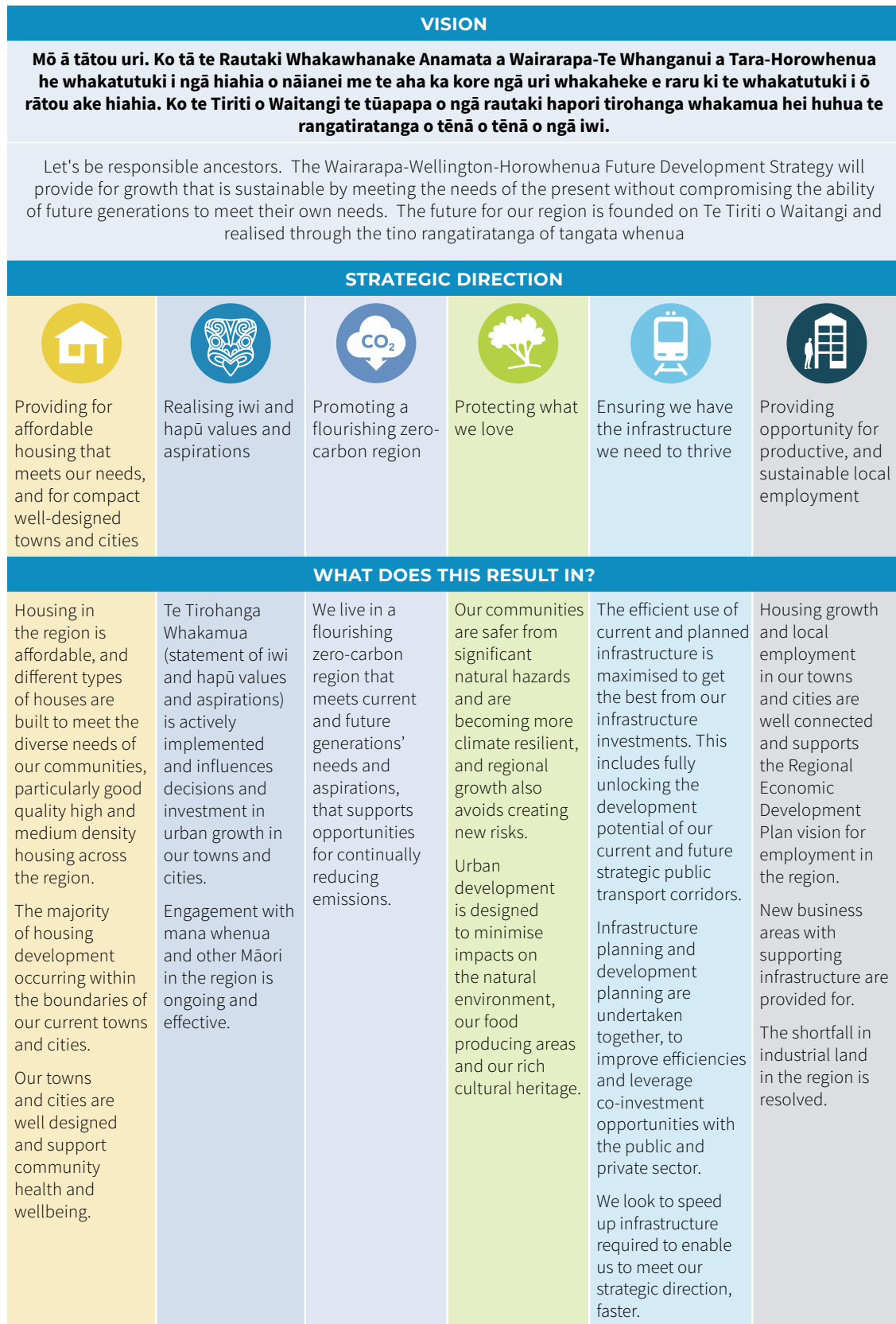
- some large greenfields are District Plan enabled and either work has started or planning is well underway
- the development of large brownfield areas in the region have a long planning phase, or planning to accommodate a large housing development has yet to begin.

Diagram XX shows the planned distribution of development at the end of the 30-year period of the Future Development Strategy.

Diagram xx: Distribution of development over 30 years of the Future Development Strategy

The following diagrams and maps identify the key elements of the Future Development Strategy:

- An 'at-a-glance' overview of the Future Development Strategy. The key elements are outlined in more detail later in this document on pages x to x.
- Key spatial plan maps – a series of maps is provided here and in later parts of this document.

Diagram xx: Overview of the Future Development Strategy

WE WILL GIVE EFFECT TO THE STRATEGIC DIRECTION THROUGH...



Prioritising most development within existing towns and cities and supporting medium density infill, broadening the choice of housing types close to existing amenities.

Continued collective implementation of Priority Development Areas. Supporting mixed used development so that people can live closer to where they work.

Placemaking principles outlined in the Future Development Strategy for development that is well designed.

Regulatory changes, such as alignment of District and Regional Plans.

Financial interventions such as incentives/disincentives and alignment of infrastructure investment



Te Tirohanga Whakamua is supported by the Future Development Strategy, including a future founded on Te Tiriti and realised through the tino rangatiratanga.

Avoiding development on certain sites of cultural and environmental significance.
Developments observing statutory acknowledgements

and be carefully managed in areas with historical and cultural heritage.

Prioritising developments in “Areas of importance to iwi for development”.

Developing an Iwi Spatial Plan for integration into the next Future Development Strategy.



Prioritising development in areas along strategic public transport network corridors with active mode connections and good access to employment and other services.

The majority of growth will be located close to the public transport network.

Only prioritising those greenfield developments, that are well connected to existing centres and can

be easily serviced by infrastructure including public transport.

Fully unlocking the development potential of our strategic public transport system and making the best use of our existing infrastructure assets.

Supporting increased electricity generation over the life of the strategy to improve resilience.

Finalising the Regional Emissions Reduction Plan.



Avoiding development in Wāhi Toitū: areas that are subject to:

- known and understood earthquake fault risks,
- significant risks from sea level rise,
- highly productive land protections,
- natural environmental protections such as parks, indigenous biodiversity areas and freshwater ecosystems

Carefully managing development in Wāhi Toiora areas subject to (or that would impact):

- other natural hazard risks and the effects of climate change,

- historical and cultural heritage protections.
- Ecological protections
- Water limit and stream health protections
- Special amenity landscape protections
- Environmental buffer protections,
- Coastal marine areas and riparian margin protections,
- Land contamination,
- Erosion prone soils.

Encouraging hydraulic neutrality and nature-based solutions.

Continued development of a Regional Adaptation Plan and Regional Food Systems Strategy.



Focusing on maintaining and upgrading our existing network infrastructure (including transport, energy, water and social) and making the most efficient use of what we have.

Maximising co-investment and planning opportunities such as planning for schools and urban development together.

Avoiding development in drinking water protection areas and in locations of significant infrastructure.

Fully unlocking the development potential of our strategic public transport network and the significant

transport investments that are already planned and underway, such as LGWM, RiverLink and rail and road network improvements.

Investigating further improvements to the Metlink bus network and further infrastructure that is required for new development areas greenfields.

Signalling our support for the maintenance, upgrade and extensions that are required to infrastructure networks that are privately owned and operated.

Advocating to speed up infrastructure investments required, particular public transport.



Planning for the majority of development to be within existing towns and cities which are close to employment centres or have access to key employment centres via public transport.

Increased intensity of business uses within existing commercial areas.

Undertaking a regional industrial land study to consider

options for the shortage of industrial land expected in the next 30 years.

New business areas with supporting infrastructure are provided for.

Continued implementation of the Regional Economic Development Plan.

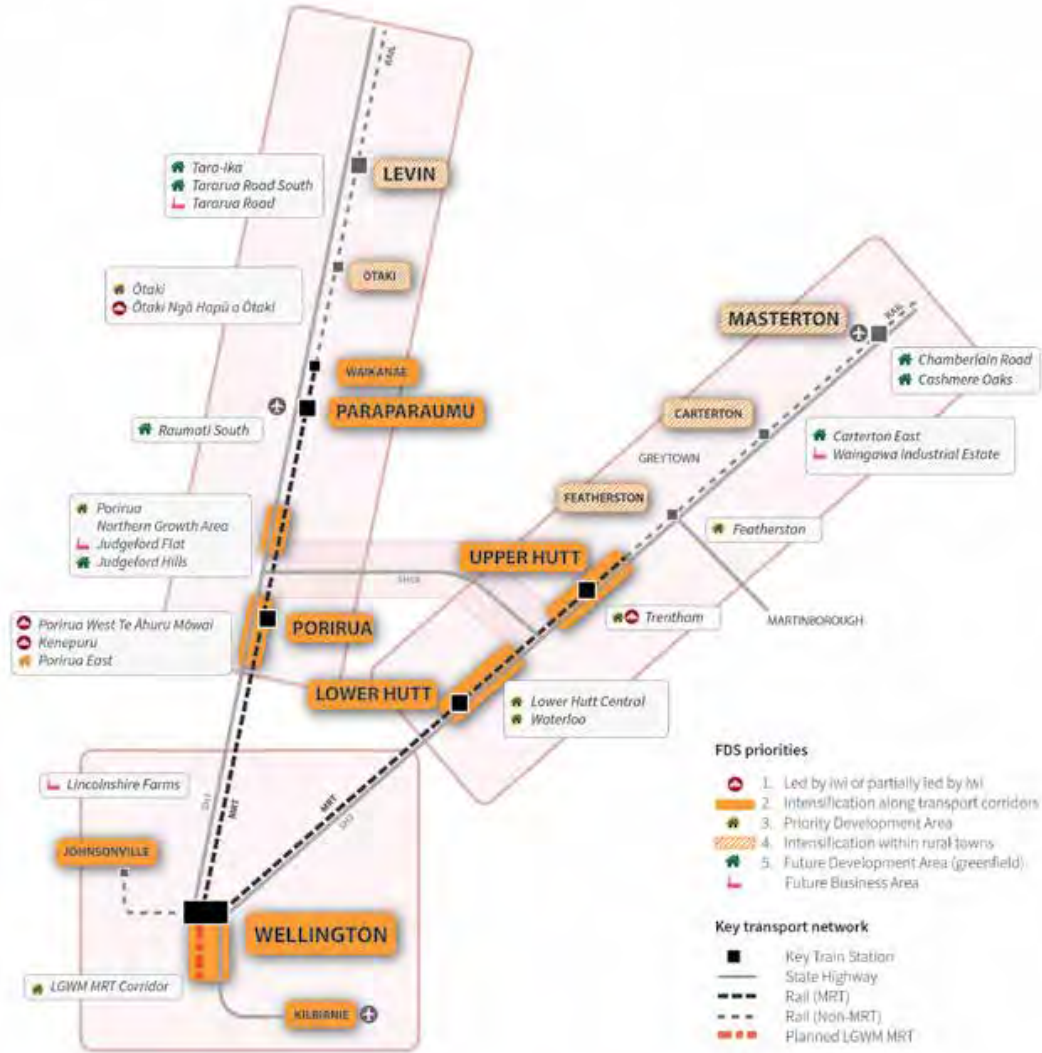
The maps below identify spatially areas for development, constraints and key infrastructure. These and other maps are shown throughout the Future Development Strategy.

Diagram xx: Key spatial maps (2 per page)

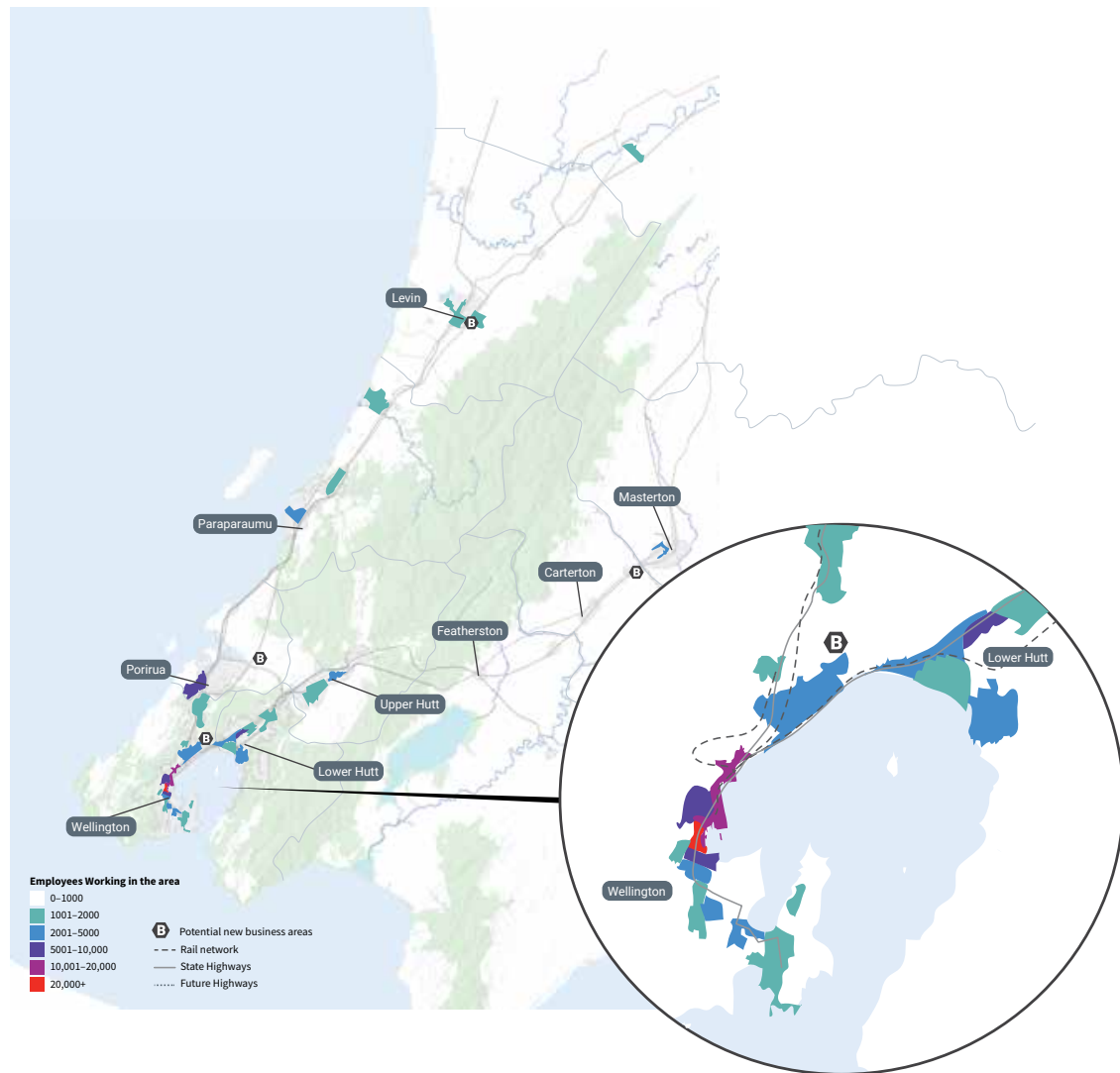
Where we won't grow



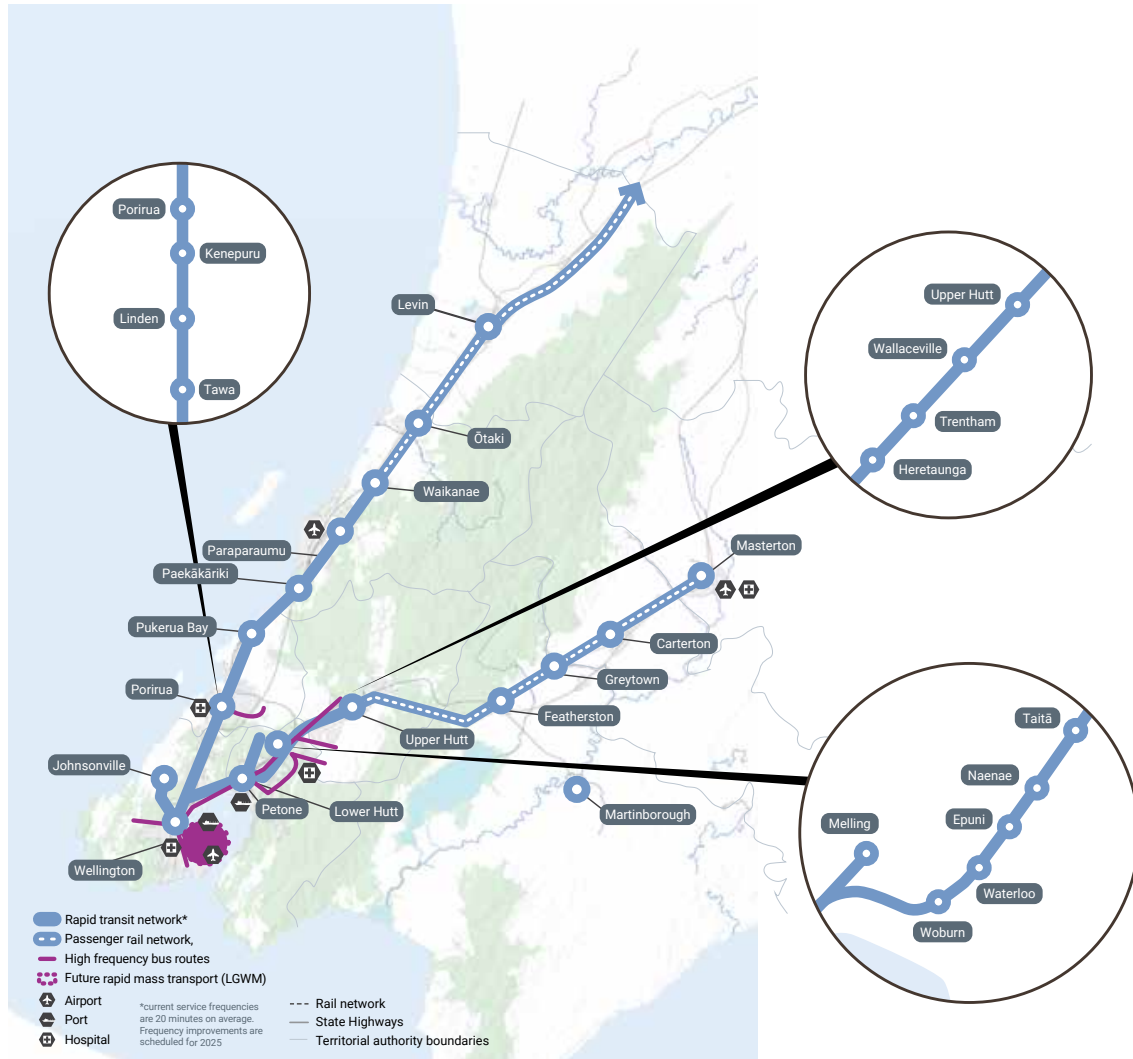
Where we will grow



Key employment areas (old and new)

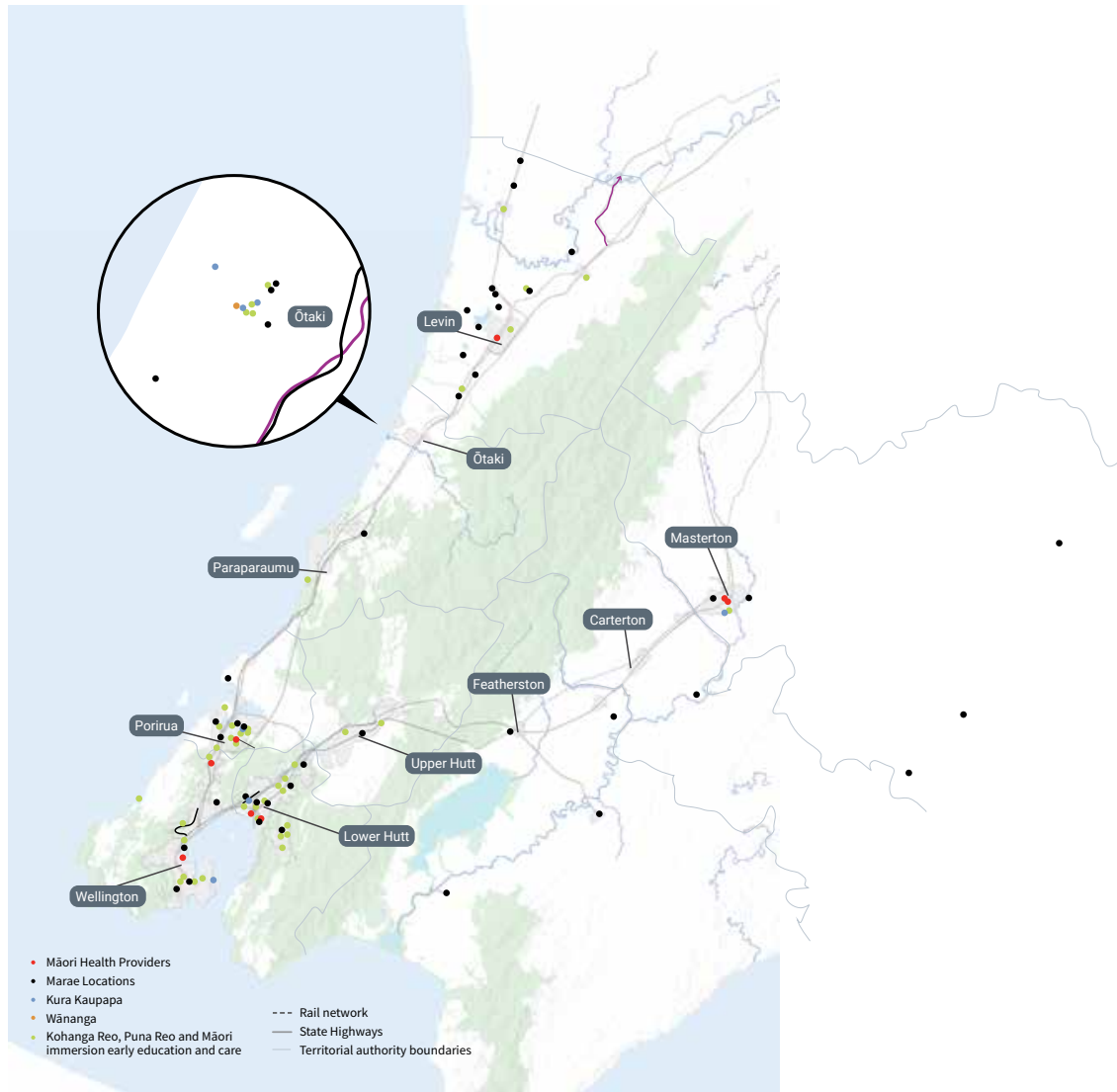


Key parts of our regional hard infrastructure network (old and new)

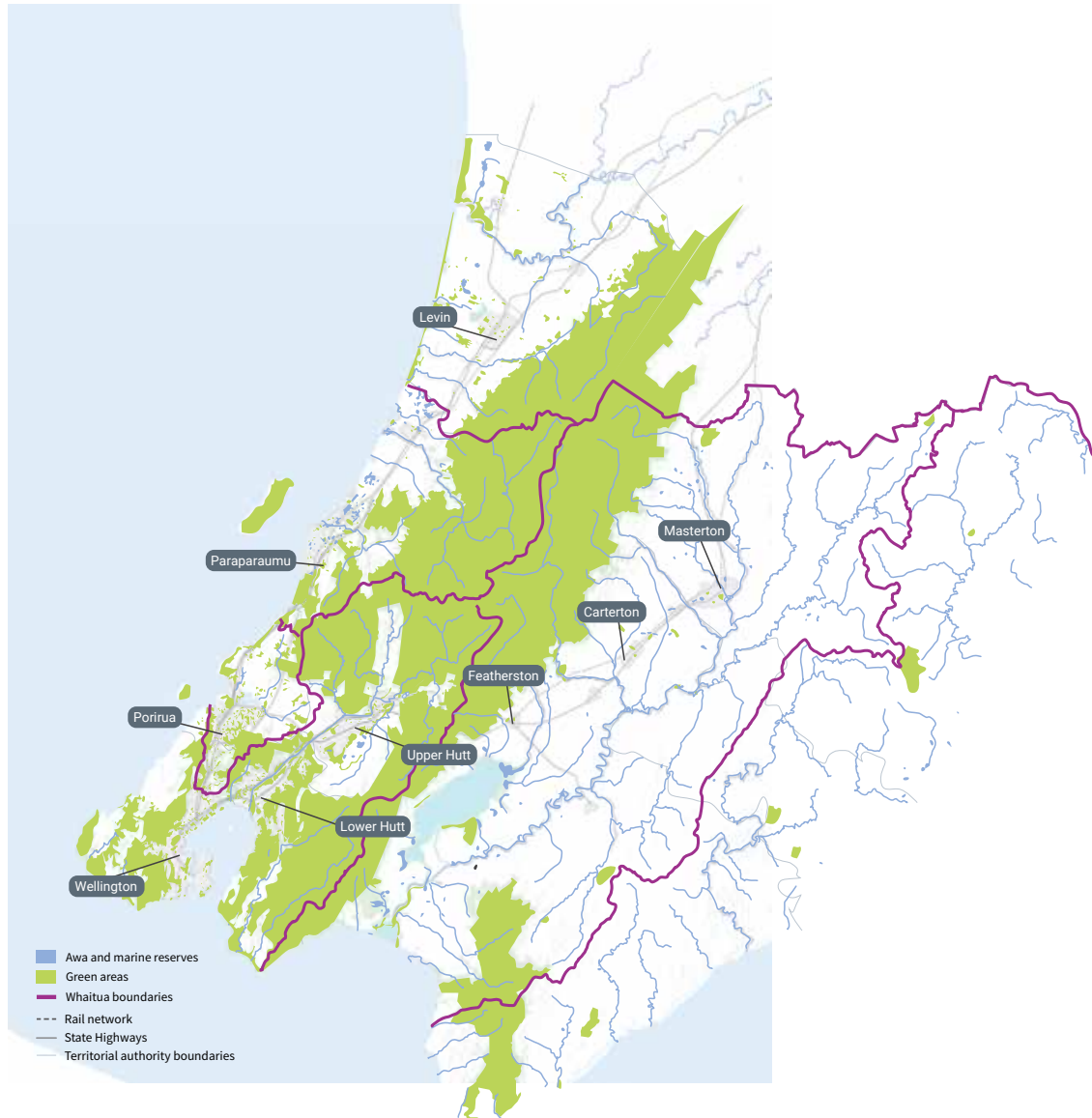


Boffa to update

Key parts of our regional cultural infrastructure network (old and new)



Key parts of the blue green network



The Future Development Strategy is presented in five parts:

- **Part 1:** Te Tirohanga Whakamua: a statement of iwi and hapū values and aspirations for urban development.
- **Part 2:** Where, when and how will we develop?
- **Part 3:** The infrastructure to support our development.
- **Part 4:** How we will deliver the strategy.
- **Part 5:** Delivering our strategy.

A number of Appendix are also provided with more detailed information.

Part 1: Te Tirohanga Whakamua: a statement of iwi and hapū values and aspirations for urban development

Wāhanga 1: Te Tirohanga Whakamua: He tauākī uara/ wawata ā-iwi, ā-hapū hoki mō ngā whanaketanga tāone

What is Te Tirohanga Whakamua and who developed it?

The contribution of our iwi partners has been integral to the development of this Future Development Strategy, through which we aim to deliver well-functioning urban environments in their existing and future towns and cities, and provide enough development capacity in the next 30 years to meet at least the expected demand.

Iwi and hapū in our region have their own diverse values and aspirations for urban development that are steeped in a holistic worldview that is grounded in tikanga (cultural principles), mātauranga Māori (Māori knowledge) and kawa (cultural practices).

Te Tirohanga Whakamua is a collective statement of iwi and hapū values and aspirations for urban development in our region – the first for the Wairarapa-Wellington-Horowhenua region. The main purpose of Te Tirohanga Whakamua is to inform the Future Development Strategy, as required by the National Policy Statement on Urban Development (NPS-UD).

The statement will also inform future work carried out by the Wellington Regional Leadership Committee (WRLC) – a committee of local government, iwi and central government partners responsible for regional spatial planning and regional economic development. It has its own mauri (life force) and is a gift to our region. It helps us to understand how to uphold our obligations under the Treaty of Waitangi and deliver better outcomes for all our people, our communities and our environment when planning for the future development of our region. Te Tirohanga Whakamua is a dynamic, living document, to be altered and added to over time.

The six organisations that contributed to the development of the statement are:

- the Rangitāne Tū Mai Rā Trust, representing Rangitāne o Wairarapa Inc and Rangitāne o Tamaki nui a rua
- Te Rūnanga o Toa Rangatira Inc, representing Ngāti Toa Rangatira
- the Port Nicholson Block Settlement Trust, representing Taranaki Whānui ki Te Upoko o Te Ika

- Ngā Hapū o Ōtaki, representing Te Rūnanga O Raukawa Inc
- the Ngāti Kahungunu ki Wairarapa Tāmaki nui-a-Rua Settlement Trust
- the Muaūpoko Tribal Authority, representing the seven Muaūpoko hapū.

Te Ātiawa ki Whakarongotai Charitable Trust was a member of the WRLC and participated in the committee until April 2023.

Understanding Te Tirohanga Whakamua

Te Tirohanga Whakamua is structured around a whare (meeting house). Each element of the whare depends on and supports the others, and all are needed for it to function. These are all important in realising the aspirations and values of mana whenua in our region. The whare comprises:

- *Te tuāpapa* or the foundation of the whare emphasises the role of Mana Whenua as Kaitiaki for our region and the responsibility everyone must protect, replenish and sustain *te taiao me te whenua*, the environment and the land.
- upon the foundation rest four *pou* or pillars of the whare: Pou tahi: Rangatiratanga, Pou rua: Mātauranga Māori, Pou toru: Kotahitanga/ Ōritetanga/Mana taurite, and Pou Wha: Kaitiakitangi. These pou are important parts of Te ao Māori, speaking to elements such as self-determination, Māori worldviews and knowledge, equity and unity, and holistic wellbeing. They are the central pillars that sustain and hold up mana whenua and our communities into the future.
- atop the four pou, *te tuanui* (the roof), the vision. ‘Ko te Tiriti o Waitangi te tuāpapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi.’ This statement emphasises the aspirations of mana whenua for the future of our region as founded on Te Tiriti o Waitangi and realised through the tino rangatiratanga of tangata whenua.

- the whare is supported by six *kōkiri* or design principles. These are value statements that guide and provide consistency in the way we plan for and make decisions on the future of our region. They include supporting the Treaty of Waitangi partnership, circular economy models and sustainable growth, removing barriers iwi face, investment that reduces inequality and promotes economic growth, and equipping future generations to face challenges such as climate change.

More details on the extent of our collaboration with WRLC iwi partners on the development of the Future Development Strategy are included in a supplementary report. 'Iwi values and aspirations report prepared for the Future Development Strategy' (available on the WRLC website wrlc.org.nz). It recognises the mahi of the WRLC iwi partners and the Future Development Strategy project team. It includes:

- a detailed explanation of Te Tirohanga Whakamua
- a record of content in our reports relevant to iwi and Māori.

How is the Future Development Strategy informed by Tirohanga Whakamua?

Te Tirohanga Whakamua has informed the development of our Future Development Strategy, and the strategy is supportive of the iwi and hapū statement of values and aspirations for urban development as a whole. However, the statement goes beyond the scope of what a Future Development Strategy can achieve, so some values and aspirations will likely be captured by work outside the Future Development Strategy. The WRLC will continue to work in partnership with our mana whenua partners on how the region can give life to their values and aspirations for urban development.

Next steps for Te Tirohanga Whakamua

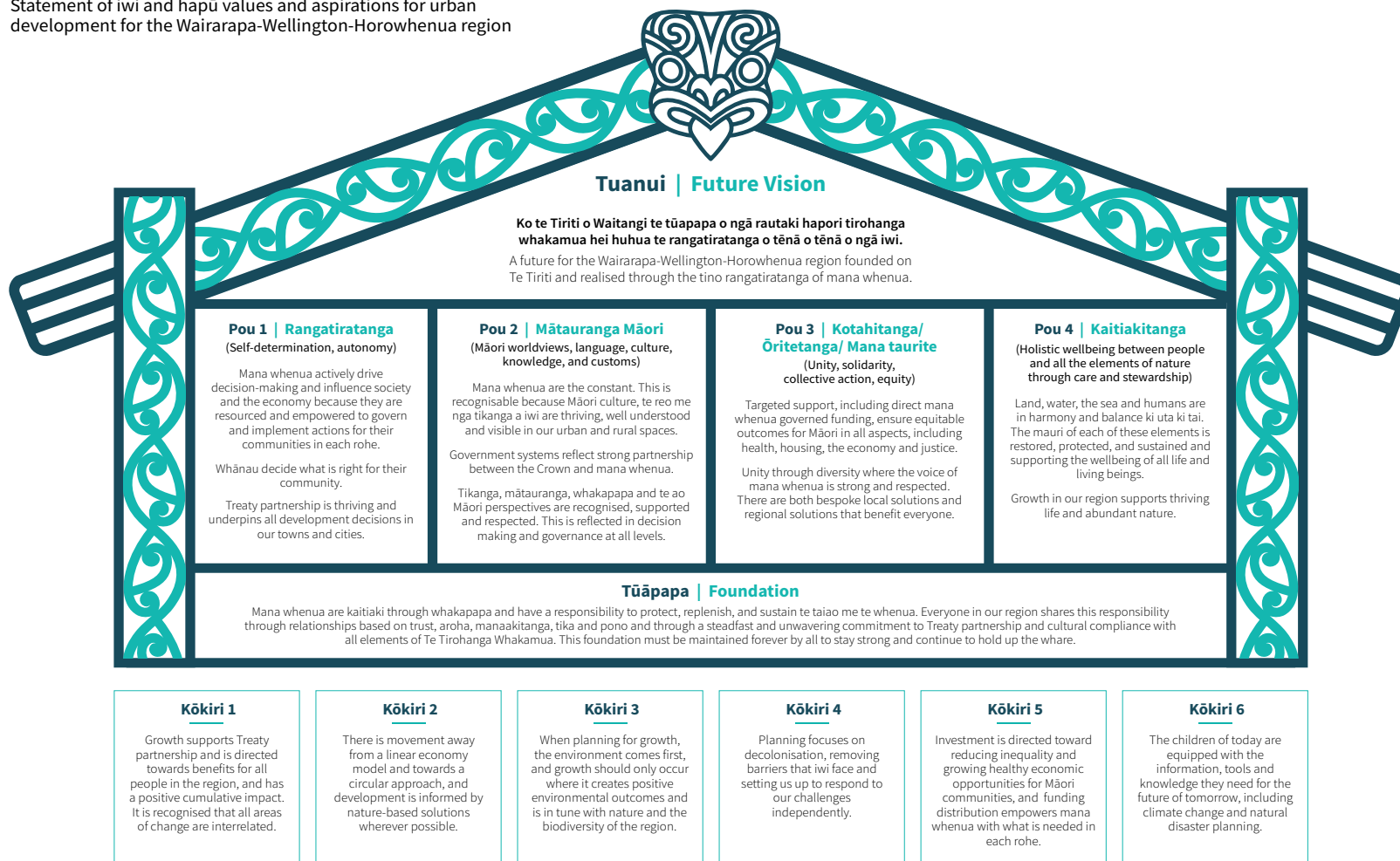
The WRLC will partner with WRLC iwi members on the delivery, monitoring and review of the statement (including through funding and investment), and on monitoring the success of implementation from a te ao Māori perspective. The WRLC believes that Te Tirohanga Whakamua should be reviewed annually if the WRLC iwi members determine that it should be (in response to changing cultural, physical, environmental and economic conditions).

In addition to the values and aspirations set out in the whare image in Diagram xx, more details explaining the pou and what it means to put the values and aspirations into action for our region can be found in the 'Iwi values and aspirations report' mentioned above.

Diagram xx: Te Tirohanga Whakamua: A statement of iwi and hapū values and aspirations for urban development in the region

Te Tirohanga Whakamua

Statement of iwi and hapū values and aspirations for urban development for the Wairarapa-Wellington-Horowhenua region



Part 2: Where, when and how will we develop?

Wāhanga 2: Ki hea, āhea, mā hea tātou whakawhanake ai?



This part of the Future Development Strategy outlines the main parts of the Future Development Strategy and includes our prioritisation in terms of where development should and should not occur.

Our overall vision

The vision for the Wairarapa-Wellington-Horowhenua region's Future Development Strategy has been developed with partners to reflect the region we want to leave behind.

Mō ā tātou uri. Ko tā te Rautaki Whakawhanake Anamata a Wairarapa-Te Whanganui a Tara-Horowhenua he whakatutuki i ngā hiahia o nāianeī me te aha ka kore ngā uri whakaheke e raru ki te whakatutuki i ō rātou ake hiahia. Ko te Tiriti o Waitangi te tūapapa o ngā rautaki hāpori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi.

Let's be responsible ancestors. The Wellington-Wairarapa-Horowhenua Future Development Strategy will provide for growth that is sustainable by meeting the needs of the present without compromising the ability of future generations to meet their own needs. We envisage a future for the Wairarapa-Wellington-Horowhenua region founded on Te Tiriti and realised through the tino rangatiratanga of mana whenua.

What will we focus on to achieve our vision? Our strategic direction

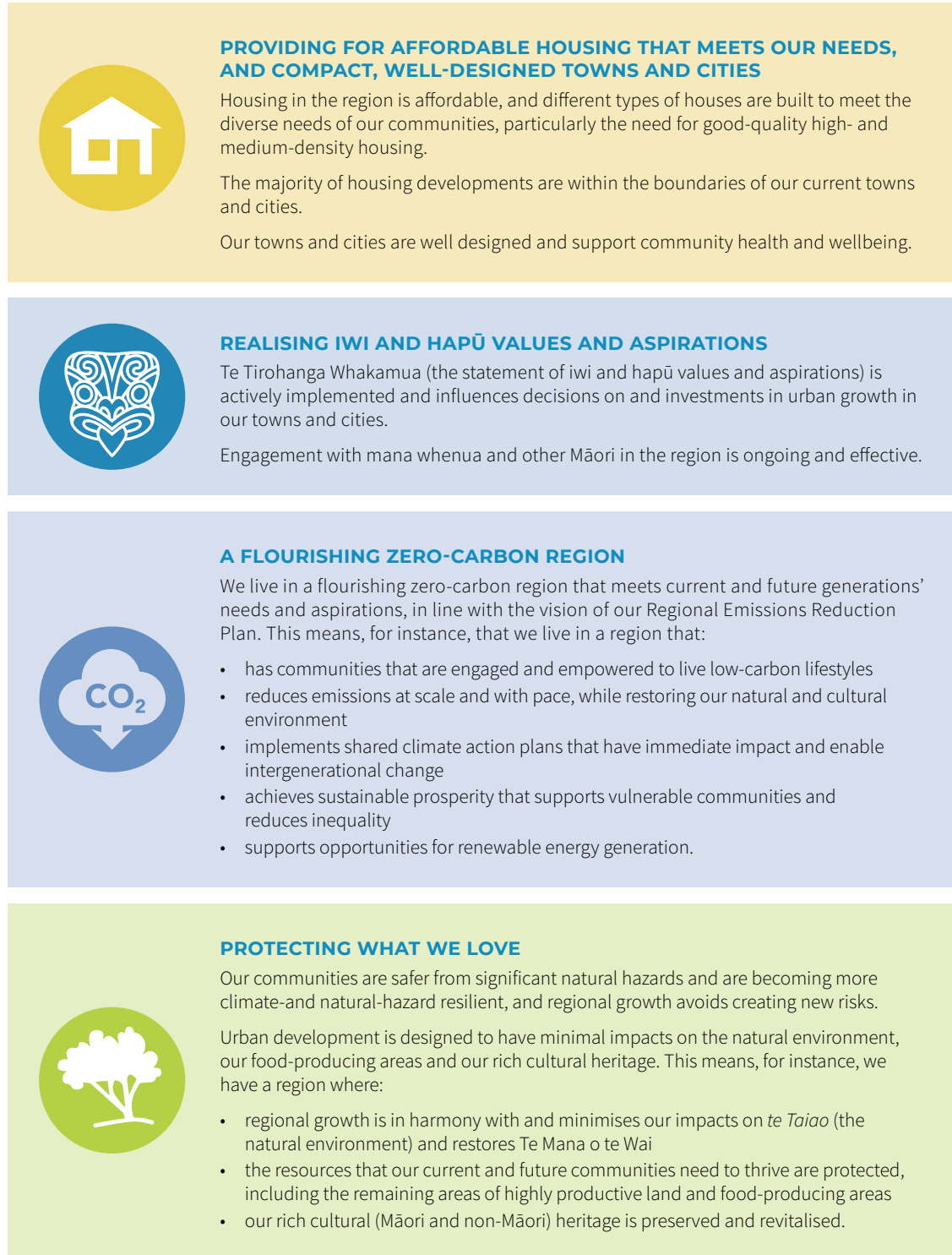
SETTING OUR STRATEGIC DIRECTION?

In setting a strategic direction for the region we have deliberately described the region we want to hand on to our descendants. Some aspects of the strategic direction set bold ambitions, reflecting our aspiration to develop a region that we can be proud of passing on to our children and their children.

We don't expect the Future Development Strategy will achieve the strategic direction by itself. Other work being undertaken in the region, such as the Regional Emissions Reduction Plan and Regional Economic Development Plan, will assist.

Our strategic direction guides us in achieving our vision for the region. It helps us to plan where, when and how we should grow in the next 30 years and helps us to measure the success of the Future Development Strategy and whether future developments deliver the environmental, cultural, social and economic outcomes we want to achieve.

Diagram xx: Our strategic direction





WE HAVE THE INFRASTRUCTURE WE NEED TO THRIVE

The efficient use of current and planned infrastructure is maximised to get the best from our infrastructure investments. This includes fully unlocking the development potential of our current and future strategic public transport corridors.

Infrastructure planning and development planning are undertaken together, to improve efficiencies and leverage co-investment opportunities with the public and private sectors.

We look to speed up the infrastructure development required to enable us to meet our strategic direction, faster.



PRODUCTIVE, RESILIENT, INCLUSIVE AND SUSTAINABLE EMPLOYMENT

Housing growth and local employment in our towns and cities are well connected and support the Regional Economic Development Plan vision for employment in the region.

New business areas with supporting infrastructure are provided for.

The shortfall in industrial land in the region is resolved.

Where will we avoid development, and in what other parts of the region is development potentially constrained?

Our region experiences various constraints on development and contains areas with precious values that we want to protect. These areas include extensive environmental- and water-supply-protection areas along the central mountainous spine between Wairarapa and the rest of the region, and the various natural hazard risks to which the region is subject. More detailed information on all constraints can be found in the Constraints Report, a supporting document for the Future Development Strategy.

Future development in the region needs to avoid significant hazards and areas with significant constraints or with values that we want to protect. We have identified Wāhi Toitū, shown in Diagram xx, which are the areas in the region with an enduring presence that need to be protected from new development.

Diagram xx: Wāhi Toitū – areas protected from new development



Wāhi Toitū are areas with physical and natural elements that have an enduring presence and that need to be protected from new housing and business development. These areas are made up of:

- **sites with significant mana whenua values if protection reflects the aspirations of our iwi partners⁵** – these areas have not yet been fully identified⁶. We will work with our mana whenua to identify any areas of cultural heritage that are of such significance that urban development should be avoided.
- **Ngā Whenua Rāhui** – covenanted areas on Māori-owned land to protect indigenous biodiversity
- **existing environmental protections** – areas protected by National Policy Statements, National Environmental Standards, the Greater Wellington Natural Resources Plan and the Regional Policy Statement for the Wellington region⁷
- **recreation land** – spaces for sport, recreation and leisure activities
- known, well-defined **earthquake fault rupture and deformation zones**, as identified in District Plans
- areas subject to **significant hazards** associated with sea-level rise and moderate to high flood hazards
- **drinking water protection areas** – areas including current and future potable water collection management areas
- **highly productive land** – land used in land-based primary production⁸
- **significant infrastructure** – the national transmission network, the roading network, airports, ports, the rail network, telecommunications facilities, stormwater systems and other key, regionally important utilities.

Other parts of the region are subject to constraints that may limit their development, depending on the values present and how they are to be managed or mitigated.

We have identified Wāhi Toiora areas (shown in Diagram xx) where potential future housing and business development must be carefully managed to ensure values are protected and risks are adequately mitigated or managed.

⁵ Some cultural knowledge, information and data that mana whenua hold is taonga to be protected and not to be shared. The WLRC is committed to working with our iwi partners on their values and aspirations for the future of our region while also respecting the taonga nature of the knowledge that individual mana whenua possess and the approaches they may wish to take on issues of data sovereignty.

⁶ It is acknowledged that the mapping below shows few areas of cultural heritage that is Wāhi Toitū. Our region has more work to do in identifying specific areas of cultural heritage and value where protection from urban development reflects the aspirations of mana whenua. This work is identified in the Future Development Strategy Implementation Plan. This work will inform updates to the Future Development Strategy

⁷ The recently notified Proposed Change 1 includes new provisions that seek integrated management of the region's natural and built environments that is guided by te ao Māori. By strengthening some environmental protections and establishing links between urban development and other objectives under the Regional Policy Statement, its direction is to enable development that:

- occurs in locations and uses approaches that prioritise the health of water bodies and freshwater ecosystems
- is resilient to the effects of climate change and accounts for a transition to a low/no-carbon future
- protects areas of significant indigenous vegetation and significant habitats of indigenous fauna.

⁸ Mapping of highly productive land as required by the National Policy Statement for Highly Productive Land was not completed in time for this Future Development Strategy. In the interim, land that is LUC Class 1, 2 or 3 rural land not already identified for housing and business development must be treated as highly productive land.

Diagram xx: Wāhi Toiora – areas that we may or may be able to develop



Wāhi Toiora are areas where potential development must be carefully managed to ensure values are protected and risks are appropriately mitigated or managed.

These areas are made up of:

- **statutory acknowledgement areas** – Crown land or water bodies with which iwi have special spiritual, historical or traditional relationships that are recognised by the Treaty of Waitangi. These areas include land, geographical features, lakes, wetlands and coastal marine areas
- **historic and cultural heritage areas** – places with significant historic, physical and cultural values, including archaeological sites, buildings, structures, historic sites, cultural sites, coastal sites, historic areas, notable trees and Māori heritage areas
- **areas with water quality limits and stream health issues** – known areas where contaminant discharge limits are set and stream health restoration is required
- **ecological sites** – areas with ecological value to the region that are managed and protected and are not Wāhi Toitū
- **special amenity landscapes** – landscapes that may be modified but contribute to local amenity and the quality of the environment, where some development may be appropriate if landscape values are considered and harm is mitigated
- **environmental buffer areas** – areas between housing and business land and environmental protection areas
- **coastal marine areas and riparian margins** – these are valued for public access, recreation and Māori customary use. Future housing and/or business development in these areas needs to be considered carefully, with appropriate mitigation measures put in place
- **natural hazards** – these include seismic hazards (earthquakes, liquefaction, subsidence, ground shaking, fault rupture, tsunami), mass movement hazards (landslides, rockfall, mud and debris flows), weather hazards (severe wind, drought, intense rainfall, wildfires), flood hazards (river, surface and stormwater flooding), coastal hazards (storm surge, inundation and sea-level rise) and erosion hazards (river, soil and coastal erosion)
- **climate change risks** – natural hazard risks that are emerging/increasing due to climate change
- **potable groundwater supply protection areas** – groundwater protection areas and aquifer recharge zones identified in District Plans
- **contaminated land** – sites where hazardous substances have been used, stored or disposed of in the past
- **erosion-prone land** – slopes over 20 degrees
- **electricity transmission buffer corridors** – as shown in District Plans
- **renewable energy generation** – large- and community-scale renewable energy generation facilities.

Both the Wāhi Toitū and Wāhi Toiora maps will be updated throughout the life of the Future Development Strategy, as more information becomes available through research. This information will inform any future updates of our Future Development Strategy.

Which areas do we want to develop as a region?

HOW MUCH GROWTH TO EXPECT?

In 2020 Sense Partners forecast a population increase for the region of around 250,000 by 2051; however, it is now not certain that growth will reach pre-COVID-19 projected expectations. The latest (2023) Sense Partners projections suggest growth of around 184,000 by 2052. Stats NZ projections suggest a more modest population increase, with the median projection at about 79,000 between 2018 and 2048. The extent of the divergence between projections highlights the uncertainty of predicting the future, and how much growth relies on international migration.

The Future Development Strategy is based on the higher rate of growth (i.e. Sense Partners' forecast), but it is acknowledged that for this to occur high net migration needs to be sustained. The Future Development Strategy includes a prioritisation and sequencing of new growth areas, and investments to address this uncertainty.

The Future Development Strategy vision includes our being responsible ancestors. It promotes a compact urban form that offers us the best opportunity to create the low-carbon and climate-resilient future our region needs and deliver on the outcomes sought by our strategic direction. To achieve this, the strategy prioritises future development as set out below.

We acknowledge that development is already underway in some areas of the region, with the infrastructure to support that development funded and being constructed. While these developments may not meet all the criteria below, they will very soon be part of the urban footprints of our cities and towns. The role of our partners regarding these areas is to work together to ensure they align as much as they can with the vision, strategic direction and placemaking principles outlined in the Future Development Strategy.

Where we will prioritise development

The Future Development Strategy is an opportunity to influence both where development should be focused to ensure the greatest benefits for the region and the types of development that will best meet our future needs and aspirations.

Diagram xx lists the areas in which we want to prioritise development in the next 30 years. It takes into account our current oversupply of enabled and planned housing, and the need to make the most efficient use of our existing infrastructure and precious natural resources. This list of prioritised areas are informed by the technical assessments listed in Part 6.

This prioritisation applies to all types of development, including that in residential, business and commercial areas. They are presented as a hierarchy indicative of the developments' relative importance to the region in achieving the vision and strategic direction. Each of the five points is explained in more detail in Appendix 1.

Diagram xx: How to prioritise areas for development

We will prioritise well designed developments for the urban environments in the region's towns and cities. The order of importance will be:

1. Areas of importance to iwi for development.
2. Areas along strategic public transport network corridors with good access to employment, education and 'active mode connections' such as walking, cycling, scootering and skateboarding.
3. Priority Development Areas.
4. Within existing rural towns around current and

proposed public transport nodes and strategic active mode connections

5. Greenfield developments that are well connected to existing urban areas in our towns and cities and can be easily serviced by existing and currently planned infrastructure, including public and active transport modes, and where the locations and designs would maximise climate and natural hazard resilience and minimise emissions.

The strategy does not support urban development that does not meet these criteria.

What is the strategic public transport network?

The strategic public transport network provides regionally significant connections for people and freight between regional centres, towns and cities and to key regional destinations, facilities, and education and employment hubs. The strategic public transport network is classified as regionally significant infrastructure in the proposed Greater Wellington Natural Resources Plan.

What do we mean by intensification?

Our region has historically been dominated by low-density, standalone, single-use development patterns. This type of development is not an efficient use of land and costs more in terms of infrastructure servicing. In this plan we promote more dense, mixed-use developments, such as semi-detached and duplex dwellings, terraced housing and apartments for housing. Development needs to be done well, which is why we have outlined placemaking principles in Appendix 3.

What does ‘well-connected greenfield development’ mean?

Greenfield developments that are well connected are development sites that are adjacent to existing urban areas and/or can access current or future public and active transport.

What are active mode connections?

The term ‘active mode’ generally refers to walking and cycling, but can also include scootering, skateboarding etc. In our region we want to see this mode increase to meet our emission-reduction targets and deliver other community benefits associated with this type of travel. We are actively working on improving the network of cycleways that connect our towns and cities through projects such as the Wairarapa Five Towns Trail Network and Te Ara Tupua (the Ngāūranga to Petone cycleway). Further improvements at a local level are promoted.

What is mixed use?

‘Mixed use’ refers to areas used predominantly for a compatible mixture of residential, commercial and light industrial purposes and recreational and/or community activities.

What will this prioritised development look like?

This prioritisation of development aims to provide 82% of the housing development in existing urban areas in towns and cities and 18% of the housing development within new greenfield sites over the 30-year lifetime of the Future Development Strategy.

The Future Development Strategy is a picture of where we collectively, as a region, have agreed we want to focus our efforts on housing and business development, including supporting infrastructure, based on the vision, strategic direction, priorities and iwi aspirations outlined in this Future Development Strategy.

While we understand that, currently, development outside the areas identified in this Future Development Strategy will happen throughout the region as District Plans allow for it, the Future Development Strategy prioritises areas for development and does not support development that does not meet these prioritised areas.

The locations where growth is prioritised in the Future Development Strategy are shown in Diagrams a, x, y and z. More detail on the locations of developments within sub-regional 'corridors' is provided in Appendix 2.

Diagram xx: A corridor view of where we will develop



Diagram x: Prioritised development in the metro areas (Hutt Valley, Wellington, Porirua and Kāpiti)

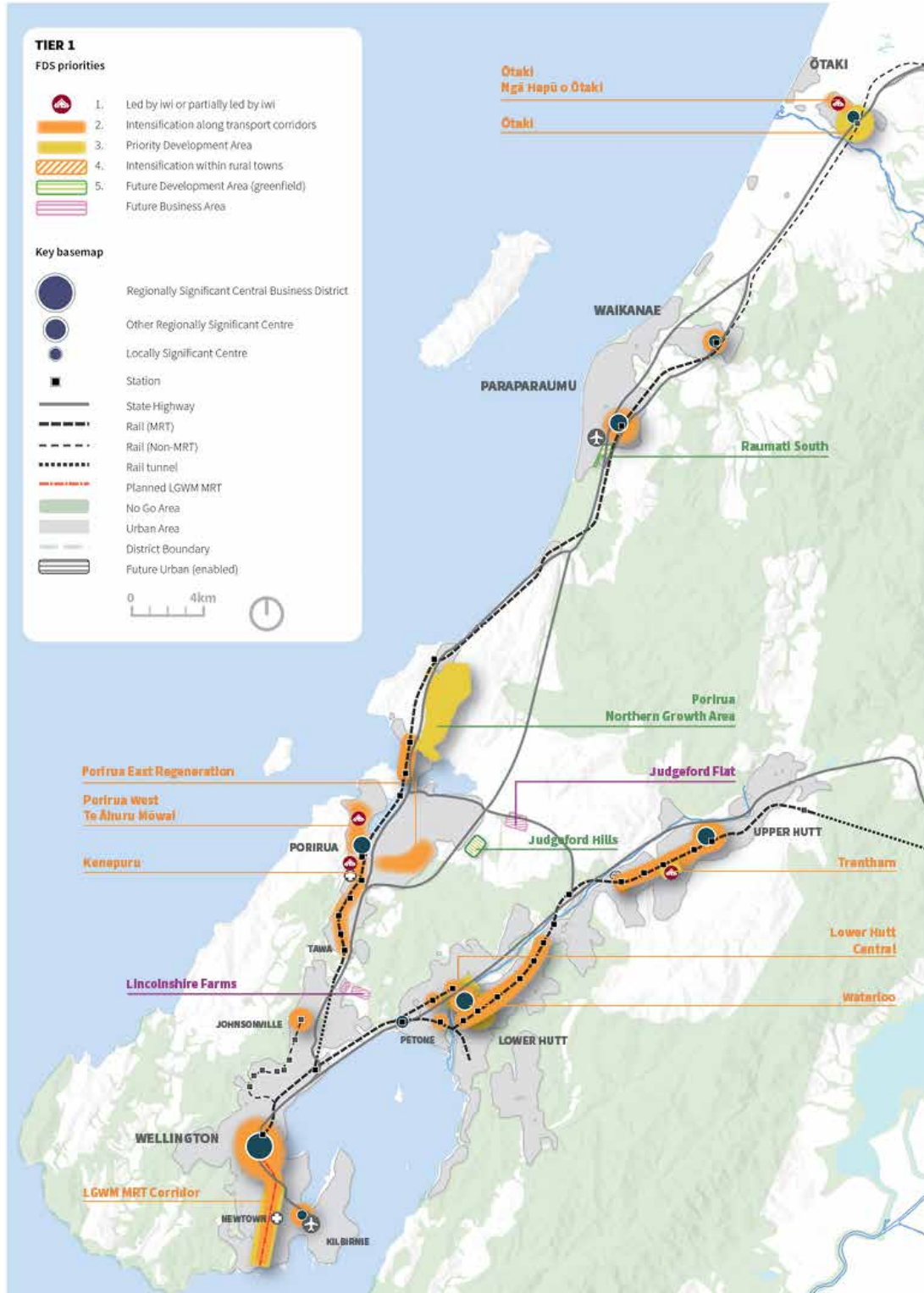


Diagram x: Prioritised development in Horowhenua

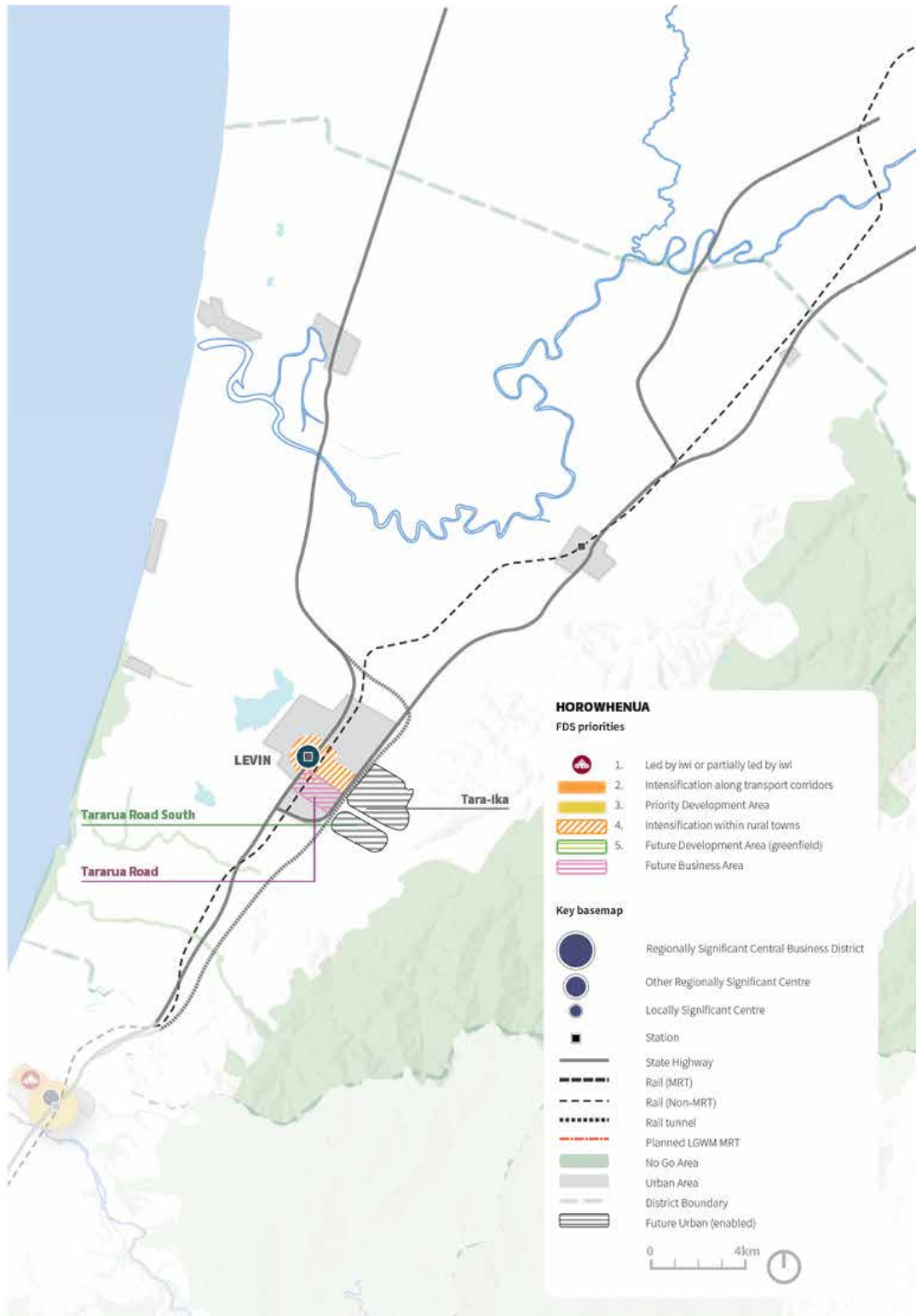
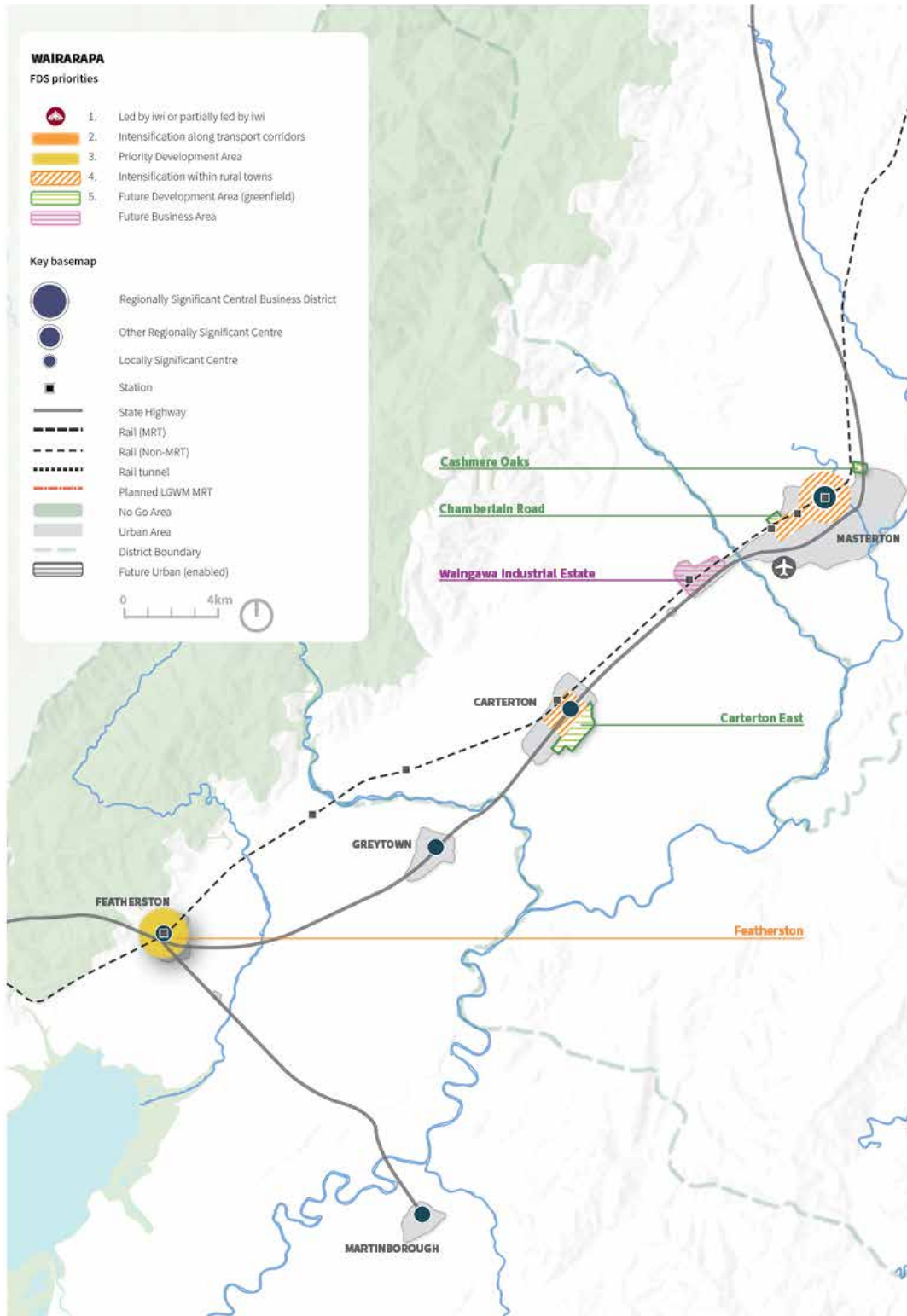


Diagram x: Prioritised development in Wairarapa



Spatial Priorities for the East-West Corridor

Our development corridors generally run north to south as a result of our region's topographical constraints. As a result, our north-south connections are generally good with sustainable travel options available.

Our east-west connections are also important for regional resilience, and for providing for freight and for our communities to access social, educational and economic opportunities across the region. However, there are few options for travelling east-west in the region by public transport or cycling.

The key east-west transport connections that our communities use to get around the region include:

- State Highway 2, the Remutaka Hill road and the Wairarapa railway line, which provide key transport connections between Wairarapa and the rest of the region
- State Highway 58, which connects the Hutt Valley and the western coast (Porirua-Kāpiti-Horowhenua)
- Akatarawa Road, which connects Upper Hutt and Kāpiti-Horowhenua
- ferry links between Days Bay and Wellington Central.

More public transport links and cycling infrastructure along key east-west routes, for example bus and cycling infrastructure⁹ along State Highway 58, would support more sustainable travel options that would improve regional accessibility and support emission reductions from transport.

⁹ There is a gap in the regional cycling network west-east between Pāuatahanui and Plimmerton and at the State Highway 58/2 interchange.

When and where will housing development be phased in during the life of the Future Development Strategy?

The Future Development Strategy considers growth in a 30-year timeline. The phasing-in has been informed by our understanding of district-plan-enabled developments and a review of areas in which the development industry is most likely to invest in housing and mixed-use developments.

As expected, there is more certainty that development and supporting infrastructure will happen in the first 10 years than there is happening in a 10- to 30-year period. Where detailed information about developments has not been available, including developments as a result of general infill, we have assumed that they will be distributed in the 30-year timeframe in each city or district.

The areas prioritised above will provide 40% of our total development for the region. Approximately 60% of that total development is expected to reflect an uplift in housing as a result of the introduction of 'Medium Density Residential Standards' (MDRS), which support the development of three homes up to three storeys on each site, without the need for resource consent. This is a significant percentage of our region's development over which we will not have much control unless we indicate a prioritisation of development, require master planning and can exert influence through incentives/disincentives. Further work on this will be indicated in the Implementation Plan.

Years 1-10

It is anticipated that housing development in the first 10 years of the Future Development Strategy will take place in existing urban areas in our towns and cities as well as in greenfield areas that are already funded, are district-plan enabled and provide for infrastructure (e.g. through the three waters infrastructure included in councils' Long Term Plans [LTPs]).

In years 1-10 we expect 28% growth in greenfield and 72% growth in brownfield development.

The areas prioritised for development in our towns and cities during this first phase result from anticipated projects, such as the initial stages of housing at the back of RiverLink in Hutt Central and the Let's Get Wellington Moving Mass Rapid Transfer (MRT) corridor. Other examples are developments in Featherston and Trentham.

As a result of planning already undertaken by the cities and districts in the region, together with the funding provided for infrastructure, a sizeable amount of greenfield development will be undertaken within the first 10 years. The primary anticipated greenfield development areas (where a substantial share of the development is anticipated) include Tara-Ika and Tararua Road in Levin and the Porirua Northern Growth Area. Smaller greenfield developments in Kenepuru (Porirua), and Cashmere Oaks (Masterton) are planned to be fully developed within the first decade of the Future Development Strategy. We anticipate that this greenfield development will look different from that of the past, with more mixed housing types to provide for the diverse needs of our communities.

The areas prioritised in the Future Development Strategy for the first ten years along with the estimated number of new houses is in Diagram xx below.

Diagram xx Prioritised Housing developments – years 1-10

| Housing development area | Estimated number of houses |
|---------------------------------------|----------------------------|
| Tara-ika Greenfield | 2500 |
| Levin Greenfield - Tararua Road South | 1600 |
| Otaki (PDA) | 1000 |
| Raumati South | 100 |
| Porirua Northern Growth Area | 2550 |
| Eastern Porirua | 1270 |
| Western Porirua (Te Āhuru Mōwai) | 900 |
| Kenepuru (Porirua) | 880 |
| LGWM – MRT Corridor | 2500 |
| Hutt Central Urban Renewal Programme | 1000 |
| Trentham Racecourse | 860 |
| St Patricks (Upper Hutt) | 530 |
| Cashmere Oaks (Masterton) | 400 |
| Chamberlain Rd (Masterton) | 525 |
| Carterton East | 334 |
| Featherston Masterplan | 500 |

Years 11-30

Phasing beyond the first 10 years carries some uncertainty in terms of both development and supporting infrastructure. In the second phase, between years 11 and 30, there will be some continued development across the region as a result of the greenfield developments initiated in the first phase, consisting primarily of the Porirua Northern Growth Area, Tara-Ika in Levin and the Ōtaki Priority Development Area.

In years 10-30 we expect 12% growth in greenfield and 88% growth in brownfield development.

However, the development focus is largely expected to shift from greenfield land to development in the urban areas of our towns and cities. The main reasons for this are:

- most of the development is planned for Wellington City, driven by the Let's Get Wellington Moving programme, and Lower Hutt as a result of the Hutt Central Urban Renewal Programme on the back of RiverLink. The current business case work and/or major infrastructure development will have been completed
- a significant portion of development in the second phase of the Future Development Strategy will result from enabling intensification in and around centres and train nodes in the region
- it is anticipated that greenfield development will become more difficult owing to policy positions related to highly productive land, contaminants and the protection of the natural environment
- many of the large greenfield development projects identified in years 1-10 will have been completed.

The areas prioritised in the Future Development Strategy for the period 11-30 years along with the estimated number of new houses is in Diagram xx below.

Diagram xx Prioritised Housing developments – years 11-30

| Housing development area | Estimated number of houses |
|---------------------------------------|----------------------------|
| Tara-ika Greenfield | 1000 |
| Levin Greenfield - Tararua Road South | 900 |
| Otaki (PDA) | 1100 |
| Raumati South | 220 |
| Porirua Northern Growth Area | 3450 |
| Eastern Porirua | 730 |
| Western Porirua (Te Āhuru Mōwai) | 600 |
| Judgeford Hills (Porirua) | 450 |
| LGWM – MRT Corridor | 16500 |
| Hutt Central Urban Renewal Programme | 2500 |
| St Patricks (Upper Hutt) | 70 |
| Chamberlain Rd (Masterton) | 525 |
| Carterton East | 666 |

Years 1-30

Diagram X illustrates the anticipated distribution of housing development in the region in the two phases. It is based on the assumption that most of the total development will be undertaken in years 11-30, once key growth initiatives in the region – such as the Let's Get Wellington Moving MRT corridor, RiverLink and the Porirua Northern Growth Area – have progressed their planning and infrastructure.

Diagram x: Distribution of development at 1-10 years and 10-30 years

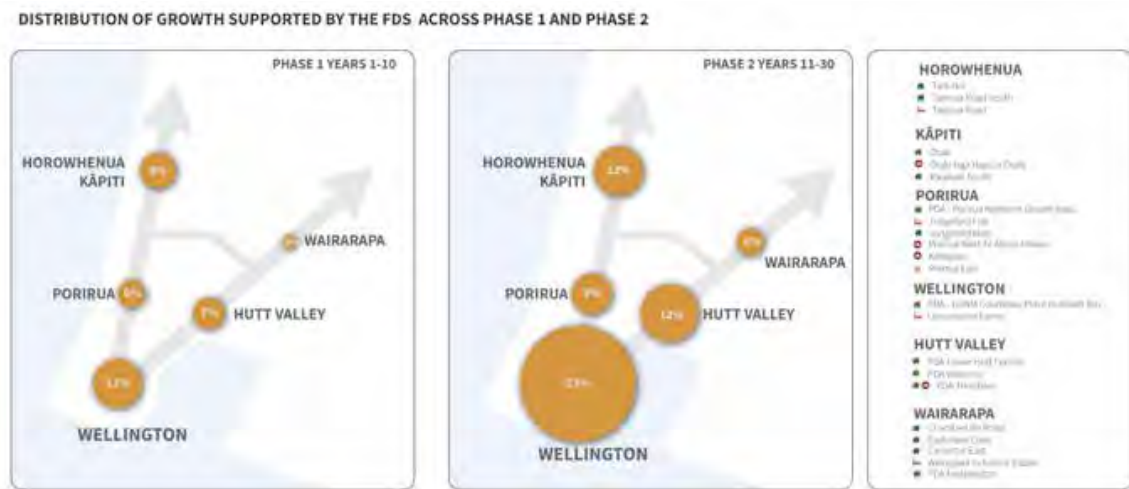


Diagram Y shows the planned development for each subregion relative to the number of existing dwellings in each subregion in 2021. It highlights that even though Wellington and Lower Hutt appear to experience most of the growth (through the Let's Get Wellington Moving MRT corridor and on the back of

RiverLink), when considered relative to the subregions' existing sizes that growth is more evenly distributed across the region, and Porirua experiences the relatively largest portion of the growth compared to its 2021 housing supply.

Diagram y: Distribution of development relative to 2021 dwelling numbers



How will business land development be phased in over the life of the Future Development Strategy?

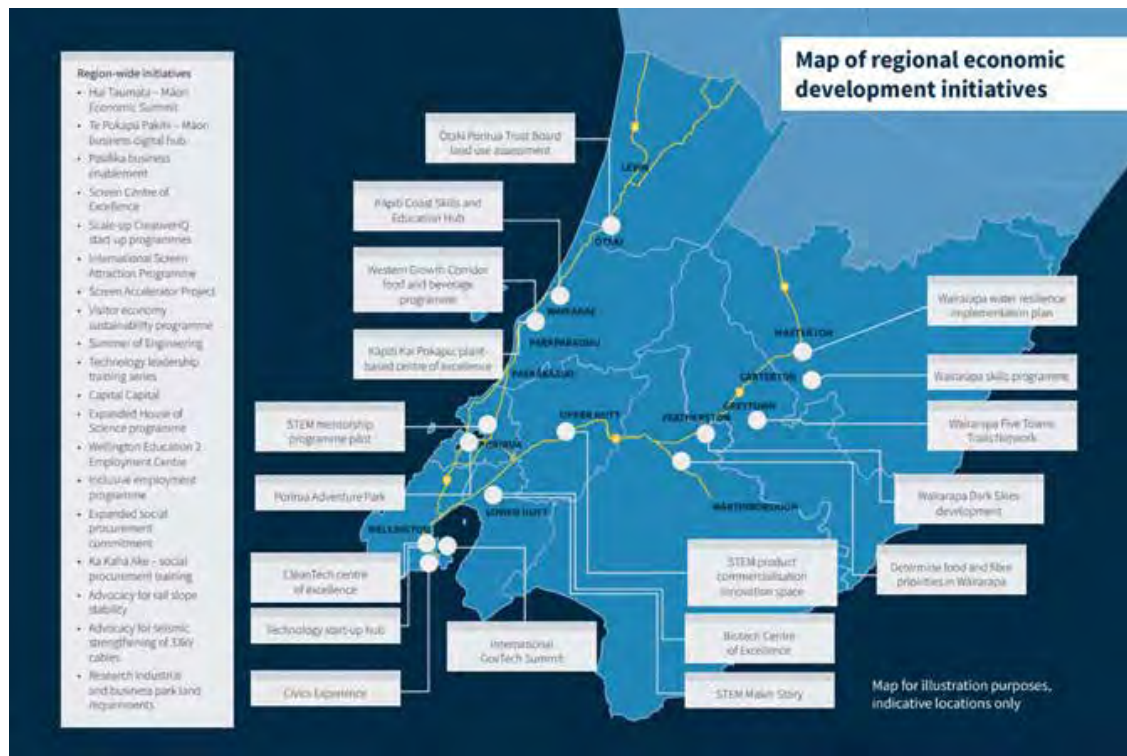
In a growing region, more people will seek employment there. So while the Future Development Strategy cannot require growth in business and employment activity (i.e. more jobs or more businesses), it can support it by ensuring that the regulatory settings and infrastructure required for businesses to flourish are in place at the right time.

To help enable this, the Wellington Regional Economic Development Plan 2022 – 2032 (REDP)¹⁰ has been developed to:

- create some of the 100,000 new decent jobs needed in our region in the next 30 years because of the expected population increase
- improve quality of life by supporting our region to be more productive, resilient, inclusive and sustainable, with thriving Māori and Pasifika communities.

Diagram XX illustrates the REDP’s range of initiatives. While some are place based, each has been identified as an opportunity that will have a positive impact on our region.

Diagram xx: Map of regional economic development initiatives



¹⁰Wellington-Regional-Economic-Development-Plan.pdf (bynder.com).

Our existing retail, commercial and industrial land will be important for employment in the region for the life of the Future Development Strategy. We expect to see the development of local commercial enterprises in those areas prioritised for development in Diagram xx, to service both existing populations and areas where development will be accommodated.

A recent business land assessment¹¹ showed that our region has enough retail and commercial land to meet our growing needs, if the use of these areas intensifies. However, there will be a shortage of industrial land totalling about twice the size of the Seaview/Gracefield/Moera area. This includes land for traditional activities such as manufacturing and logistics, and also to provide land for what an 'industrial activity' might look like in the next 30 years.

Councils in the region have recently updated their District Plans to allow for increased density in commercial zones with the aim of providing capacity.

A regional industrial land study is currently underway. This will be completed in year 1 of the Future Development Strategy and will identify sites that best ensure long-term support for businesses that currently or may in the future operate activities on 'industrial land' in the region (i.e. for the same period as the Future Development Strategy – the next 30 years). The study will identify the amount, type and optimal spatial distribution of industrial land required in the region to support industrial businesses and enable economic and job growth as the region grows, and provide a regionally agreed set of actions to help achieve this. Completing this study and feeding the results into an update of the Future Development Strategy will be a key action in our Implementation Plan.

Once we identify the potential industrial sites that will deliver the greatest benefits for our region, we will need to engage with our local communities and ensure that our regulatory environment enables industrial uses of these sites.

Judgeford Flat, Tararua Road and Waingawa Industrial Estate are key areas that the Future Development Strategy has identified as needing to be enabled for business growth to support business development. These are all recognised in local plans as future urban areas and are located on strategic roads for easy freight

access. Tararua Road, Levin and Waingawa are already part of industrial areas providing synergies with local businesses. These are likely to be enabled and fully developed around year 10.

The areas prioritised in the Future Development Strategy business development are in the Diagram below.

Diagram xx Prioritised business development areas – years 1-30

| Business development area | Hectares of land |
|------------------------------------|-------------------------|
| Industrial Tararua Rd | 101 |
| Waterloo PDA | 2 |
| Waingawa Industrial Estate | 100 |
| Judgeford Flats - Business | 93 |
| Lincolnshire Farms - Business Land | 45 |

How will we grow? Placemaking principles for achieving 'well functioning' urban environments in our towns and cities

It is important that the Future Development Strategy identifies not only where and when we can expect development but also the type of development we require to meet the strategic direction. To assist with this, we have developed a set of placemaking principles that are important for housing and business development in our region.

While these principles are important for both brownfield and greenfield developments, they are particularly important for greenfield projects, as we expect greenfields to change during the 30-year lifetime of the Future Development Strategy. For instance, we expect greater housing density and a range of housing types, along with easy access to public transport.

See Appendix 3 for more information on these placemaking principles.

¹¹ See technical document list in Part 6 –Housing and Business Development Capacity Assessment

What does this mean for our sub-regional areas?

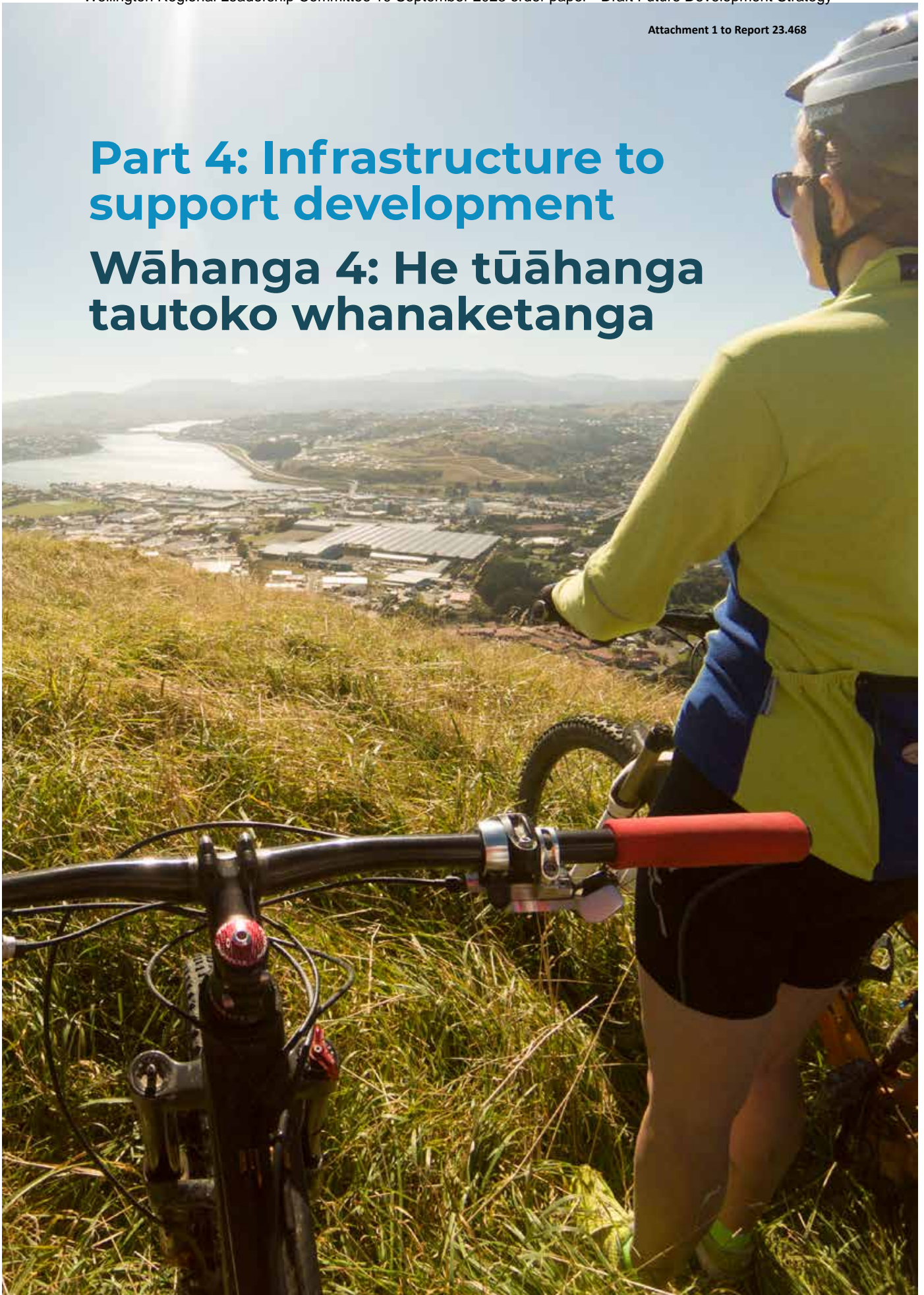
Work has been completed to outline how planning in each sub-regional area informed the Future Development Strategy, and what the Future Development Strategy then meant for each sub-regional area. The results can be found in Appendix 2.

Once the Future Development Strategy has taken legal effect, detailed planning will be undertaken at a local level. O

Our tier 1 and tier 2 councils will be required under the NPS-UD to have regard to the Future Development Strategy when preparing or updating District and Regional Plans and be informed by the Future Development Strategy when developing their LTPs, strategies and other plans (including infrastructure strategies and input to the Regional Land Transport Plan).

Part 4: Infrastructure to support development

Wāhanga 4: He tūāhanga tautoko whanaketanga



Over the next 30 years, infrastructure will need to keep pace with our growing population. Existing infrastructure will need to be maintained and strengthened in areas expecting high-density in-fill housing, and new infrastructure will be needed for new development areas.

These activities carry with them significant costs to ratepayers and others such as Waka Kotahi and private sector energy suppliers. As well as costs, key factors such as emission reductions, accessibility issues and the need for climate and natural hazard resilience must be considered.

These are complex regional issues that are best dealt with by all regions together, not individually. Many cross local council and iwi boundaries (e.g. investments in water and transport) and the maximum benefits when planning and investing can be gained through regional approaches with local and central government and mana whenua.

In turn, different types of infrastructure can work together to provide equitable and sustainable futures for the people and environment of our region.

This section provides a high-level view of infrastructure. More detail to be found in Appendix 4 and in a discussion on infrastructure at a subregional level in Appendix 2.

Councils are responsible for providing community services such as: regional transport (including public transport and the maintenance and upkeep of local road networks); three-water services; waste-management services; public parks and other community facilities; support for the arts and culture; and urban regeneration. Ports (both sea and air), state highways, telecommunications companies, electricity, gas and petroleum suppliers, and health and education providers all contribute infrastructure for our region.

The following are important aspect to remember when making infrastructure decisions to support prioritised housing and business development areas:

- **We must maximise the use of our current and planned infrastructure and investments across a range of infrastructure types, including transport, energy, water and social.**

The development of completely new infrastructure tends to cost more than maintaining existing infrastructure, even though the cost to the purchaser is often lower. Te Waihanga Infrastructure Commission estimates that New Zealand needs to spend \$60 on renewals for every \$40 spent on new infrastructure. The returns on investment can also take longer to realise. Our existing infrastructure will need to support much of our region's expected development in the next 30 years, so it is critical that we maintain and strengthen our existing infrastructure effectively to increase the resilience of our networks for our region, both now and in the future. This will support the current population and new developments in the region.

- **We must fully unlock the development potential of our strategic public transport system, including current and future rapid-transit-oriented corridors to enable mode shift and reduce regional transport emissions.**

The benefits of unlocking the development of our current and planned strategic public transport system include reduced traffic congestion, improved environmental sustainability, increased economic efficiency, improved access to transportation, lower carbon emissions and a greater sense of community. This high-density approach minimises the need for infrastructure expansion and provides for greater transport equity by enabling more people to live close to low-cost, quality public transport. Concentrating development along strategic public transport corridors enables low-emission, liveable cities where people are better equipped to adapt to evolving transportation needs.

For our region, it is critical that investment in our existing public transport network allows for a more resilient, rapid and convenient public transport system, including the actions identified in the Greater Wellington Strategic Rail Plan and making further improvements to the Metlink bus network. This, combined with the planned Let's Get Wellington Moving MRT corridor, will enable the low-carbon lifestyles to which we aspire.

¹¹ <https://www.treasury.govt.nz/sites/default/files/2023-05/infrastructure-action-plan-2023.pdf>

- **We need to look for ways to maximise the leverage of co-investment opportunities.**
Infrastructure is expensive, but most infrastructure lasts for many generations. The councils of the region, along with central government and many other entities, are responsible for providing infrastructure to support both day-to-day living and growth in our region. The region's diverse infrastructure owners all have their own priorities. This makes coordinating the management and delivery of infrastructure challenging, but there can be significant benefits in working together to leverage co-investment opportunities.
- **Speeding up required infrastructure will be of benefit.**
While councils, central government and the private sector are planning a lot of infrastructure projects,

we know that speeding up or bringing forward more infrastructure development will assist in achieving our strategic direction and align with those areas we have prioritised for development. For example, the sooner we can implement rail requirements, the sooner we can lower our emissions and provide better access to housing for people in the region.

- **We cannot afford all the infrastructure required.**
Council and others identify their infrastructure spend to support development within the region. These documents state what we can afford, not necessarily what we need to spend. This highlighted a funding gap. The Diagram below provides a high level view of these funding gaps

Diagram xx: Infrastructure gaps

| Infrastructure type | Gaps |
|--------------------------------------|--|
| Three waters | Council Long Term Plans identify the level of three waters infrastructure over the next ten years to support the expected levels of housing and business development. It is acknowledged that often these infrastructure projects and costs are what the council can afford and is less than what is needed to fully fund three waters requirements. This gap between what is needed and what can be afforded has not been costed. |
| Transport | High level analysis suggests we need to double the current level of transport spend we are planning for in the region to enable us to catchup on maintenance, provide the required service levels we want for an increasing population and reduce our emissions |
| Education | Whilst MoE have identified potential education requirements in areas prioritised in the Future Development Strategy, it is acknowledge that there is significant potential for housing development outside these areas as well and this creates uncertainty regarding where and when investment occurs. |
| Energy and telecommunications | There is a need for network updates that would be required to accommodate not only more housing and business development, but to improve our energy resilience and accommodate more renewable electricity generation in the region. |
| Health | At this stage no further hospitals area planned for this region |
| Blue green network eg parks | In some parts of the region further investment in local parks and pocket parks may be needed to support well-functioning environments in our towns and cities |

What does this look like?

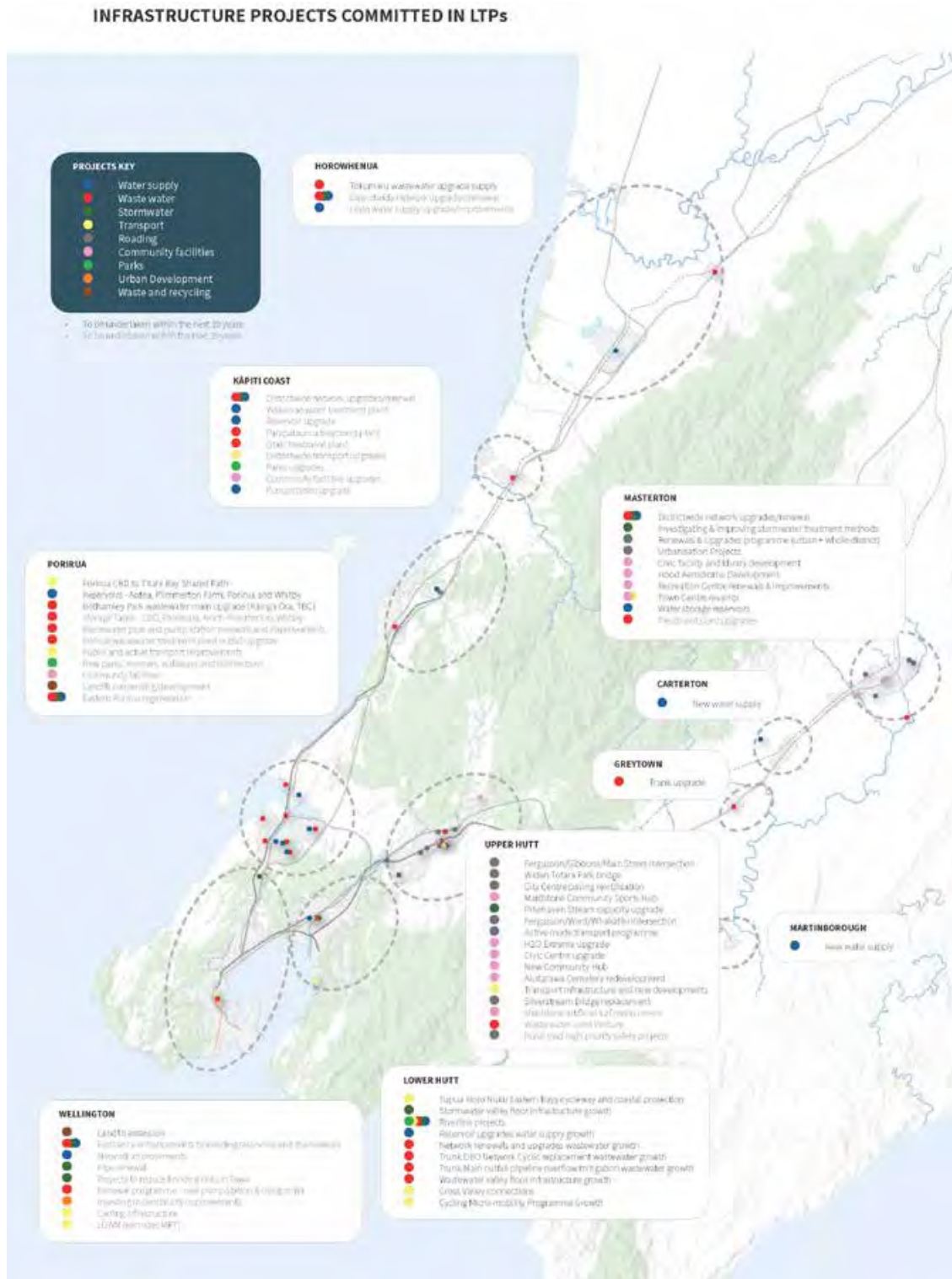
The Wairarapa-Wellington-Horowhenua infrastructure networks provide essential bulk services that enable the development anticipated over the life of the Future Development Strategy.

Two diagrams are below outlining key council and transport infrastructure. More information on infrastructure include electricity can be found in Appendix 4.

Diagram xx below shows the general location of the corridors and sites of major infrastructure identified in council Long Term Plans (LTPs) over the first decade of the Future Development Strategy. The projects identified have been either committed and funded or signalled. The timing of these key projects helps to inform a broad understanding of when and where growth at scale is likely to occur. There is particular uncertainty around the timing and delivery of medium and long-term projects due to the constrained financial environment and current planning underway¹³.

¹² The projects listed are based on currently published information (for example, the 2021 LTP and RLTP) and are not exhaustive. There are also interdependencies that may change as further investigations are completed. Local and regional councils are in the process of developing their updated RLTPs and LTPs for 2024

Diagram xx: General location of the corridors and sites of major infrastructure projects identified in council LTPs in the first decade of the Future Development Strategy



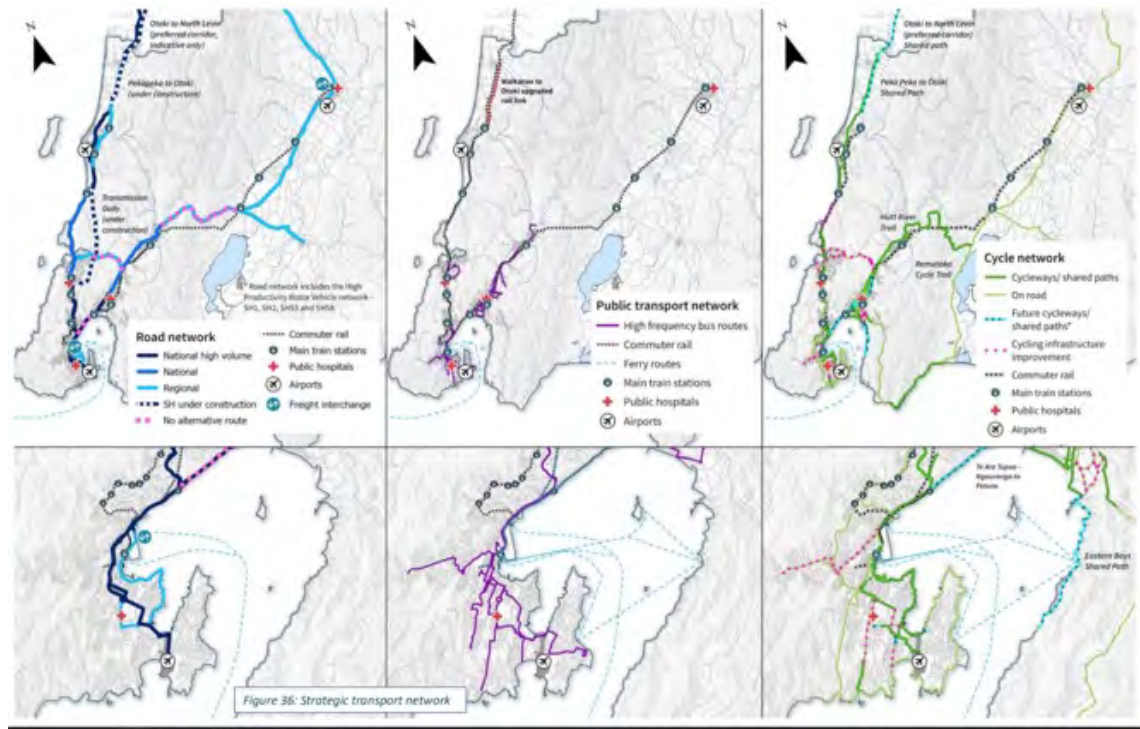
The strategic public transport network provides regionally significant connections for people and freight between regional centres, towns and cities and to key regional destinations, facilities, education opportunities and employment hubs. The strategic public transport network is classified as regionally significant infrastructure in the proposed Greater Wellington Natural Resources Plan.

The Wellington strategic public transport network is shown in Diagram xx. It is made up of:

- all railway corridors and core bus routes as part of the region’s public transport network
- all strategic roads that are classified as national high-volume roads, national roads or regional roads as part of the region’s strategic road network
- any other roads classified as high-productivity motor vehicle routes
- all sections of the regional cycling network considered to have a utility or combined utility and recreational focus.

Diagram xx: Strategic public transport network

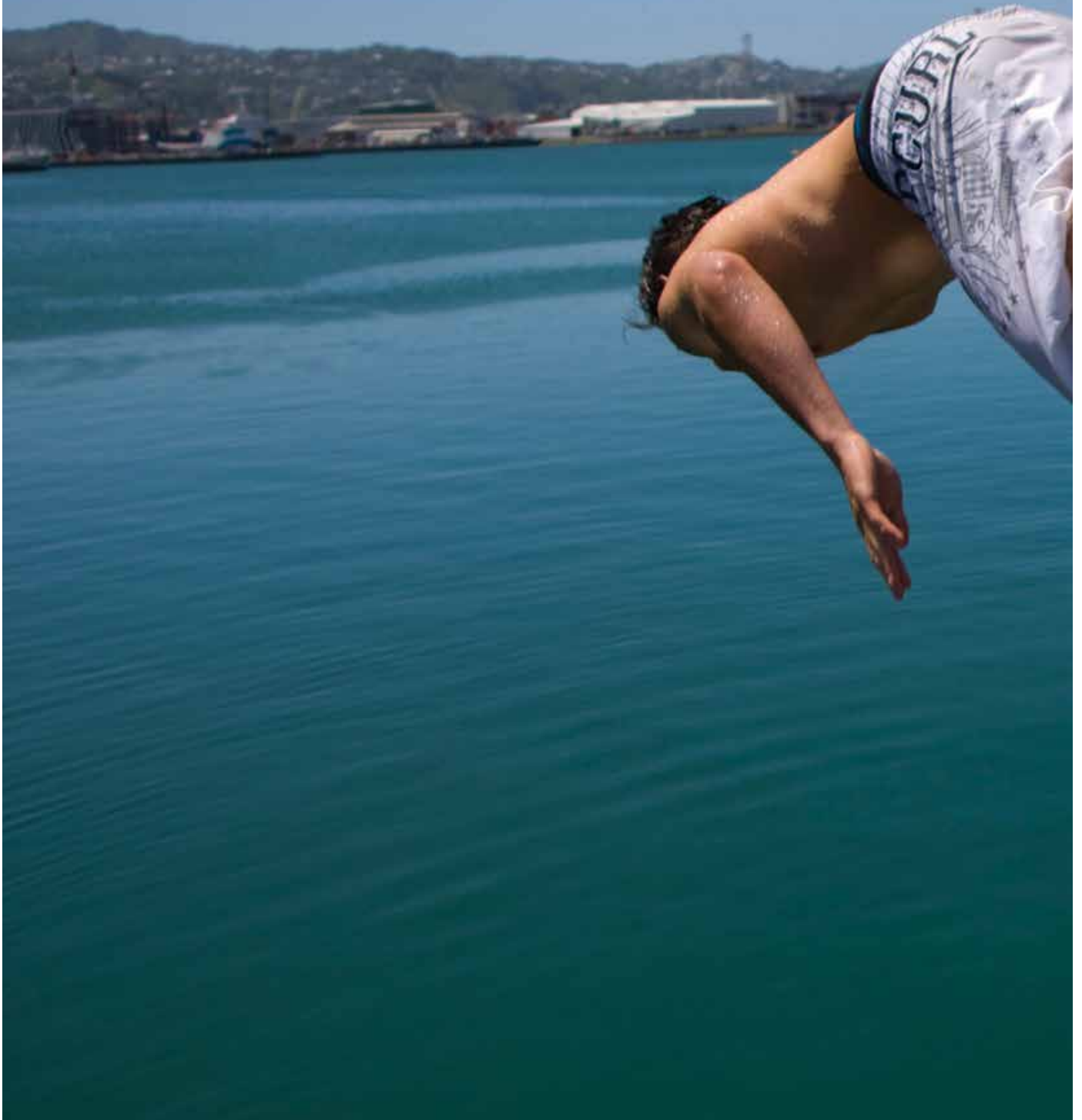
Figure xx – The Wellington strategic public transport network



Transport map to be added- this is a placeholder map]

Part 5 – Delivering our strategy.

Wāhanga 5 – Te Tutuki i tā tātou rautaki



Our Implementation Plan.

We will publish an Implementation Plan that will set out the actions that are required to deliver on the Future Development Strategy. These will include key projects and measures to monitor our progress and measure our success. Reviews of the Implementation Plan will take place annually, as will reporting on it.

The implementation of the Future Development Strategy will be informed by Te Tirohanga Whakamua, including the six kōkiri (design principles). Our monitoring and evaluation framework will be developed in partnership with our mana whenua. The WRLC aspires to have an Implementation Plan that aligns with Te Tirohanga Whakamua and is informed by mātauranga Māori and te ao Māori perspectives where relevant and where determined appropriate by iwi. The Implementation Plan will include measures of successful implementation from an iwi partner perspective.

Key non-infrastructure projects

In addition to the infrastructure projects identified in Part 4 and Appendix 2 and 4 of the Future Development Strategy, there are a number of projects that will be key to delivering our strategy. These include:

- working in partnership with iwi on the implementation of Te Tirohanga Whakamua and other key projects of interest to iwi, such as an iwi spatial plan
- regulatory changes, such as alignment of District and Regional Plans
- financial interventions such as incentives/disincentives and alignment of infrastructure investment
- research, advocacy and non-statutory responses such as completing the industrial land study as a priority.

More detail will be supplied in the Implementation Plan.

Future Development Strategy review

The Future Development Strategy will be reviewed every three years as required to determine whether or not it needs updating. Any update that is required of the Future Development Strategy will be completed in time to inform council LTPs.

Future versions of the Future Development Strategy will be informed by updated regional data and information, including housing and business capacity assessments that we must update for tier 1 and 2 councils every three years (in accordance with NPS-UD requirements).

Any review of the Future Development Strategy will also incorporate updated regional approaches to regional challenges and opportunities. For example, work on a Regional Adaptation Plan is soon to commence, and a Regional Emissions Reduction Plan is currently being developed. Neither was sufficiently progressed to feed into the Future Development Strategy.

Part 6 – Our process

Wāhanga 6 – Tā tātou tukanga



Why have we developed the strategy?

Collaborative planning is required to ensure there are enough homes in the region, to increase our resilience to natural hazards and climate change, to improve access to employment, education and housing, to reduce carbon emissions and to create a sustainable and prosperous future for our children and their children. The Future Development Strategy has been prepared as a collective effort by all the councils in the Wairarapa-Wellington-Horowhenua region, central government and iwi in partnership under the WRLC umbrella.

PLANNING AND POLICY CONTEXT

The Future Development Strategy builds on and replaces the Wellington Regional Growth Framework 2021 (WRGF). The WRGF was a spatial plan that provided an agreed long-term vision for regional growth and investment in the region, and contained many (but not all) elements of what would be this Future Development Strategy.

Since the WRGF was published, our planning and policy context has changed. For example:

- our region’s development capacity has increased substantially as a result of District Plan changes, including revisions to the Wairarapa Combined District Plan (a new combined District Plan is expected later in 2023)

- a significant proposed plan change to the Wellington Regional Policy Statement has been notified to address freshwater, biodiversity, climate change and urban development issues
- there are new national directions (through National Policy Statements) for freshwater, highly productive land and indigenous biodiversity, as well as plans for emission reductions and climate adaptation.

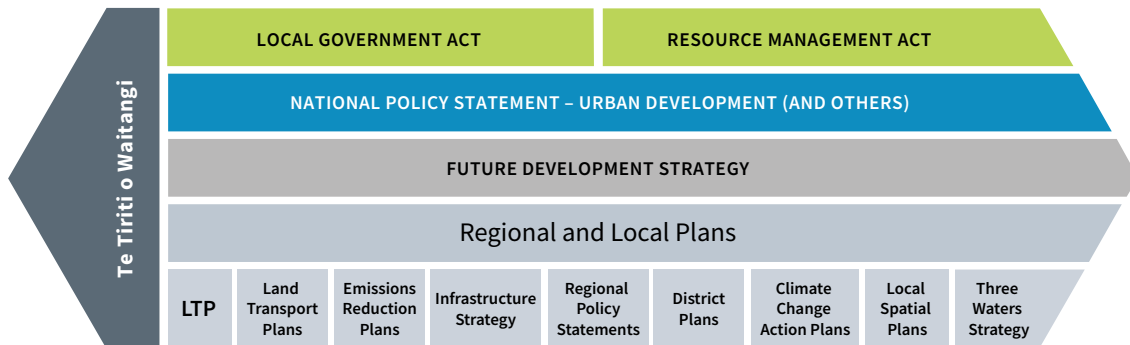
These changes are significant and have informed the development of this Future Development Strategy.

LEGISLATIVE REQUIREMENTS

The NPS-UD 2020 includes a statutory requirement for tier 1 councils to prepare Future Development Strategies in time to inform their next LTPs. For our region, this means that the Wellington City, Hutt City, Upper Hutt City, Porirua City, Kāpiti Coast and Greater Wellington Regional councils are required to have Future Development Strategies. The Strategies also includes tier-3 councils – Horowhenua, Masterton, Carterton and South Wairarapa – to which these requirements do not apply.

The Future Development Strategy will also inform our region’s councils’ strategic and planning decision-making processes in relation to their infrastructure strategies, Land Transport Plans, Regional and District Plans, and local plans, as shown in Diagram xx.

Diagram xx: Regulatory and policy hierarchy



What have we taken into account?

Our Future Development Strategy has been informed by:

- the most recent Housing and Business Development Capacity Assessment (HBA)
- a consideration of the advantages and disadvantages of different spatial scenarios
- relevant LTPs and infrastructure strategies (including those under development) and any other relevant strategies and plans
- iwi and hapū values and aspirations for urban development, and engagement with mana whenua
- feedback received through stakeholder engagement with developers and infrastructure providers.

It has also been informed by the following national policies:

- The Government Policy Statement on Housing and Urban Development.

- The Government Policy Statement on Land Transport.
- The Emissions Reduction Plan.
- The National Adaptation Plan.
- The New Zealand Coastal Policy Statement.
- The NPS-UD.
- The National Policy Statement for Highly Productive Land.
- The National Policy Statement for Freshwater Management.
- The National Policy Statement for Indigenous Biodiversity.

The final Future Development Strategy will also be informed by your feedback and views.

Our technical reports

Key technical reports and documents that have been prepared for and inform this Future Development Strategy are summarised in Table x. They can be accessed from wrlc.org.nz/reports.

Table xx: Key technical reports and documents prepared to inform the Future Development Strategy

| | |
|--|---|
| Foundation Report | Provides a summary of the context for our strategy, including the strategic and policy context, our current state and the opportunities and challenges facing the region now and into the future. |
| Iwi values and aspirations detail report prepared for the Wairarapa-Wellington-Horowhenua Draft Future Development Strategy | Provides more detail on Te Tirohanga Whakamua and brings together in one place all the relevant information on our process and working together with WRLC iwi partners. It recognises all the mahi with the WRLC iwi partners and the Future Development Strategy project team. It includes: <ul style="list-style-type: none"> • a detailed explanation of Te Tirohanga Whakamua • a record of content in our reports relevant to iwi and Māori. |
| HBA 2023 | This report assesses the demand for housing and business land and determines how much development capacity is needed to meet that demand. |
| Constraints Report | Identifies constraints on development, updating previous mapping with the latest information. |
| Scenario Evaluation Report | Considers the advantages and disadvantages of different spatial scenarios for how the region could grow. |
| Engagement Report | Summarises the engagement undertaken to inform the development of the strategy, including with our iwi partners, developers, infrastructure providers, local and central government and youth representatives. |

Appendix 1 Prioritised areas for development

Āpitihanga 1 Ngā wāhi Whakaarotau hei whakawhanake

1. Areas of importance to iwi for development

First, the Future Development Strategy prioritises development areas that are of importance to iwi, in order to support them to achieve their development aspirations for the remaining areas of Māori-owned land¹⁴ and in other parts of the region that are important for providing for the well-being of whānau in their rohe. The historical alienation of Māori land in our region and historical grievances have contributed to generally poorer outcomes for Māori, which is why this is our top priority.

This includes papakāinga development, marae-based urban developments and co-led urban developments. Marae-based developments could include a combination of papakāinga, cultural services, social services and employment centres, and may require a new way of thinking about the planning policies and rules for marae-based locations in both urban and rural areas in the region.

In some geographical areas in the region, iwi are landowners in current towns and cities and are partners in development activity in those areas, along with entities such as councils, transport organisations and the private sector.

Not all areas of importance to iwi for development have been identified. These are expected to be identified over the life of the Future Development Strategy and this work will continue to inform future Strategy updates.

Current areas that are identified in this Future Development Strategy where iwi-led, or co-led, developments are to be prioritised include Ōtaki, Te Āhuru Mōwai (Western Porirua), Kenepuru and Trentham. Ngāti Toa are also in partnership with Kainga Ora and Porirua City Council in redeveloping Te Rā Nui, Eastern Porirua Development, with around 2,000 additional homes.

¹⁴In our region, the arrival of Europeans and subsequent conflicts saw the alienation of most Māori land by 1864.

2. Growth along strategic public transport corridors

Second, the Future Development Strategy prioritises growth along existing and planned strategic public transport corridors where there is access to high frequency public transport stops, including walkable catchments around current and planned rapid transit corridors. These are development corridors with frequent, quick, reliable and high-capacity public transport services that operate on a permanent route and are largely separated from other traffic. For our region this currently includes the urban rail corridor along the Johnsonville, Hutt Valley and Kāpiti lines and the planned Let's Get Wellington Moving MRT corridor. Therefore, it also includes Kilbirnie as a growth area as it will have enhanced services from the Let's Get Wellington Moving programme.

Plans and funding are already underway to expand the strategic public transport corridors with an increase in carriages and service frequency into the Wairarapa and to Levin (and Palmerston North). We expect the strategic public transport corridor to expand over the 30 years of the Future Development Strategy, with potentially more funding for rail infrastructure (e.g. double tracking).

Locating development in areas where there is existing infrastructure providing efficient and sustainable transport choices will help to avoid increases in regional emissions from transport (one of the region's highest sources of emissions). This is because communities will have access to amenities that people need day-to-day (e.g. supermarkets, schools, health services) within the region by public transport. Development in our existing urban areas allows (in most cases) for other utilities to upgrade their services while roads or tracks are being replaced.

Delivering denser development in locations with easy options for walking and cycling and good access to rapid transit can ease pressure on the wider transport system, reduce emissions and encourage more physical activity – realising physical and mental health benefits. Well-planned mixed-use and compact cities and towns are key to delivering reductions in greenhouse gas emissions while contributing to well-being outcomes.

3 Priority Development Areas for development

Third, the Future Development Strategy identifies the Priority Development Areas in our region over the next 30 years. The current Priority Development Areas are:

- Lower Hutt Central Priority Development Area
- Let's Get Wellington Moving MRT corridor
- Trentham Racecourse redevelopment
- Featherston master planning and revitalisation
- Porirua Northern Growth Area
- Ōtaki
- Waterloo Transit Oriented Development.

These are the region's currently identified opportunities for large mixed-use housing and commercial development. Priority Development Areas are complex in nature, and partnership between local and central government is essential due to scale, pace and complexity.

Priority Development Areas will continue to be a focus in this Future Development Strategy and will be reassessed from time to time. It is expected that other areas may be identified as Priority Development Areas over the life of this Future Development Strategy and that they will be developed.

4. Within existing rural towns around public transport nodes and active mode

Fourth, the Future Development Strategy prioritises growth within existing rural towns around current public transport nodes and active mode connections, and over the 30 years of the Future Development Strategy in rural towns where we are planning for improvements in public transport. Our rural towns (Ōtaki, Levin, Masterton, Carterton, Featherston, Greytown and Martinborough) play a very important role in providing for the diverse lifestyle preferences within our region and for those who are employed by our productive rural economy.

These areas of our rural environments have the greatest access to existing amenities, services and public transport options. By prioritising rural growth in these locations, rather than creating new rural towns, we can more efficiently provide for the daily needs of our growing communities while continuing to protect our highly productive rural areas and environmental and recreational values.

This means prioritising in areas such as Ōtaki, Levin and those Wairarapa townships that are located along the Wairarapa train line, based on both current public transport provision and that planned for.

At present our rural towns do not have transport that meets the criteria of 'rapid transit', but it is noted that network improvements for these rail corridors are already planned (Waikanae-Palmerston North, Upper Hutt-Masterton). Further improvements would better support the existing communities in these areas to make sustainable transport choices. Given the oversupply of development capacity, unlocking this potential is not a high priority of the Future Development Strategy, but this could change if we grow much faster than is currently expected.

5. Greenfield developments that are well connected to existing urban areas in our towns and cities can be easily serviced by existing and planned infrastructure (including by public and active transport modes), and where the location and design would maximise climate and natural hazard resilience.

Fifth, the development of greenfield areas sits lowest in the priority for development due to the significant capacity for growth within our existing urban areas in our towns and cities. Another reason is that this type of development results in permanent loss of our productive soils and natural areas and has a much greater adverse impact on the natural environment than urban redevelopment in our towns and cities. In the future, greenfield developments in our region will look different to the standalone homes of the past. In Appendix 3 we talk about the principles of good growth.

Greenfield developments should be in areas with easy access to, or the ability to be easily serviced by, more frequent public transport, walking and cycling infrastructure that connects people to employment, services, amenities and education. Access to sustainable transport options is a particular priority for reducing emissions from our greenfield developments. This is because transport is the region's second largest source of regional greenhouse gas emissions and historically in our region residents of greenfield developments have often needed to get into their cars and leave their communities to have daily needs met. For most of the greenfield areas in the region, this easy access to public transport is probably one of the biggest areas to address, with many of them not currently achieving this.

Greenfield developments will be located in areas that avoid significant natural hazard risks, including those that will be exacerbated by climate change, to ensure the safety of our growing population.

Greenfield areas in the region that currently could be easily serviced by existing and planned infrastructure (including by public and active transport modes), and where the location and design would maximise climate and natural hazard resilience (or we know we need to do work to achieve this), include Cashmere Oaks, Chamberlain Road, Carterton East, Judgeford Hills and St Patrick's in Upper Hutt.

We are also prioritising these significant new greenfield business areas for industrial purposes:

- Tararua Road, Levin
- Expansion of the Waingawa Industrial Estate, Carterton
- Judgeford Flats, Porirua.

Appendix 2 What does this mean for our sub-regional areas?

Āpitianga 2 Ka pēhea ki ngā takiwā o tō tātou rohe?

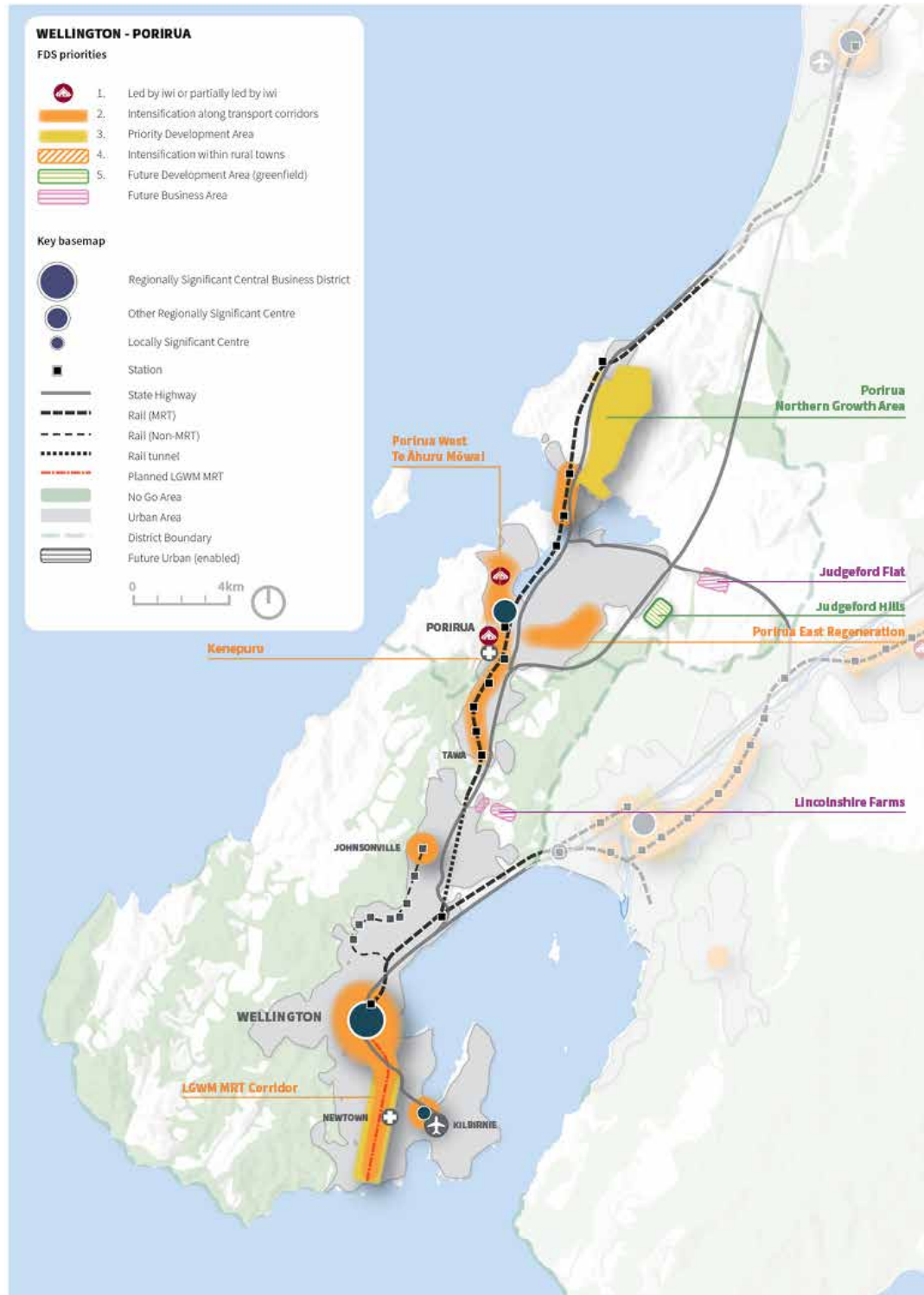
This Appendix of the Future Development Strategy outlines how planning in each sub-regional area has both informed the Strategy and what the Strategy means for each sub-regional area.

The sub-regions are:

- Wellington-Porirua:** Wellington is the major city in our region and a key magnet for employment. Porirua is linked to Wellington by a high frequency strategic public transport system and efficient state highway network (they also share wastewater systems). They have been combined in this map together more for convenience of displaying information, rather than suggesting Porirua is more closely linked to Wellington City than other parts of the region.
- Wairarapa:** The Wairarapa spans more than 500,000 hectares and is a mainly rural area, with a range of pastoral, horticultural and forestry land uses. A number of towns service the area, including Masterton, Carterton, Greytown, Martinborough and Featherston, as well several smaller rural and coastal settlements. Numerous significant and unique natural and physical resources enable the community to provide for its economic, social and cultural well-being.
- Hutt Valley:** The Hutt Valley covers 917 km² and lies to the north of Wellington City on the upper valley of Te Awa Kairangi (Hutt River). The Hutt Valley is administered by two councils – Hutt City Council and Upper Hutt City Council. The main urban environment extends along the valley floor, which is surrounded by forested hills to both the east and west.
- Kapiti-Horowhenua:** The Kāpiti Coast and Horowhenua Districts make up the northernmost parts of the Western Growth Corridor, with a total land area of 1,794 km², comprising 730 km² for Kapiti and 1,064 km² for Horowhenua. The districts are bounded by the Tararua Ranges to the east and the coast to the west. Kāpiti Coast and Horowhenua Districts are linked as they have a lot of movement between them, with Ōtaki being a pivot point between the two districts.

SPATIAL PRIORITIES FOR WELLINGTON AND PORIRUA

Diagram xx shows the spatial priorities for Wellington and Porirua.





WHAT LOCAL THINKING HAS INFORMED THE FUTURE DEVELOPMENT STRATEGY?

Wellington City's growth planning has been informed by its Spatial Plan, which then informed the Proposed District Plan (PDP).

The Wellington Spatial Plan promotes future growth of the city that is compact, well connected and planned, and which will result in improved environmental, housing, transport, community and employment outcomes for current and future residents. Growth is promoted through intensification in the central city, inner suburbs, in and around suburban centres, and around existing and planned rapid transit stops.

The Porirua Growth Strategy 2048 was released in 2019, which spatially identified the broad areas Porirua would grow in the future. This included the Northern Growth Area (up to 6000 new homes) and Judgeford Hills as new residential areas. This provides the basis for the spatial priorities for Porirua in this Future Development Strategy.

The Proposed Porirua District Plan implements the Growth Strategy. It identifies the greenfield growth areas mentioned above as Future Urban Zones (FUZs) and includes Judgeford Flats for industrial activities. These areas require a structure plan to ensure comprehensive integration of land use and transport planning.



WHAT DOES THE HBA INDICATE?

Through the Proposed Wellington City District Plan, Wellington City Council has enabled sufficient housing development capacity to provide for long-term growth, along with enabling sufficient floor space for business growth.

Similarly, the Housing and Business Development Capacity (HBA) concludes that Porirua has District Plan-enabled, feasible and realisable housing development capacity to meet short-, medium- and long-term housing need.

There remains a shortfall in District Plan-enabled industrial land in Wellington and Porirua for the period covered by this Future Development Strategy. This will be addressed through a regional industrial land study and incorporated into the next Future Development Strategy.

The Wellington HBA doesn't take into consideration the uplift from the Let's Get Wellington Moving MRT corridor as it's a point-in-time document. A District Plan change is required. This change can be started once the Transformational Programme's detailed business case, funding and locations are confirmed, and the works included in the Regional Land Transport Plan. It is anticipated that an additional 19,000 households can be accommodated along this corridor.



HOW DOES THE VISION, DIRECTION AND PRIORITISATION IN THE FUTURE DEVELOPMENT STRATEGY TRANSLATE INTO THIS AREA?

The Future Development Strategy recognises the significant growth planning already undertaken by the Wellington and Porirua City Councils through strategic documents and proposed District Plans.

This includes the recent amendments made through Intensification Planning Instruments (IPIs) to provide greater development capacity within the existing urban areas in accordance with the National Policy Statement – Urban Development (NPS-UD).

This Future Development Strategy supports intensification within Porirua in these areas, especially adjacent to strategic public transport, to create well-functioning urban environments.

Key developments prioritised are:

-  Intensification in existing urban areas adjacent to strategic public transport
-  Let's Get Wellington Moving – MRT corridor
-  Porirua Northern Growth Area
-  Judgeford Hills
-  Eastern Porirua regeneration
-  Western Porirua (Te Āhuru Mōwai)
-  Kenepuru
-  New industrial area at Judgeford Flats
-  New business areas at Lincolnshire Farms



KEY CONSTRAINTS

Wellington – key points noted are:

- Wellington City is physically constrained – hemmed between the harbour and the hills and lacking flat land for expansion.
- Wellington City is subject to several natural hazards, including flooding, fault rupture, liquefaction, coastal inundation and tsunamis.

Porirua – key points noted are:

- Porirua’s geography and topography, including its coastline, water bodies, steep hills and location in relation to active faults, poses natural hazard risks to existing and future development.
- The Significant Natural Area (SNA) overlay area covers approximately 17% of Porirua’s land area.
- Regarding natural hazards, the PDP identifies flood hazards (stream corridors, overland flow paths and ponding areas), coastal hazards (erosion, inundation and tsunami hazards) and fault rupture zones.
- The PDP also maps Sites and Areas of Significance to Māori (SASM) and Ngāti Toa Rangatira statutory acknowledgement areas.



LOCALISED INFRASTRUCTURE REQUIREMENTS

Both Porirua and Wellington City have significant infrastructure challenges that will need to be addressed to support the growth in this Future Development Strategy and in localised growth plans.

Both will require increased investment in transport and three waters. The Let’s Get Wellington Moving MRT corridor Transformation Programme is an opportunity to replace or upgrade the underground utilities in the affected road corridors.

Additional amenities and community infrastructure will also need to be provided to meet the needs of a growing and changing population, and planning is underway for this.

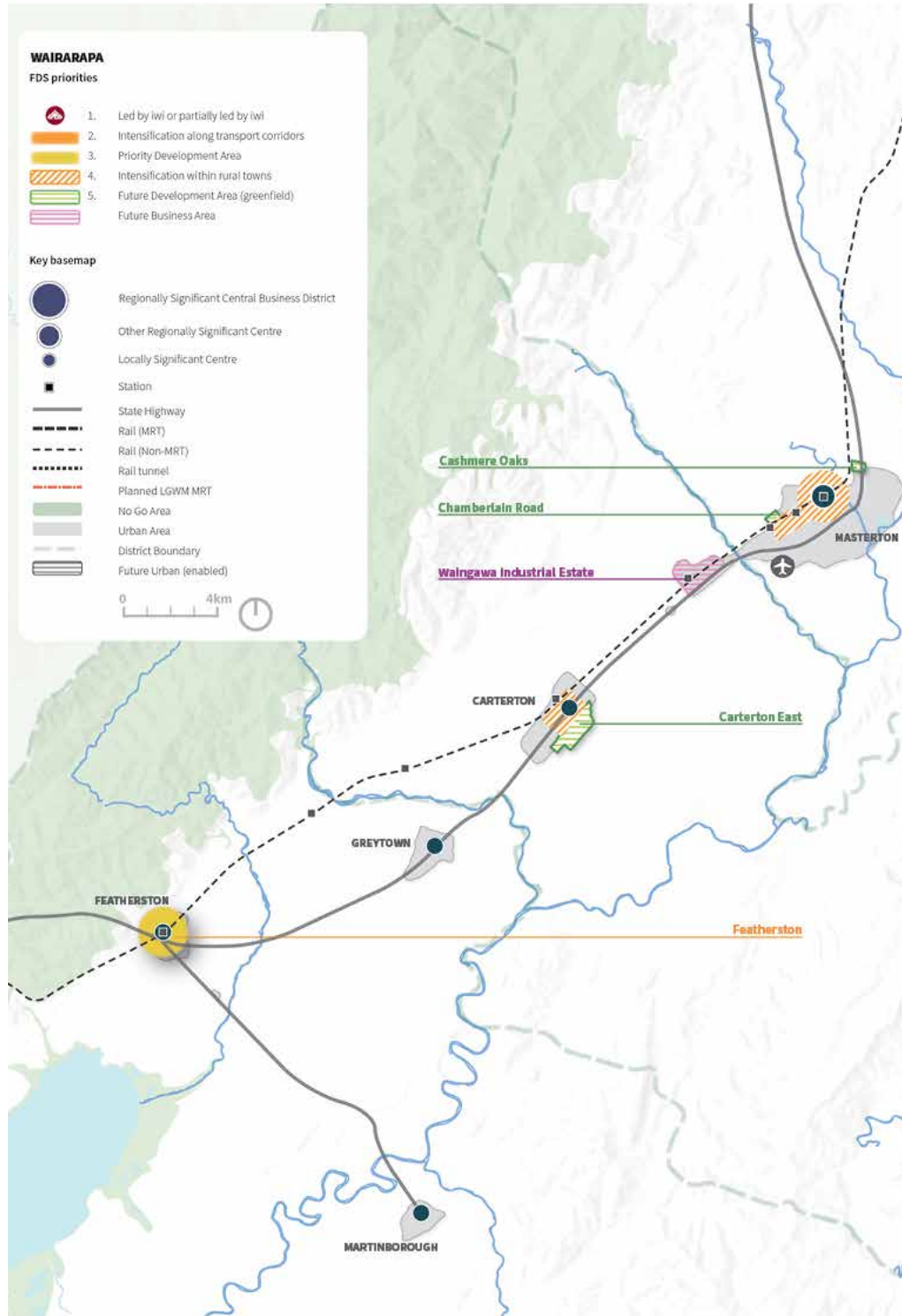
Additional primary and secondary school capacity will be needed to provide for projected growth in Wellington City.

If development was to occur in prioritised areas in Porirua at the projected rate, there would be a requirement for additional education provision there. The Porirua Northern Growth Area will require at least one additional primary school and an additional secondary school if development proceeds as projected. The distribution of development in Eastern and Western Porirua and at Kenepuru may require significant new investments in educational facilities in these areas to cope with development growth.

A range of telecommunications infrastructure investments are either underway or planned to support the prioritised areas for development in the Wellington and Porirua areas.

SPATIAL PRIORITIES FOR THE WAIRARAPA

Diagram xx shows the spatial priorities for the Wairarapa.





WHAT LOCAL THINKING HAS INFORMED THE FUTURE DEVELOPMENT STRATEGY?

The Wairarapa has been experiencing steady population growth (increased by 30% in the past 20 years), an aging population, a decrease in household size, and a strong demand for more housing.

Masterton will be subject to an increase of medium-density intensification in well-connected areas that are close to the town centre.

The South Wairarapa Spatial Plan (2021) identified the need for a Featherston Master Plan and this is reflected in it being identified as a Priority Development Area in the Future Development Strategy. This plan integrates transport, recreation reserves, infrastructure and community facilities and plans for increased residential densities close to the train station.

The Waingawa Industrial Estate in Carterton is the main industrial hub for the Wairarapa and one of the few areas in the Wellington region that can accommodate future industrial development. Approximately 100 hectares of industrial zoned land adjacent to the existing Waingawa Industrial Estate can be developed within the next 10 years, subject to investment in upgraded infrastructure. This area is well connected via State Highway 2 and has direct access to rail.



WHAT DOES THE HBA INDICATE?

The Draft Wairarapa Combined District Plan provides sufficient development capacity in Masterton, Carterton and South Wairarapa to provide for projected demand for housing and business land.

Population growth in some parts of the Wairarapa is putting existing infrastructure under pressure and generating demand for urban expansion. The key challenge facing development in all three districts is capacity in the three waters network.






HOW DOES THE VISION, DIRECTION AND PRIORITISATION IN THE FUTURE DEVELOPMENT STRATEGY TRANSLATE INTO THIS AREA?

Within the Wairarapa region's three districts, four residential growth areas that meet the regional priorities have been included in the Future Development Strategy.

This Future Development Strategy prioritises growing up within existing urban areas before growing out.

Key developments prioritised are:

-  Intensification of existing towns in Masterton and Carterton
-  Progressing the Featherston masterplan and revitalisation
-  Greenfields in Carterton East
-  Greenfields in Masterton- Cashmere Oaks and Chamberlain Road
-  Significant industrial land expansion at Waingawa Estate



KEY CONSTRAINTS

Key points noted are:

- The towns in the Wairarapa are relatively safe from coastal hazards compared to other parts of the region. This means that development in the Wairarapa provides growth opportunities that are more resilient to these types of hazards.
- Most developable land around towns in the Wairarapa is classed as highly productive land. More detailed planning will be undertaken prior to development, to ensure that the impact on highly productive land is kept to a minimum and, where possible, is aligned with the National Policy Statement – Highly Productive Land (NPS-HPL).
- Specific development constraints include areas with significant mana whenua values (including statutory acknowledgement areas), natural hazards (including areas at risk of flooding and seismic hazards), historic heritage, contaminated land, SNAs and areas of outstanding natural character.



LOCALISED INFRASTRUCTURE REQUIREMENTS

Three waters infrastructure will need significant investment in order to enable growth in the area. In particular:

- Martinborough is facing development constraints in the short-term due to water supply and wastewater treatment capacity
- the Carterton East development will require expanding water supply and wastewater networks.

The inter-regional transport connections between the Wairarapa and the rest of the region currently create limitations to growth in the region. Capacity upgrades are planned for rail services in the near future, which will improve reliability and travel time, but overall growth will still be restricted by a relatively low frequency train service. The Remutaka pass that connects the Wairarapa with the wider region via State Highway 2 remains a real and perceived barrier to growth in the Wairarapa.

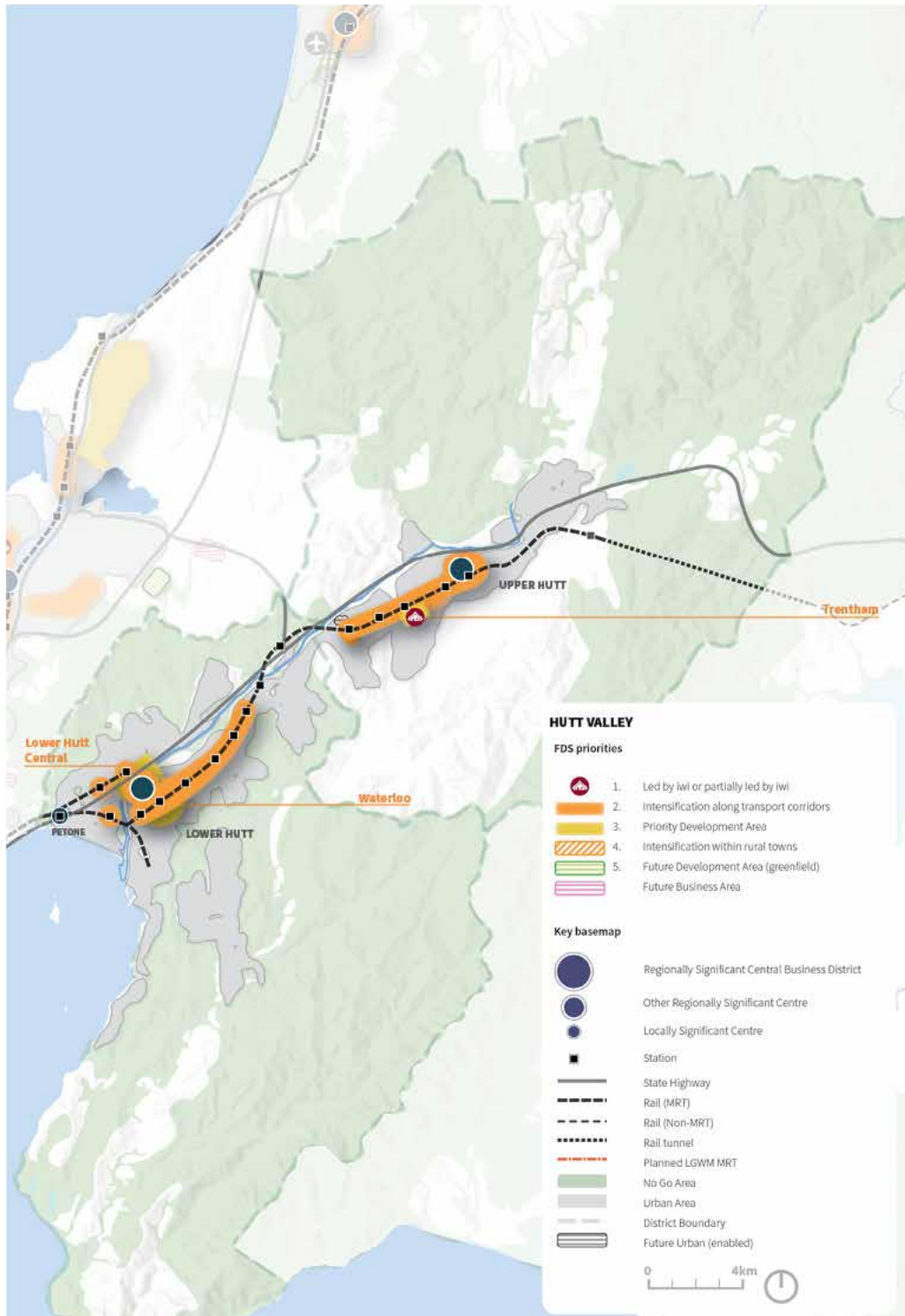
Further planning for infrastructure and transport networks will be required to ensure that developments progress in an integrated and cohesive way. Investments in health facilities will be required to accommodate future growth within the area.

While the existing education network is expected to be sufficient to provide for the prioritised development areas, this will need to be carefully monitored, especially if greenfield development occurs beyond these areas.

A range of telecommunications infrastructure investments are either underway or planned to support the Wairarapa's prioritised development areas.

SPATIAL PRIORITIES FOR THE HUTT VALLEY

Diagram xx shows the spatial priorities for the Hutt Valley





WHAT LOCAL THINKING HAS INFORMED THE FUTURE DEVELOPMENT STRATEGY?

There has been significant population and economic growth within the area in the past decade, with demand being driven by changing demographics, housing affordability, and proximity to the rapid transport network and employment centres.

It is anticipated that growth patterns will change in the future. The Intensification Planning Instruments for both Upper Hutt and Lower Hutt have released increased housing capacity through high-density development and the incorporation of the Medium Density Residential Standards (MDRS), in line with the requirements of the NPS-UD (e.g. along rapid transit corridors).

The demand for business and industrial land has been increasing in the Hutt Valley. The main commercial and retail areas of the Hutt Valley are found in the Lower Hutt and Upper Hutt city centres and the Petone commercial area, with smaller centres serving more local needs.



WHAT DOES THE HBA INDICATE?

There is sufficient District Plan-enabled residential development capacity in the Hutt Valley to meet expected demand for the next 30 years. Currently, this demand is expected to be largely met through capacity for infill development, with the rest being met through greenfield development.

Due to the uncertainty about where infill development will occur, there is a need to be flexible and responsive to growth in planning and providing infrastructure.

The Hutt Valley is well set up for business growth for most sectors in the short to medium term. In the longer-term, business growth will be more reliant on redevelopment to create capacity. Industrial land is an issue, as industrial areas are inadequate to accommodate projected growth for this sector, and there is little ability to add development capacity. Seaview/Gracefield is our region’s largest industrial area, but this is subject to climate hazard risk, which will impact the region’s industrial land capacity in the future if managed retreat is required. This managed retreat will be addressed in the next Future Development Strategy.



HOW DOES THE VISION, DIRECTION AND PRIORITISATION IN THE FUTURE DEVELOPMENT STRATEGY TRANSLATE INTO THIS AREA?

Given the development capacity enabled by the MDRS and the rail corridor, the Future Development Strategy prioritises growth in the Hutt Valley in existing urban areas along this corridor. This will mean suburbs are well connected to low-emissions transport (strategic public transport network) and communities’ daily needs.

Key developments prioritised are:



Intensification along the rail corridor in the Hutt Valley



Hutt Central Urban Renewal Programme in conjunction with RiverLink



Trentham Priority Development Area



St Patrick’s greenfield



Waterloo Priority Development Area



KEY CONSTRAINTS

Upper Hutt – key points noted are:

- The Wellington faultline is primarily located along the river and there is little to no risk of liquefaction across the urban extent.
- Flood risk is limited to along the river and urban streams have very little impact on residential areas.
- Not constrained by coastal hazards resulting from sea-level rise and climate change.
- Some areas of contaminated land related to previous agricultural and industrial activity.
- Sites and Areas of Significance to Māori (SASM) are undefined but are also largely focused along the river.
- Significant Natural Areas (SNAs) and indigenous vegetation are concentrated in the hill areas and forests.
- Slope stability has little impact on the urban environment.

Lower Hutt – key points noted are:

- Parts of Lower Hutt have a relatively high natural hazard risk profile that can constrain development. This includes hazards associated with seismic activity, coastal hazards and flooding.
- The Wellington faultline runs up the western side of the Hutt Valley, and some areas are susceptible to liquefaction, subsidence and tsunami associated with seismic activity.
- Coastal areas are also at risk from coastal inundation during storm events– a risk that will increase with climate change and sea-level rise.
- Low-lying areas and areas near waterways have elevated flood risk, and this risk will increase with climate change.
- Drinking water protection areas are managed through the Greater Wellington Natural Resources Plan, providing protection for surface water bodies as well as the Waiwhetū Aquifer. This poses a challenge to building tall buildings that need deep foundations and it may impact the type of development that is feasible.



LOCALISED INFRASTRUCTURE REQUIREMENTS

State Highway 58 connects the Hutt Valley to State Highway 1 near Porirua, but changes (especially in public transport) are needed to improve east-west connections.

The roading network requires investment to accommodate the growth anticipated, with further improvements to public transport and urban form focusing on reducing the need to travel by private car and encouraging mode shift. Investment in the public transport network will be critical to responding to population growth and supporting our mode shift and emissions reduction goals.

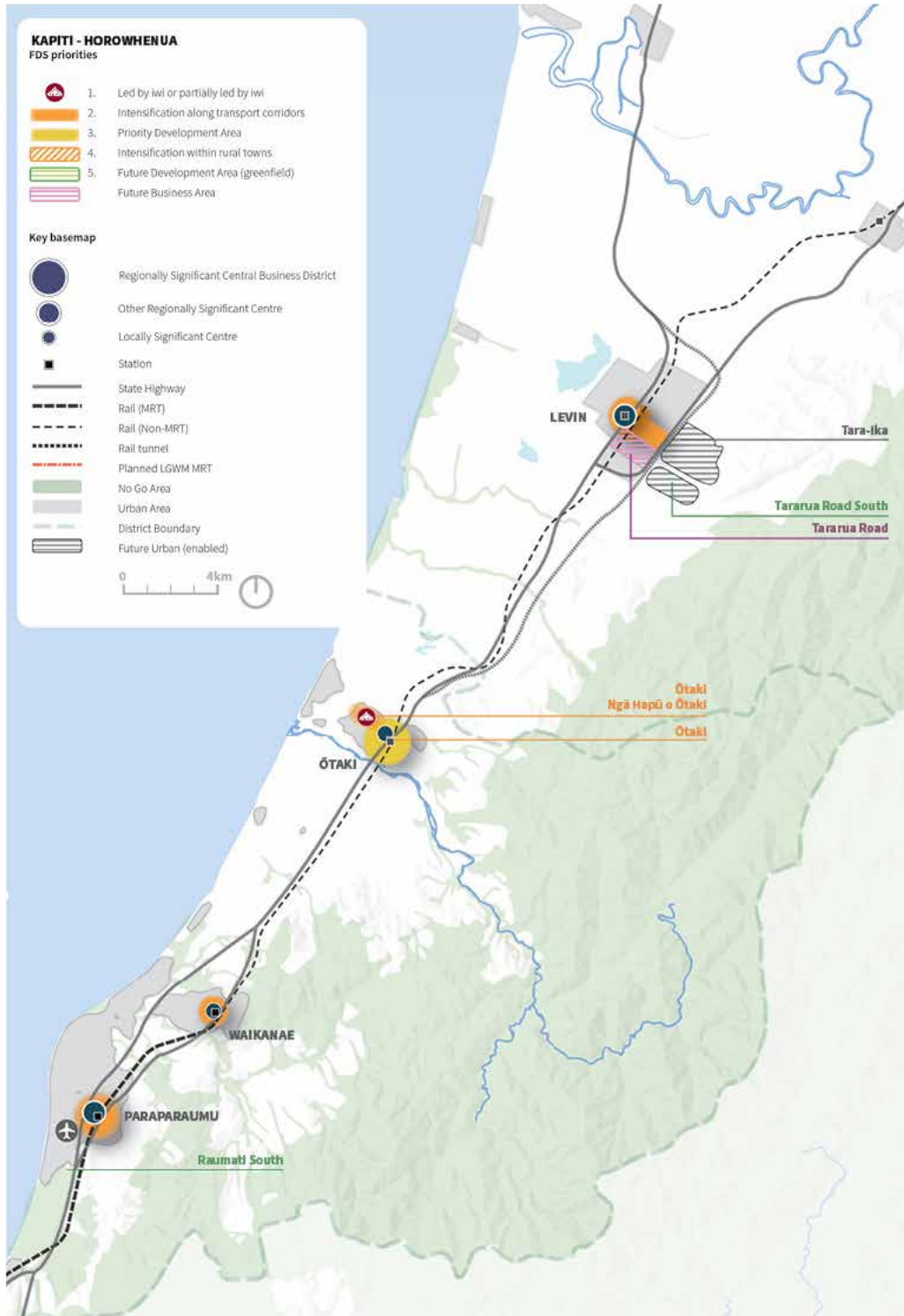
There are fewer water security issues in Upper Hutt (which has a bore-fed supply) than Lower Hutt. There are a number of challenges facing our water network to accommodate existing demand and future growth around the capacity, affordability and efficiency of the drinking water and wastewater networks. Plans are in place to address these issues through planned maintenance and upgrades, particularly to respond to anticipated greenfield and brownfield development.

Based on the prediction of a significant increase in development around rail stations and in centres in the Hutt Valley, the Ministry of Education would need to bring forward planning at the earliest opportunity to plan to add roll growth to the current school network. There are potential land constraints with the land generally being brownfield, so this brings challenges to establish new schools in areas of already existing density. New ways of delivering education assets are likely to be required, such as shared investment, land swaps and the retrofitting of existing sites.

A range of telecommunications infrastructure investments are either underway or planned to support the prioritised areas for development in the Hutt Valley.

SPATIAL PRIORITIES FOR THE KĀPITI AND HOROWHENUA

Diagram xx shows the spatial priorities for the Kāpiti-Horowhenua area.





WHAT LOCAL THINKING HAS INFORMED THE FUTURE DEVELOPMENT STRATEGY?

Kāpiti has continued to grow from its early days, experiencing rapid growth from the 1990s onwards, with this happening as a result of major infrastructure developments. The rapid growth in Horowhenua has been more recent and is mainly attributed to the improved accessibility to the Wellington region as a result of the Northern Corridor highway works. The relatively affordable housing has also proved to be a drawcard for new residents.

The rapid growth in both Kāpiti and Horowhenua has led to significant increases in local property and rental prices, in line with nation-wide trends. Housing affordability and supply is a major challenge for both areas. This is especially the case for Horowhenua as household incomes have not kept pace with the increase in housing costs, which has led to the displacement of some residents.

Primary production activities are important to the local economy, with Horowhenua being one of the largest vegetable-producing areas in the country.

The Levin-Tararua Road industrial area presents an opportunity, with an additional 101 hectares of land proposed to be re-zoned for this purpose.



WHAT DOES THE HBA INDICATE?

There is sufficient District Plan-enabled residential development capacity in Kāpiti and Horowhenua to meet expected demand for the next 30 years. Currently, this demand is expected to be met through a mix of infill and greenfield development.

The Intensification Planning Instruments for Kāpiti have released increased housing capacity through high-density development and the incorporation of the MDRS, in line with the requirements of the NPS-UD. Due to the uncertainty about where infill development will occur, there is a need to be flexible and responsive to growth in planning and providing infrastructure.





There is sufficient land for business growth in most sectors in the short to medium term. In the longer-term, business growth will be more reliant on redevelopment to create capacity.



HOW DOES THE VISION, DIRECTION AND PRIORITISATION IN THE FUTURE DEVELOPMENT STRATEGY TRANSLATE INTO THIS AREA?

Kāpiti's approach to enabling sustainable growth is set out in Te Tupu Pai: Growing Well, which seeks to deliver resilient, accessible and connected communities in a way that protects and enhances the environment as we grow. The approach emphasises making the best use of our land by mainly 'growing up' (increasing density) with some 'growing out' (development of new areas).

Key developments prioritised are:

-  Intensification of Paraparaumu and Waikanae
-  Ōtaki Priority Development Area
-  Raumati South
-  Intensification of Levin
-  Tararua Road Industrial Area
-  Supporting funded and zoned large greenfield developments in Tara-Ika and Tararua Road South



KEY CONSTRAINTS

Kāpiti – key points noted are:

- Due to its mainly low-lying coastal location, climate change and sea-level rise present particular challenges for development in the district.
- The District Plan is the key implementation tool for Te Tupu Pai. It also manages a range of planning constraints through zoning overlays. These constraints include natural hazards, particularly flood hazards, sites of historical and cultural significance, and natural environmental values.

Horowhenua – key points noted are:

- The main constraint for Horowhenua is highly productive land. The District Plan contains rules to restrict subdivision on Class I and II soils, which pre-date the NPS-HPL. Approximately one-third of Horowhenua District contains Class I and II soils, and most of the settlements in the district are surrounded by Class I, II and III soils.
- District-wide liquefaction mapping has been undertaken to a Level A standard, which has confirmed that Tara-Ika is low risk. Other identified growth areas will need to be further assessed to a Level B standard to comply with Ministry



LOCALISED INFRASTRUCTURE REQUIREMENTS

Historically, Horowhenua District has been very poorly serviced with public transport. Connectivity to the district is expected to be improved by the completion of the Ō2NL portion of the Northern Corridor roadway (estimated to be completed in 2029), additional rail services between Palmerston North and Wellington, as well as new and enhanced bus services within the district.

The Future Development Strategy greenfield sites in Horowhenua are resilient for natural hazards in general, but increased capacity in three waters and roading improvements are likely to be required for development to occur.

Regarding education requirements:

- It will be important to ensure that the focus and alignment of planning and implementation is on the priority development areas.
- New educational facilities will need to be provided in Waikanae in the next 10 to 15 years, dependent on growth rates and locations.
- New educational facilities will need to be provided in Levin in the next 10 to 15 years, dependent on growth rates and locations.
- While the existing network is expected to be able to address educational requirements from the prioritised growth areas, this will need to be carefully monitored if greenfield growth occurs beyond these areas.

A range of telecommunications infrastructure investments are either underway or planned to support the prioritised areas for development in the Kāpiti and Horowhenua regions. Electra (the main electricity company in this area) has supplied detailed plans, which can be seen below.

Appendix 3 Place-making principles

Āpitianga 3 Ngā mātāpono whanake wāhi



1. Supporting denser, more compact and mixed-use development styles.

This means supporting an increase in the regional mix of housing sizes and housing types (e.g. more townhouse/terraced housing, apartments and papakāinga). This is to more efficiently use our land resource and better cater for families, single people, older persons, and co-housing/house share occupants with a range of housing needs. It also means supporting more mixed-use developments (in local centres) that provide retail, commercial and social opportunities closer to where people live.



2. Designed in a way to improve connections, reduce emissions from transport and create low-carbon lifestyles.

This includes creating 'walkable neighbourhoods' with infrastructure for 'active modes' and connections to public transport. This will enable the right mix of activities so that communities can meet more of their daily needs locally by foot or bike and support the incorporation of energy efficiency through design (e.g. orienting and designing buildings for optimal solar gain). We will ensure there are good relationships between spaces and streets to encourage walking, cycling and community connection. We will also support and encourage developments that align with and support connections to and from the cycling network.



3. Providing for quality, well-connected community and green public spaces.

We want new development areas to improve people's quality of life by providing high-quality public realms and open spaces. This includes providing green space and community facilities, such as marae, community and events centres, schools, libraries, sports facilities and open spaces to meet current and future needs. It also means supporting developments that provide access by active transport to community and green spaces. Blue-green networks combine recreation, amenity, infrastructure and natural features. We want to improve our existing blue-green networks, and will support developments that further enhance connections between these spaces and provide more recreational opportunities for our region.



4. Including nature-based solutions to climate change to be part of development and infrastructure planning and design.

We want to promote development to incorporate natural systems design to provide services (e.g. the use of water-sensitive urban design, rainfall retention, disposal on-site and hydraulic neutrality) in place of traditional three waters infrastructure (stormwater, drinking water and wastewater). We will support new infrastructure and developments that utilise these nature-based solutions. We also want to ensure we have the right development in the right place for flood risk.



5. Alignment with the values and aspirations of mana whenua

We want to make the most of opportunities to reflect Māori culture and histories and te reo Māori in new developments, including through placenames or other signage, or on story boards. New developments should be sensitively designed, drawing on Māori urban design principles, where relevant and appropriate, and ensuring that mana whenua are consulted as part of designing larger developments if they choose to be. Cultural heritage and sites of significance are maintained, protected and, where possible, restored to their original state and form in the way that mana whenua determine.



6. Fit with local landforms, landscapes, and natural and historic heritage.

This means supporting developments that strengthen local character and reinforce the sense of place through design. This includes by reflecting local cultures and histories, and by protecting and enhancing indigenous biodiversity within the development area, and avoiding the displacement of food production activities. It means supporting developments that protect and enhance our existing waterways through water-sensitive urban design, and protect our parks and open spaces network, and those that incorporate plant species indigenous to the region.



7. Utilise inclusive and accessible design principles to be usable and safe for people of all ages and stages.



8. Becoming more climate and natural hazards resilient.

We will require new developments to avoid Wāhi Toitū, including known well-defined earthquake fault rupture and deformation zones and areas that are vulnerable to significant hazards from sea-level rise. In other areas, development will also include measures to mitigate the residual risk from the impacts of natural hazards and climate change to create communities that become more climate resilient.

Appendix 4: More detail on infrastructure to support development

Āpiti hanga 4: He taipitopito ake mō ngā tūāhanga tautoko whanaketanga.

Transport

TRANSPORT IN OUR REGION

Our region needs a well-functioning, low-emissions transport system that supports everyone to get where they need to go, access the things they need, and spend time with the people they care about. It also needs to be equitable, which for transport means that the benefits of investment in transport are distributed in such a way that all people are able to participate in society¹⁵. Currently, our transport network is a source of significant carbon emissions. It also requires significant amounts of funding investment to build, maintain and renew.

To future-proof our transport network, we need to rapidly reduce our region's transport emissions, enable mode shift from private vehicles to public transport and active modes, and prioritise efficient and equitable transport investment. As the popularity and practicality of different modes of transport are heavily informed by urban form, the way in which our city grows shapes our transport network and will either help or hinder our ability to reduce emissions and provide for all people.

WE NEED TO RAPIDLY REDUCE OUR REGION'S TRANSPORT EMISSIONS ...

Compact urban form offers us the best opportunity to create the low-carbon and climate-resilient future our region needs. By encouraging compact development along existing and planned transit corridors, people can live, work, study and easily access the services and facilities they need. The Let's Get Wellington Moving MRT corridor will enable a much more compact urban form that will offer choice in housing that is close to jobs, education and amenities.

Reducing the distance between home, work and other services means living without having to travel great distances. This, in turn, can reduce car dependency, by enabling more people to choose sustainable, low-emissions and healthier modes of transport like walking and cycling.

A reliable and frequent public transport network is also essential, as both the social lifeline for people who cannot use other modes and to enable easier car-free travel throughout the region. Our region's existing rail and bus network is already one of the best used in New Zealand. Increasing the capacity of this network will enable a quality, accessible public transport system that allows greater car-free travel across the region. The planned replacement of longer distance trains travelling between Wairarapa, Wellington and Horowhenua, and associated rail network improvements, will significantly improve the capacity and reliability of these networks and provide a realistic alternative to driving when travelling on these routes.

For those people who do need to drive, supporting the uptake of electric (EV) vehicles and car-share schemes, and ensuring charging infrastructure is included when planning new developments, will also support the goal to reduce emissions.

INCLUDING FROM FREIGHT

Our region's rail and roading network, and CentrePort, play a central role in connecting the North and South Islands as an extension of State Highway 1 and the Main Trunk Rail Line across the Cook Strait. Emissions from freight are among the fastest growing in the transport sector. Planned improvements to ferries and port infrastructure, as well as planned upgrades to the rail network, will change the status quo to make it easier to move more freight via rail, lowering emissions in the process. Centreport has also committed to increasingly moving to renewable energy sources for its operations. These actions, combined, will contribute towards lowering freight-related emissions in our region.

¹⁵Victoria Transport Policy Institute. (2019). Evaluating Transportation Equity: Guidance for Incorporating Distributional Impacts in Transportation Planning. Accessed 14 August 2023.

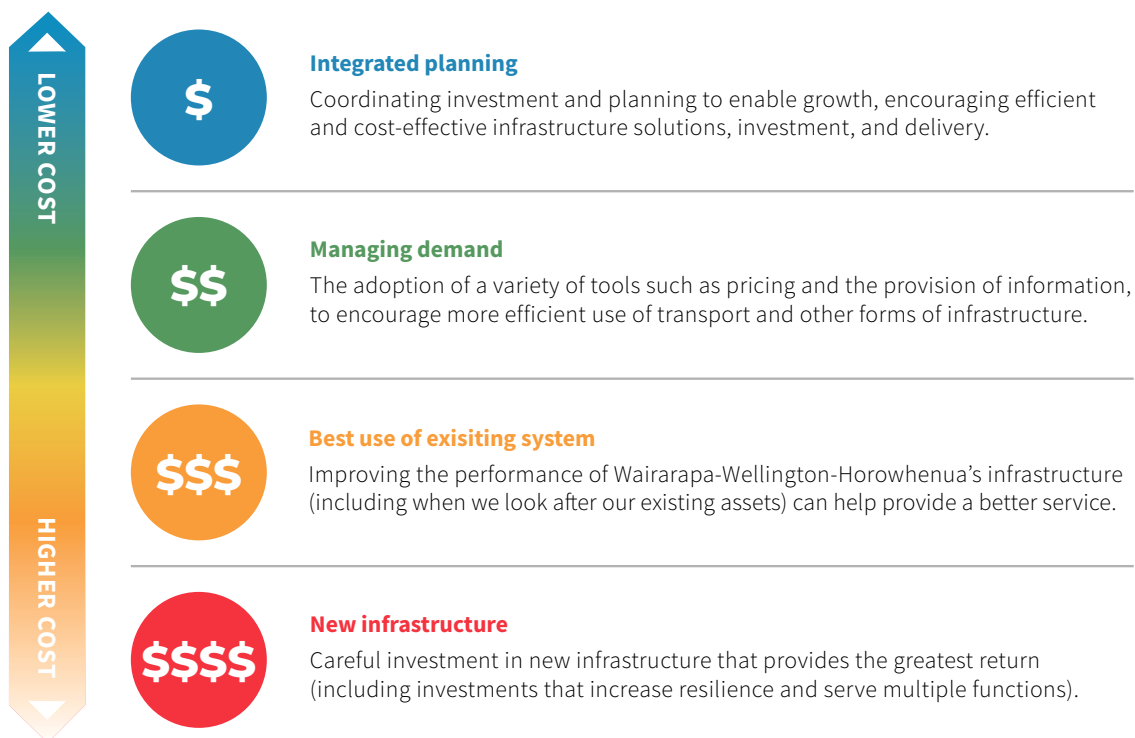
Improved opportunities to move freight by rail and coastal shipping will also increase the resilience of our region and nation's critical supply chains.

Inter-regional connectivity is critical to allow both freight and people to move around the region. The regional councils will collaborate on improving cross-boundary connectivity, particularly by public transport. This is important, especially for people who need to cross the regional boundary to access services. One example of this is people living in the northern part of the Kāpiti Coast who need to travel to a health provider in the Horowhenua region.

TRANSPORT INVESTMENT MUST BE EFFICIENT AND EQUITABLE

Transport networks are expensive and time-consuming to plan, build and modify. Once built, any new transport asset must be maintained in perpetuity to ensure our region's transport system is resilient, especially with increasingly damaging extreme weather events. In our region, ownership of the transport network and public transport assets are split between the local councils, regional councils, KiwiRail and Waka Kotahi. As the investment hierarchy in Diagram xx shows, priority should be given to infrastructure investments that deliver multiple outcomes, coordinated across the relevant agencies. One of the aspects noted in the Future Development Strategy is the opportunity to maximise the leverage of co-investment opportunities.

Diagram xx: Infrastructure investment hierarchy (adapted from Rautaki Hanganga o Aotearoa 2022–2052 New Zealand Infrastructure Strategy (2022))



As noted, developments in existing urban areas in our towns and cities typically cost less than greenfield developments¹⁶. Creating new infrastructure for new urban areas and developing the associated infrastructure is the costliest form of development and must be carefully justified against multiple objectives. It is therefore crucial to make the best use of the existing system first, to fully unlock the development potential of current and future rapid transit orientated corridors. The detailed planning for the Let's Get

Wellington Moving MRT corridor (see breakout box below) will support Wellington City's planning for more compact urban growth. This includes planning for the walkable catchments surrounding MRT and occurring alongside other infrastructure investments being developed, such as three waters, and more investment in green infrastructure and community facilities. Likewise, coordinated well-integrated intensification around the MRT route will support the benefits of the MRT being realised.

LET'S GET WELLINGTON MOVING TRANSPORT INFRASTRUCTURE

The Let's Get Wellington Moving MRT corridor is a significant part of our region's growth story. The urban development uplift of this programme of works will create could accommodate 19,000 more households or almost 20% of the region's predicted growth.

Let's Get Wellington Moving is a partnership between Waka Kotahi NZ Transport Agency, Wellington City Council and Greater Wellington Regional Council, and iwi partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira. It aims to achieve the following objectives:

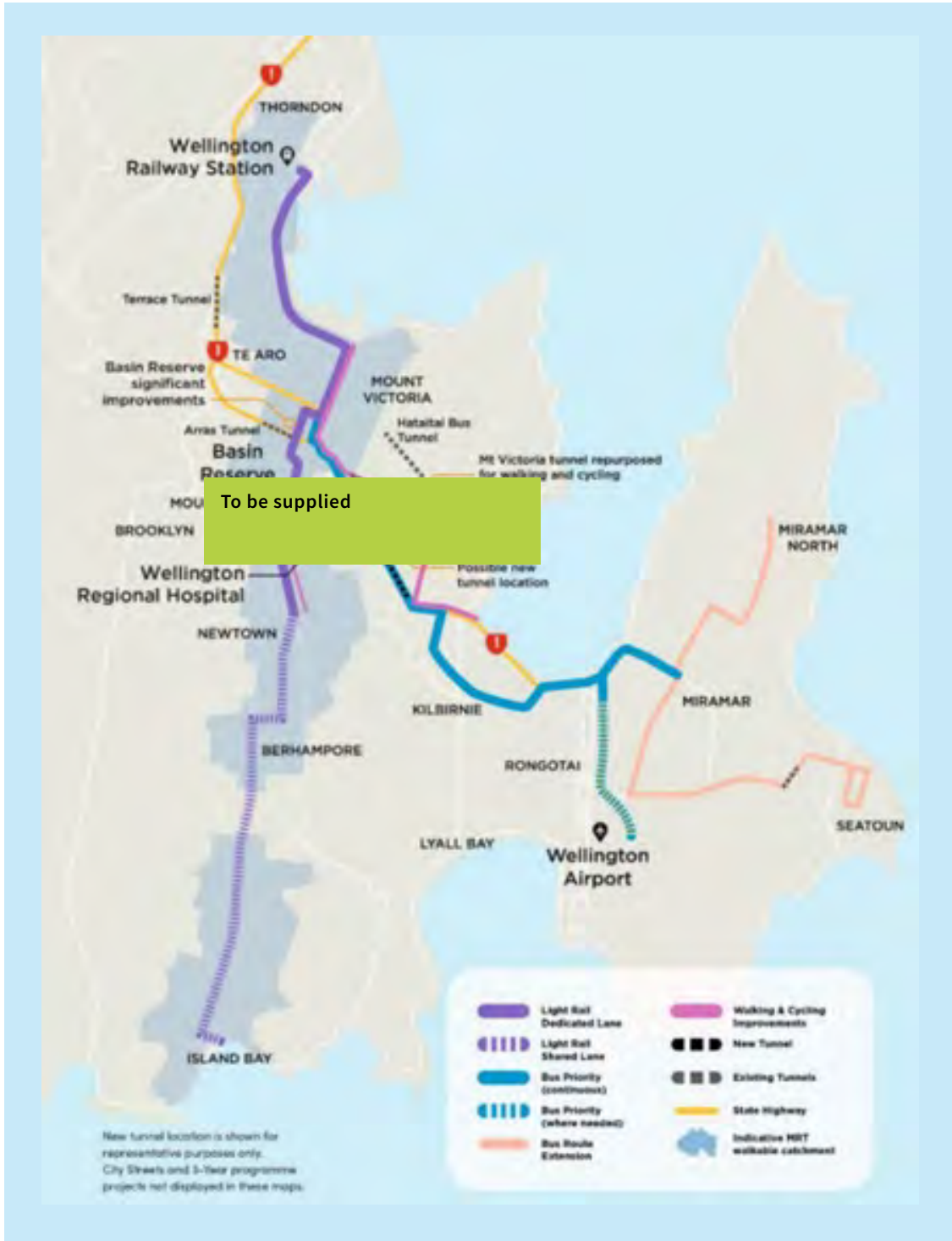
- **Liveability:** Enhances urban amenity and enables urban development outcomes.
- **Access:** Provides more efficient and reliable access.
- **Carbon emissions and mode shift:** Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles.
- **Safety:** Improves safety for all users.
- **Resilience:** Is adaptable to disruptions and future uncertainty.

The transport infrastructure and upgrade projects are listed below under two programmes. The Transitional Programme is for improvements in the short-to-medium term within existing roads for walking, cycling and buses, and the streetscape. The Transformational Programme is for large-scale changes to transport corridors that help shape and enable urban development. These projects are important investments to support Wellington City's capacity for development and growth in a way that reduces carbon emissions and improves access and amenity.

The Transformational Programme is a significant opportunity to replace or upgrade the underground utilities in the affected road corridors. In most cases the whole road corridor will be torn up and re-done, with road relocation and expansion in a few areas. Utilities will be moved outside the MRT foundations, where possible, to minimise future transport disruptions. While the road is opened up, utility providers can fix and place new infrastructure to cater for the increased population and economic growth expected in the MRT suburbs.

| Transitional Programme | Transformational Programme |
|---|--|
| <p>Central city walking improvements – completed Cobham Drive crossing – completed Safer speed limits – completed Golden Mile (Lambton Quay to Courtenay Place) revitalisation Thorndon Quay, Hutt Road and Aotea Quay People-friendly city streets: better bus, walking and cycling journeys within and between the city and suburban centres</p> <p>⁶ https://tewaihang.govt.nz/our-work/research-insights/household-expenditure-on-infrastructure-services</p> | <p>Mass rapid transit (MRT) from Wellington Railway Station to Island Bay Associated walking, cycling and public space improvements in MRT's road corridor Bus priority from the Basin Reserve to Miramar shops and Wellington Airport Basin Reserve grade separation for north-south and east-west traffic, active mode connections and new public spaces A new Mt Victoria multi-modal tunnel Travel demand management Indicative construction start date for the Transformational Programme is 2028</p> |

Figure xx: Let's Get Wellington Moving Transformational Programme components – to be confirmed through Detailed Business Case.



Three waters infrastructure

Three waters covers the provision of drinking water, wastewater and stormwater in New Zealand. The region's three waters infrastructure is essential to public health and the environmental, social cultural and economic well-being of the region. Without growing and improving the three waters infrastructure, it will be hard or impossible in some areas to grow housing and density. The Future Development Strategy mainly focuses growth within the existing urban environments in our towns and cities, and it provides an opportunity to both utilise existing infrastructure and improve infrastructure for our existing population as well as future generations.

Currently, there is a significant level of investment required to meet existing requirements for water services and growing regions are putting pressure on aging infrastructure. This poses a challenge to investment for development. Establishing the three waters requirements to meet the planned population growth will require a regional, strategic approach that considers infrastructure requirements, environmental outcomes and the impacts of climate change.

Te Mana o Te Wai, a concept central to the National Policy Statement for Freshwater Management (NPS-FM), underscores the importance of freshwater to tangata whenua and to our communities. By protecting the health and well-being of our freshwater we protect the health and well-being of our people and environments.

Traditionally, the provision of three waters infrastructure has been about the provision of pipes and other infrastructure to streets or houses, to enable householders to undertake their daily activities and so that businesses can operate. However, we are beginning to see a shift to using tools (such as hydraulic neutrality and nature-based solutions) to reduce the load on the piped network and achieve wider environmental benefits.

How and where we undertake developments will have a significant impact on the three waters investment required. Policy decisions to require water-sensitive urban design and water efficiency in new houses, to be resilient to the impacts of climate change, and to protect and enhance the health of freshwater and the environment could all reduce the demand on three waters infrastructure (through doing more on-site/subdivisions) or change the nature of the infrastructure required.

The Greater Wellington Natural Resources Plan will require a reduction in the amount of untreated wastewater entering the environment (e.g. through overflows in wet weather) and improvements in the water quality in the stormwater system. This is likely to need significant investment.

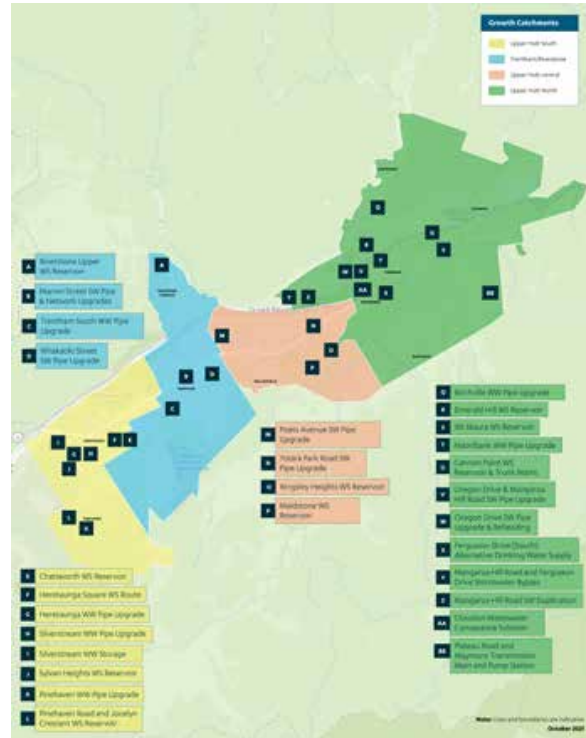
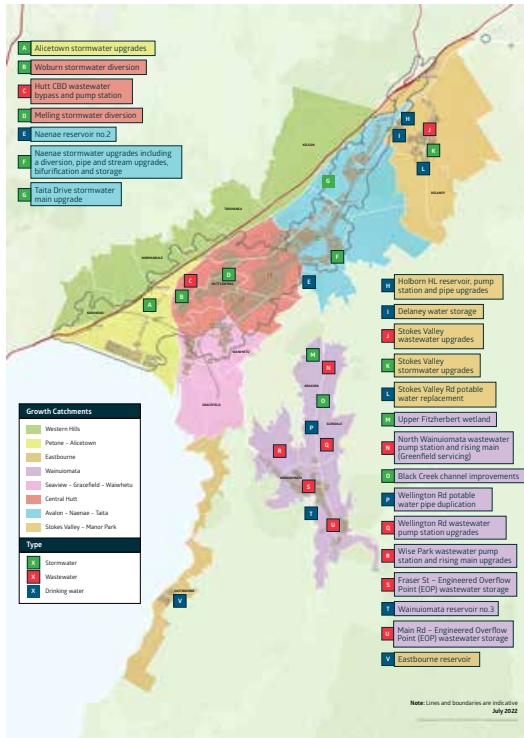
There may be localised impacts from climate change (e.g. in the coastal environment) in low-lying areas and adjacent to water bodies that require specific interventions to ensure ongoing resilient water bodies that require specific interventions to guarantee resilient water services into the future. In some cases, these interventions will need to be undertaken in conjunction with other affected parties (i.e. for defending areas from sea-level rise).

While there is currently a part-regional approach to three waters planning and management through Wellington Water, this will change with the Water Services Reform that is currently underway. The future regional entity modelled on Wellington Water could make it easier to develop a wider approach to three waters planning and infrastructure in the future.

While some localised growth studies have been done (see Diagram XX) or are underway we don't have a clear regional picture of requirements. One early key initiative for the region could be the development of a 50- to 100-year regional three waters strategy. When undertaken it would be the first time that local government, iwi and central government work together to develop a regional view of the longer-term three waters infrastructure requirements.

Diagram xx: Example of a localised growth study

Lower Hutt Growth Study – Proposed 3-W Servicing Improvements



Energy and telecommunications

The provision of electricity and telecommunications is critical to our region’s economy and social well-being. Energy powers the regional economy, our infrastructure and everyday activities, while telecommunications allow our communities and businesses to connect, store data and share knowledge via the internet, phone networks and radio.

The information below outlines our energy and telecommunications infrastructure needs. It reflects input from energy and telecommunications providers into the infrastructure that will be required to support the development priorities set out in this Future Development Strategy. We note these providers are private entities and unable to share detailed information due to commercial sensitivities. We want to acknowledge the information that has been provided and welcome a continued collaborative approach to ensure the future development envisaged by the Future Development Strategy is supported with good levels of infrastructure services from these important utilities.

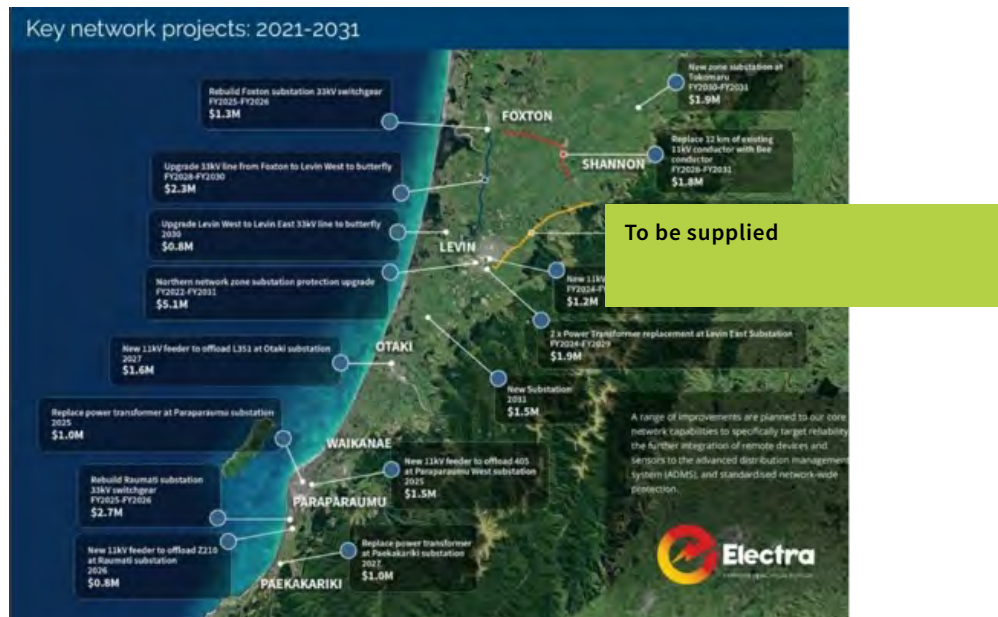
ELECTRICITY DISTRIBUTION

Development in new areas can have consequences for the maintenance or updating of older electricity distribution infrastructure, or the need for investment in new infrastructure to meet capacity. The uptake of private EVs and electric public transport also needs to be factored in when planning for the future of the region, as this will draw on more of our constrained supply.

There are some projects already underway/under investigation to consider the electricity network supply constraints. As an example, the Regional Economic Development Plan (REDP) advocates an accelerated programme to strengthen the 33-kilovolt cable network in the region within 21 years rather than 50 years¹⁷, to increase resilience in the electricity distribution network sooner. The Wellington Regional Growth Framework also had a project to look at the resilience of this network, which will be included in the Implementation Plan of the Future Development Strategy.

Responses on the infrastructure required to support our region’s development were received from Electra who service the northern parts of our region. Diagram xx shows information that was supplied for publishing in the Future Development Strategy.

Diagram x Key network project Electra 2021-2031



¹⁷ Wellington Electricity's Asset Management Plan.

This Future Development Strategy acknowledges the need for distribution network upgrades that would be required to accommodate not only more development, but to improve our energy resilience and accommodate more renewable electricity generation in the region.

ELECTRICITY TRANSMISSION

The electricity transmission network (National Grid) is responsible for bringing power into our region, which is generated elsewhere. Key parts of this network include the important Cook Strait cable connections (HVCV Inter-Island link), main trunk (220-350 kilovolts) lines running on the western side of the region, and the 110-kilovolt line through the Wairarapa.

ELECTRICITY GENERATION

While the region is home to some large-scale wind farms and community scale solar development, it is reliant on the National Grid for most of its power. Both the National Grid and the local electricity distribution networks in the region are exposed to a range of significant natural hazard risks and this makes us vulnerable.

In addition, stationary energy emissions (particularly from electricity, natural gas and petrol/diesel generators) are the third highest source of emissions in the Wellington region¹⁸. While these fell by 18% between 2001 and 2019¹⁹, this is largely down to renewable electricity generated outside of the region.

As a region we want to see increased electricity generation over the life of the Future Development Strategy and acknowledge the importance of doing so for both our regional resilience and for supporting our aspirations for a zero-emissions region. This will largely come from wind and solar generation. This infrastructure is largely delivered by the private sector, so the Future Development Strategy plays an advocacy role by seeking to send a signal to both developers and regulators to support this infrastructure.

This Future Development Strategy acknowledges the need for National Grid and distribution network upgrades that could be required to accommodate more electricity generation in the region. We also support, where appropriate, localised and off-grid solutions.

SOLAR

Regional opportunities exist to provide for more localised solar generation, such as the Helios solar farm in Greytown²⁰ and smaller-scale domestic and community solar projects, which are already enabled by some of our updated local plans.

CentrePort is investigating shore power to reduce emissions from large ships, and in the future these will potentially feed more energy into the grid. This shore power is likely to be solar.

WIND

Our region has an excellent wind resource, and was home to the country's first wind turbine built on Brooklyn Hill and the first wind farm (Hau Nui in the Wairarapa). We now have two more wind farms in the region, West Wind and Mill Creek. The region has potential for more wind generation to be developed in Wellington and the Wairarapa²¹.

HYDRO

The region has very little hydro generation but the Mangahao Power Station near Shannon, which was commissioned in 1924, is still operational and connected to the National Grid. There is limited potential for much more, but four yet undeveloped potential small-scale hydro power sites exist in the region²².

¹⁸ www.gw.govt.nz/assets/Uploads/ghg-summary-report-wellington2019wrfinal.pdf

¹⁹ www.gw.govt.nz/assets/Uploads/ghg-summary-report-wellington2019wrfinal.pdf

²⁰ heliosenergy.co.nz/projects/greytown-solar-farm/

²¹ www.mbie.govt.nz/assets/wind-generation-stack-update.pdf

²² www.mbie.govt.nz/assets/embedded-hydro-generation-opportunities-in-new-zealand.pdf

GAS

The Government is developing a national plan to transition gas industry to a low-emissions future, which will detail the actions required by the industry out to 2050, but with a core focus out to 2035. The region will need to adhere to this pathway during the life of the Future Development Strategy.

As stated above, stationary energy is the third largest source of regional emissions for Greater Wellington, but our emissions from natural gas have recently increased (by 9% between 2021 and 2019)²³. We use natural gas primarily for cooking and heating, but in the future more of this energy demand may be able to be supplied by electricity. This means that we need more renewable electricity (see above) to meet this demand in a sustainable way.

Another way to decarbonise our regional gas emissions and meet our regional needs is to distribute a blend of lower carbon gases²⁴ through the gas network (this has already started to occur) and investigate alternative gas options, such as biogas and green hydrogen. This can make use of our existing infrastructure, including the high-pressure gas pipelines that are present along the western side of our region.

TELECOMMUNICATIONS

Telecommunication networks are a critical part of enabling New Zealand to successfully engage with a connected world, increasing efficiency for business, reducing the need/frequency for travelling greater distances, and enabling social connections. Ensuring equitable access for everyone in our region, including those who live in remote locations or who are vulnerable and disadvantaged, is therefore important. At present, there are large areas of the Wairarapa, Northern Kāpiti and Horowhenua without access to high-speed broadband.

Telecommunication network technology is continually developing and changing, wherever possible, to meet our communities' expectations for new, faster and uninterrupted digital experiences. This means that we need to support infrastructure upgrades, alterations and replacements throughout the life of the Strategy. The active equipment, such as the antennas and operation systems on a pole, are altered and changed regularly (every five to 10 years). Fixed line and wireless networks will need to be upgraded and additional networks constructed to meet the growth, both where there is increasing density within existing urban areas and in new locations. Providers advise that due to the nature of the infrastructure, they are unable to provide documents and information detailing network planning predictions of where new cell-sites will be required and located²⁵.

Telecommunications infrastructure needs to be coordinated alongside other infrastructure investments to facilitate forward planning and 'trench sharing', and developers should involve Chorus early in the development process.

Telecommunications activities are well supported through existing planning regulations (there are National Environmental Standards for Telecommunication Facilities (2016) and all District Plans contain network utility rules). However, both are outdated and are not sufficiently enabling of newer telecommunication technologies that will support the vision of our REDP and provide up-to-date services for our communities. A review of District Plans is therefore required, which will be identified as part of the implementation of the Future Development Strategy in collaboration with telecommunications providers.

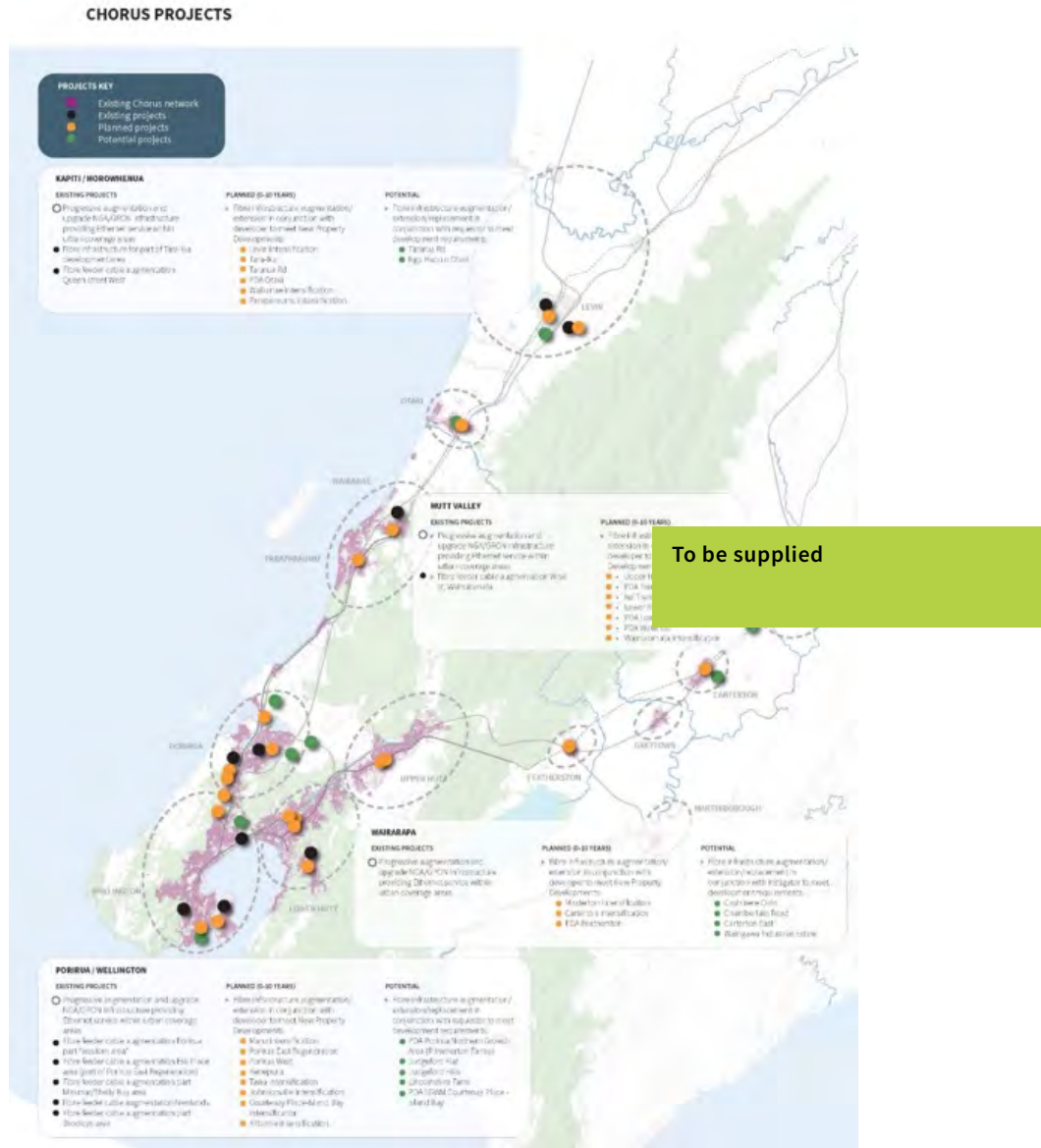
Chorus has supplied their existing and planned projects over the life of this Strategy. This is detailed in Diagram XX.

²³ www.gw.govt.nz/assets/Uploads/ghg-summary-report-wellington2019wrfinal.pdf

²⁴ For example, hydrogen mixed with natural gas and biogas.

²⁵ Publicly available information about telecommunications coverage is available online here: Broadband Map NZ; Spark NZ network coverage; Mobile Coverage at your place, over 5G, 4G, 3G and even 2G. One NZ.; Network coverage | 2degrees

Diagram xx Chorus projects



Social and community infrastructure

EDUCATION

The Ministry of Education (MoE) supports the focus on development in existing settlements in preference to greenfield development. MoE have identified potential educational requirements if development was to occur in the areas prioritised in the Future Development Strategy and at the scale and pace projected in the Housing and Business Development Capacity (HBA). It is noted that there is significant capacity outside of the prioritised areas as well, and this creates some uncertainty for infrastructure providers.

With the focus on intensification, there are potential land constraints, with the land generally being brownfield and there being topographical constraints, which brings challenges to establish new schools in areas of already existing density. New ways of delivering education assets are likely to be required, such as shared investment, land swaps and the retrofitting of existing sites. The Future Development Strategy advocates for a close working relationship with MoE as part of the WRLC Urban Growth Partnership

More detail is provided in Appendix 2.

HEALTH

The region has four hospitals (Wellington, Kenepuru, the Hutt and Masterton), with Wellington Hospital in Newtown being the main hospital for our region. Horowhenua is serviced by Palmerston North Hospital. There is currently inequitable access to hospitals in some parts of our region. High-level discussions have been held with Te Whatu Ora. Capacity constraints due to the changing nature of their organisation have resulted in limited detailed consultation. At this stage no further hospitals are planned for this region. Te Whatu Ora endorse the approach to have walkable neighbourhoods that have the potential to improve health outcomes. Further discussions will be held as part of the development of the Future Development Strategy Implementation Plan.

OUR BLUE-GREEN NETWORK

The location of social infrastructure, such as parks, has a significant impact on how urban areas in our towns and cities grow and change over time, This includes where, how and why people move around urban areas, and how socially connected they feel within their communities.

Regional parks have significant infrastructure to maintain and can accommodate a lot more recreation visits, conservation volunteering and community well-being benefits. The way in which we plan for the location of developments can have an impact on the level of use of regional parks, providing opportunities for people to connect with and value nature. In some parts of the region, further investment in local parks and pockets parks may be needed to support well-functioning urban environments. This will be determined through localised detailed planning.

We want to value, protect and enhance our existing waterways (blue) and parks and open spaces (green) networks across the region (see Diagram xx).

These blue-green networks combine recreation, amenity, infrastructure and natural features. There is significant value in managing all these features together as a network, to maintain connections between these spaces and the recreational and ecological opportunities they provide as a network.

The indigenous biodiversity and ecosystem services provided by these networks are important and of value to those in the region, and we need to minimise the impacts that development might have on them.

We want to improve our existing blue-green networks and will support developments that further enhance connections between these spaces and provide more recreational opportunities for our region. This will ensure new developments promote the ecological and indigenous biodiversity benefits of these important networks.

Diagram xx Blue-green networks in the region

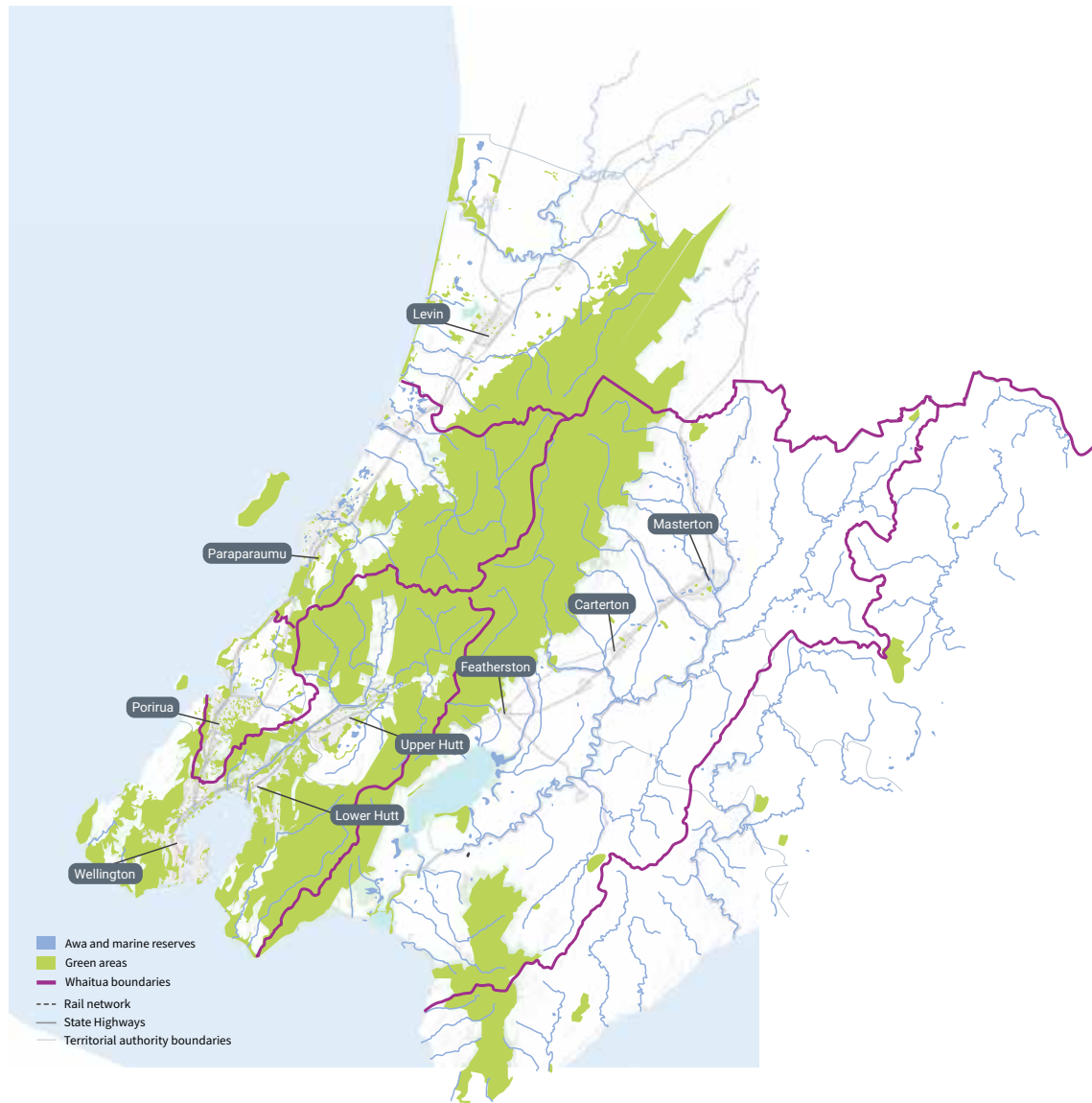


Figure 1 – our existing blue/green network provides significant recreational and ecological benefits for the region.

Appendix 5: Glossary of terms/kupu²⁶ in this document

Āpitihianga 5: He kuputaka mō ngā kupu o tēnei tuhinga

| Term | Definition |
|--|---|
| corridor | This is a planning concepts that refers to a particular area in a region which councils are focusing on in developing a strategy (e.g. how to make transport better). |
| Future Development Strategy (FDS) | A Future Development Strategy is a requirement under the NPS-UD 2020 – updated May 2022 for tier 1 and tier 2 local authorities. https://environment.govt.nz/assets/publications/National-Policy-Statement-Urban-Development-2020-11May2022-v2.pdf . The Wellington-Wairarapa-Horowhenua regions are preparing this together under the WRLC Urban Growth Partnership. |
| greenfields | This concept refers to green land that hasn't been built on yet. It can include private and council/central government land. |
| hapū | (noun) kinship group, clan, tribe, subtribe – section of a large kinship group and the primary political unit in traditional Māori society. |
| hauora | (noun) health, vigour; Hauora includes Taha tinana (the physical dimension), Taha hinengaro (the mental dimension); Taha whānau (the family dimension), Taha wairua (the spiritual dimension) and the interactions between these dimensions. |
| infill | In urban planning, infill development is building in areas where housing already exists – this could be, say, another house on the back of a property where a house currently exists or a total redevelopment on a piece of land within a town or city. |
| iwi | (noun) extended kinship group, tribe, nation, people, nationality, race – often refers to a large group of people descended from a common ancestor and associated with a distinct territory. |
| Let's Get Wellington Moving | Is a partnership between Waka Kotahi NZ Transport Agency, Wellington City Council and Greater Wellington Regional Council, and mana whenua partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira. |
| local authority | Local government and local authority(ies) are terms used to describe any or all of New Zealand's regional, district, city or unitary councils. While central government is concerned with the broader issues of importance to all New Zealanders, local government manages the issues that are specific to local communities. |
| Long-Term Plan (LTP) | A Long-Term Plan sets out a council's priorities for its community and where it intends to invest, including major projects. It includes detailed information on the activities, services and projects the council intends to deliver, and therefore what the proposed rates and debt will be for the next 10 years. |
| mahi tahi | (verb) to work together, collaborate, cooperate. |

²⁶ Regarding te reo Māori terms, please be aware that the expression and understanding of these are specific to and require the input of your local mana whenua: iwi, hapū, marae. For the purposes of this document we have drawn on Te Aka, Māori Dictionary, Te Ara, Encyclopaedia of New Zealand, and Te Mana o Te Taiao – Aotearoa New Zealand Biodiversity Strategy and www.environmentguide.org.nz and other online sources. Please also refer to the interpretation section of the NPS-UD available at: <https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020-updated-may-2022/>

Hyper links to be added

| Term | Definition |
|--|--|
| mana whenua | (noun) territorial rights, power from the land, authority over land or territory, jurisdiction over land or territory – power associated with possession and occupation of tribal land. |
| Medium Density Residential Standards (MDRS) | The MDRS enables housing choice across Aotearoa New Zealand’s main urban areas. These standards support the development of three homes up to three storeys on each site, without the need for resource consent. |
| National Policy Statement on Urban Development (NPS-UD) | <p>The NPS-UD 2020 is a national policy statement under the Resource Management Act 1991, which recognises the national significance of:</p> <ul style="list-style-type: none"> • having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural well-being, and for their health and safety, now and into the future • providing sufficient development capacity to meet the different needs of people and communities. |
| Problem areas | For the purposes of scenario evaluation in this document, these are areas where we don’t want to build new things because they might be prone to the impacts of natural disasters or climate change, or they might be significant cultural sites. |
| Regional Emissions Reduction Plan | A WRLC regional project under development to produce a plan to transition to a zero-carbon region that meet community needs and aspirations. It will identify the key shifts and priority actions that need to happen at a regional level to reduce carbon emissions. |
| Regional Plan | The purpose of a Regional Plan is to assist a regional council to carry out its functions in order to achieve the sustainable management purpose of the Resource Management Act 1991. They cover issues such as soil conservation, water quality and quantity, aquatic ecosystems, biodiversity, natural hazards, discharge of contaminants, allocation of natural resources, and development capacity for housing and business land to meet regional demand. Regional Plans must give effect to national policy statements, national planning standards and regional policy statements. |
| regional strategy (RPS) | Regional councils are obliged to prepare a regional policy statement. Regional strategies provide an overview of the resource management issues of the region and policies and methods to achieve integrated management of the natural and physical resources of the region. This includes significant resource management issues for the region and resource management issues of significance to iwi authorities. |
| RiverLink | This a project that combines crucial flood protection work, the Melling Transport Improvements and Hutt City Centre urban revitalisation. More information can be found here: www.riverlink.co.nz/ . It will also focus on housing development in the Hutt City CBD and wider area. |
| spatial plan | A spatial plan is a growth strategy for our region that sets out a plan of action for where and how we should grow and develop over a set period of time. For our Future Development Strategy this is over the next 30 years. |
| strategic public transport network corridors | The strategic public transport network provides regionally significant connections for people and freight between regional centres, towns and cities and to key regional destinations, facilities, education opportunities and employment hubs. The strategic public transport network is classified as regionally significant infrastructure in the proposed Greater Wellington Natural Resources Plan. |

| Term | Definition |
|--|---|
| te Ao Māori | The Māori world; a Māori perspective/worldview. |
| Te Tiriti o Waitangi | This phrase is often used as a direct translation for 'The Treaty of Waitangi'. However, it is important to acknowledge that the meaning of te Tiriti (the Treaty) in Māori differed from the meaning of the Treaty in English and most Māori signed the document written in te reo Māori. |
| Te Tirohanga Whakamua | This is the name WRLC iwi members selected for the statement of hapū and iwi values and aspirations for urban development (a requirement for the Future Development Strategy under the NPS-UD). |
| tino rangatiratanga | (noun) self-determination, sovereignty, autonomy, self-government, domination, rule, control, power. |
| urban environment | The NPS-UD provides the following definition for urban environment: "urban environment means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that: is, or is intended to be, predominantly urban in character; and is, or is intended to be, part of a housing and labour market of at least 10,000 people". |
| urban form | Urban form relates to how communities are designed and structured, the type of development that is allowed and where, and how the different areas are connected. For example, urban form affects the need to travel and the attractiveness (or otherwise) of walking as a practical form of transport. |
| Wellington Regional Leadership Committee (WRLC) | The Wellington Regional Leadership Committee is a union of councils, iwi and central government in the Wellington-Wairarapa-Horowhenua region, formed to work together to positively shape its future. For more information see Wellington Regional Leadership Committee (wrlc.org.nz) |
| whakatauki | (noun) proverb, significant saying, |
| whānau | (noun) extended family, family group, a familiar term of address to a number of people – the primary economic unit of traditional Māori society. |



wrlc.org.nz

Constraints Mapping Report

Wairarapa-Wellington-Horowhenua Future Development Strategy

AUGUST 2023



Wellington
Regional Leadership Committee

Contents

| | |
|---|----|
| Introduction | 3 |
| Te Ao Māori | 5 |
| Purpose | 6 |
| Our Approach..... | 7 |
| Wāhi Toitū | 9 |
| Wāhi Toiora | 24 |
| Spatial implications for Housing and Business Development | 33 |
| Appendix 1..... | 34 |



Introduction

Ka ora te wai
Ka ora te whenua
Ka ora te whenua
Ka ora te tangata
Mo te iti - mo te rahi

*If the water is healthy
the land will be nourished
If the land is nourished
the people will be provided for
For the little - for the large*

Detailed regional constraints mapping was initially undertaken to inform the Wellington Regional Growth Framework (WRGF). This report is updated from the WRGF and represents our region's¹ current thinking around the incorporation of constraints into the Future Development Strategy (FDS). This report seeks to identify constraints and values which place a restriction on the spatial extent of development in the region. This will include a recognition of mana whenua values and relationships with land and water.

What's Changed since the WRGF?

Many councils in our region have embarked on full District Plan reviews or intensification plan changes since the WRGF. This has meant that constraints have been updated based on the latest information. We have identified the following key changes and the maps have been revised accordingly.

Across the region key native ecosystems, wetlands, coastal marine area and riparian margins, earthquake hazards, high quality soils mapping has recently been updated and incorporated as constraints. Regional flood data has been updated through a new flood exposure model. Moderate and high flood hazard from the regional flood exposure model are considered Wahi Toitu.

Wairarapa and Horowhenua have updated sites of regional environmental and landscape values. Wellington City constraints are mapped to be consistent with the Proposed District Plan. For Upper Hutt we have added updated maps of recreation areas and protected trees.

Disclaimer: The maps shown in this document are at a regional scale and that viewers should check with their local council for more detailed information for their individual property. Also note, there is not consistency with some layers and that lack of information in a particular district doesn't necessarily mean this constraint is not applicable in an area. It likely means that we have no information. Please contact your local council for more information about a specific property.

The region is characterized by major natural features, including the:

- Tararua, Remutaka, Akatarawa and Aorangi ranges,
- Te Whanganui a Tara Wellington Harbour and Te Awarua-o-Porirua Harbour,
- Te Awa Kairangi/Hutt River Valley,
- rolling hill country in the Wairarapa,
- river flats, valleys, plains and terraces surrounding the Ruamāhanga River and Manawatu River,
- Foxtangi Dunes and Hokio Beach South Dune fields,
- Ko te Waewae Kāpiti o Tara Rāua ko Rāngitane, Matiu, Mākaro, Mokopuna and Mana islands,
- Taupō swamp complex, and
- large water bodies, including the Wairarapa Moana, Lake Onoke and Lake Horowhenua.

¹ The region for the Future Development Strategy covers the Wairarapa, Wellington and Horowhenua



It is the ancestral home to generations of Māori. There are seven iwi partners within the area covered by the FDS, many of whom have reached Treaty settlement with the Crown. There are a number of outstanding Waitangi Tribunal claims that relate to public land within the region.

The region's geology, tectonic setting and climate mean that it is prone to hazards. Many existing urban areas are located on flood plains, steep hillsides, reclaimed land, active earthquake faults and coastal areas. Some regional hazards, such as drought, wildfire, coastal flooding, fluvial/pluvial flooding and severe wind, will be exacerbated by a warming climate.

Land is both valued and used for a range of reasons. Large areas of the region are subject to environmental protections which limit housing and business development. These include regional park and forest park land along the central mountain ranges. Some of this mapping will be incomplete, and detailed investigation is required prior to undertaking development signalled in the Future Development Strategy.

Our relationship with land is interconnected with our histories, communities, economy and the natural environment. Te ao Māori provides holistic ways of thinking about the environment, and kaupapa principles which are part of our thinking in developing this report, include:

- **Ki uta ki tai (connectedness):** managing natural and physical resources in a holistic manner, recognising they are interconnected and reliant upon one another).
- **Wairuatanga (identity):** recognition and respect for mauri and the intrinsic values of natural and physical features, and including the connections between natural processes and human cultures.
- **Kaitiakitanga (guardianship):** recognition that we all have a part to play as guardians to maintain and enhance our natural and physical resources for current and future generations.
- **Tō mātou whakapono (judgement based on knowledge) –** recognition that our actions will be considered and justified by using the best available information and good judgement.
- **Mahitahi (partnership) –** partnership between iwi (mana whenua of the Wairarapa-Wellington-Horowhenua area) and the community, based on a commitment to active engagement, good faith and a commonality of purpose.

When planning for new regional housing and business development, it is important to recognise both the constraints and different values that are attributed to areas of land and whether these should pose limits to the urban footprint.

'Constraints based thinking' is just one lens for considering how to interact with our environment. The Future Development Strategy includes looking at spatial opportunities for new development outside of the no go constraint areas.

Te Ao Māori

He wa to nga mea katoa—to Papa, to Rangi.
Kaore he mea e taea te ki no Papa anake,
no Rangi anake

*Everything has a space of its own—
of the earth (Papa) and of heaven (Rangi).
There is nothing of which it can be said it belongs to
the earth alone, or to the heavens above.²*

The Māori worldview (Te ao Māori) recognises the holistic and interconnected relationships between people and te taiao (the environment).

Some key concepts that underpin Māori relationships with te taiao include:

- mauri (life force)
- kaitiakitanga (guardianship)
- whakapapa (genealogy)
- whanaungatanga (kinship, working together)
- rangatiratanga (right to exercise authority)
- mana (authority, status, spiritual power)
- wairua (spirit, soul)
- tapu (sacred)
- noa (common),
- taonga (treasure)
- mahinga kai (food gathering)
- rāhui (temporary prohibition)
- taniwha (powerful spiritual beings)

Mana whenua relationships with land and water

Māori values in the Wairarapa-Wellington-Horowhenua Region, in relation to te taiao, are summarised in the s32 Māori values report for the PNRP³ as follows:

While Māori values are held in common by all iwi, mana whenua express these specifically through their own lens of whakapapa (genealogy), history, traditions, location, kawa (principles) and tikanga (practices). Each [iwi and or hapū have] their own distinct identity formed through a longstanding relationship with place.

The relationships of mana whenua with their ancestral water and land are based in a Māori cosmology that describes a shared genealogy as the basis for what is a familial relationship between te ira tangata (mankind) and te taiao (the environment). The elements making up the environment are embodied in the form of ngā atua, ancestral deities whose individual attributes and

dynamic relationships are readily observable and play out in the day-to-day interactions of land and water, wind and sky.

Māori relationship with the environment is governed by the direct identification of the physical world as being fundamental to and synonymous with human identity and well-being. This is reflected in the direct association of individual hapū and iwi with specific rivers, mountains and other natural features as entities that define and support their existence.

The relationship of tangata whenua with land and water is adversely affected by the inappropriate use and/or degradation of natural and physical resources.

Mauri is the life force that exists in all things in the natural world, including people. Mauri comprises both physical and spiritual qualities and can be harmed by pollutants and by development which diminishes the natural character, life-supporting capacity and ecosystem health.

Kaitiakitanga is the responsibility of mana whenua to sustain the familial relationship with the environment. This is done by maintaining enhancing and restoring natural and physical resources including cultural rituals and practices for current and future generations.

² Journal of Polynesian Society: Tetahi wahi o te whakaakonga i roto i te whare-wānanga na nepia Pohuhu, Vol 32, No.125 (1923).

³ <http://www.gw.govt.nz/assets/Plans--Publications/Regional-Plan-Review/Proposed-Plan/Section-32-report-Maori-values.PDF>

Purpose

This document is intended to be reflective of the views of the project partners at this point in time.

The purpose of this report is to:

1. Identify, for the purposes of spatial planning, areas of the region where new housing and business development should not occur due to constraints and protections that are present.
2. Identify, for the purposes of spatial planning, areas of the region where constraints and values require care to be taken as new housing and business development occurs.
3. Recognise constraints and values that already inform land use decision making.
4. Highlight data deficiencies (research and mapping).

Limitations

This report is intended for spatial planning purposes only. This report is not intended as a substitute to local level assessments of constraints and values.

The identification of constraints and values included in this report has been informed by current knowledge, existing land protections, established policy, proposed policy with legal effect and the project kaupapa.

Not all land use considerations are included in this report; it is focused on the key constraints/values which may limit housing and business development at the regional scale⁴.

The mapping in this report is based on the existing information and GIS data available to the Future Development Strategy. We have used the best available data held by Greater Wellington Regional Council, Horizons Regional Council and councils. For some constraints, mapping data is unavailable, incomplete or reliant on emerging policy with legal effect.

There are a number of partner iwi that have not yet reached Treaty settlement with the Crown. There are also a number of outstanding Waitangi Tribunal claims that relate to public land within the region that are not identified in this report.

The mapping within this report is not intended to identify specific properties covered by existing constraints or values, but to look at the high level spatial distribution of constraints and values across the region.

We are aware that there are a number of existing communities located within areas that are subject to significant constraints and risk. In developing this report, the project partners recognise that there are future discussions to be had with vulnerable communities in areas where retreat or significant investment towards adaptation may become necessary. Decision making within these areas is complex and should be made locally, with appropriate consideration and mitigation of risks.

Future Report updates

Environmental management is a continuously evolving field; with

- the policy cycle and regular update of planning policy instruments,
- evolving national policy direction,
- new research which improves our understanding of risk and interconnections,
- increasing reflection and incorporation of mātauranga Māori into planning policy,
- data sharing developments between project partners, and
- technological innovations which change the way we interact with the environment.

It is therefore anticipated that this report will be updated over time, as the Future Development is updated and reviewed every 3 years.

⁴ For the purpose of the Framework and this Constraints Report, the region includes the territorial authorities of Masterton, Carterton, South Wairarapa, Upper Hutt, Lower Hutt, Wellington, Porirua, Kāpiti Coast and Horowhenua.

Our Approach

Categorisation

The same categorisation of constraints and values presented in the WRGF is used for the Future Development Strategy. They are categorised in this report under the following headings:

- **Wāhi Toitū:** areas with enduring presence that, for the purposes of spatial planning, are to be protected from new urban development.
- **Wāhi Toiora:** areas where, for the purposes of spatial planning, potential urban development must be carefully managed with appropriate consideration and mitigation of risks.

The Wāhi Toitū category relates specifically to additional housing and business development; capturing both greenfield development and infill/intensified development in urban areas.

The Wāhi Toiora category relates to both areas of existing and potential additional housing and business development.

Mapping

High level mapping is included in this report to provide a better understanding of the spatial distribution of constraints and values throughout the region.

These diagrams are based on GIS layer data that was obtained from a wide variety of sources; including local and central government, CRIs, and other bodies such as the QEII Trust. It is believed to be the best available data and is currently hosted at GWRC on behalf of this project.

Individual GIS layers have been grouped by category (Wāhi Toitū, Wāhi Toiora) and by sub-categories (cultural, environmental, hazards and other). Maps have been prepared at the level of these sub-categories. These layer groups have then been aggregated upwards to create two composite maps for the Wāhi Toiora and Wāhi Toitū categories.

For the Wāhi Toitū composite map, layer aggregation has been made using the following methods:

- Yes/no (“One or more constraints present” versus “No constraints present”);

For the Wāhi Toiora composite map, layer aggregation has been made using the following methods:

- Yes/no (“One or more constraints present” versus “No constraints present”); Count of constraints by overlay;

All GIS data was originally sourced as vector layers (point, line, or polygon). Point and line data was buffered at 50m radius to convert to polygons.

After initial map creation, vector data has been converted to a raster grid format at 50 m cell size for ease of aggregation. This makes processing faster but implies some loss of spatial resolution from the original data. The nominal mapping scale is 1:40,000 which is suitable for a regional-level overview.



Wāhi Toitū

This category identifies areas with enduring presence that are to be protected from new housing and business development.

Wāhi Toitū

- Certain sites with significant mana whenua values
- Ngā Whenua Rāhui
- Existing environmental protections
- Recreation land
- Known well defined earthquake fault rupture and deformation zones
- Areas subject to significant hazards associated with sea level rise and medium-high risk flooding
- Drinking water protection areas
- Highly productive land
- Significant infrastructure

The Wāhi Toitū category relates specifically to additional housing and business development; capturing both greenfield development and infill/intensified development in urban areas.

Kaitiakitanga, and the recognition that we all have a part to play as guardians to maintain and enhance our natural and physical resources for current and future generations, is a key value informing the identification of values and constraints within this category. Ki uta ki tai (interconnectedness), wairuatanga (identity), tō mātou whakapono (judgement based on knowledge), mahitahi (partnership) and whenua tūhono (connecting whānau and whenua) are also important concepts for determining areas of the region as Wāhi Toitū.

⁵ Uniform protection could impose barriers to mana whenua in developing their own land.

Sites with significant mana whenua values

Te Upoko o Te Ika a Māui is ancestral home to generations of Māori tribes, each with distinctive histories and values that contribute to our region's rich cultural heritage.

This report recognises that the entire region is a cultural landscape; with the areas of interest for the seven partner iwi overlapping to cover the extent of the region.

Many of the seven iwi partners, within the area covered by the Future Development Strategy, have reached Treaty settlement with the Crown. The relationship of mana whenua with the land is interconnected with identity and well-being. These relationships can be adversely affected by environmental degradation and loss of physical access.

European settlement resulted in the alienation of the majority of Māori land within the region by 1864. The current day city and town footprint extends over many sites of significance to mana whenua (including pā and kāinga). As a result, many mana whenua sites are now inaccessible or unusable to iwi for their traditional purpose.

Sites and areas with significant mana whenua values can include wāhi tapu, wāhi tūpuna, statutory acknowledgement areas, areas with customary rights, historic sites, cultural landscapes, taonga and other culturally important sites and areas. Public identification of these sites can be a matter of great sensitivity. Some are recorded in public documents, however this mapping for the region as a whole is incomplete. Physical and natural elements which play a strong part in wairuatanga, such the central mountainous spine, key lakes, islands and harbours, are places which are likely to possess enduring presence for mana whenua.

Undeveloped sites of significance could be protected from new housing and urban development if this reflects mana whenua aspirations⁵. The WRGF involves a project to progress conversations with mana whenua to identify any additional Wāhi Toitū areas with significant cultural values that should be protected from new urban development. This work is yet to commence and will be included in future updates to this report and the Future Development Strategy

Ngā Whenua Rāhui

The Department of Conservation supports the protection of indigenous biodiversity on Māori owned land through its Ngā Whenua Rāhui fund. Landowners retain rangatiratanga (ownership and control) of their land, and the land is protected from development by 25 year Kawenata (covenants).

Areas covered by active Ngā Whenua Rāhui Kawenata (covenants) are protected from urban development, and are therefore appropriate for inclusion in the Wāhi Toitū category for the duration of the kawenata.

Existing environmental protections

The natural environment is highly valued and enjoyed by communities for various cultural, social, and economic reasons. It is interconnected with our regional identities, wellbeing and livelihoods. As detailed above, mana whenua have a special relationship with te taiao and the environment plays an important role in whakapapa, wairuatanga and kaitiakitanga.

The intrinsic value of our natural environment and physical landscape is reflected in many existing environmental protections. This includes through various National Policy Statements and National Environmental Standards, the Natural Resources Plan and the Regional Policy Statement.

The Wellington Natural Resources Plan also contains numerous schedules with associated provisions protecting the natural environment, including ecosystems and habitats with significant biodiversity, outstanding water bodies, sites of significant mana whenua values, sites with significant historic heritage values, recreation and Māori customary use and community drinking water supply areas.

The recently notified Proposed Change 1 to the Wellington Regional Policy Statement seeks to address four significant and urgent resource management issues in the Wellington Region in an integrated way:

- Lack of urban development capacity
- Degradation of fresh water
- Loss and degradation of indigenous biodiversity
- The impacts of climate change.

Proposed Change 1 includes new provisions that seek for integrated management of the region's natural and built environments that is guided by Te Ao Māori. By strengthening some environmental protections and establishing links between urban development and other objectives under the Regional Policy Statement, its direction is to enable development that:

- Occurs in locations and uses approaches that prioritises the health of water bodies and freshwater ecosystems, and
- Is resilient to the effects of climate change and accounts for a transition to a low/no carbon future, and
- Protects areas of significant indigenous vegetation and significant habitats of indigenous fauna.

Horowhenua District Council is part of the Horizons Regional Council Rohe. The Horizons One Plan has identified the “big four” challenges facing the region – Surface water quality degradation, Increasing water demand, unsustainable hill country land use and threatened indigenous biodiversity.

Horizons have recently notified Plan Change 3 to the One Plan, which is intended to give effect to the National Policy Statement on Urban Development. Plan Change 2 took effect in December 2022 and added provisions to give effect to the National Environmental Standards for Freshwater. They are also implementing a freshwater protection and enhancement programme called ‘Our Freshwater Future’, which will result in some changes to the RPS that will further give effect to the National Policy Statement for Freshwater in 2024.

• PARK LAND

Large areas of the region are already in the form of open space, which will remain in a natural state. This includes Department of Conservation land, QEII Trust sites, Regional Parks and Regional Forest parks. Many of these areas have great cultural significance.

These areas are also important ecological corridors and native habitat, provide quality regional water supply catchments and are important as the ‘lungs of the region’. The significant natural, cultural, recreation, scenic and economic value of these areas should continue to be protected from new housing and business development.

• FRESHWATER ECOSYSTEMS

Wetlands, lakes, rivers and streams in the Region have a number of ecological and cultural values; as habitat for indigenous species, mahinga kai, wildlife corridors, a natural nutrient filtration system, natural water storage and carbon sequestration.

Less than 3% of the Wellington region's natural freshwater wetlands remain. There are already existing protections for natural wetlands through the Natural Resources Plan and the National Environmental Standards for Freshwater, however recent amendments are more permissive and allow for some housing and business development and other activities such as quarrying in certain circumstances, reducing the protection of remaining wetlands.

Policy 6 of the National Policy Statement for Freshwater Management 2020 (NPS-FM) requires that there is no further loss of extent of natural inland wetlands, their values are protected, and their restoration is promoted. Policies 7 and 9 requires the avoidance of river extent loss and the protection of habitats of indigenous freshwater species. Remaining natural wetlands, rivers and streams should therefore continue to be protected from housing and business development, with adherence to the effects management hierarchy in certain circumstances where consenting pathways are provided by the National Environmental Standards for Freshwater.

• SIGNIFICANT INDIGENOUS BIODIVERSITY

Tangata whenua have a special relationship with our indigenous biodiversity. Indigenous biodiversity also contributes to our regional identity, and our social and economic wellbeing.

New Zealand is a global hotspot for biodiversity, however many native species are threatened or at risk. Threats to our native species include habitat loss, competition by exotic and invasive species and degradation through human activities. Many of our land-based native ecosystems cannot survive without active management.

Some areas of locally, regionally and nationally significant indigenous biodiversity areas are already protected from land use and housing and business development. The operative Regional Policy Statement

for the Wellington Region currently requires the identification and protection of Significant Natural Areas in District Plans. Significant Natural Areas are identified in Schedule G of the Horizons One Plan for the Horowhenua Region.

The National Policy Statement for Indigenous Biodiversity (NPS-IB) was gazetted in August 2023. The NPS-IB provides direction to councils on how to identify significant natural areas and manage the adverse effects of new activities on them. Mapping of Significant Nature Areas was not able to completed in time for this Future Development Strategy. Where SNA mapping is incomplete, existing published information for example "Significant Natural Resource" sites on public land from the operative Hutt City District Plan, are being used until more detailed mapping required by NPS-IB is completed.

• SITES WITH SIGNIFICANT LANDSCAPE VALUES

Some landscapes and natural features within the region are protected and highly valued for their outstanding natural and character values. This includes outstanding water bodies, outstanding landscapes, outstanding natural features, regionally significant geological features, areas of high natural coastal character and regionally significant features.

These landscapes are exceptional or iconic and dominated by natural elements and processes.

These are areas that lie outside of the conservation estate, but still possess outstanding value at a district, regional or national level. These areas should continue to be protected from new housing and business development.

Recreation land

Recreation land provides important spaces for sport, recreation and leisure activities. It contributes to the amenity and identity of places within the region, as well as to the wellbeing and health of our communities. Recreation land includes local open spaces, parks and gardens which is currently identified in operative district plans⁶.

⁶ If an area of land is no longer required for reserve purposes and is re-zoned, then it is not intended to be captured in future updates of this document.

Known well defined earthquake fault rupture and deformation zones⁷

The region lies over the meeting point of two tectonic plates; with the subduction interface between the Pacific and Australian plates located approximately 25km below Wellington.

There are 14 active faults in and around the region which could produce destructive earthquakes; including the Wellington, Ōhāriu and Wairarapa faults. In the Horowhenua District there are 4 active faults: Ōhāriu, Otaki Forks, Poroutawhao, Tokomaru

All regional urban centres are subject to earthquake hazards. Parts of the Wellington, Lower Hutt, Upper Hutt and Porirua cities, and the Waikanae centre, are built directly over active fault rupture zones, whilst Levin lies between two active faults. Some key pieces of regional infrastructure, including bulk water supply pipelines and main transport routes, also cross over active fault rupture zones.

Where there is certainty around the location of a fault rupture and deformation zone, councils have begun to introduce rules to restrict new development (typically within 20m either side of an active fault). Due to the significant risk to human life and property, known earthquake fault rupture and deformation zones should be protected from new housing and urban development.

⁷ Mapping was unavailable for the whole region, so instead known active faults are represented in Figure 5. Further detailed site investigations are required to improve mapping.

⁸ The region is prone to many natural hazards. In this report, most are under Wāhi Toiora. High hazard areas associated with any natural hazards may be represented within Wāhi Toitū in future updates of this report.

⁹ <https://www.wellingtonwater.co.nz/your-water/drinking-water/where-does-it-come-from/>

Areas at risk from significant coastal hazards due to sea level rise

Anthropogenic greenhouse gas emissions are changing the climate system. One effect of this is sea level rise, due to thermal expansion of ocean waters and the melting of land-based ice. In addition, the region is experiencing tectonic subsidence at rates similar to the locally measured rise in sea level.

Together, this ongoing relative rise in sea level will exacerbate regional coastal hazards that already occur in the region; such as shoreline erosion, storm-tide flooding, impeded drainage (at river mouths and stormwater outfalls) and raised water tables leading to extended pluvial (surface), stormwater and alluvial flooding.

Many parts of our town and cities are situated in low-lying coastal areas, vulnerable to these effects and the impacts of sea level rise. Planning and hazard mapping related to these areas is developing; including community based adaptation and planning approaches.

The Wellington Regional Leadership Committee work programme includes a project to encourage and progress local adaptation to coastal hazards and sea level rise planning programmes. This project is currently underway. The Wellington and Horizons Regional Policy Statement sets out a mandate to avoid inappropriate development in high hazard areas⁸ and, in light of the expected climate change and sea level rise impacts in the region, this should influence the patterns and locations of future housing and business development represented in updates of this report.

Drinking water protection areas

Te Mana o te Wai encompasses integrated and holistic health and wellbeing of a freshwater body. When Te Mana o te Wai is upheld, the water body will sustain the full range of environmental, social, cultural and economic values held by iwi and the community.

Safe and reliable drinking water is also important for regional health and prosperity. Over 144 million litres of water is supplied to towns and cities in the region every day⁹.

Areas of the region where freshwater is sufficiently unpolluted (therefore suitable for use as drinking water) are limited. Our drinking water comes from catchments which are located upstream of development and protected to reduce pollution.

These include current and future potable water collection management areas and surface water protection areas. These areas will continue to be protected from new housing and business development.

Highly productive land and high-quality soils

Food production is important for regional health and prosperity; providing economic and employment benefits, and resilience against supply chain disruptions. Some of the region's most productive land is already part of the urban footprint. Through development, the productive potential of this land has been lost. Some remaining areas of highly productive areas are at risk from urban expansion and lifestyle block development.

High quality soils, suitable for food production are limited geographically. Some of the regions highest quality soils have already been built upon. Soil with a land use classification (LUC) of 1, 2 or 3 comprises our best and most versatile soils. Remaining areas of LUC 1-3 are important for our region's future; both for primary production employment and food security reasons. Undeveloped areas of LUC 1-3 are found mostly in the Wairarapa, Horowhenua and Kāpiti Coast areas.

This report notes the distinction between high class soils and highly productive land. Not all high class soils will be highly productive; areas of the region where primary production is possible is limited by a number of factors; including climate, soil type, drainage, erodibility, topography, the availability of water, water and transport infrastructure, access to labour and markets and the size of land parcels.

Careful management of housing and business development on LUC 1-3 soils will safeguard the region's food producing capacity for future generations.

The National Policy Statement on Highly Productive Land 2022 (NPS -HPL) requires councils to protect highly productive land for use in land-based primary production. This includes avoiding subdivision of highly productive land and re-zoning from rural to urban or rural lifestyle, and managing reverse sensitivity and cumulative effects of subdivision, use or development on the availability and productive capacity of highly productive land.

Mapping of highly productive land as required by the NPS-HPL has not been completed in time for this Future Development Strategy. In the interim, land that is LUC Class 1, 2 or 3 rural land not already identified for housing and business development, must be treated as highly productive land.

Significant Infrastructure

The successful functioning of the region depends on significant infrastructure; including the national electricity transmission network. There are already protections in place restricting new development within the National Grid Yard (the area immediately beneath and next to national grid lines and support structures).

The roading network, airports, port, rail network, telecommunications facilities, the stormwater systems and other utilities form part of national and regional networks that enable communities to provide for their wellbeing and safety. The Wellington and Horizons Regional Policy Statements set out a mandate to avoid inappropriate development alongside regionally significant infrastructure.

Future versions of the constraints report may identify additional national and regional infrastructure of significance requiring protection from housing and business development in the Future Development Strategy for the purposes of spatial planning.

Wāhi Toitū Mapping

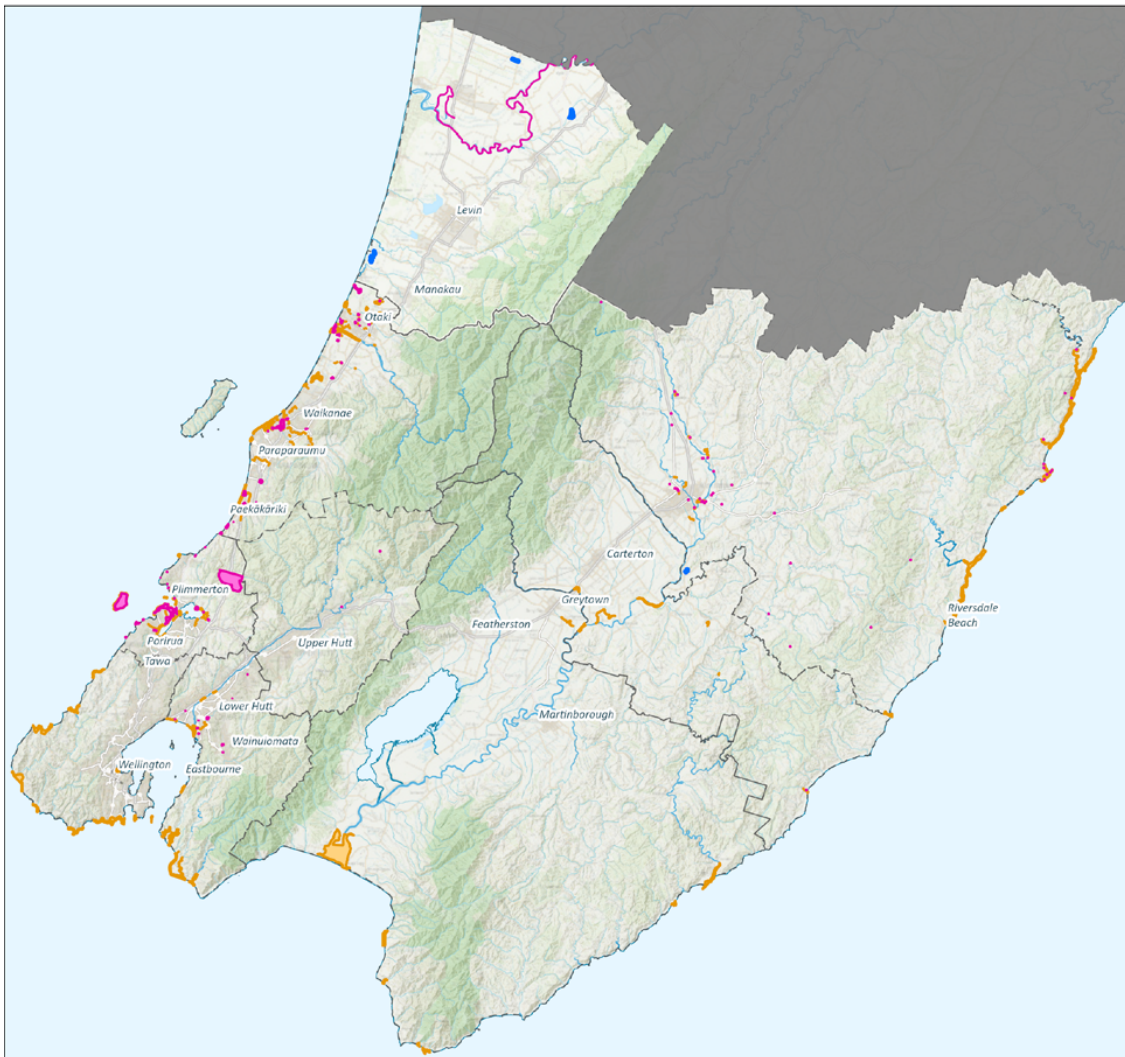
The following maps show the Wāhi Toitū areas spatially across the region.

Wāhi Toitū

Culture & heritage

Ngā Whenua Rāhui, Sites with significant mana whenua values (Natural Resources Plan), & sites and areas of significance to Māori (District plans)

- Sites and areas of significance to Māori (District plans)
- Ngā Whenua Rāhui
- Mana Whenua Sites of Significance (Natural Resources Plan, Schedule C)
- Place_names



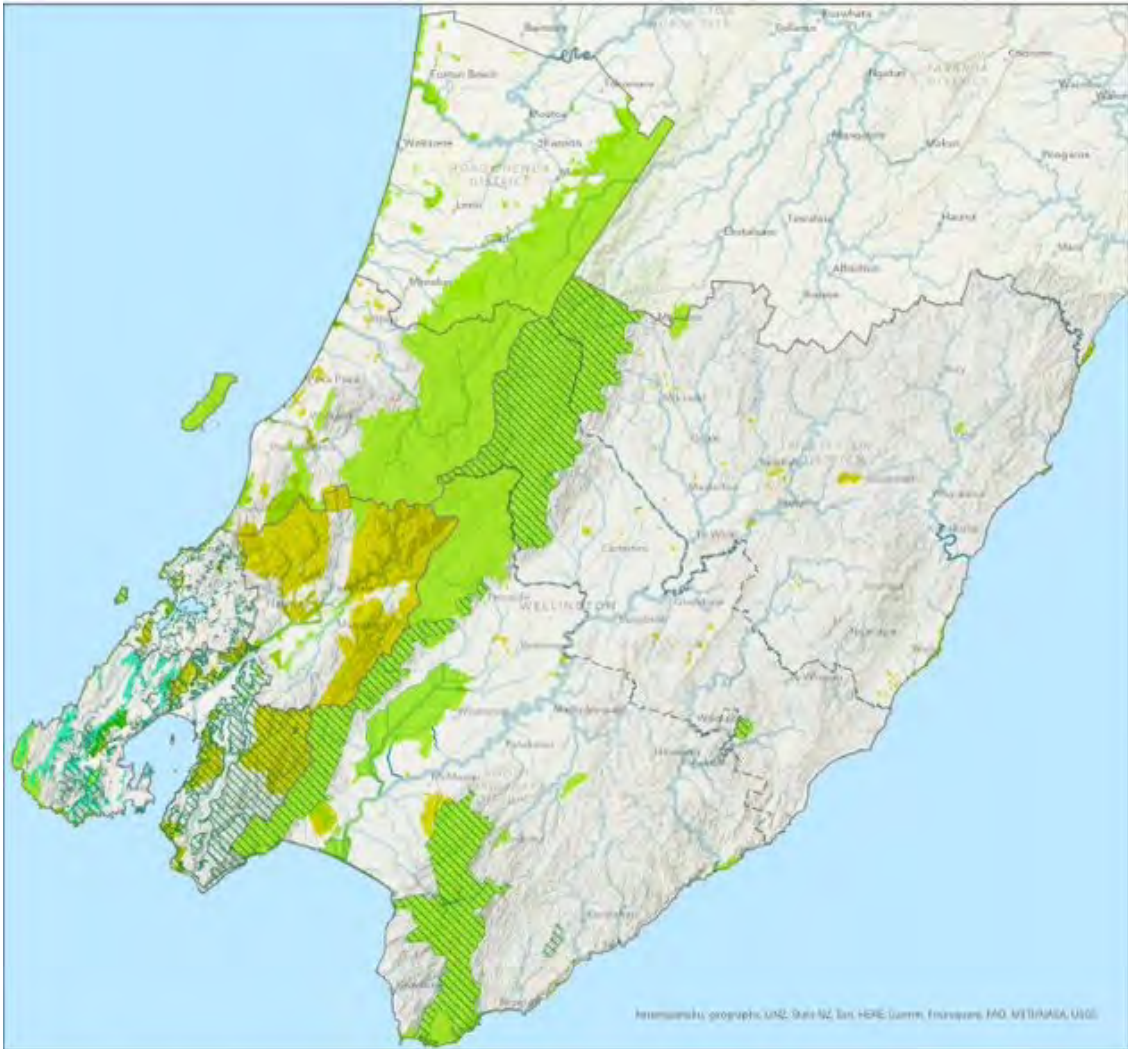
**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Ngā Whenua Rāhui protected areas, Mana Whenua sites of significance in the Natural Resources Plan [Schedule C1-C5], Sites and areas of significance to Māori in district plans

Wāhi Toitū Environmental protections

Outstanding natural features and landscapes, significant natural areas, key native ecosystems and protected ridgelines

- Outstanding Natural Features and Landscapes
- Key native ecosystems (GWRC)
- Significant Natural Areas
- Protected ridgelines



Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping

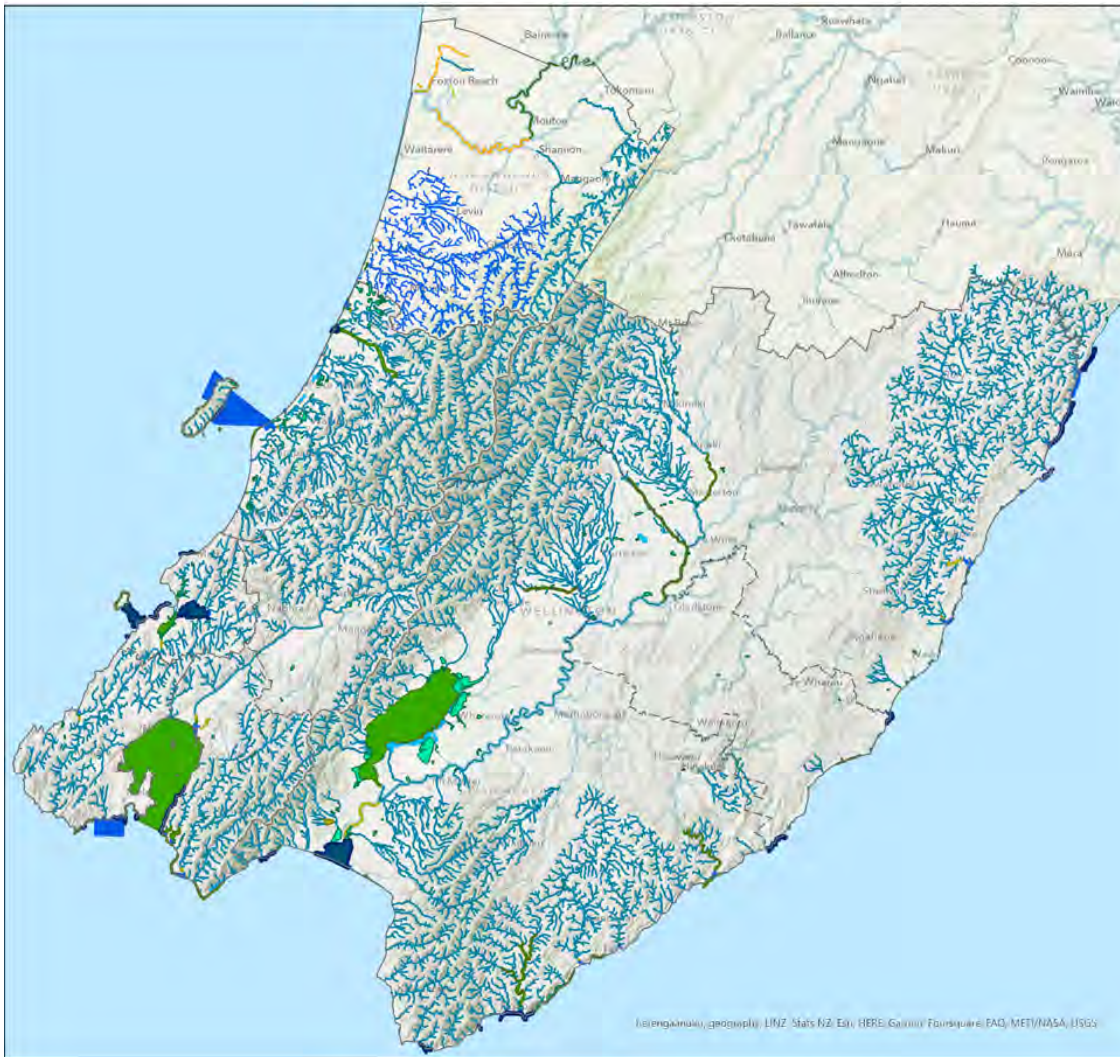
Data: Key Native Ecosystems (GWRC), Outstanding Natural Features and Landscapes, Protected ridgelines, Significant Natural Areas (TLA open data sites)


wāhi
Toitū

Environmental protections

Schedules within the operative Natural Resources Plan and OnePlan

- Schedule J: Significant geological features in the coastal marine area
- Schedule F4: Sites with significant indigenous biodiversity values in the coastal marine area
- Significant Natural Wetlands (Schedule F3)
- Indigenous Bird Habitat (Schedule F2)
- Lakes with significant aquatic plant communities (Schedule F1c)
- Inanga spawning habitat (Schedule F1b)
- Rivers and lakes with significant indigenous ecosystems (Schedule F1 high MCI health)
- Lakes, rivers and wetlands with outstanding indigenous ecosystems values (Schedule A)
- Sites of significance Riparian (Schedule B, OnePlan)
- Sites of significance Aquatic (Schedule B, OnePlan)
- Inanga Spawning areas (Schedule B, OnePlan)
- Natural State (Schedule B, OnePlan)
- Whitebait Migration rivers (Schedule B, OnePlan)
- Amenity (Schedule B, OnePlan)
- Domestic food supply (Schedule B, OnePlan)



 **Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

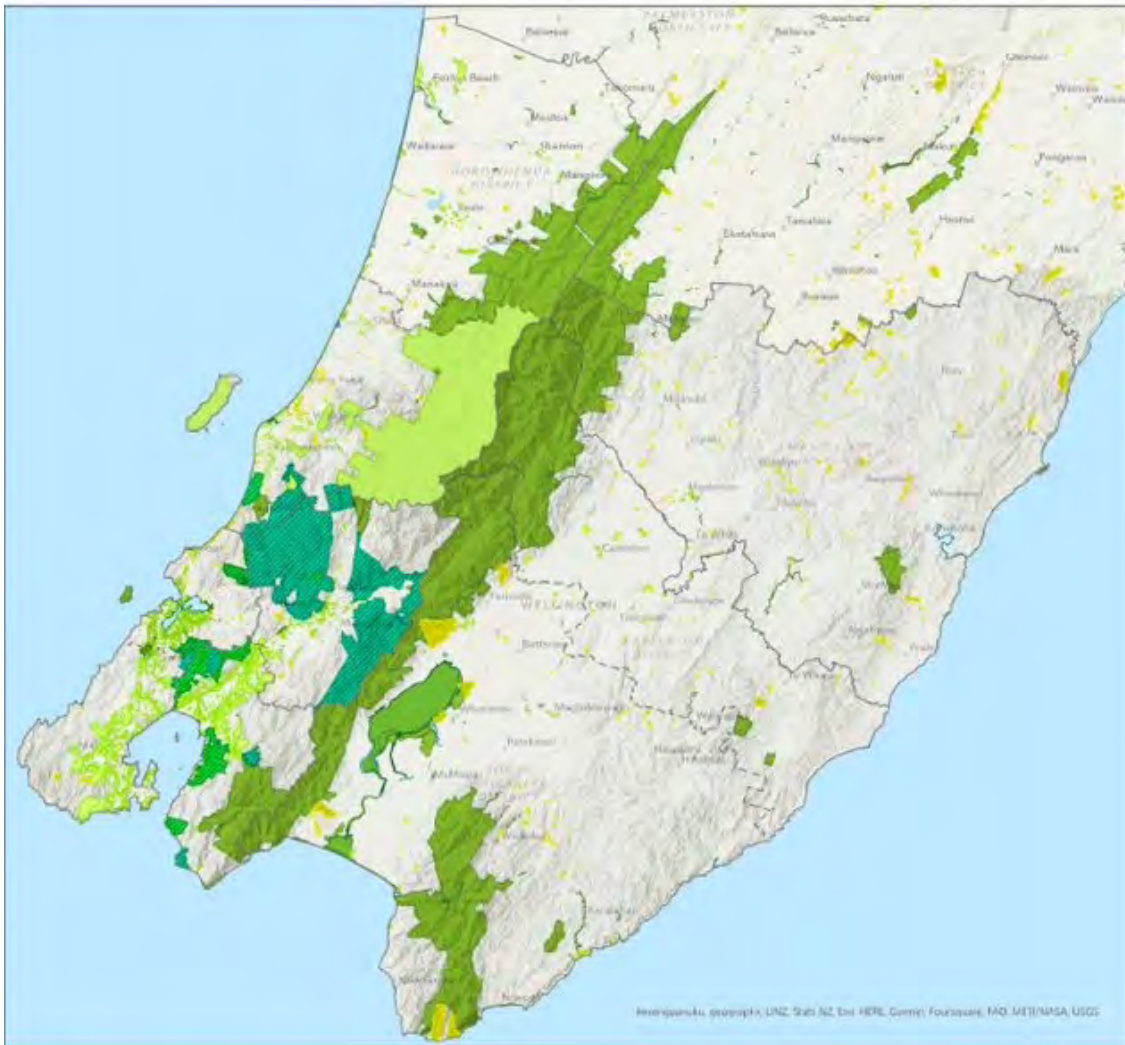
Data: Natural Resources Plan schedule A, Schedule F and Schedule J, OnePlan Schedule B

wāhi Toitū

Environmental protections

Including Conservation land, regional parks, territorial authority parks and reserves and QEII Trust covenants

- Parks and reserves
- DOC Conservation Land
- Regional Parks
- QEII Covenants



**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: parks and Reserves in territorial authorities (see TLA open data sites), QEII covenants (Queen Elizabeth II Trust), Regional Parks (GWRM), DoC Conservation Land (DOC)

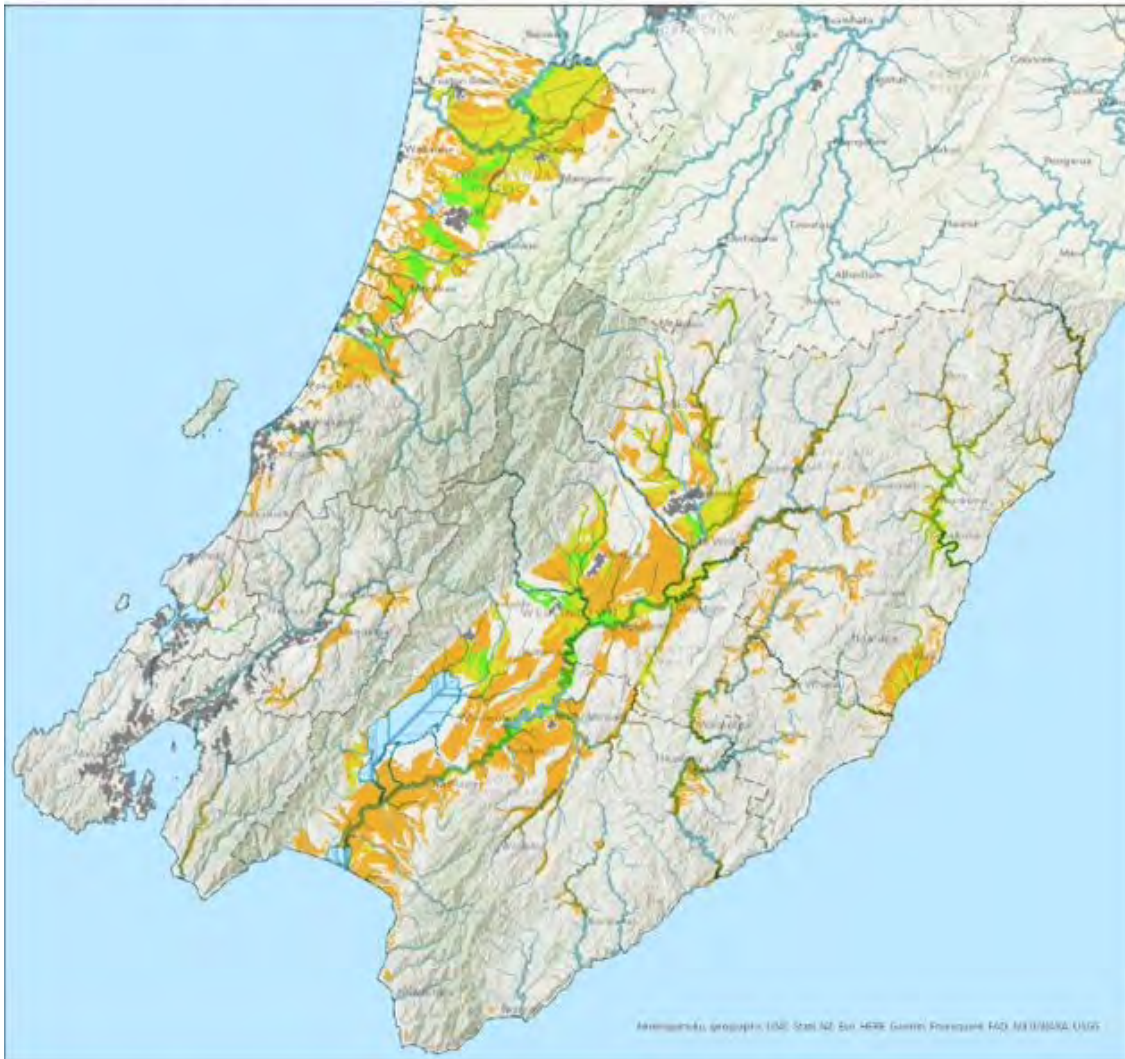
Wāhi
Toitū

High class soils

Landuse capability (LUC) class 1, 2 and 3 soils outside areas in District Plans designated as urban/ development

High class soils outside urban areas (LUC)

- 1
- 2
- 3
- Residential areas (LINZ)



Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping

NZL Land Resource Inventory (LRI) Land Use Capability 2011. Manaaki Whenua Landcare Research. This map shows the highly productive land (land use classes 1, 2, 3) outside existing or future defined urban areas as per the Proposed NPS (released August 2019).

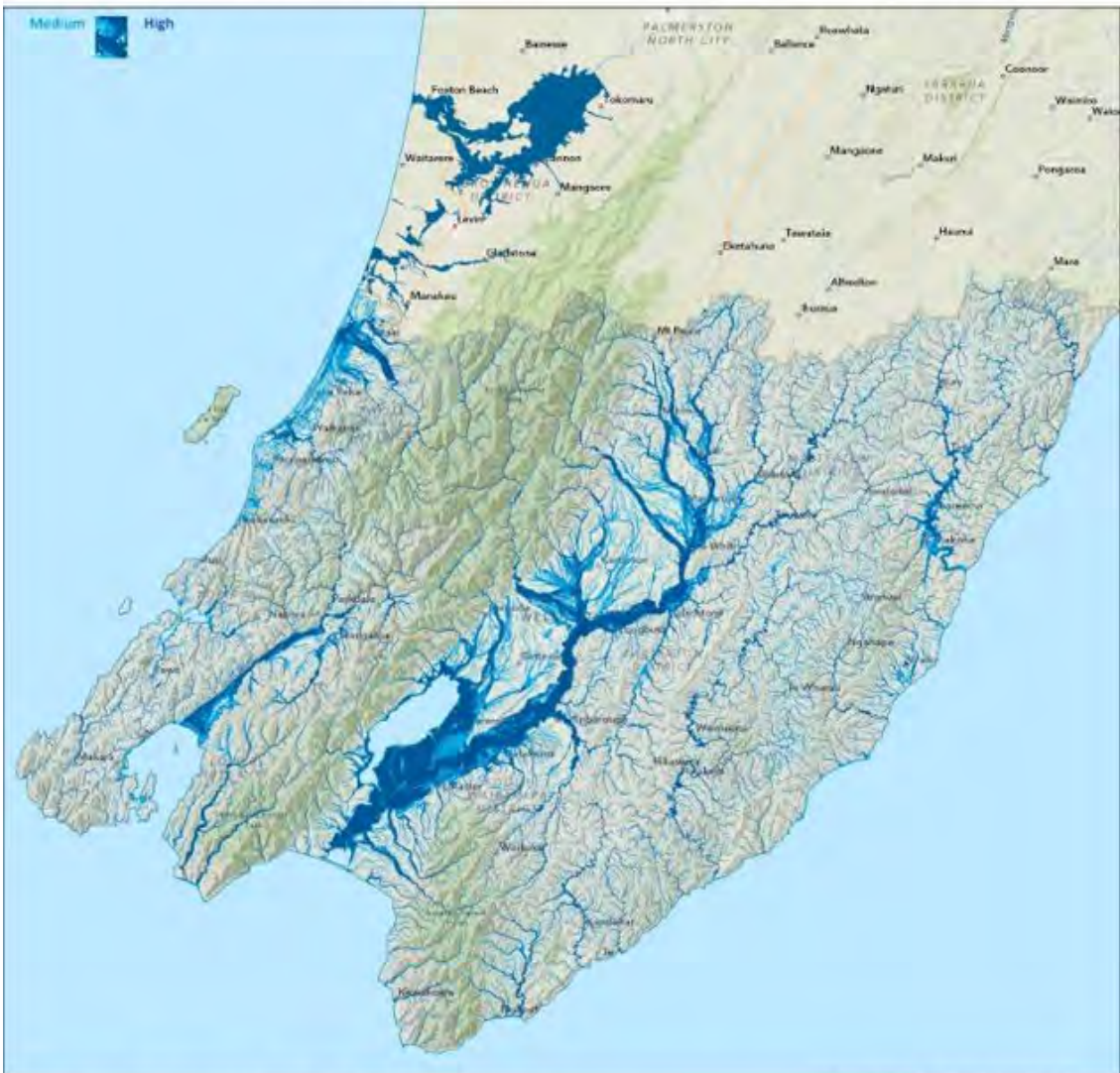
Wahi Toitu **Moderate & high flood hazard**

Moderate and high hazard flooding, defined within the Regional Flood Exposure Model, for a 1% AEP storm in an RCP 8.5 pathway (projected to 2101-2120) for an undefended scenario

The shaded area for the Wellington Region corresponds to areas where depth >0.5m and velocity >1m/s.

Flood depth is the difference between the maximum flood level and ground elevation at a particular location, during a particular scenario. Flood depth also does not include freeboard.

Velocity is the maximum velocity of flood waters at a particular location during a particular scenario. Velocity may be used to differentiate flow paths from ponding areas.




**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Wellington Regional Flood Exposure Model. Based on RCP8.5 pathway projected to 2101-2120, 1% AEP storm, undefended scenario, 20% AEP tidal boundary; Horowhenua flood data is based on flood extents as per district plan.

wāhi Toitū

Known Active Faults (GNS)

Active faults from GNS active faults database (updated October 2022)

 Known active faults (GNS)










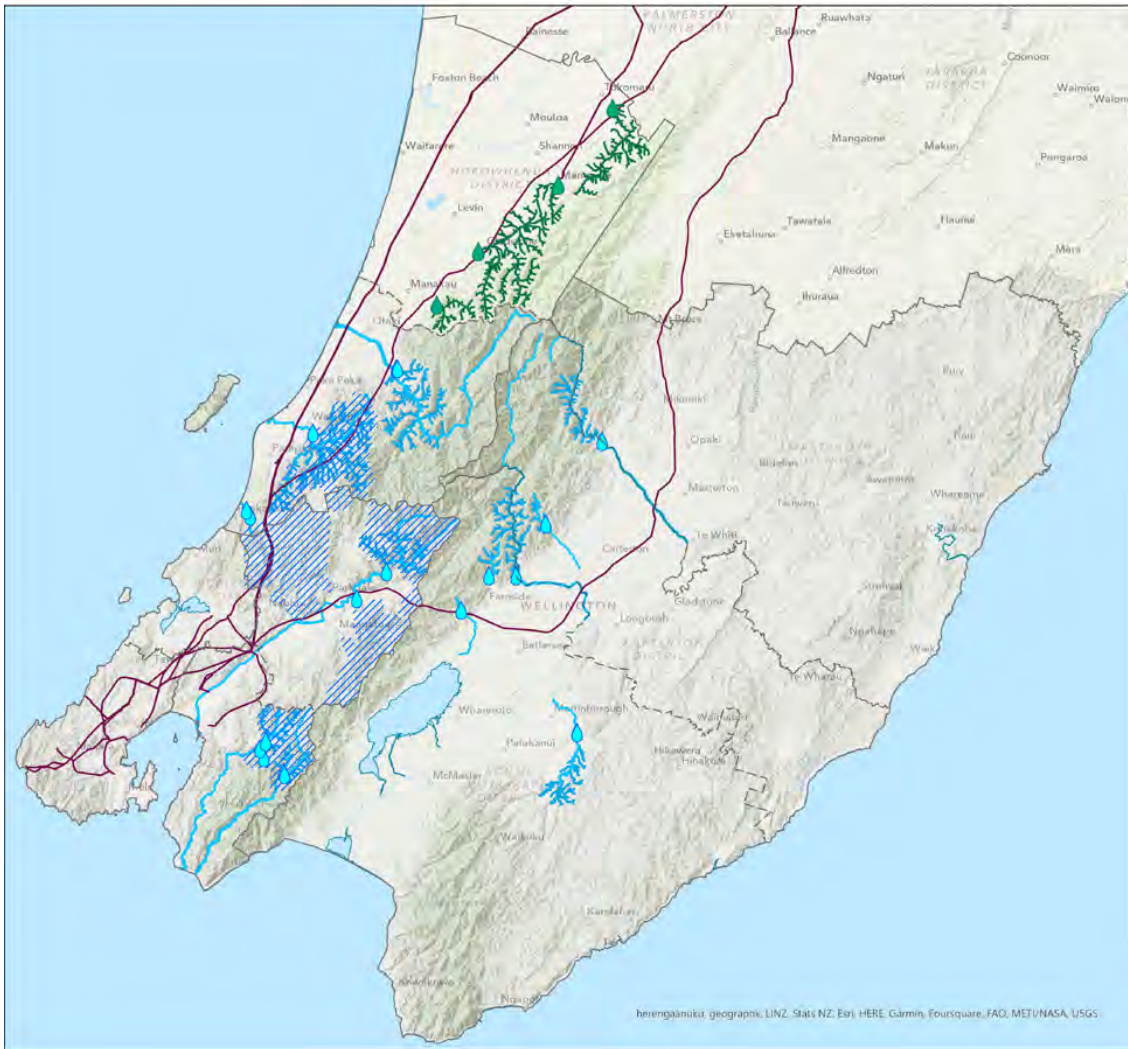
Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping

This dataset contains onshore active faults data for New Zealand. Active faults in New Zealand are defined as those that have ruptured and/or caused ground deformation during the last 125,000 years. The dataset is produced by GNS Science and represents the most current mapping of active faults for New Zealand in a single dataset, designed for portrayal at 1:250,000.

wāhi Toitū **Social**

National grid and Drinking Water Collection Areas

-  Surface Drinking Water abstraction sites (Schedule M1)
-  Community Drinking Water Supply Protection Areas (Schedule M1)
-  Transpower lines - subdivision corridor
-  Community Drinking Water supply rivers (Schedule M1)
-  Water Collection Areas (GWRC)
-  Water Supply Rivers (Schedule B, One Plan)
-  Water Supply Take (Schedule B, One Plan)



**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Natural Resources Plan schedule M1, Transpower (subdivision corridor), OnePlan Schedule B



Wāhi Toiora

This category identifies constraints and values which can significantly constrain housing and business development.

Careful management of development is required in these areas; with appropriate consideration and mitigation of risks.

Wāhi Toiora

- Statutory acknowledgement areas
- Historical and cultural heritage
- Water quality limits and stream health
- Ecological sites
- Special amenity landscapes
- Environmental buffer areas
- Coastal marine areas and riparian margins
- Natural hazards
- Climate change risks
- Potable groundwater supply protection areas
- Contaminated land
- Erosion prone land
- Electricity transmission corridor buffers
- Renewable energy generation infrastructure and mineral resources

The Wāhi Toiora category relates to both areas of existing and potential additional housing and business development.

Kaitiakitanga, and the recognition that we all have a part to play as guardians to maintain and enhance our natural and physical resources for current and future generations, is a key value informing the identification of values and constraints within this category.

Ki uta ki tai (interconnectedness), wairuatanga (identity), tō mātou whakapono (judgement based on knowledge), mahitahi (partnership) and whenua tūhono (connecting whānau and whenua) are also important concepts for determining areas of the region as Wāhi Toiora.

Statutory acknowledgement areas

Statutory Acknowledgement Areas are areas of crown land (or water bodies) over which iwi have a special spiritual, historical or traditional relationship that has been recognised by the Crown in Treaty of Waitangi settlement processes. Statutory acknowledgement areas can include land, geographical features, lakes, wetlands and coastal marine areas.

The purpose of each acknowledgement area is set out in each specific Claim Settlement Act. They aim to improve decision making processes under the Resource Management Act. Appropriate regard for statutory acknowledgements must be given for any housing and business development within these areas.

Historic and cultural heritage

Historic and cultural heritage includes places with significant historical, physical and cultural values that contribute to the character and identity of places within our region. These include a range of archaeological sites, buildings, structures, historic sites, cultural sites, coastal sites, historic areas, notable trees and Māori heritage. The intent of heritage protections is to protect these places for future generations.

Historic sites are varied; it may be appropriate to use or develop some, but not others. Careful management of housing and business development is therefore required in any of these places.

Mana whenua may not wish all cultural heritage sites to be included in the Wāhi Toiora category. Some areas with significant cultural heritage value may therefore be Wāhi Toiora. The WRGF included a project to progress conversations with mana whenua to identify any additional Wāhi Toiora areas where urban development must be carefully managed to protect cultural values.

Water quality limits and stream health

Te Mana o te Wai encompasses integrated and holistic health and wellbeing of a freshwater body. When Te Mana o te Wai is upheld, the water body will sustain the full range of environmental, social, cultural and economic values held by iwi and the community.

Freshwater supports life, and is treasured for a range of reasons; including its inherent values as natural habitat, for recreation purposes, Māori customary uses, cultural identity and mahinga kai, for economic and commercial uses, for public health and wellbeing, and for drinking water, waste removal and transportation purposes.

A warming climate will change rainfall patterns and increase the intensity of droughts in some areas where there is already a high demand for water. Most of our rivers and streams are fully allocated in terms of water take; with public water supply the largest user, followed by irrigation.

New housing and business development can provide an opportunity to retain and enhance freshwater stream habitats. In the past, however, regional housing and business development has frequently resulted in stream reclamation.

The NPS-FM requires that freshwater quality be maintained or improved and contaminant discharge limits set; including those contaminants that run off housing and business developments.

The Wellington Region is in the process of setting limits and objectives for improving water quality in the Region through the whitua process. The whitua process is Greater Wellington Regional Council's response to implementing the NPS-FM in partnership with mana whenua and with communities. Te Whitua Te Whanganui-a-Tara was most recently completed in late 2021, and the Kāpiti Whitua and Wairarapa Eastern Hills processes are commencing in 2023. The processes for the Ruamāhanga and Te Awarua-o-Porirua whitua are completed, with implementation underway.

Regional plan changes to implement the NPS-FM will occur over the next few years, and territorial authorities are also required to promote positive effects, and

avoid, remedy or mitigate adverse effects of housing and business development on the health and wellbeing of freshwater using an integrated approach.

All greenfield development adds to the contaminant load, while reductions in contaminant loads can be achieved through well-planned infill development. Contaminant discharges will be required to be minimised from housing and business development through the application of water sensitive urban design principles, among other measures. This will necessitate new approaches to greenfield and brownfield development for the region, with greenfield development being limited within some catchments.

Horizons are implementing a freshwater protection and enhancement programme called 'Our Freshwater Future', which will result in some changes to the RPS that will further give effect to the National Policy Statement for Freshwater in 2024.

Implementation of the NPS-FM and Te Mana o Te Wai is likely to require a reduction in contaminant load from most existing catchments. New development within the existing urban footprint provides an opportunity to reduce contaminant loads through the implementation of water sensitive urban design.

A range of new direction around housing and business development and freshwater is provided by Proposed Change 1 to the Wellington Regional Policy Statement and Plan Changes 2 and 3 of the Horizons One Plan. Catchment-specific direction on freshwater will emerge as the outcomes of the Whitua processes are implemented in the Natural Resources Plan, the One Plan and through non-regulatory actions.

Environmental buffer areas

Housing and business development impacts not only the land it is built upon, but also surrounding areas; by generating pollution and discharges (to air, noise, water, rubbish), as well as changing the landform and water catchment characteristics. Housing and business development on land adjacent to environmental protection areas may therefore require careful management to control 'edge effects'.

Ecological sites

While significant indigenous biodiversity is captured as Wāhi Toitū, some ecological sites have lower levels of protection and will fall under the Wāhi Toiora category. Levels of protection depends on the ecological values present. For example, modified ecosystems typically possess a lower ecological and biodiversity value than pristine environments. However, these ecological sites still have value to the region and have potential to be restored over time. There are a range of ecological sites within the region which are identified, managed and protected by different regulations.

Special amenity landscapes

Special amenity landscapes are distinctive, widely recognised and valued by the community. These areas may be modified by human activity, but contribute to local amenity and the quality of the environment. Some development within special amenity landscapes will be appropriate, so long as landscape values are appropriately considered and harm mitigated.

Coastal marine areas and riparian margins

The coastal marine area and riparian margins are valued for public access, recreation and Māori customary uses. There are a number of existing controls that restrict housing and business development within these areas. Any housing and business development within these areas needs to be carefully considered, with appropriate consideration and mitigation of the value of these areas for public and cultural use.

¹⁰ <https://www.wellingtonwater.co.nz/your-water/drinking-water/where-does-it-come-from/wellington-region-water-supply/>

Natural hazards

The region is prone to a wide range of natural hazards, including; seismic hazards (earthquakes, liquefaction, subsidence, ground shaking, fault rupture, tsunami), mass movement hazards (landslides, rockfall, mud and debris flows), weather hazards (severe wind, drought, intense rainfall, wildfires) flood hazards (river, surface and stormwater flooding), coastal hazards (storm surge, inundation and sea level rise) and erosion hazards (river, soil and coastal erosion).

A number of our town and cities are subject to these natural hazards due to their location on flood plains, steep hillsides, reclaimed land, faults and low-lying coastal areas.

Regional, city, district plans are increasingly turning their attention to managing the impacts from natural hazards and are developing risk and community based decision making approaches to managing current and future effects of natural disasters. These approaches acknowledge that there will be a mix of planning responses and mitigation measures necessary to manage the effects from natural hazards and this will be influenced by local environmental and development needs. However, careful management of housing and business development in hazard prone areas is required.

Climate change risks

Long term changes in the climate will exacerbate most of the natural hazards already present in the region; including drought, wildfire, coastal flooding, fluvial/pluvial flooding and severe wind.

Housing and business development in areas subject to increasing risks from natural hazards will need to be carefully managed; with due consideration given to longer term (i.e. 100 year) planning horizons, that take into consideration how changes in the climate may in turn lead to evolving changes in natural hazard impacts and how current and future social, environmental and economic risks might be avoided, mitigated or managed. there is a separate project, Wellington Regional Climate Change Impact Assessment which assesses the risk of climate change hazards and has not been completed in time to inform this Future Development Strategy. Once this report is released it will supersede this part of the report.

Potable groundwater supply protection areas

Safe and reliable drinking water is important for regional health and prosperity. Many areas of the region are dependent on groundwater for drinking water supplies. This includes town water supplies; with ground water bores and aquifers in the Wairarapa, Kāpiti Coast, Hutt Valley and Horowhenua. The Waiwhetu Aquifer in the Hutt Valley provides 40% of the annual water supply for the Wellington region¹⁰.

Some development activities can affect groundwater quality, while others have no effect. Housing and business development within groundwater protection areas and aquifer recharge zones are therefore carefully managed to protect the quality of community drinking groundwater supplies.

Contaminated land

Regional councils hold records of sites where hazardous substances have been used, stored or disposed of in the past. Not all of these sites are known.

Where there is risk of land contamination, existing regulations require an assessment of the land prior to any housing and/or business development to ensure it is safe for human use.

Erosion prone land

The topography of the region has meant that housing development has unavoidably been necessary on steep and hilly terrain. Underlying geology and slope geomorphology strongly influences slope stability and the susceptibility of soils to erosion.

Slopes over 20 degrees are in general more prone to erosion and failure, and the region has many developed areas on slopes which exceed 20 degrees. Careful management of large scale earthworks, vegetation removal and development is required in these areas.

Renewable energy generation infrastructure

Electricity provision is a vital for our health and wellbeing. It powers and heats our homes and workplaces, runs our appliances and powers some of our transport. Electricity consumption is responsible for a third of our regional greenhouse gas emissions, and demand is anticipated to increase significantly¹¹.

Electrification of our economy will be essential to meeting our climate change commitments. To meet rising electricity demand, a 68% increase in renewable electricity generation will be required nationally by 2050¹².

The region is largely dependent on external generation sources for electricity. Regional renewable electricity generation (over 10MW) includes the 'Mill Creek' and 'West Wind' wind farms and the Mangahao hydro power station. Careful management of housing and business development around renewable electricity plants can ensure their continued operation. We anticipate that future updates of this Constraints Report may identify regional renewable energy resources that should be protected from housing and business development to ensure the availability for future renewable electricity generation and improve our regional energy resilience.

Electricity transmission corridor buffers

Activities and subdivision close to high voltage national grid transmission lines needs to be carefully managed in consultation with Transpower to ensure safety and prevent reverse sensitivity effects on the national grid.'

Wāhi Toiora Mapping

The following maps show the Wāhi Toiora areas spatially across the region.

¹¹<https://www.gw.govt.nz/assets/Climate-change/GHG-Summary-Report-Wellington2019WRFinal.pdf>

¹²Whakamana i te Mauri Hiko

Wāhi Toiora

Culture and heritage

Includes archaeological sites (NZAA), heritage sites, structures, buildings and areas in district plans, notable trees, and Natural Resources Plan - Schedule B - Ngā Taonga Nui a Kiwa

-  TLA boundaries
-  Heritage areas/ sites
-  Heritage buildings/ structures
-  Notable trees
-  Archaeological sites (NZAA)
-  Ngā Taonga Nui a Kiwa (Natural Resources Plan, Schedule B)
-  Statutory Acknowledgement Areas



**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

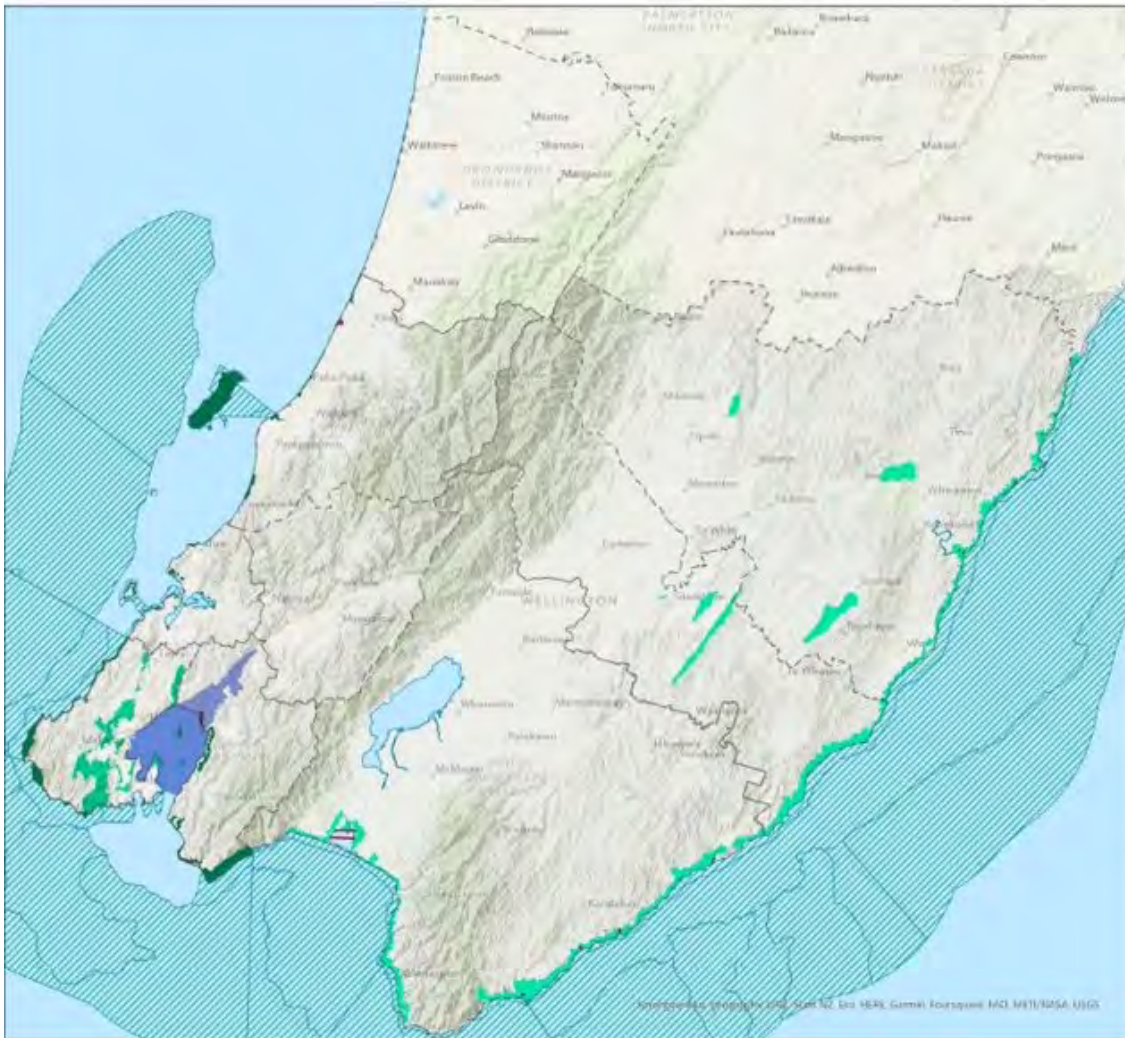
Data: Natural Resources Plan (GWRC), territorial authority open data sites (notable trees, heritage buildings/ structures, sites, areas)

**Wāhi
Toiora**

Environmental values

Includes special amenity landscapes, coastal natural character areas (high and very high) and Hutt aquifer zone

- Coastal natural character areas (with high or very high values)
 -  Marine
 -  Terrestrial
-  Hutt Aquifer Protection Zones
-  Coastal Marine Area and river mouths
-  Special Amenity Landscapes



**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

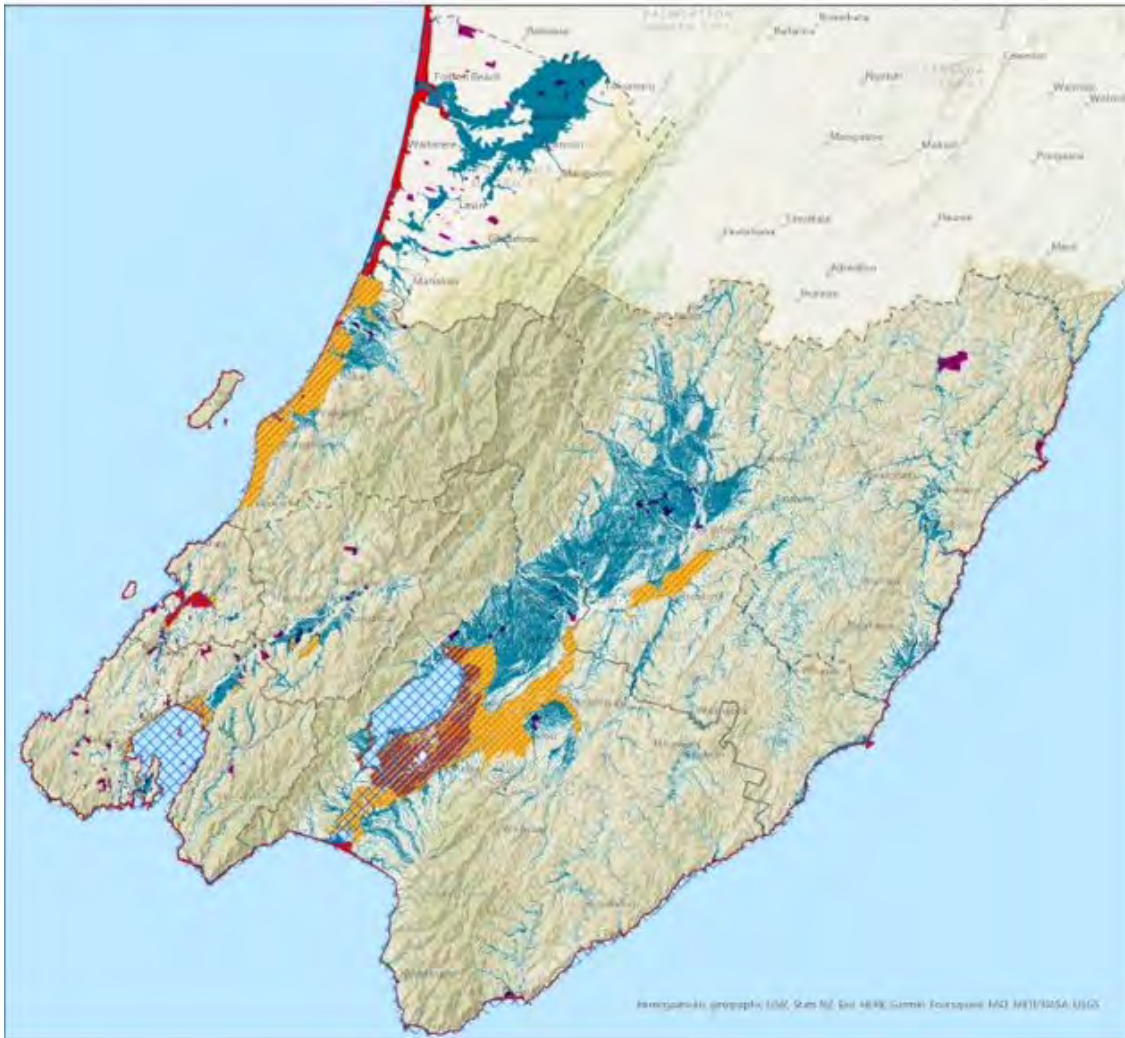
Special amenity landscapes (from District Plans), Coastal natural character areas (GWRC), Coastal Marine area & Hutt Aquifer Protection Zone (Natural Resources Plan)

Wāhi Toiora

Hazards

Natural hazards and contaminated land

- | | | |
|--|--------------------------------------|----------------------------|
| Liquefaction susceptibility (GNS, 2017) | Tsunami evacuation (red) zone | Coastal hazard area |
| High | Low hazard risk of flooding* | |
| Very High | 1 | |
| Hall sites (Selected Land Use Register) | Slopes over 20 degrees | |
| | 1 | |



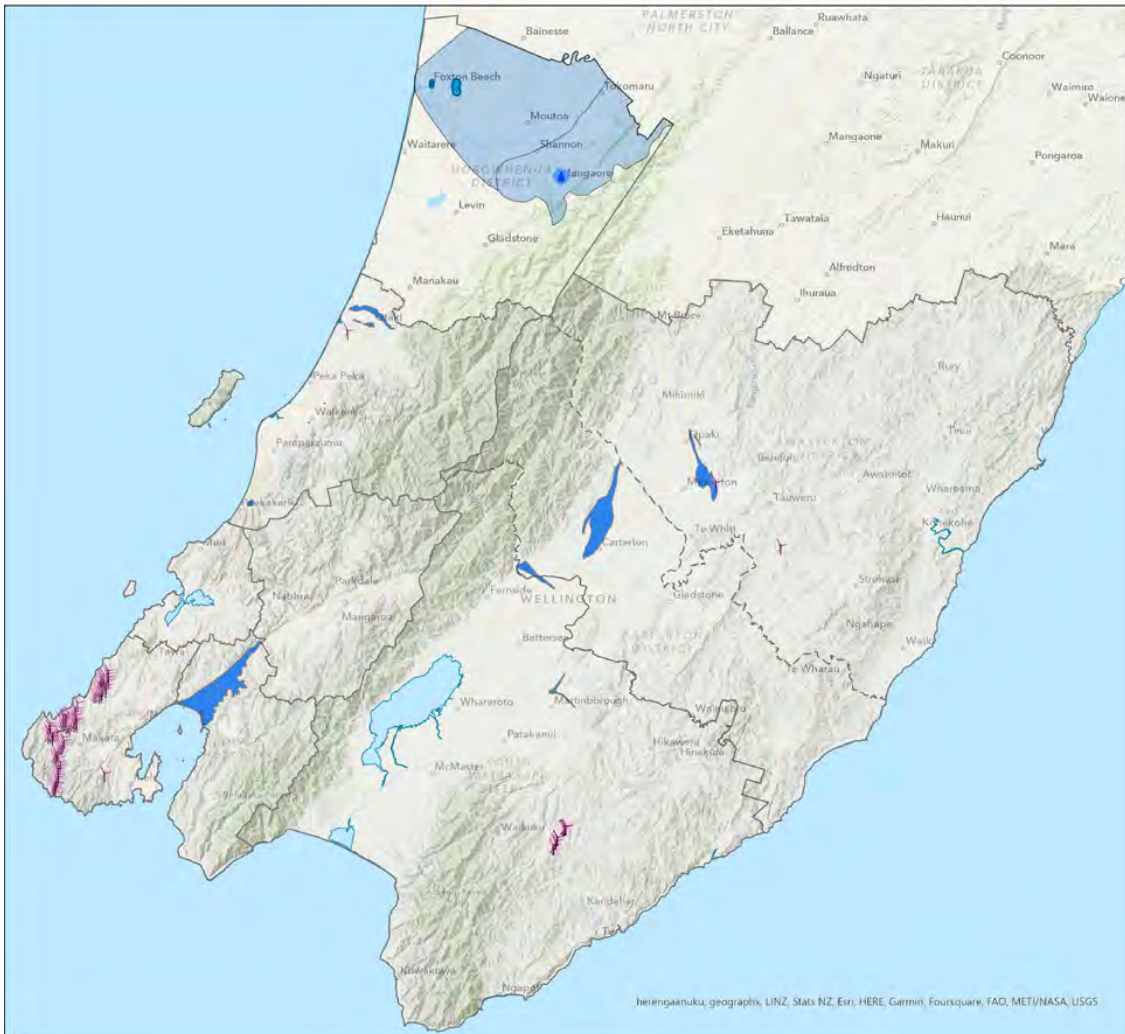
**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes natural hazards data from earthquakes (liquefaction, subsidence, tsunami), coastal hazards (storm surge, inundation and sea level rise) erosion, and contaminated land

Wahi Toiora **Social**

Groundwater protection and electricity generation

- Hydro power sites
- ✦ Wind power sites
- Groundwater Protection Areas (Schedule M2)
- Groundwater protection zone

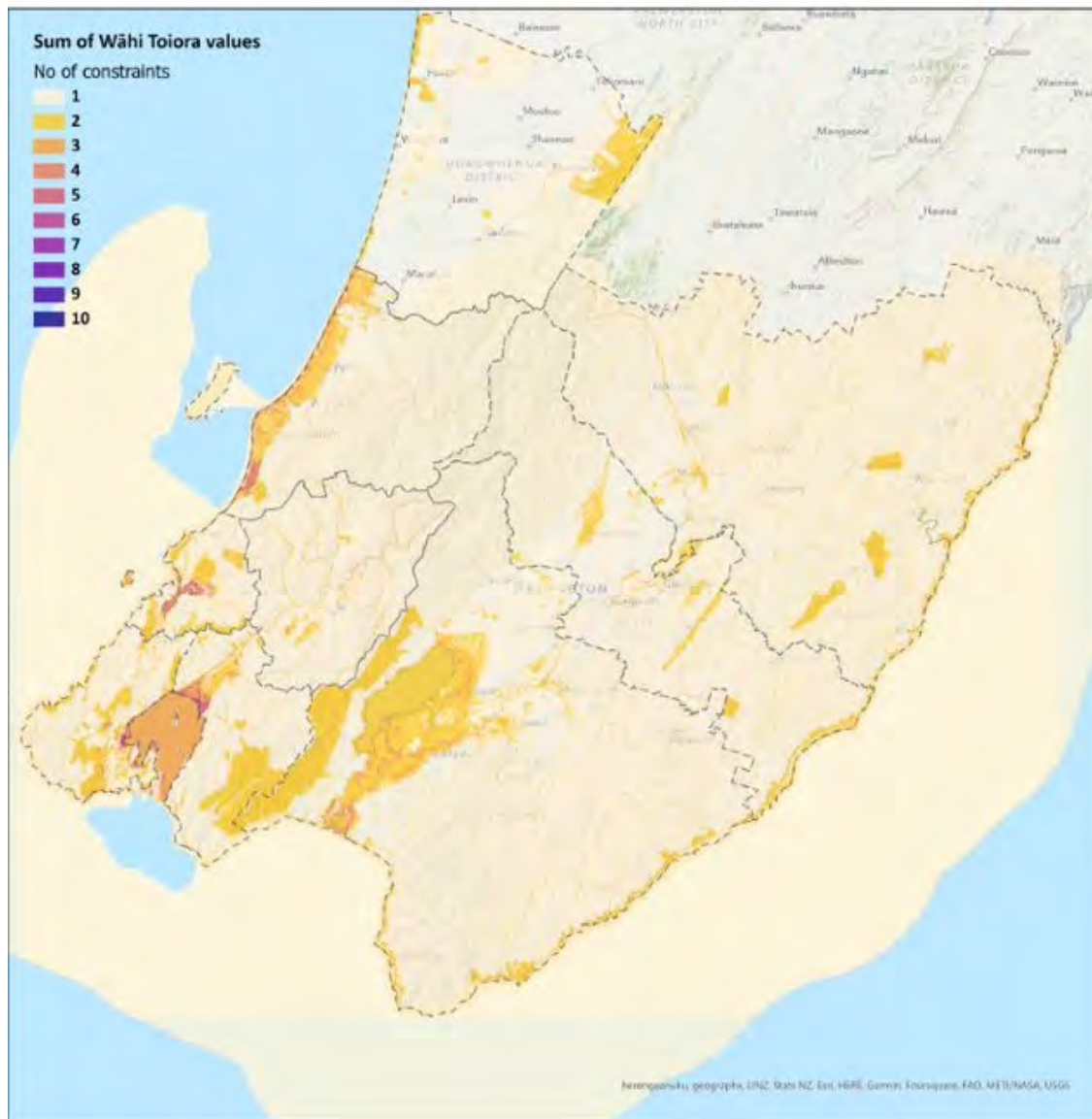


**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes Groundwater protection areas (Natural Resources Plan Schedule M) and renewable energy infrastructure. Horizons drinking water source protection zone

Combined Wāhi Toiora mapping

Includes groundwater, electricity generation, hazards, culture and heritage and environmental values



**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes heritage sites, structures and areas, notable trees, groundwater protection areas, renewable energy sites areas, natural hazards, environmental values (special amenity landscapes, areas with high coastal natural character) areas.

Spatial implications for Housing and Business Development

Identified Wāhi Toitū areas provide clear boundaries to housing and business expansion along the central mountain corridor between the Wairarapa and the rest of the region.

There are a large number of constraints and values which require appropriate consideration and mitigation; most land within the region falls under the Wāhi Toiora category. Future development will therefore necessarily be located within areas subject to some degree of risk. *Note: The mapping above does not indicate the level or severity of risk, but the number (more or fewer) constraints present within each area.*

Key spatial elements: Wāhi Toitū¹³

- A significant central part of the region comprises Wāhi Toitū; land with enduring presence which should be protected from new housing and business development for the purposes of the Future Development Strategy.
- Key environmental protections (regional park, Indigenous biodiversity and forest etc) are centred along this mountainous central spine.
- Surface drinking water supply protections are also largely centred within this central area.
- While the entire region is interconnected with cultural histories, culture and identity, the sites of significance to mana whenua that are protected from housing and business development are limited to small areas of the region; particularly along the coast, lakes and rivers.
- Almost all towns and cities contain existing development above active fault lines.
- Freshwater sites with significant indigenous biodiversity value are located throughout most of the region.
- Most national grid transmission assets are located on the western side of the region.

¹³Mapping of some elements (HPL, SNAs, SLR, Significant infrastructure) will become more available in the future as policy develops and regional approaches develop.

¹⁴No mapping available.

Key spatial elements: Wahi Toiora

- Most of the region is subject to constraints and values which could constrain housing and business development. Management of development in these areas, with appropriate consideration and mitigation of risks, is required.
- While not all mana whenua have reached settlement with the Crown, there are many areas subject to statutory acknowledgement.
- The region's highest quality soils are located in Horowhenua and the Wairarapa.
- Most electricity generation assets are located in the southwest of the region.
- Potable groundwater supplies with protection are located in the Wairarapa, the Hutt Valley and Kāpiti Coast. Potable groundwater is also important in Horowhenua¹⁴.
- The region is subject to a wide range of hazards¹⁵. Ground shaking earthquake hazards affect the entire region¹⁶. Significant portions of the region also have steep topography.
- River flooding is a significant hazard for Wairarapa and Horowhenua. The Hutt River has the potential to cause significant flooding, this is currently proposed to be mitigate with Riverlink.
- There are hazards affecting the entire regional coastline.
- There are pockets of potential land contamination throughout the region.
- Heritage and archaeological sites are particularly concentrated within the existing urban footprint and along the coast and rivers.
- There are a large number of ecological sites and significant natural areas throughout the region. While some are located within regional parks and forest parks, others surround exiting towns and cities areas.

¹⁵Note: The mapping above does not show all areas which are subject to natural hazards. Weather hazards have not been mapped, and there are some hazards where we don't have a regional dataset for (i.e. ground shaking).

¹⁶Regional scale mapping not available.

Appendix 1 – what do these constraints mean at a local level?

Most of the region is subject to constraints and values which could restrict housing and business development. The areas identified for development have undergone initial high-level assessment for natural hazard constraints, including sea level rise and flood hazards. Management of development in these areas, with appropriate consideration and mitigation of risks, is required. The 2023 Housing and Business Assessment noted that the region has sufficient capacity for housing and business land except for Industrial type activity. A separate project is underway to investigate opportunities for industrial land in our region. Many councils have plan changes underway to address and update constraints, which could reduce development capacity, however, given the significant capacity enabled (more than 3x what we need in the next 30 years for housing) any updated constraints are unlikely to significantly reduce development opportunities. More detail on what this means at a subregional level is provided below.

West

Kapiti

The Kapiti District is made up of several townships, all with their own unique character, infrastructure needs, and development constraints.

Due to our predominantly low-lying coastal location, climate change and sea level rise present particular challenges for development in our district. Our community-led process to inform our approach to managing the effects of climate change, Takutai Kapiti, is currently underway. This process will result in recommendations to Council on how we will adapt to our changing coastal environment over the coming decades. The outcomes of this process may result in increased development constraints in some areas of our District in the future.

The current overall approach to development set out in Te Tupu Pai (the District's Growth Strategy) is to emphasise intensification within existing urban areas and around transport nodes, while also providing for some greenfields development. This limits the number of new growth areas and reinforces an overall hierarchy of centres and the effective and efficient use of infrastructure.

The District Plan is the key implementation tool for Te Tupu Pai. It also manages a range of planning constraints through zoning overlays. These constraints include natural hazards, particularly flood hazard, sites of historical and cultural significance, and natural environmental values.

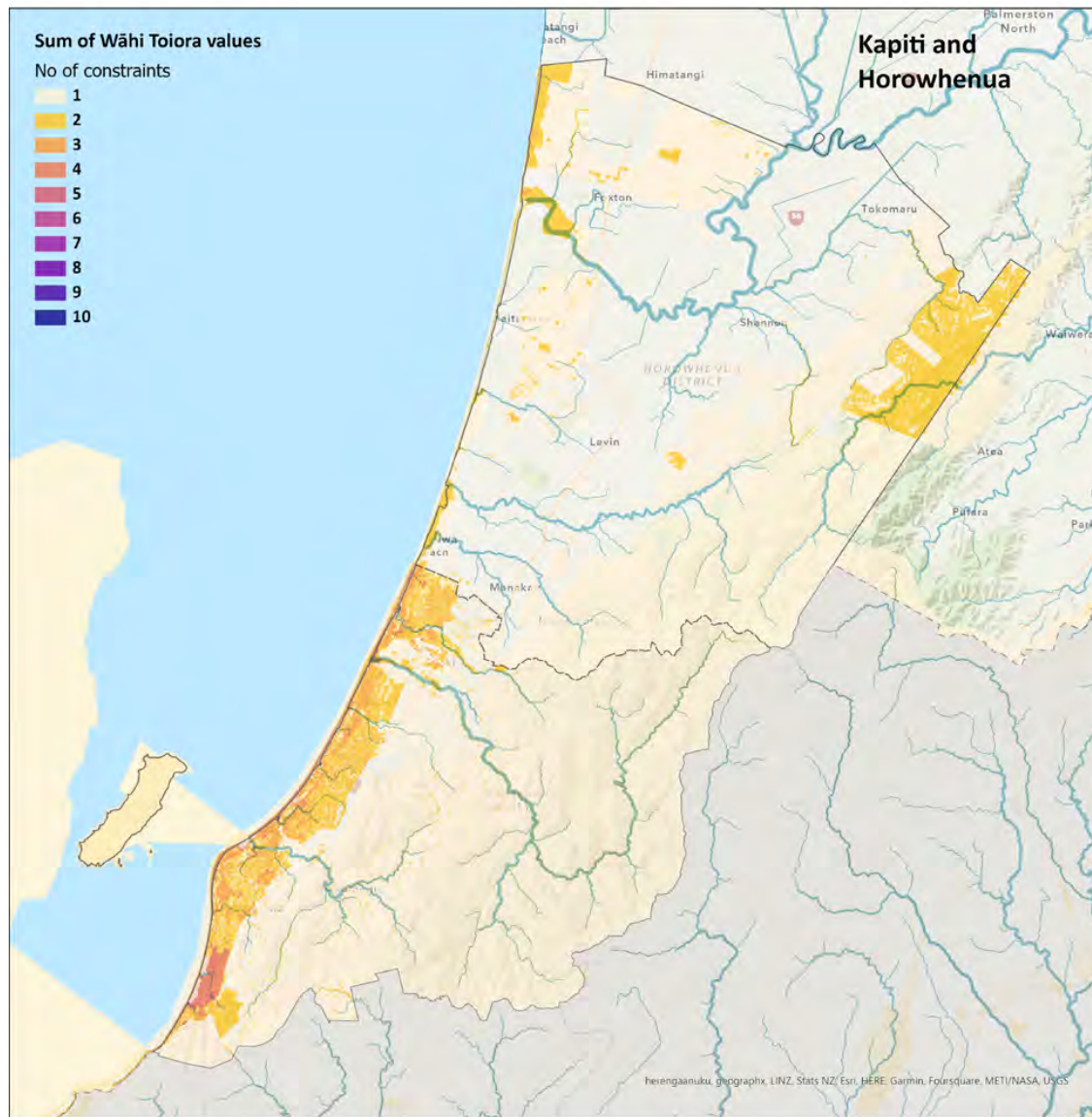
Horowhenua

The main constraint for Horowhenua is Highly Productive land. The District Plan contains rules to restrict subdivision on Class I and II soils, which pre-date the NPS-HPL. Approximately 1/3 of the Horowhenua District contains Class I and II soils, most of the settlements in the District are surrounded by Class I, II and III soils. All growth areas in the Growth Strategy 2040 have been categorised as being for development either within ten years or ten years plus horizon. Growth areas identified for rezoning within ten years are not subject to the NPS-HPL.

District-wide liquefaction mapping has been undertaken to a Level A standard, which has confirmed that Tara-Ika is low risk. Other identified growth areas will need to be further assessed to a Level B standard to comply with MFE guidance.

Combined Wāhi Toiora mapping

Includes groundwater, electricity generation, hazards, culture and heritage and environmental values



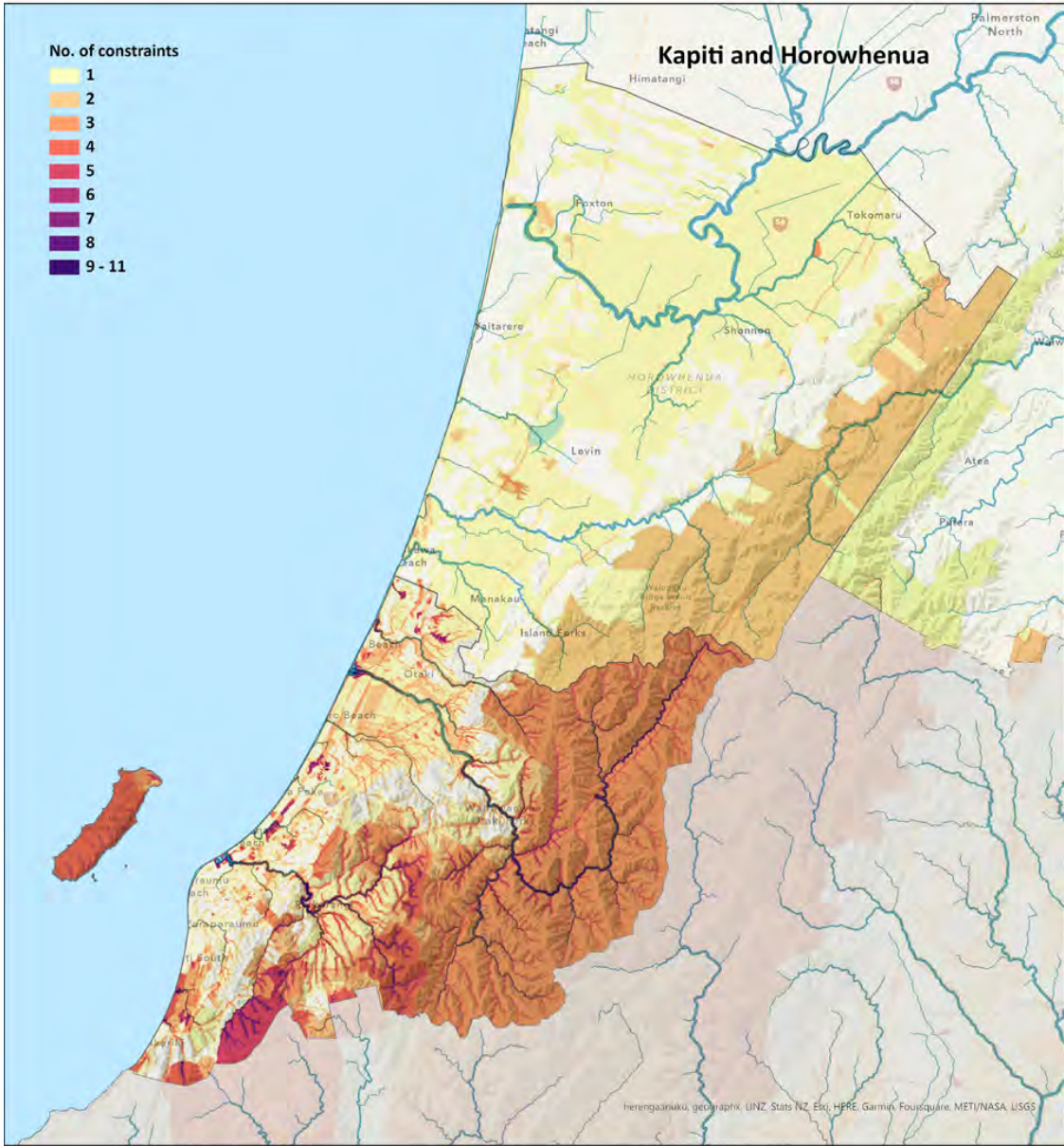
**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes heritage sites, structures and areas, notable trees, groundwater protection areas, renewable energy sites areas, natural hazards, environmental values (special amenity landscapes, areas with high coastal natural character) areas.

Wāhi Toitū

Combined Wāhi Toitū areas

All Wahi Toitu areas (includes moderate to high flood hazard and LUC high class soils (1,2,3))



**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes sites with significant mana whenua values, Ngā Whenua Rāhui, existing environmental protections, recreation land, drinking water protection areas, highly productive land and significant infrastructure, flood hazards and known earthquake fault rupture and deformation zones.

Central

Wellington

Wellington City is physically constrained – hemmed between the harbour and the hills and lacking flat land for expansion. While this makes for a compact and highly livable city, the city’s inability to grow outward raises unique challenges and increases the stakes when readily developable land becomes available. Redevelopment in existing urban areas of Wellington currently represents most of the development activity in the city but is also often complicated by legacy issues such as land fragmentation and lack of infrastructure capacity, and development opportunities are diminishing. This is particularly the case in established suburbs and “brownfield” areas. With Wellington’s steep topography readily developable “greenfield” land has also always been in short supply and current estimates are that the last remaining greenfield land which is zoned for development (in the Churton Park and Grenada area) will be fully developed in about 20 years based on historic growth rates. Considering our population growth has accelerated in recent years – if this continues – available “greenfield” land may only last as little as ten years with the bulk of our development coming through in-fill and brownfield developments.

Wellington City Council is also currently part way through hearings on its draft District Plan (DDP). There are several chapters which deal with constraints and how they are managed. Decisions on the plan are not anticipated until the first quarter of 2024, so please refer to the Operative and Proposed Plans. Specific natural hazards which have been covered through the DDP include flooding, fault rupture, liquefaction, coastal inundation, including from sea level rise, and tsunami.

Porirua

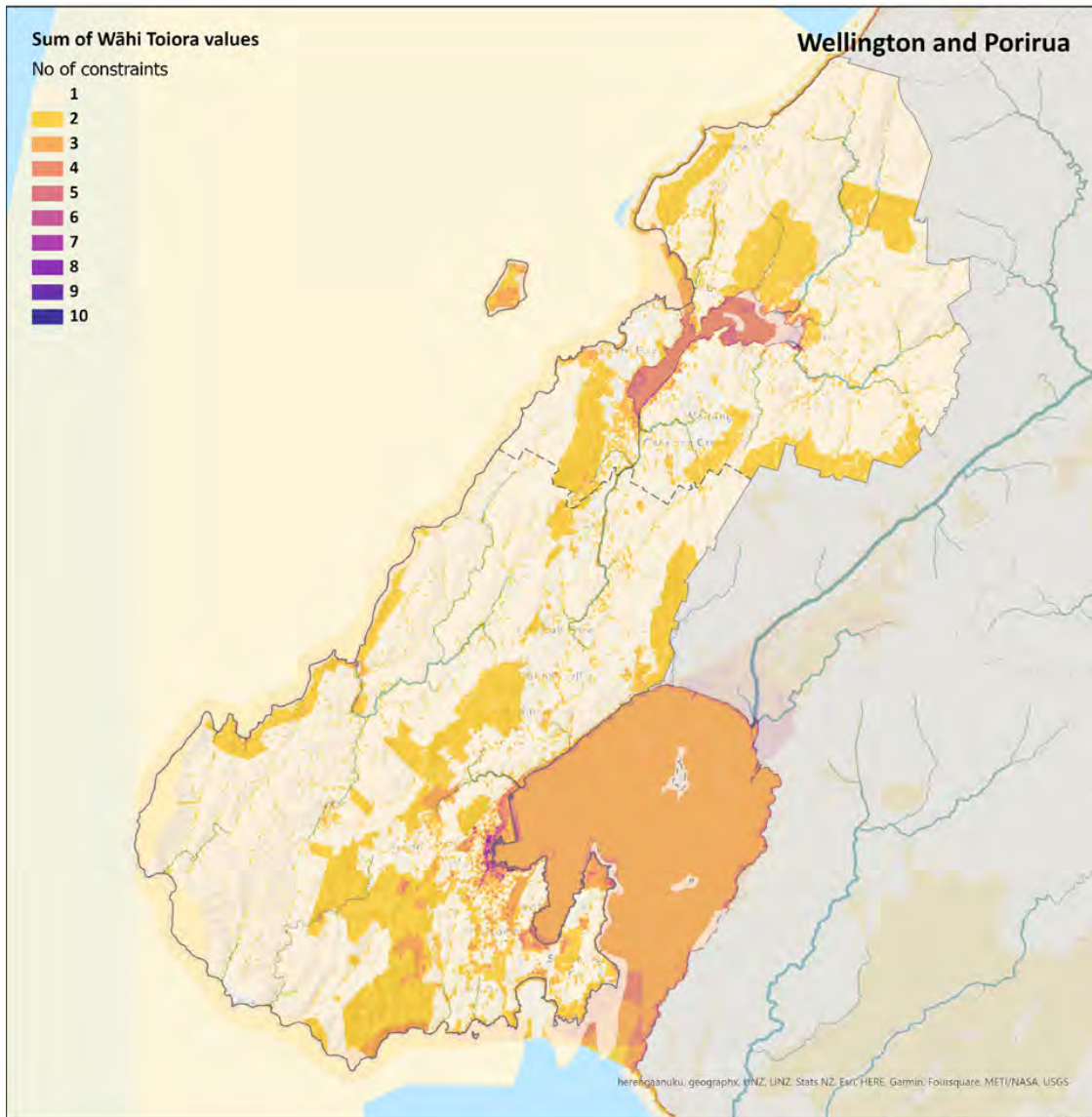
The Proposed Porirua District Plan (PDP) identifies constraints at a property level through overlays on the planning maps. The PDP maps include several overlays grouped under historical and cultural values, natural environment, and hazards and risks. The location and extent of the overlays has been informed by specialist technical experts and represents the most detailed information held by Porirua City Council.

Porirua’s coastline, water bodies and location in relation to active faults pose risks to existing and future development. The PDP identifies flood hazards (stream corridors, overland flow paths and ponding areas), coastal hazards (erosion, inundation, and tsunami hazards) and fault rupture zones. The Natural Hazards chapter of the PDP manages development within these areas through a risk-based approach. That approach considers the sensitivity of proposed developments to natural hazard risk and the level of risk from the relevant hazards.

Similarly, the sites and areas identified as having cultural or historical values and significant natural areas are managed through provisions in the relevant chapters. Where a proposed land use, subdivision or development is within a site or area identified by the overlay, the relevant rules and standards include limits to ensure the effects are acceptable or provide a pathway through a resource consent process. Additionally, the PDP also maps Ngāti Toa Rangatira statutory acknowledgement areas. As such, the PDP provides the most up-to-date and detailed mapping of constraints across Porirua, with an associated comprehensive resource management framework to manage development within the identified areas set out in the relevant provisions. While hearings have been completed, decisions on the PDP are yet to be made.

Combined Wāhi Toiora mapping

Includes groundwater, electricity generation, hazards, culture and heritage and environmental values

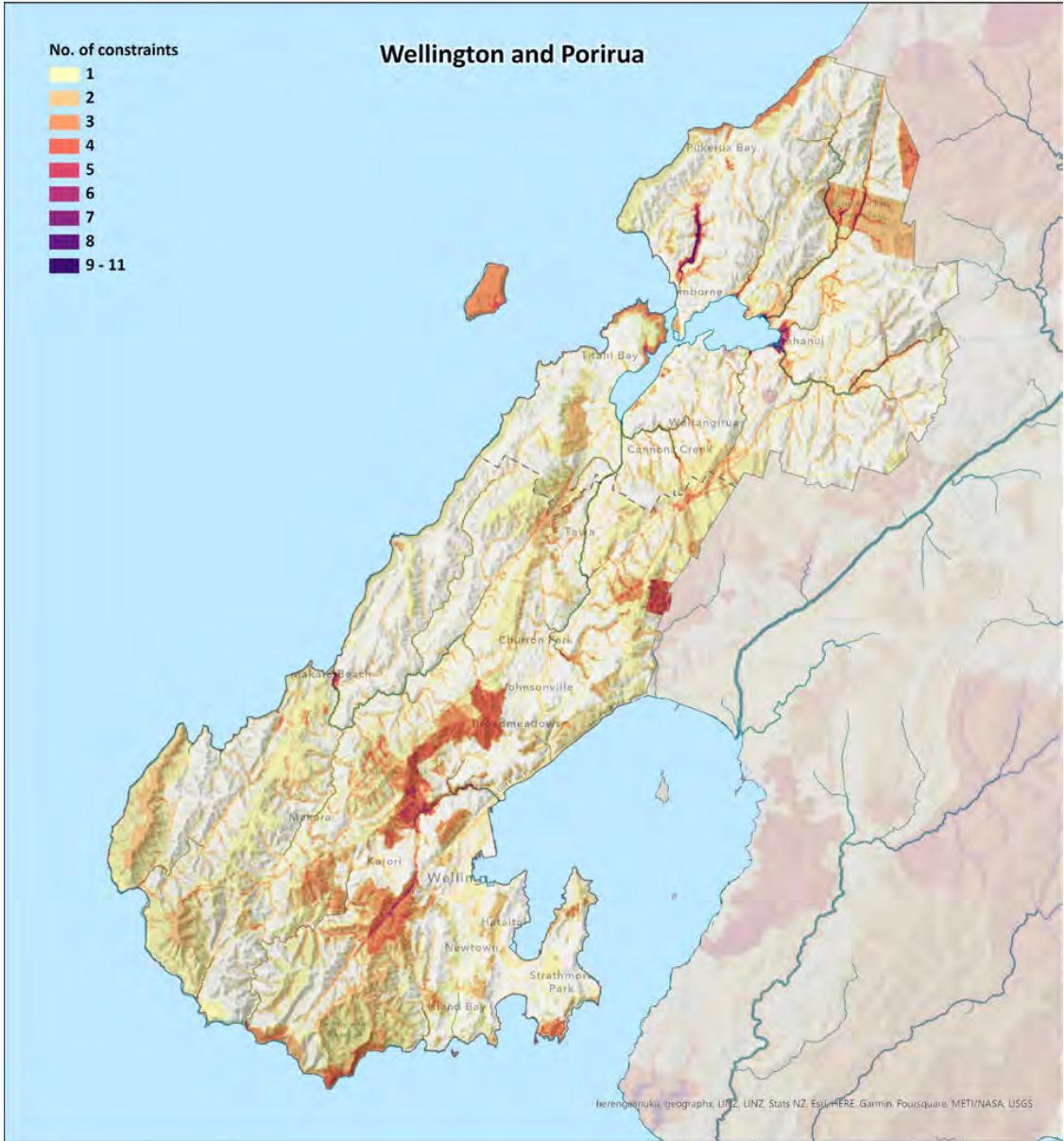


**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes heritage sites, structures and areas, notable trees, groundwater protection areas, renewable energy sites areas, natural hazards, environmental values (special amenity landscapes, areas with high coastal natural character) areas.

wāhi Toitū **Combined Wāhi Toitū areas**

All Wahi Toitu areas (includes moderate to high flood hazard and LUC high class soils (1,2,3))



**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes sites with significant mana whenua values, Ngā Whenua Rāhui, existing environmental protections, recreation land, drinking water protection areas, highly productive land and significant infrastructure, flood hazards and known earthquake fault rupture and deformation zones

East

Upper Hutt

Whilst Upper Hutt City Council is currently progressing a hazards plan change, there is generally a very constrained hazard profile that has limited impact on residential development. The Wellington fault identified in the District Plan, whilst subject to some change as part of the hazards plan change, is primarily located along the river and there is little to no risk of liquefaction across the urban extent. Similarly flood risk is limited to along the river and urban streams has very little impact on residential areas.

As one of the only Wellington Region territorial authorities not located along a coastline, Upper Hutt is not constrained by coastal hazards resulting from sea level rise and climate change. There are some areas of contaminated land, related to previous agricultural and industrial activity, and these areas have been identified by Greater Wellington Regional Council.

Currently the Sites of Significance to Māori are undefined but are also largely focused along the river. Upper Hutt City Council has been working to identify Significant Natural Areas and indigenous vegetation. This concentrated in the hill areas and other significant features such as the Remutaka, Akatarawa and Pakuratahi forests

Lower Hutt

Lower Hutt includes a wide range of development constraints identified in this report as Wāhi Toitū and Wāhi Toiora.

Most of these constraints are addressed through the City of Lower Hutt District Plan through a combination of zones and overlays that identify the area for the constraint, with policy and rule frameworks that limit development in the identified area to manage potential impacts of development on the value being protected.

Hutt City Council is reviewing how the District Plan should address these constraints through its Intensification Planning Instrument (Proposed District Plan Change 56) and a full review of the District Plan.

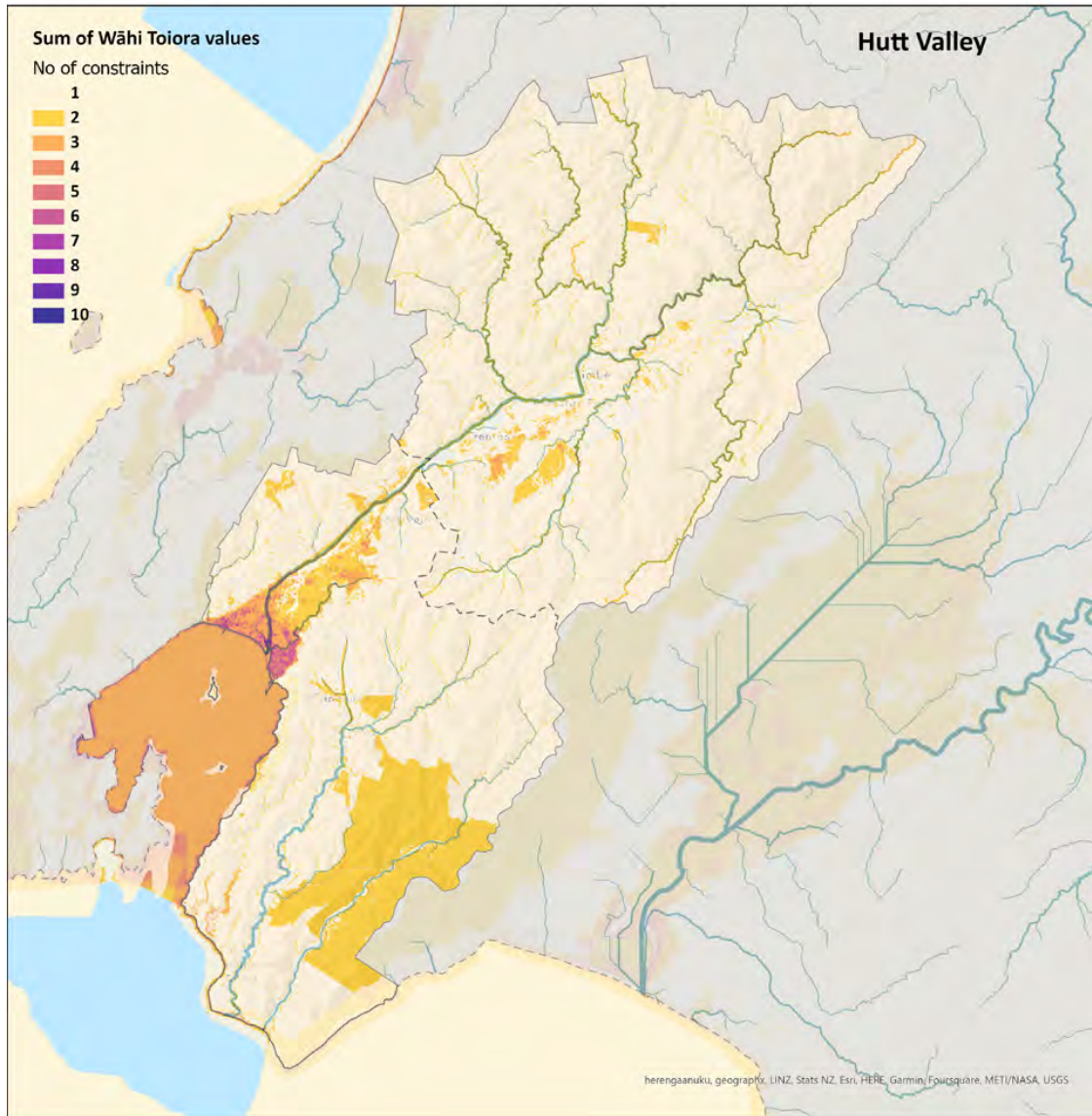
Regarding drinking water protection areas, these are managed through the Natural Resources Plan for the Wellington Region. This Plan provides protection for surface water bodies as well as the Waiwhetū Aquifer, which is close to the surface in the vicinity of the Lower Hutt city centre and is a source of drinking water. This poses a challenge to building tall buildings that need deep foundations and may impact the type of development that is feasible.

Regarding highly productive land, the District Plan does not currently constrain development for the purpose of protecting highly productive land. However, the full review of the District Plan includes a review of how the District Plan should protect highly productive land, in line with the direction set by the National Policy Statement on High Productive Land.

Regarding landscape areas, rules in the District Plan regulate development in these areas on public land only. Hutt City Council is reviewing the approach of the District Plan on landscape areas through the full review of the District Plan. Regarding ecological areas, rules in the District Plan regulate development in these areas on public land and in residential zones. In addition, wetland areas are protected through the Natural Resources Plan for the Wellington Region. While the approach of the District Plan for ecological areas will also be reviewed through the full review of the District Plan, Hutt City Council's approach will depend on the direction of the National Policy Statement for Indigenous Biodiversity.

Combined Wāhi Toiora mapping

Includes groundwater, electricity generation, hazards, culture and heritage and environmental values

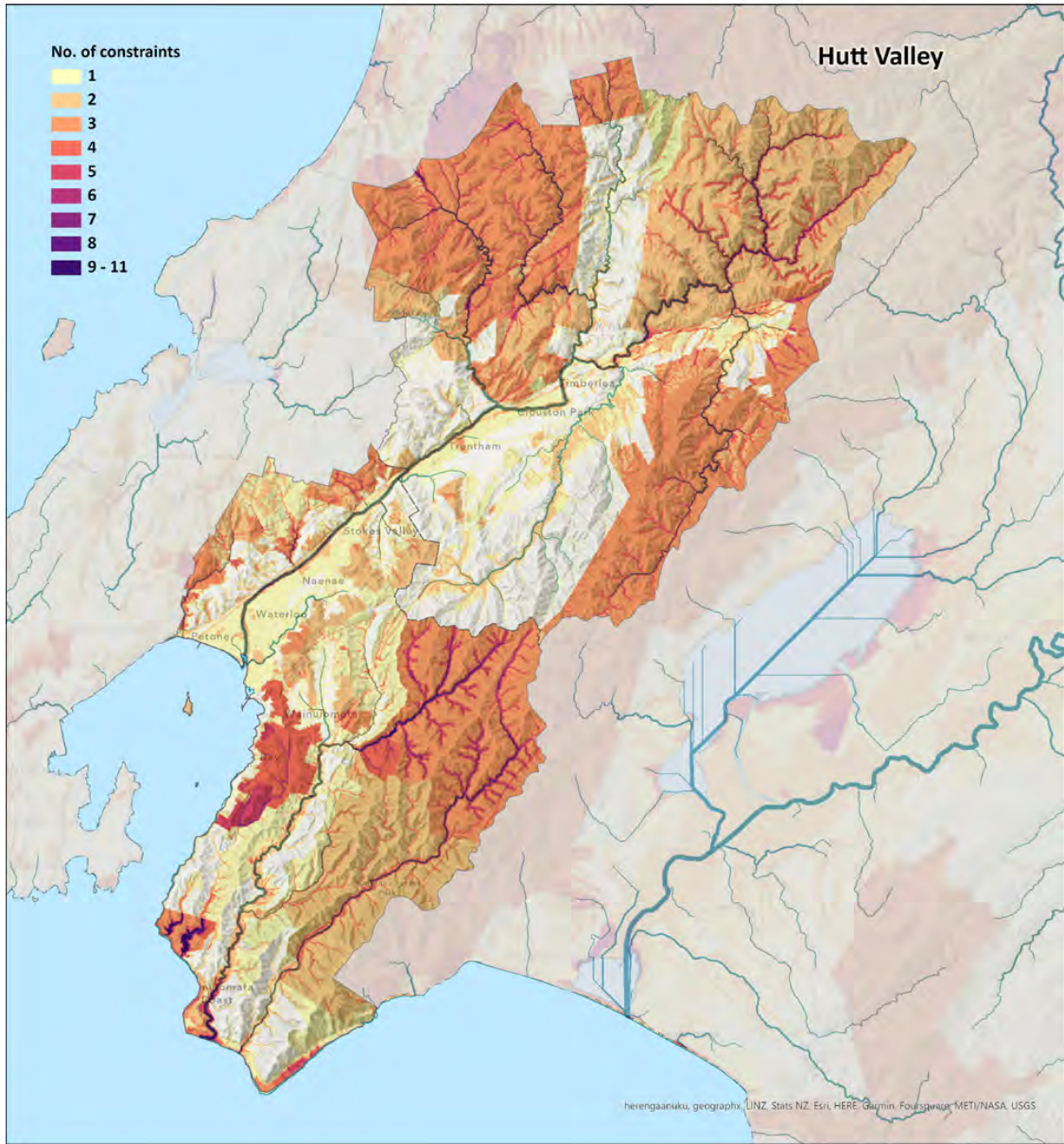


Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping

Data: Includes heritage sites, structures and areas, notable trees, groundwater protection areas, renewable energy sites areas, natural hazards, environmental values (special amenity landscapes, areas with high coastal natural character) areas.

wāhi Toitū **Combined Wāhi Toitū areas**

All Wahi Toitu areas (includes moderate to high flood hazard and LUC high class soils (1,2,3))



**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes sites with significant mana whenua values, Ngā Whenua Rāhui, existing environmental protections, recreation land, drinking water protection areas, highly productive land and significant infrastructure, flood hazards and known earthquake fault rupture and deformation zones

East

Wairarapa

The Wairarapa is subject to a range of development constraints as identified in the earlier chapters of this report. These constraints include areas with significant mana whenua values (including statutory acknowledgement areas), natural hazard areas (including areas at risk to flooding hazard fault rupture, liquefaction, coastal inundation, coastal erosion, and tsunami), historic heritage, contaminated land, and significant natural areas and areas of outstanding natural character.

The Wairarapa Councils are currently undertaking a review of the Wairarapa Combined District Plan. Each of these constraints are addressed through the Draft Plan, using a combination of zones and overlays that identify the area of constraint. To support this, policy and rule frameworks that manage development to limit the potential impacts on the values being protected and the development from natural hazards are included in the Plan.

Natural hazard areas are present throughout the Wairarapa and pose risks to existing and future development. The Draft Plan identifies flood hazards (river corridors, stream corridors, significant waterbodies), the coastal environment, fault lines (active fault lines, fault hazard areas, liquefaction prone areas). These are addressed through the Natural Hazards chapter in the Operative Wairarapa Combined District Plan and the Draft Wairarapa Combined District Plan. The rules provide an activity status, requiring a resource consent for development which could be at risk from relevant hazards in the district.

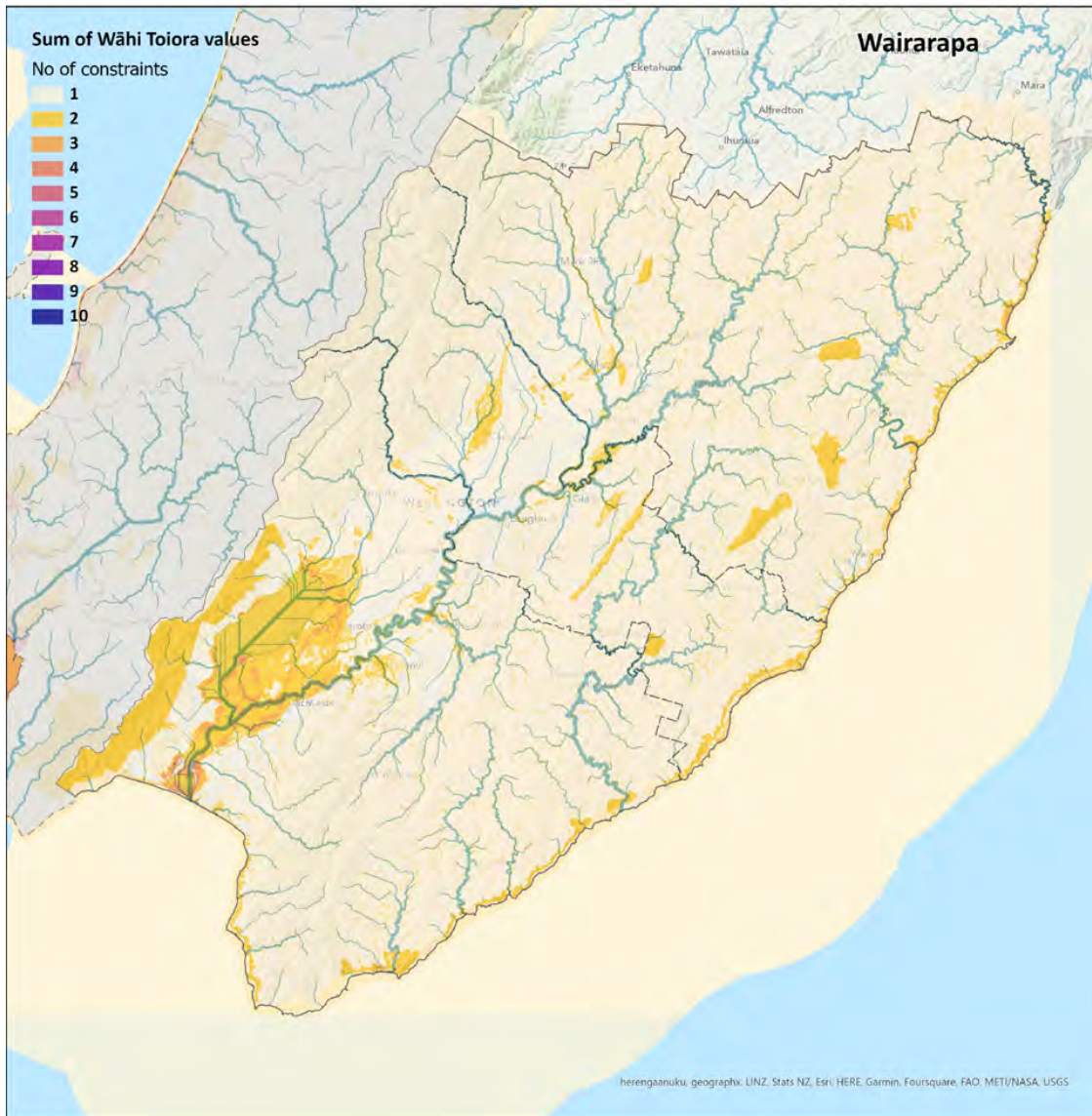
Sites and areas of cultural or historical significance are addressed in the Historic Heritage chapter of the Operative Wairarapa Combined District Plan, and the Historic Heritage, Notable Trees, and Sites and Areas of Significance to Māori chapters of the Draft Wairarapa Combined District Plan. These are mapped, showing the specific areas of significance throughout Masterton, Carterton, and South Wairarapa.

The Draft Wairarapa Combined District Plan also maps areas of High and Very High Natural Character, Outstanding Natural Character, Outstanding Natural Features and Landscapes, and Significant Amenity Landscapes. These areas are supported by the policies and rules in the Ecosystems and Indigenous Biodiversity, Natural Character, and Natural Features and Landscapes chapters, which manage the impact of earthworks, subdivision, and development.

There are some areas of contaminated land, related to previous agricultural and industrial land uses. A few of these areas are mapped on the Operative Wairarapa Combined District Plan, with the rest identified by the Greater Wellington Regional Council in the Selected Land Use Register.

Combined Wāhi Toiora mapping

Includes groundwater, electricity generation, hazards, culture and heritage and environmental values

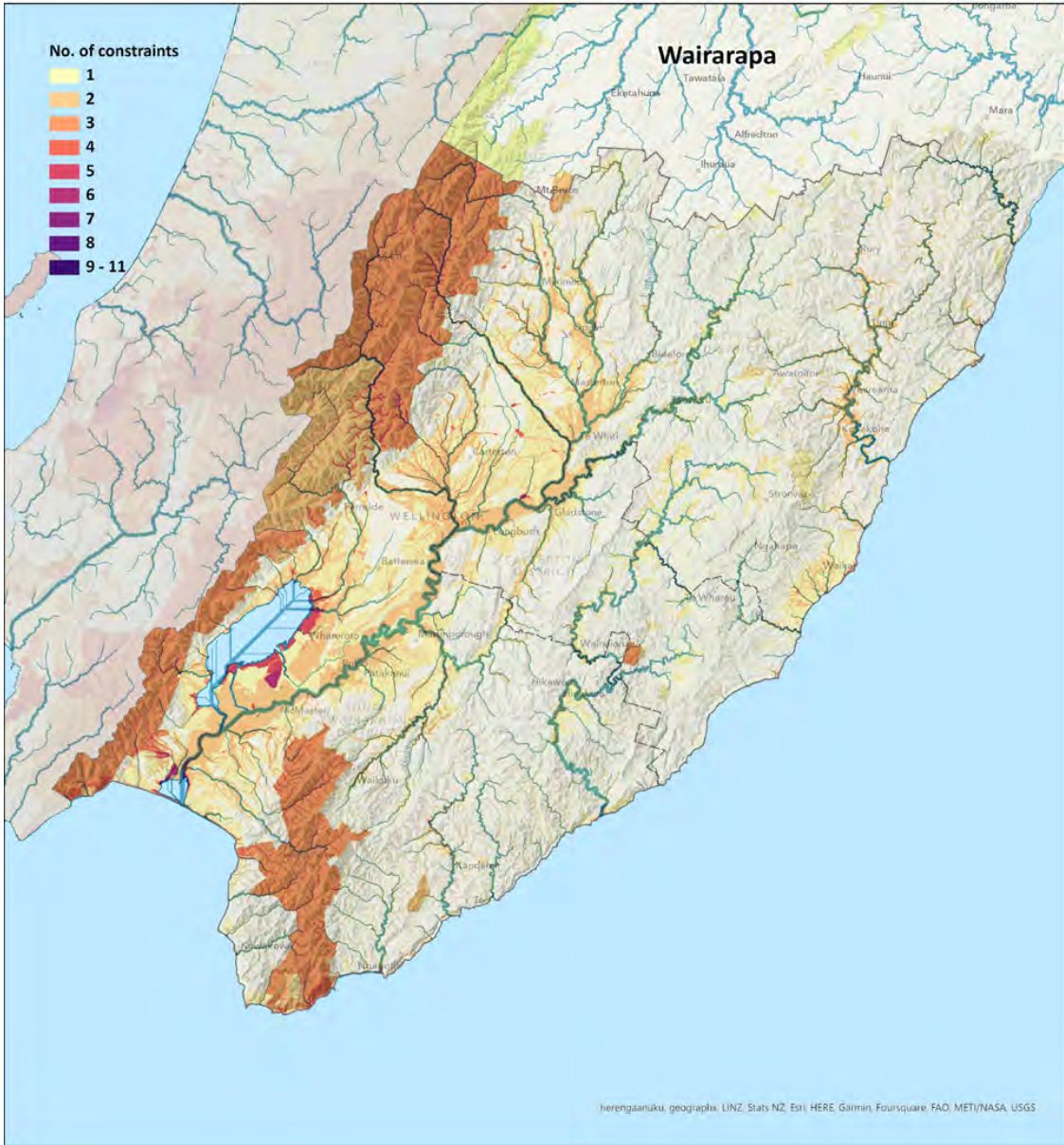


**Wairarapa-Wellington-Horowhenua
Future Development Strategy constraints mapping**

Data: Includes heritage sites, structures and areas, notable trees, groundwater protection areas, renewable energy sites areas, natural hazards, environmental values (special amenity landscapes, areas with high coastal natural character) areas.

Wāhi Toitū
Combined Wāhi Toitū areas

All Wahi Toitu areas (includes moderate to high flood hazard and LUC high class soils (1,2,3))



**Wairarapa-Wellington-Horowhenua
 Future Development Strategy constraints mapping**

Data: Includes sites with significant mana whenua values, Ngā Whenua Rāhui, existing environmental protections, recreation land, drinking water protection areas, highly productive land and significant infrastructure, flood hazards and known earthquake fault rupture and deformation zones

Scenario Evaluation Summary Report

Wairarapa-Wellington-Horowhenua
Draft Future Development Strategy

AUGUST 2023



Wellington
Regional Leadership Committee

Contents

| | |
|---|----|
| List of Tables | 2 |
| Summary | 3 |
| 1.1. Purpose of this report – informing the Future Development Strategy | 3 |
| 1.2. Urban form scenarios | 3 |
| 1.3. Overall results of urban form scenarios | 4 |
| 1.4. Implications for growth | 9 |
| 1.5. Acknowledgements | 9 |
| 2. Methodology | 10 |
| 2.1. Urban form scenarios | 10 |
| 2.2. Scenario assessment methodology | 11 |
| 2.3. GIS spatial analysis methodology | 12 |
| 2.4. Assessment of scenario impacts on key transport metrics | 13 |
| 2.5. Assessment of household access to social destinations | 13 |
| 2.6. Qualitative multi-criteria analysis against project objectives | 14 |
| 2.7. Qualitative infrastructure impact assessment | 15 |
| 2.8. Qualitative assessment against iwi and hapū values and aspirations | 16 |
| 3. Results – quantitative analysis | 17 |
| 3.1. GIS spatial analysis | 17 |
| Impacts of scenarios on the natural environment | 17 |
| Impacts of scenarios on the highly productive land | 17 |
| Impacts of scenarios on household access to community services | 18 |
| Impacts of scenarios on household access to green spaces | 18 |
| Impacts of scenarios on hazard risk | 19 |
| 3.2. Quantitative analysis of scenario impact on the transport network | 19 |
| Transport outcomes by scenario and transport future | 19 |
| Comparison of Transport futures | 21 |
| 3.3. Quantitative assessment of household access to social destinations | 22 |
| 4. Results – qualitative analysis | 24 |
| 4.1. Multi-criteria analysis against project objectives | 24 |
| Objective 1 - Housing | 24 |
| Objective 2 – Natural environment | 24 |
| Objective 3 – Food production | 25 |
| Objective 4 – Social access | 25 |
| Objective 6 – Zero-carbon future | 26 |

| | |
|---|----|
| Objective 7 – Natural hazard and climate change risks..... | 26 |
| Objective 8 - Employment | 27 |
| 4.2. Infrastructure impact assessment..... | 27 |
| 4.3. Qualitative assessment against iwi and hapū values and aspirations | 29 |
| 4.4. Overall findings..... | 32 |
| 5. Implications for growth | 33 |
| Key implications for growth | 33 |
| Appendix A - Quantitative assessment results - GIS spatial analysis | 36 |
| Appendix B - Qualitative assessment results – Multi Criteria Analysis | 38 |
| Appendix C - Visual representation of iwi and hapū values and aspirations for urban development in the Wairarapa-Wellington-Horowhenua region | 42 |
| Appendix D – Key assumptions associated with the scenario assessment..... | 43 |
| Appendix E – Key limitations of the scenario assessment..... | 46 |

List of Tables

| | |
|--|----|
| Table 1: Objectives as a key for table 2. | 4 |
| Table 2 Key advantages and disadvantages of the spatial scenarios | 4 |
| Table 3 GIS measures analysed..... | 12 |
| Table 4 MCA criteria developed for Future Development Strategy objectives | 14 |
| Table 5 MCA rating scale..... | 15 |
| Table 6 Relative quantity of “natural environment” affected by growth (higher number is worse) | 17 |
| Table 7 Relative quantity of “highly productive land” affected by growth (higher number is worse) | 17 |
| Table 8 Proportion of households close to community services (higher number is better)... | 18 |
| Table 9 Proportion of households close to green spaces (higher number is better) | 18 |
| Table 10 Proportion of households close to hazard areas | 19 |
| Table 11 Transport outcomes by scenario and by ‘transport future’ | 19 |
| Table 12 – Percentage change in the transport outcomes by transport metric for each scenario based on the two transport futures..... | 21 |
| Table 13 Full set of accessibility measure results | 22 |
| Table 14 MCA results against the criteria for Objective 1 | 24 |
| Table 15 MCA results against the criteria for Objective 2 | 24 |
| Table 16 MCA results against the criteria for Objective 3 | 25 |
| Table 17 MCA results against the criteria for Objective 4..... | 25 |
| Table 18 MCA results against the criteria for Objective 6 | 26 |
| Table 19 MCA results against the criteria for Objective 7 | 26 |
| Table 20 MCA results against the criteria for Objective 8..... | 27 |
| Table 21 Opportunities for growth to align with mana whenua housing and other values and aspirations..... | 29 |
| Table 22 Challenges for growth to align with mana whenua housing and other values and aspirations..... | 31 |
| Table 23 Key Implications for growth | 33 |

Summary

1.1. Purpose of this report – informing the Future Development Strategy

The purpose of this report is to summarise the technical assessment undertaken on scenarios of different spatial scenarios for accommodating growth within the Wairarapa-Wellington-Horowhenua region (the region) over the next 30 years. This assessment was undertaken as part of the development of the Future Development Strategy.

Full information regarding this assessment can be supplied if required by contacting hello@wrlc.org.nz.

This report covers:

- Spatial scenarios for regional growth,
- Evaluation (qualitative and quantitative),
- High-level conclusions on the advantages and disadvantages of the spatial scenarios, and
- Emerging implications for growth.

This report plays a key role in understanding the implications of accommodating growth in our region in different ways, and has helped, along with other information, to inform the development of a regional Future Development Strategy (FDS). The other information includes:

- An updated Housing and Business Development Capacity Assessment (HBA),
- Relevant Long-Term Plans (LTPs) and infrastructure strategies,
- Māori, and in particular tangata whenua, values and aspirations for urban development,
- Feedback from stakeholder engagement as required in developing the Future Development Strategy,
- National policy direction under the Resource Management Act 1919 (RMA), and
- Other relevant national policy and legislation.

1.2. Urban form scenarios

The National Policy Statement on Urban Development 2020 requires *a consideration of the advantages and disadvantages of different spatial scenarios for achieving the purpose of the FDS*. Spatial scenarios modelling is a method of testing different futures. The idea is not to pick one as a winner but to understand the implications of growth. Four urban form scenarios (not options) were developed to test the implications of accommodating growth in our region in different ways.

The four urban form scenarios consist of:

- A '**baseline scenario**' which assumes that growth is distributed across the region, as enabled by recent District Plan changes and intensification plan changes and with a mix of building typologies.
- A '**dispersed scenario**' which focuses growth on enabled and planned greenfield areas.
- A '**Medium Density and Infill**' Scenario which focuses growth on medium density infill and townhouse development within existing urban areas.
- A '**Centralisation**' Scenario which focuses high density developments in main urban centres (including apartments and townhouses).

1.3. Overall results of urban form scenarios






Overall, the **centralised scenario** performs best across almost all of the assessment criteria, followed by the **medium density infill scenario**, indicating that more compact and higher density development would deliver better on the project objectives than current growth trends. Generally, the dispersed scenario scored worse than the baseline scenario. Further information on these scenarios can be found later in this report. [perhaps this sentence could be a footnote?]








The key advantages and disadvantages of each scenario against the project objectives are summarised below in table 2.

Table 1: Objectives as a key for table 2.











| OBJECTIVES | |
|---|---|
|  | 1. Increase housing supply, and improve housing affordability and quality, and housing and tenure choice. |
|  | 2. Enable growth that protects and enhances the quality of the natural environment. |
|  | 3. Enable growth that protects highly productive land, safeguarding food production for future generations. |
|  | 4. Improve multi-modal access to and between housing, employment, education and services. |
|  | 5. Ensure development is integrated and efficiently uses existing built, social and community infrastructure or can be readily serviced by new infrastructure. |
|  | 6. Plan development for a zero-carbon future, creating change to rapidly reduce emissions (including emissions from transport) and meet our regional climate change objectives. |
|  | 7. Ensure development minimizes the impacts of and is resilient to climate change and natural hazards and avoid creating new risks. |
|  | 8. Create local sustainable employment opportunities. |
|  | 9. Align with mana whenua housing and other aspirations. |












Table 2: Key advantages and disadvantages of the spatial scenarios







| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|---|---|--|
| <i>Baseline - Growth consistent with current policy direction</i> |  Would not cause any issues for housing supply because growth would be in accordance with predicted housing market trends.  More opportunity to locate growth and avoid adverse effects on areas of cultural significance to Mana Whenua and more opportunity for maintaining and developing traditional connections with whanau and whenua. |  No change in transport outcomes without transformative infrastructure investment.  Somewhat worse over the 30-year period in terms of emissions reduction and the likelihood of meeting regional climate change targets.  Could perpetuate existing inequities for Māori where access to |

| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|---|--|---|
| | | health, education and employment is at greater distances, and could increase coastal pressures and emissions causing harm to te taiao. |
| <p><i>Dispersed - Growth would be focused on greenfield areas (particularly in Kāpiti), with less emphasis on intensification</i></p> | <p> Would not cause any issues for housing supply because growth would be in accordance with predicted housing market trends</p> <p> Potentially lower exposure to natural hazards and climate change risk. However, this is only if new development is able to be designed and located to avoid high risk areas.¹ Scores better than the baseline scenario in terms of fluvial (river) and pluvial (rainfall) flood hazard exposure and growth in well-defined earthquake fault rupture and deformation zones (areas where an earthquake changes the land from how it was before the earthquake). Scores well in terms of other seismic hazards, such as subsidence, ground shaking and liquefaction. However not as well as the medium density infill scenario</p> <p> More flexibility in relation to the location of growth and avoiding adverse effects on areas of cultural significance to Mana Whenua and to grow traditional kai.</p> | <p> Highest potential to adversely affect natural environments.</p> <p> Highest potential to adversely affect areas of highly productive land (land that is good for growing food and farming)</p> <p> Lowest share of the population living near to existing community services and green spaces. Social access is also worse than the baseline for almost all social destinations under this scenario.</p> <p> This scenario would have the worst transport outcomes of all the 4 scenarios without transformative infrastructure investment. Even with transformative investment (which would likely be prohibitively expensive under this scenario), transport outcomes are generally worse under some metrics (including Vehicle kms travelled VKT – a proxy for emissions from private vehicles) than under all other scenarios. This scenario would be the most expensive to service by public transport infrastructure, the most reliant on state highway access, and the most likely to increase VKT. This scenario would be the most expensive to service by electricity distribution infrastructure and would require significant investment in local council network extensions to service greenfield areas, with higher ongoing costs than under the baseline. In addition, this scenario is not supported by gas and electricity distribution infrastructure providers.</p> |

¹ The GIS analysis did not take into account regulatory settings i.e. district plan rules.

| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|--|---|---|
| | |  Scores worst of the 4 scenarios in terms of lowering overall regional emissions  Greater impacts on water quality through increased development in new areas. Possible displacement of local iwi and increases in housing prices (as land is bought up for development). Adverse impacts on te taiao due to higher transport emissions. |
| <p><i>Medium Density Infill - Growth is focused on intensification in existing urban areas</i></p> |  In general, this scenario has the greatest opportunity for locating housing near transport and jobs and where demand is. It is most likely to improve housing affordability and is likely to reconcile with current developers are willing to build. It strikes the best balance between having housing in the places people want to live and having the kinds of houses that meet diverse community needs.  Lower potential to adversely affect natural environments. Likely best at avoiding significant adverse impacts on marine ecosystem extent.  Low potential to adversely affect areas of highly productive land and impact on food production  Performs better than the baseline and dispersed scenario for accessibility across all social destinations analysed  Second best in terms of transport outcomes with transformative infrastructure investment. Supports social access by active and public transport modes and would be comparatively easy to service by bus by enhancing existing networks.  Scores second best in terms of lowering overall regional emissions. |  Little change in transport outcomes without transformative investment. Would require upgrading existing water supply, wastewater and stormwater infrastructure.  Limits ability to build on ancestral lands or to grow kai, due to the increase in smaller housing sections under this scenario. Location of growth could have adverse environmental impacts. Limited infrastructure could lead to equity issues. |

| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|---|--|--|
| | <p> Scores better than the baseline scenario in terms of fluvial (river) and pluvial (rainfall) flood hazard exposure and growth in well-defined earthquake fault rupture and deformation zones. The latter would be easiest to control under this scenario. Tightly defined infill development is preferable to be able to build away from other seismic hazards.</p> <p> Scores best, along with medium density infill scenario, in terms of creating local sustainable (enduring) employment opportunities.</p> <p> Lower risk of displacement of Māori from housing (for example, where they may be priced out of some markets due to movement of residents from central to more rural areas), protects high quality land, less risk of adverse impacts on sites of significance and less harm to te taiao through lower emissions.</p> | |
| <p><i>Centralisation - Growth is focused on high density developments in main urban centres</i></p> | <p> In general, its most efficient to locate housing in existing urban areas (centralisation/medium density infill), where amenities and access to employment is greatest.</p> <p> This scenario has the lowest potential to adversely affect natural environments. This includes the preservation of plants and animals and natural areas and marine ecosystems condition</p> <p> Highest potential to protect areas of highly productive land and impact on food production.</p> <p> This scenario is also best in terms of social access which means having the greatest share of the population living close to existing community services and green spaces and scoring best in</p> | <p> Less likely to reconcile with market acceptance of risk (willingness to supply).</p> <p> Social access by private vehicle modes may be worse in the region's cities due to congestion.</p> <p> May be more challenging to find land to provide for distribution and logistics infrastructure. Rail improvements on the Hutt Valley line would be required.</p> <p> May have a higher share of projected population located within natural hazard areas, however this may be mitigated by regulations which do not allow development areas prone to high risk as a result of climate change or natural disasters.</p> |

| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|----------|---|--|
| | <p>terms of access to day-to-day social destinations by foot and access to hospitals by public transport. This scenario best supports social access by active and public transport modes.</p> <p> Centralisation would result in the best transport outcomes, regardless of the transport future, however transformative infrastructure investment would significantly improve these outcomes. This scenario would be the best of all of the scenarios for getting the best transport outcomes using rail. This is the easiest scenario to service by gas distribution, telecommunications and electricity distribution infrastructure. Consolidation of growth would make it easier to prioritise council infrastructure investment.</p> <p> Scores best in terms of lowering overall regional emissions.</p> <p> Centralisation scores best in terms of coastal hazards, when new housing occurs away from coastal hazard areas in line with district plan settings. It also scores best in terms of fluvial (river) and pluvial (rainfall) flood hazards, and is an improvement on the baseline in terms of growth in well-defined earthquake fault rupture and deformation zones</p> <p> Score best, along with medium density infill scenario, in terms of creating local sustainable employment opportunities.</p> <p> Improves housing choice, protects high quality land, decreases risk of adverse effects on cultural sites and less harm to te taiao through lower emissions.</p> | <p> Challenges to new housing choices due to concentration of population centrally outside of rohe of some iwi and less choice in types of housing. Less ability to grow kai in centralised areas but more protection for food production land in northern areas. With growth centralised potential for development for iwi in other rohe may be compromised.</p> |

Other key findings:



Growth generally has detrimental effects on water quality, regardless of location.



Every scenario would need to provide for Mana Whenua values and aspirations.



The “RLTP+ transport future²” results in significantly greater transport outcomes than the ‘do nothing’ transport future. High deprivation areas³ have better walking access to social facilities than the region more broadly under all scenarios.



For mass movement hazards (landslides, rockfall mud and debris flows) and soil erosion, scenario risks are lower when growth is located on flat land, away from areas with risks of slope failure. Weather hazards (in particular wildfires), are similar across the region.



New renewable energy infrastructure development is anticipated under all scenarios. Each scenario would result in significant investment in electricity distribution infrastructure. Existing water network infrastructure constraints need to be addressed under all scenarios. Investment in roading and active mode facilities is required to meet existing transport needs before the requirements to service spatial scenarios can be met.



1.4. Implications for growth

The report authors have included implications for growth in Section 5. These have been identified individually by the report authors in response to the qualitative and quantitative assessment results. Skip to this section to understand more.

1.5. Acknowledgements

This report has been drafted by multiple authors from the Future Development Strategy project team, each with experience relevant to the areas of assessment. We want to thank all the contributions from the team, Wellington Regional Leadership Committee (WRLC) iwi members, infrastructure providers and experts that have contributed to this assessment.

The high-level conclusions in this summary report are captured in a more detailed report available on request. This evaluation assesses scenarios, not options, intended to inform the development of urban form directions for the region. The urban form directions for the region will also be informed by other inputs, as required by clause 3.14 of the National Policy Statement-Urban Development (NPS-UD).

² The 'RLTP+ transport future' is the current Regional Land Transport Plan (RLTP) package of transport interventions, as well as a “transformative programme” focussed on changing travel behaviours and reducing Vehicle-Kilometres-Travelled (VKT) of the light vehicle (private and commercial) fleet.

³ It measures the level of deprivation in a scale from 1-10 for people in each small area. It is based on nine Census variables. High deprivation are areas that score 8-10 on this scale.

2. Methodology

2.1. Urban form scenarios

Four urban form scenarios (not options) were developed to test the implications of accommodating growth in our region in different ways.

The four urban form scenarios consisted of:

- **Scenario 1 - The 'Baseline' scenario**
Growth consistent with current policy direction
 This scenario assumes that growth is distributed across the region, as enabled by recent District Plan changes and intensification plan changes and with a mix of building types e.g. apartments and standalone houses..
- **Scenario 2 - The 'Dispersed' scenario**
Growth is focused on greenfield areas (particularly in Kāpiti), with less emphasis on intensification
 This scenario assumes that growth occurs in District Plan enabled and planned greenfield areas. This would result in almost half of regional growth occurring within the western Kāpiti/Horowhenua corridor and see some increase in medium density types such as townhouses.
- **Scenario 3 – The 'Medium Density and Infill' Scenario**
Growth is focused on intensification in existing urban areas
 This scenario assumes that growth occurs in medium density infill and townhouse development within existing urban areas. Under this scenario, the Wellington City and the Hutt Valley corridors would experience the highest rates of growth.
- **Scenario 4 – The 'Centralisation' Scenario**
Growth is focused on high density developments in main urban centres
 This scenario assumes high density developments in main urban centres (including apartments and townhouses). Over half of the growth would occur within Wellington City, and a further 22% within Hutt City.

Each scenario assumes a population increase of approximately 200,000 people (or 89,000 households).

While all of the scenarios are technically already enabled by current District Plan policy settings, Scenario 1 represents a future which follows on from the status quo, while Scenarios 2, 3 and 4 are focused on different development typologies (low, medium and high densities) and growth locations, testing the benefits of growth in both existing urban areas and greenfield development areas.

2.2. Scenario assessment methodology

The assessment included qualitative and quantitative methods to compare the economic, environmental, social and cultural outcomes of the scenarios.

The assessment consisted of:

- GIS spatial analysis,
- Quantitative analysis of the impact of each scenario on the transport network,
- SA1⁴ level assessment of households' accessibility to social destinations,
- A qualitative multi-criteria analysis carried out by a panel of subject matter experts against the project objectives,
- A qualitative infrastructure impact assessment, and
- A qualitative assessment against iwi and hapū values and aspirations.

The assessment focused on answering how well (or otherwise) each scenario would deliver on the following objectives for the Future Development Strategy:

| OBJECTIVES | |
|---|---|
|  | 1. Increase housing supply, and improve housing affordability and quality, and housing and tenure choice. |
|  | 2. Enable growth that protects and enhances the quality of the natural environment. |
|  | 3. Enable growth that protects highly productive land, safeguarding food production for future generations. |
|  | 4. Improve multi-modal access to and between housing, employment, education and services. |
|  | 5. Ensure development is integrated and efficiently uses existing built, social and community infrastructure or can be readily serviced by new infrastructure. |
|  | 6. Plan development for a zero-carbon future, creating change to rapidly reduce emissions (including emissions from transport) and meet our regional climate change objectives. |
|  | 7. Ensure development minimizes the impacts of and is resilient to climate change and natural hazards and avoid creating new risks. |
|  | 8. Create local sustainable employment opportunities. |
|  | 9. Align with mānā whenua housing and other aspirations. |

All assessment was undertaken at a regional scale, however some assessments also considered results at a 'corridor' scale (Wellington, Porirua, Hutt Valley, Wairarapa and Kāpiti/Horowhenua).

Note: *Corridor scale results, where relevant, are available on request.*

The qualitative and quantitative results have been interpreted separately and are purposely not combined in this report. While the overall findings section brings together the results from both sets of analysis, where contradictory greater weight has in general been given to the findings of the quantitative assessment than the qualitative assessment of objectives 1-8, given that this assessment was more detailed and based on existing data sets and new modelling. Objective 9 was treated differently because these haven't been assessed by the quantitative analysis and it wouldn't be appropriate to combine or weight.

Key assumptions for the scenario analysis are detailed in Appendix D, while key limitations of the analysis is detailed in Appendix E.

⁴ SA1s are defined at meshblock level used by Stats NZ for the Census and other data analysis.

2.3. GIS spatial analysis methodology

GIS mapping was used to test the potential impacts of the scenarios on a range of measures. The measures were chosen to reflect the Future Development Strategy objectives 2, 3, 4 and 7, as set out in Table 3 below.

The GIS analysis was undertaken at an SA1 level, with the scoring reflective of a percentage measure relative to the baseline (existing situation).

Table 2 GIS measures analysed

| Relevant FDS objective | GIS Measure |
|------------------------|---|
| Objective 2 | <ul style="list-style-type: none"> Quantity of “undeveloped” land consumed by future development relative to the baseline Quantity of sensitive areas consumed by future development relative to the Baseline scenario (i.e. ‘no-go’-areas such as flood plains or parks) Percentage of potential loss in urban tree cover relative to the ‘Baseline’ scenario |
| Objective 3 | <ul style="list-style-type: none"> Quantity of highly productive rural land consumed for development relative to the Baseline scenario |
| Objective 4 | <ul style="list-style-type: none"> Proportion of households within a walkable catchment (800m) of community services (libraries, pools, community centres) Proportion of households within a walkable catchment (800m) of green spaces greater than 3,000m² <p><i>This modelling only considered existing community services, and any services in growth areas, i.e. that have been planned as part of a structure plan have not been included. Likewise, the modelling only considered existing parks, and parks in growth areas, i.e. that have been planned as part of a structure plan have not been included.</i></p> |
| Objective 7 | <ul style="list-style-type: none"> Proportion of households located in areas vulnerable to sea level rise. Proportion of households located in areas vulnerable to earthquake hazards. Proportion of households located in flood hazard areas Proportion of households located in areas that are potentially susceptible to slope failure |

2.4. Assessment of scenario impacts on key transport metrics

An assessment of each of the scenarios using the Wellington Transport Strategy Model (WTSM) tested the impact of the scenarios on the regional transport network. This assessment was particularly relevant to Future Development Strategy objectives 4 (multi-modal social access), 5 (infrastructure to support development) and 6 (zero carbon).

This was done using two transport futures, described as follows:

- **The ‘Do Nothing’ transport future**
This is essentially the current transport network.
- **The ‘RLTP+’ transport future’**
This model builds upon the current Regional Land Transport Plan (RLTP) package of transport interventions, while also including a “transformative programme” focussed on changing travel behaviours and reducing Vehicle-Kilometres-Travelled (VKT) of the light vehicle (private and commercial) fleet.

For each scenario, the distribution of household growth was estimated at an SA1 level to create the land-use inputs for the WTSM.

The combinations of growth scenarios and transport futures were tested in the WTSM. This analysis tested the following key metrics at a regional level:

- *Daily VKT: Vehicle km travelled.* The number of km travelled by light private- and commercial- vehicles. Heavy commercial vehicles are not included here.
- *Daily PKT: Pax km travelled.* The number of km travelled by person using Public Transport.
- *Daily LV Trips: Light Vehicle Trips.* The number of trips of the light private and commercial vehicle fleet.
- *Daily PT Trips: Public Transport Trips.* The number trips people take using Public Transport.
- *Daily Active Modes Trips:* The number of trips people make using active modes such as walking and cycling

2.5. Assessment of household access to social destinations

This high-level analysis measured how well each scenario provided for access to different social destinations by different modes of transport. This assessment was particularly relevant to Future Development Strategy objective 4 (multi-modal social access).

This analysis compared at an SA1 level the proportion of households within a set of travel times to social destinations. The data includes existing households and new households for each scenario. However, only existing social destinations were included for the analysis.

The social destinations included were:

- Supermarkets
- General Practitioner doctors (GPs)
- Primary Schools
- Secondary Schools
- Tertiary Institutions
- Hospitals

Access from high deprivation areas to social opportunities via walking was also tested.

2.6. Qualitative multi-criteria analysis against project objectives

A Multi-Criteria Analysis (MCA) was used by subject matter experts to assess the positives and negatives of the spatial scenarios against seven of the project objectives⁵. The subject matter experts assessed the scenarios individually, based on their areas of expertise, against a set of key criteria (see table 4 below).

Table 3 MCA criteria developed for Future Development Strategy objectives

| Objective | Criteria |
|-----------|---|
| 1 | Increase housing locational efficiency |
| | Housing affordability / ownership |
| | Reconcile with market acceptance of risk - market willingness to supply |
| | Reconcile with locational and typology choice/need - demand |
| 2 | Growth avoids significant adverse impacts on water quality/quantity |
| | Growth avoids significant adverse impacts on freshwater ecosystems (including stream reclamation) |
| | Growth avoids significant adverse impacts on <u>wetland</u> extent |
| | Growth avoids significant adverse impacts on terrestrial ecosystems extent |
| | Growth avoids significant adverse impacts on terrestrial ecosystems condition |
| | Growth avoids significant adverse impacts on marine ecosystems extent |
| 3 | Growth avoids significant adverse impacts on marine ecosystems condition |
| | Growth avoids highly productive land and where food is produced. |
| 4 | Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by active transport (walking and cycling) infrastructure. |
| | Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by public transport infrastructure. |
| | Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by private vehicle modes. |
| 6 | Growth, by way of location and intensity, does not compromise regional emissions reduction ambitions. Growth also supports change and rapid reductions in regional emissions; including from the region's largest emissions sources (transport, agriculture and stationary energy). |
| 7 | Growth is located in areas which are resilient to the effects of coastal hazards (including sea level rise, storm surge, inundation, coastal erosion and significant tsunami risk) and avoids creating new risks. |
| | Growth is located in areas which are resilient to the impacts of fluvial and pluvial flood hazards (river, stormwater and surface water flooding) and river erosion, and avoids creating new risks. |
| | Growth is located outside of well-defined earthquake fault rupture and deformation zones. |
| | Growth is located in areas which are resilient to other seismic hazards (in particular subsidence, ground shaking and liquefaction) and avoids creating new risks. |
| | Growth is located in areas which are resilient to mass movement hazards (landslides, rockfall mud and debris flows) and soil erosion, and avoids creating new risks. |
| 8 | Growth is located in areas which are resilient to the impacts of weather hazards (in particular wildfires) and avoids creating new risks. |
| | Growth is located in areas which can support local sustainable employment. |
| 8 | Growth is located in areas which are well connected to regional employment (including via high quality internet connections for people working from home). |

⁵ Qualitative assessment of objectives 5 and 9 was undertaken separately.

The scoring was undertaken using the following rating scale in Table 5. Each scenario was scored against the criteria above, depending on whether the scenario would result in an improvement, neutral or negative change over the 30-year period. The rating scale ranged from -3 (significantly worse) to 3 (significantly better) as described below.

Table 4 MCA rating scale

| | | |
|-----------|----------------------|--|
| 3 | Significantly better | Provides a considerable improvement so that over the 30-year period positive change is noticeable. |
| 2 | Moderately better | Provides some improvement and will be noticeably different over the 30-year period |
| 1 | Slightly better | Is hardly, but is still somewhat better over the 30-year period |
| 0 | Neutral | No discernible or positive or negative difference over the 30-year period |
| -1 | Slightly worse | Is hardly, but is still somewhat, worse over the 30-year period |
| -2 | Moderately worse | Is somewhat worse over the 30-year period |
| -3 | Significantly worse | Is considerably worse so that over the 30-year period negative change is noticeable |

An overall score for the scenarios by objective was determined by averaging the scores for each criterion. To obtain an overall scoring for each scenario, the objective scores were averaged. No weighting was applied, as each objective and criteria was deemed to be of equal importance so given equal weight (there is no hierarchy among the project objectives).

The results of the MCA and assumptions used were discussed by the subject matter experts at a moderation workshop also attended by members of the Future Development Strategy project team.

2.7. Qualitative infrastructure impact assessment

A webinar for infrastructure providers was held on 20 March 2023. These providers were invited to provide feedback on the spatial scenarios for the purpose of checking how readily these could be serviced by infrastructure. This assessment is particularly relevant to Future Development Strategy objective 5 (integrated and efficient infrastructure).

Infrastructure providers were identified using the guides in the NPS-UD requirements for Future Development Strategy. The infrastructure sectors invited⁶ include:

- Development infrastructure (council-controlled water and land transport)
- The energy sector (electricity generation, transmission, and distribution, gas distribution)
- Public open space
- Social infrastructure (e.g., schools and healthcare facilities)
- Telecommunication networks
- Transport (state highways, rail, port, airport).

Qualitative feedback on the spatial scenarios was completed by some infrastructure providers, based on their assessment of the impact of each spatial scenario on their own networks and assets. The criteria used was that "growth *can be readily serviced by your infrastructure*".

⁶ For full list of infrastructure providers invited see the Future Development Strategy Engagement Report.

2.8. Qualitative assessment against iwi and hapū values and aspirations

A qualitative assessment of the scenarios against objective 9 was undertaken by the project team on behalf of WRLC iwi members due to capacity limitations.

The assessment was a separate process from the scenario assessment for objectives 1-8 and was qualitative only. The assessment for objective 9 aimed to apply a te ao Māori lens in considering both the opportunities and challenges associated with each scenario, and to interrogate how well these would provide for iwi and hapū values and aspirations.

The assessment was informed by *Te Tirohanga Whakamua (see Appendix C)* – a statement of iwi and hapū values and aspirations for urban development in the Wairarapa-Wellington-Horowhenua region. It was also informed by engagement with WRLC iwi members on the preparation of the draft Future Development Strategy, including discussion of the scenarios at Future Development Strategy workshops in April and July 2023., WRLC iwi members were given multiple opportunities to comment on this assessment, but no feedback was given. This assessment is therefore limited in its findings due to not being carried out with direct input from WRLC iwi members or other Māori representatives, such as urban Māori. We acknowledge that the assessment approach is therefore not reflective of all Māori or all Mana Whenua views in the Wairarapa-Wellington- Horowhenua region.

3. Results – quantitative analysis

3.1. GIS spatial analysis

The full set of GIS spatial analysis results are set out in Appendix A. Key findings are summarised below.

Impacts of scenarios on the natural environment

Table 6 below sets out the results of the assessment for the natural environment. A higher percentage generally indicates greater loss of natural environmental values relative to the loss of natural values that would occur under the baseline scenario. While these percentages are high level approximates (development through careful planning might not actually encroach on sensitive natural environments), they demonstrate that:

- The dispersed scenario has the highest potential to affect natural areas,
- Infill and centralised scenarios are more contained within urban environments, and therefore score lower in all three of the measures.
- The dispersed scenario is likely to affect existing undeveloped greenfield land in parts of the region differently.

Overall, the centralised scenario appears to result in the least quantity of affected natural areas due to the majority of growth to be planned as infill development within existing urban areas.

Table 5 Relative quantity of “natural environment” affected by growth (higher number is worse)

| | Baseline (business as usual) | Dispersed scenario | MD infill scenario | Centralisation scenario |
|-------------------|------------------------------------|-----------------------|-----------------------|----------------------------|
| Wellington | 100% | 157% | 76% | 72% |
| Porirua | 100% | 257% | 158% | 102% |
| Kapiti/Horowhenua | 100% | 538% | 59% | 44% |
| Hutt Valley | 100% | 85% | 80% | 70% |
| Wairarapa | 100% | 140% | 47% | 41% |
| Overall | 100% | 233% | 80% | 66% |

Impacts of scenarios on the highly productive land

Table 7 below sets out the results of the assessment for highly productive land. A higher percentage generally indicates greater potential loss of highly productive land. A similar pattern as the ‘natural environment’ analysis can be observed. Overall, the centralised scenario appears to result in the lowest risk of developing on highly productive land.

Table 6 Relative quantity of “highly productive land” affected by growth (higher number is worse)

| | Baseline (existing situation) | Dispersed scenario | MD infill scenario | Centralisation scenario |
|-------------------|-------------------------------------|-----------------------|-----------------------|----------------------------|
| Wellington | n/a | n/a | n/a | n/a |
| Porirua | 100% | 155% | 132% | 91% |
| Kapiti/Horowhenua | 100% | 210% | 89% | 88% |
| Hutt Valley | 100% | 105% | 82% | 65% |

| | | | | |
|------------------|-------------|-------------|------------|------------|
| Wairarapa | 100% | 99% | 75% | 72% |
| Overall | 100% | 159% | 84% | 80% |

Impacts of scenarios on household access to community services

Table 8 sets out the assessment on household access to community services. A higher percentage generally indicates that a larger population lives within 800m of a community service. In the dispersed scenario a larger share of the population lives further away from community services compared to the baseline scenario. Overall, the centralised scenario appears to result in the best outcome.

Table 7 Proportion of households close to community services (higher number is better)

| | Baseline (existing situation) | Dispersed scenario | MD infill scenario | Centralisation scenario |
|--------------------------|-------------------------------------|-----------------------|-----------------------|----------------------------|
| Wellington | 57% | 56% | 56% | 62% |
| Porirua | 31% | 26% | 33% | 34% |
| Kapiti/Horowhenua | 16% | 11% | 15% | 15% |
| Hutt Valley | 32% | 31% | 35% | 35% |
| Wairarapa | 17% | 15% | 18% | 18% |
| Overall | 37% | 32% | 38% | 42% |

Impacts of scenarios on household access to green spaces

Table 9 sets out the proportion of households with access to greenspaces. A higher percentage generally indicates that a larger population lives within 800 metres of a green space larger than 3,000m². The modelling shows that in the dispersed scenario a notably larger share of the population lives further away from existing parks and reserves compared to the baseline scenario, however it is expected that this scenario would have a more favourable outcome if new parks and reserves that are anticipated to be a part of any planned future greenfield developments, were included in the modelling.

It should also be noted that the modelling does not differentiate between types of green spaces, whereas different types of parks and reserves (i.e. town belt, recreation areas, neighbourhood parks etc) serve different purposes in a community.

Overall, the centralised scenario appears to result in the most favourable outcome with regards to access to existing parks and reserves.

Table 8 Proportion of households close to green spaces (higher number is better)

| | Baseline (existing situation) | Dispersed scenario | MD infill scenario | Centralisation scenario |
|--------------------------|-------------------------------------|-----------------------|-----------------------|----------------------------|
| Wellington | 82% | 81% | 82% | 85% |
| Porirua | 87% | 77% | 85% | 88% |
| Kapiti/Horowhenua | 72% | 53% | 71% | 72% |
| Hutt Valley | 82% | 82% | 85% | 85% |
| Wairarapa | 57% | 53% | 71% | 72% |
| Overall | 79% | 72% | 80% | 82% |

Impacts of scenarios on hazard risk

Table 10 sets out the assessment on hazard risk for each scenario. A higher percentage generally indicates that a larger population lives in an area that is sensitive to natural hazards. The dispersed scenario appears to be most suitable for development in all areas, except Wairarapa which scores best in the baseline scenario. Across all scenarios, hazards with the largest exposure to population are earthquake hazard (predominantly in Kāpiti Coast and Horowhenua) and flood hazard (Kāpiti Coast/Horowhenua, Hutt Valley and Wairarapa). Due to the risks of sea level rise to areas in Lower Hutt, such as Petone, Seaview and Eastbourne, the Hutt Valley scores significantly higher than other areas in the sea level rise measure.

Table 9 Proportion of households close to hazard areas

| | Baseline (existing situation) | Dispersed scenario | MD infill scenario | Centralisation scenario |
|-------------------|-------------------------------------|-----------------------|-----------------------|----------------------------|
| Wellington | 5.8% | 5.5% | 5.5% | 6.2% |
| Porirua | 4.7% | 4.0% | 6.2% | 6.7% |
| Kāpiti/Horowhenua | 15.7% | 11.9% | 14.8% | 14.5% |
| Hutt Valley | 17.2% | 17.1% | 19.1% | 19.0% |
| Wairarapa | 7.7% | 8.0% | 8.1% | 8.1% |

3.2. Quantitative analysis of scenario impact on the transport network

Transport outcomes by scenario and transport future

The results of the transport analytics are set out in Table 11 below. In terms of the transport metrics assessed:

- a **decrease** in VKT and trips by light private and commercial vehicles is a preferred transport outcome when compared to current usage, (status quo today), with an assumption that the baseline scenario is no different to the status quo under transport future 1.
- an **increase** in PKT and trips by public and active transport modes is a preferred transport outcome when compared to current usage, except where the increase in PKT is due to increased travel distances rather than an increase in public transport trips (assuming that persons prefer to commute shorter distances and that shorter distance public transport trips result in less congestion and emissions).

Table 10 Transport outcomes by scenario and by 'transport future'

| Transport metric | 'Do nothing' transport future | | | | 'RLTP+' transport future | | | |
|---|-------------------------------|--------------------|--------------------|------------------|--------------------------|--------------------|--------------------|------------------|
| | Baseline scenario | Dispersed scenario | MD infill scenario | Central scenario | Baseline scenario | Dispersed scenario | MD infill scenario | Central scenario |
| Vehicle kilometres travelled (VKT) by light private and commercial vehicles | 100 | 123 | 95 | 92 | 85 | 104 | 81 | 78 |
| Kilometres travelled by persons using public transport (PKT) | 100 | 195 | 87 | 92 | 182 | 340 | 170 | 186 |
| Trips by light private vehicle and commercial vehicle | 100 | 101 | 98 | 95 | 84 | 85 | 83 | 80 |

| | | | | | | | | |
|--|-----|-----|-----|-----|-----|-----|-----|-----|
| Trips by Public transport | 100 | 114 | 101 | 106 | 158 | 180 | 162 | 168 |
| Trips by active modes (e.g. walking and cycling) | 100 | 86 | 100 | 125 | 142 | 123 | 142 | 176 |

The results are presented relative to the Baseline scenario and 'Do Nothing' transport future, as this represents a future where growth following current trends and maintaining the current transport network. A higher number indicates an increase in the associated metric relative to the baseline.

Key findings for each scenario are that:

- Baseline Scenario:
 - Under a '*Do Nothing*' transport future, there would be no change from current transport network trends.
 - Under an '*RLTP+*' transport future, transport outcomes would improve, particularly active transport and public transport trips and PKT.
- Dispersed Scenario:
 - Under a '*Do nothing*' transport future, transport outcomes would generally get worse, with a significant increase in VKT and decrease in active mode trips. PKT would significantly increase, however this is due to increased travel distances.
 - Under an '*RLTP+*' transport future, all transport outcomes would improve, with the exception of VKT which would slightly increase. PKT is the highest of any scenario under this transport future, driven by both significant increases in public transport trips and increased travel distances.
- Medium Density Infill Scenario:
 - Under a '*Do nothing*' transport future, transport outcomes would get marginally better, however active transport and public transport trips would be largely unchanged.
 - Under an '*RLTP+*' transport future, transport outcomes would significantly improve, in particularly public transport trips and active transport trips.
- Centralisation scenario
 - Under a '*Do nothing*' transport future transport network outcomes would get slightly better, with particular increases in trips by active travel modes.
 - Under an '*RLTP+*' transport future, transport outcomes would significantly improve with the highest reductions in VKT and trips by private and light vehicles, substantial increases in PKT, public trips and active travel modes.

Of the four scenarios, centralisation would result in the best transport outcomes (under either transport future). This is because trips lengths shorten, and public and active transport infrastructure improves, as more people live near services and other social and economic opportunities.

The medium density infill scenario is second best, with the baseline scenario coming in third (the baseline scenario transport outcomes are closer to the medium density infill scenario results under the RLTP+ transport future).

PKT would be greatest under 'dispersed do-nothing' and 'dispersed RLTP+' however this is partially down to the travel distances involved. The number of public transport trips is also greatest under 'dispersed RLTP+', however would come at the greatest cost in terms of RLTP+ interventions (note: options have not been costed. This refers to the anticipated cost, as these improvements would need to be implemented across entire urban footprint. The investments and interventions associated

with the dispersed scenario are anticipated to be far greater than by accommodating growth in existing urban areas along existing transport corridors.

Comparison of Transport futures

Table 12 below compares the transport futures results in table 11 above showing these as a percentage change between the 'RLTP+' transport future and the 'do nothing' transport future. For example, under the baseline scenario the 'RLTP+' transport future results in a 15% reduction in VKT compared to the 'do nothing scenario'.

Table 11 – Percentage change in the transport outcomes by transport metric for each scenario based on the two transport futures

| Transport metric | Percentage change in transport outcomes ('RLTP+' compared to the 'do nothing' transport future) | | | |
|---|---|--------------------|--------------------|------------------|
| | Baseline scenario | Dispersed scenario | MD infill scenario | Central scenario |
| Vehicle kilometres travelled (VKT) by light private and commercial vehicles | -15% | -15% | -15% | -15% |
| Kilometres travelled by persons using public transport (PKT) | 82% | 74% | 95% | 102% |
| Trips by light private vehicle and commercial vehicle | -16% | -16% | -15% | -16% |
| Trips by Public transport | 58% | 58% | 60% | 58% |
| Trips by active modes (e.g. walking and cycling) | 42% | 43% | 42% | 41% |

This table shows that the 'RLTP+' transport future results in a significant improvement in transport outcomes across all scenarios when compared to the 'do nothing' transport future. The scale of improvement under an 'RLTP+' transport future (from the 'do nothing' transport future) is generally constant across all scenarios and metrics, except in the case of PKT. The centralisation scenario (followed by the medium density infill scenario) would see the greatest uplift in PKT from the 'do nothing' transport future to the RLTP+ transport future. This suggests that transformative transport interventions have the greatest potential to deliver uplift in PKT when growth is concentrated and higher density.

Overall, quantitative analysis of scenario impact on the transport network shows that the RLTP+ transport future results in significantly greater transport outcomes than the 'do nothing' transport future.

3.3. Quantitative assessment of household access to social destinations

The results of the accessibility analysis are in Table 13 below. The results are for all households in the region – not just new households (i.e. the growth).

Table 12 Full set of accessibility measure results

| Percentage of Households within 10 mins walk to Social Destinations by 2051 | | | | |
|---|----------|-----------|-----------|----------------|
| | Baseline | Dispersed | MD infill | Centralisation |
| Supermarket | 27% | 23% | 27% | 32% |
| GP | 32% | 27% | 33% | 37% |
| Primary School | 42% | 38% | 44% | 47% |
| Secondary School | 9% | 8% | 9% | 10% |

| Percentage of Households within 30min drive, 45min PT to a Tertiary Institution by 2051 | | | | |
|---|----------|-----------|-----------|----------------|
| | Baseline | Dispersed | MD infill | Centralisation |
| 30 min drive by car | 89% | 79% | 92% | 92% |
| 45m by public transport | 99% | 99% | 99% | 99% |

| Percentage of Households within 30min drive, 45min PT to a Hospital by 2051 | | | | |
|---|----------|-----------|-----------|----------------|
| | Baseline | Dispersed | MD infill | Centralisation |
| 30 min drive by car | 89% | 79% | 92% | 92% |
| 45m by public transport | 57% | 48% | 61% | 64% |

| NZ DEP AREAS 8-10 ⁷ | Walking Access to Social Opportunities | | | |
|--------------------------------|--|-----------|-----------|----------------|
| | Baseline | Dispersed | MD infill | Centralisation |
| Supermarket | 32% | 31% | 32% | 35% |
| GP | 40% | 39% | 41% | 42% |
| Primary | 50% | 49% | 51% | 51% |
| Secondary | 13% | 12% | 12% | 13% |

A higher percentage indicates improved access with regards to the associated metric. The key findings are that:

- The medium density infill and centralised scenarios perform better than the baseline scenario for accessibility across all destinations analysed.
- The dispersed scenario performs worse than the baseline scenario for accessibility for almost all destinations analysed.
- For access to day-to-day social destinations within a 10-minute walk, the centralisation scenario provides the greatest access.
- For access to tertiary education institutions and hospitals within a 30-minute car journey, the centralisation and medium density infill scenarios provide households with the greatest access (92%). This is significantly higher than under the dispersed scenario.
- For access to tertiary education institutions within 45 minutes by public transport, almost all households are provided for by all scenarios.

⁷ It measures the level of deprivation in a scale from 1-10 for people in each small area. It is based on nine Census variables.

- For access to hospitals within 45 minutes by public transport, the centralised scenario, followed by the medium density scenario are the best, as both are significantly better at this than the dispersed scenario. However, even under the centralisation scenario, only 64% of households would have access to hospital by public transport within 45 minutes. Less than half of all households would have access to hospital by public transport within 45 minutes under the dispersed scenario, which is a 9% reduction from the baseline scenario.
- High deprivation areas have better walking access to social facilities than the region more broadly under all scenarios. This is greatest when comparing the access to GPs and primary schools under the dispersed scenario, with social access being over 10% greater for high deprivation areas than the region as a whole.

4. Results – qualitative analysis

4.1. Multi-criteria analysis against project objectives

Appendix B contains the full set of MCA scores by corridor, as well as for the region overall.

Tables 14 to 20 below show the MCA results at a regional scale under each objective and by key criteria. Key findings are summarised below.

Objective 1 - Housing

Table 13 MCA results against the criteria for Objective 1

| Objective 1: Increase housing supply, and improve housing affordability and quality, and tenure choice. | Regional assessment | | | |
|---|---------------------|-----------|-----------------------|----------------|
| | Baseline | Dispersed | Medium Density Infill | Centralisation |
| Increase housing locational efficiency | -1 | -3 | 1 | 3 |
| Housing affordability / ownership | 1 | -1 | 2 | 1 |
| Reconcile with market acceptance of risk – market willingness to supply | 0 | 0 | -1 | -1 |
| Reconcile with locational and typology choice/need – demand | 0 | -3 | 1 | -2 |

Key results:

- In general, its most efficient to locate housing in existing urban areas (centralisation/medium density infill), where amenity and access to employment is greatest.
- The medium density infill scenario would likely most improve housing affordability, based on the supply of more affordable smaller standalone and terraced housing in existing urban areas.
- The baseline scenario, greenfield and medium density infill scenarios are most likely to reconcile with market acceptance of risk (willingness to supply).
- The medium density scenario best strikes the balance between meeting locational demand and typology choice, providing the best distribution of supply within each district.

Objective 2 – Natural environment

Table 14 MCA results against the criteria for Objective 2

| Objective 2: Enable growth that protects and enhances the quality of the natural environment. | Regional assessment | | | |
|---|---------------------|-----------|-----------------------|----------------|
| | Baseline | Dispersed | Medium Density Infill | Centralisation |
| Growth avoids significant adverse impacts on water quality/quantity | -2 | -2 | -3 | -2 |
| Growth avoids significant adverse impacts on freshwater ecosystems (including stream reclamation) | -2 | -2 | -3 | -1 |
| Growth avoids significant adverse impacts on wetland extent | -2 | -2 | -3 | -1 |
| Growth avoids significant adverse impacts on terrestrial ecosystems extent | -2 | -3 | -2 | -1 |
| Growth avoids significant adverse impacts on terrestrial ecosystems condition | -2 | -3 | -2 | -1 |
| Growth avoids significant adverse impacts on marine ecosystems extent | -2 | -3 | -1 | -1 |
| Growth avoids significant adverse impacts on marine ecosystems condition | -2 | -3 | -2 | -1 |

Key results:

- Growth generally has detrimental effects on water quality, regardless of location.
- Centralisation has the least impact on freshwater ecosystems and wetland extent, as the habitat has already been lost.
- For terrestrial ecosystem extent and condition, while centralisation will have significant impacts in the Wellington corridor, overall, it has the least widespread impact as it concentrates negative impacts in a smaller area.
- Medium density infill scores best for all corridors in terms of avoiding significant adverse impacts on marine ecosystem extent.
- Marine ecosystems condition is generally least impacted in locations where marine water quality is already contaminated⁸ i.e., centralisation growth scenario.

Objective 3 – Food production

Table 15 MCA results against the criteria for Objective 3

| Objective 3: Enable growth that protects highly productive land, safe-guarding food production for future generations. | Regional assessment | | | |
|--|---------------------|-----------|-----------------------|----------------|
| | Baseline | Dispersed | Medium Density Infill | Centralisation |
| Growth avoids highly productive land and where food is produced. | -1 | -3 | 0 | 1 |

Key results:

Medium density infill and centralisation will likely have the best outcomes for the preservation of highly productive land (HPL) and food production, due to less encroachment onto greenfield land.

Objective 4 – Social access

Table 16 MCA results against the criteria for Objective 4

| Objective 4: Improve multi-modal access to and between housing, employment, education, and services. | Regional assessment | | | |
|--|---------------------|-----------|-----------------------|----------------|
| | Baseline | Dispersed | Medium Density Infill | Centralisation |
| Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by active transport (walking and cycling) infrastructure. | -1 | -3 | 1 | 2 |
| Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by public transport infrastructure. | -1 | -3 | 1 | 2 |
| Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by private vehicle modes. | 1 | 0 | 0 | -1 |

Key results:

- Denser/more concentrated the growth better supports social access by active and public transport modes.
- Social access by private vehicle modes may be worse in the region's cities under the centralisation scenario due to congestion.

⁸ Contaminant pollution to the coast includes from failing or under capacity water infrastructure, litter and physical pressure at coastal recreation areas (trampling, pollution, litter).

Objective 6 – Zero-carbon future

Table 17 MCA results against the criteria for Objective 6

| Objective 6: Plan development for a zero-carbon future, creating change to rapidly reduce emissions (including emissions from transport) and meet our regional climate change objectives | Regional assessment | | | |
|--|---------------------|-----------|-----------------------|----------------|
| | Baseline | Dispersed | Medium Density Infill | Centralisation |
| Growth, by way of location and intensity, does not compromise regional emissions reduction ambitions. | | | | |
| Growth also supports change and rapid reductions in regional emissions; including from the region's largest emissions sources (transport, agriculture and stationary energy). | -1 | -3 | 1 | 3 |

Key results:

The higher the density the scenario, the lower the expected overall regional emissions.

Objective 7 – Natural hazard and climate change risks

Table 18 MCA results against the criteria for Objective 7

| Objective 7: Ensure development minimises the impacts of, and is resilient to, climate change and natural hazards and avoids creating new risks. | Regional assessment | | | |
|---|---------------------|-----------|-----------------------|----------------|
| | Baseline | Dispersed | Medium Density Infill | Centralisation |
| Growth is located in areas which are resilient to the effects of coastal hazards (including sea level rise, storm surge, inundation, coastal erosion and significant tsunami risk) and avoids creating new risks. | -1 | 0 | -1 | 1 |
| Growth is located in areas which are resilient to the impacts of fluvial and pluvial flood hazards (river, stormwater and surface water flooding) and river erosion, and avoids creating new risks. | -2 | -1 | -1 | 0 |
| Growth is located outside of well-defined earthquake fault rupture and deformation zones. | -2 | 0 | -1 | -1 |
| Growth is located in areas which are resilient to other seismic hazards (in particular subsidence, ground shaking and liquefaction) and avoids creating new risks. | -2 | -1 | -1 | -2 |
| Growth is located in areas which are resilient to mass movement hazards (landslides, rockfall mud and debris flows) and soil erosion, and avoids creating new risks. | -1 | 1 | -1 | -2 |
| Growth is located in areas which are resilient to the impacts of weather hazards (in particular wildfires) and avoids creating new risks. | -2 | 0 | -1 | -2 |

For many of the natural hazards present in the region, the level of risk under the scenarios is associated with the proportion of development planned for the corridor, however not exclusively, as not all natural hazards are present in all of the corridors.

The scoring against objective 7 takes into consideration hazard settings within district plans, including mapping and regulations, and also building standards.

Key results:

- Centralisation scores best overall in terms of coastal hazards (including sea level rise, storm surge, inundation, coastal erosion, and significant tsunami risk), but only if new housing development occurs away from coastal hazard areas.
- With regard to fluvial and pluvial flood hazards (river, stormwater, and surface water flooding) and river erosion, the dispersed, medium density infill and centralisation scenarios all represent an overall improvement on baseline scenario, however centralisation has the best outcome (although the Hutt corridor is still at high risk under this scenario).
- In terms of well-defined earthquake fault rupture and deformation zones, the dispersed, medium density infill and centralisation scenarios all represent an overall improvement on baseline scenario. Under medium density and controlled scenarios, it could be easier to control risks from fault hazard rupture, if development is more tightly defined.
- For other seismic hazards (in particular subsidence, ground shaking and liquefaction), greenfield and medium density infill scenarios score best overall, however tightly defined infill development is preferable to dispersed development as it allows better controls for managing seismic hazards risks.
- For mass movement hazards (landslides, rockfall mud and debris flows) and soil erosion, scenario risks are lower when growth is located on flat land, away from areas with risks of slope failure.
- Weather hazards (in particular wildfires), are similar across the region.

Objective 8 - Employment

Table 19 MCA results against the criteria for Objective 8

| Objective 8: Creating local sustainable employment opportunities. | Regional assessment | | | |
|--|---------------------|-----------|-----------------------|----------------|
| | Baseline | Dispersed | Medium Density Infill | Centralisation |
| Growth is located in areas which can support local sustainable employment. | 1 | -2 | 2 | 2 |
| Growth is located in areas which are well connected to regional employment (including via high quality internet connections for people working from home). | 1 | -1 | 2 | 2 |

Key results:

- Centralisation and medium density infill scenarios score best by locating growth in places that are well connected to regional employment, can support more employment and reduce reliance on commuting across the region.

4.2. Infrastructure impact assessment

The key themes from the qualitative assessments of the scenarios undertaken by infrastructure providers are summarised below by infrastructure sector:

Energy sector

- The transition to a low emission economy will need to occur within the Future Development Strategy time period. Decarbonisation will include electrification and alternative gas mix options (biogas and green hydrogen).
- The region will need additional renewable generation capacity. Knowing future urban growth areas will help with forward planning and site selection to avoid conflict.
- The region will need electricity network improvements, comprising:
 - new infrastructure to service new growth areas
 - new infrastructure to improve security of supply, and
 - maintenance and upgrade of existing aging infrastructure.

- Each spatial scenario would result in significant investment in electricity distribution infrastructure, with the dispersed scenario the most expensive to service.
- For one gas and electricity distributor, the centralisation scenario was preferred in terms of readily servicing growth with existing infrastructure. This was followed by the medium-density scenario, and then the dispersed scenario. The baseline scenario was not preferred.

Transport

- For freight operations:
 - A low-carbon future would require hub-and-spoke freight connections close to customers.
 - Port operations will remain multi-modal into the future.
 - A centralised or denser urban development scenario may make it challenging to find land to provide for distribution and logistics infrastructure.
- Public transport:
 - The dispersed scenario is the most expensive to service⁹, in particular because of rail network constraints north of Porirua and need for significant investment in bus infrastructure if dispersed urban development is low-density.
 - The centralised scenario places much of the growth near rail stations, so from a rail perspective this is easier to service, however some improvements on the Hutt Valley line would be required.
 - The medium-density infill scenario is easier to service by bus, as growth is placed where good bus services are already located.
- For local transport provision, including active modes:
 - Investment in roading and active mode facilities is required to meet existing transport needs before the requirements to service spatial scenarios can be met.
- For roads:
 - Dispersed urban development may be more reliant on state highway access, reducing the impact on local arterial roading connections.
 - Dispersed urban development is more likely to increase Vehicle Kilometres Travelled.

Telecommunications:

- The centralised scenario is preferred; however, the network programme would need to change over time to build the network wherever it is needed to meet customer demands.
- Under any scenario, at the onset of development Road Controlling Authorities, utilities providers, and developers should explore trench share opportunities with fibre providers. If this is not considered it could be more costly to provide fibre to a development.

Education:

- Overall certainty around locations of development, and long-term land requirements for schools is key.
- Intensified urban development may require new ways of working cross agency to deliver school assets in non-traditional ways.

Regional parks:

- The overall supply of regional parks is sufficient to accommodate population growth. It is more likely that dispersed urban development will drive recreation visits for regional parks.

⁹ While options have not been costed, this is likely to be financially prohibitive.

Council infrastructure:

- Dispersed scenario:
 - Significant investment in network extension to service greenfield areas.
 - Onsite solutions for some infrastructure (e.g. water) may be required, potentially carrying additional long-term risk for councils
 - Ongoing operational and maintenance costs would increase above cost assumed under the baseline scenario.
- Medium-density infill scenario:
 - Would require upgrading the capacity of existing trunk infrastructure, e.g. additional capacity for wastewater treatment and disposal.
 - Growth may occur sporadically across the urban area, therefore prioritisation of infrastructure upgrades would be more difficult.
- Centralisation scenario:
 - Would remove the need for additional growth-related infrastructure in the western corridor but would not remove the need to continue to invest in addressing current constraints in growth areas and providing for ongoing maintenance and improving resilience of existing networks.
 - Growth occurring in well-defined urban areas would make it easy to prioritise infrastructure investment.

4.3. Qualitative assessment against iwi and hapū values and aspirations

The qualitative assessment of scenarios against objective 9 was undertaken on behalf of WRLC iwi members. The assessment was informed by *Te Tirohanga Whakamua* – a statement of iwi and hapū values and aspirations for urban development in the Wairarapa-Wellington-Horowhenua region – see Appendix C. It was also informed by engagement with WRLC iwi members on the preparation of the draft Future Development Strategy.

The analysis identifies opportunities and challenges for aligning growth with mana whenua housing and other values and aspirations.

Table 20 Opportunities for growth to align with mana whenua housing and other values and aspirations.

| Opportunities identified | | | |
|--|---|---|--|
| Baseline | Dispersed | Infill | Centralised |
| With continued growth consistent with the existing locations of growth spread out across the region we can plan choose to better avoid areas of natural hazards and climate change and areas of interest to Mana Whenua, more than with the centralised/infill scenarios | As development will occur in new places, we can plan to avoid areas of natural hazards and climate change and areas of interest to Mana Whenua. More ability to grow and gather kai in the traditional way – through more space and access for mahinga kai, communal gardens). | Allays concerns about displacement of people in undeveloped traditional areas and cost of housing in these areas increasing e.g. Wellington people going to Featherston, as provides housing options in centralised places. Opportunity to build and acknowledge cultural histories in areas where urban development | Allays concerns about displacement of people in undeveloped traditional areas and cost of housing in these areas increasing e.g. Wellington people going to Featherston, as provides housing options in centralised places Opportunity to build and acknowledge cultural histories in areas where urban development already |

| Opportunities identified | | | |
|--|--|---|--|
| Baseline | Dispersed | Infill | Centralised |
| <p>In this scenario fewer new roads will need to be developed which means that there is a lower level of risk for adverse effects on cultural sites such as wāhi tapu.</p> <p>Opportunity to build and acknowledge cultural histories in areas where urban development already exists and in new development areas - creative visibility and accessibility of way Māori culture and stories are reflected in the urban landscape – more people will see these cultural histories because growth is more evenly distributed.</p> <p>More options for Mana Whenua to live within the rohe of their affiliated iwi.</p> <p>Growth is more evenly distributed which would reduce the impact of urban development (e.g. construction or higher population impacts such as waste and sewage) to be concentrated on any one natural feature e.g. Wellington Harbour. This would allow more local mitigation to protect and enhance many environments.</p> | <p>Could build new self-contained/distributed infrastructure e.g. water into greenfield development, distributed energy generation networks.</p> <p>More options for Mana Whenua to live within the rohe of their affiliated iwi.</p> <p>Options for development around rural/non-urban marae – more central hub including health, education and employment with marae. Might help to retain young iwi members by providing opportunities locally, if education and employment opportunities can be realised.</p> <p>Opportunity to build and acknowledge cultural histories in new development areas.</p> | <p>already exists - creative visibility and accessibility of the way Māori culture and stories are reflected in the urban landscape – this scenario will reach more people than greenfield</p> <p>Might attract young iwi members to return to the region (more housing choice in urban areas) if this housing scenario can be packaged with employment opportunities</p> <p>Protects high quality land and undisturbed waterways and improves housing choice and density.</p> <p>In this scenario no new major roads will need to be developed which means that there is a lower level of risk for adverse effects on cultural sites such as wāhi tapu.</p> <p>Reduced reliance on cars can encourage healthier communities through more active transport aligning with aspirations around health</p> <p>Development in Wellington and Lower Hutt likely to positively affect some Mana Whenua as this is where the population is concentrated. More options for some Mana Whenua (Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira) to live within their traditional lands.</p> | <p>exist – creative visibility and accessibility of the way Māori culture and stories are reflected in the urban landscape – this scenario will reach more people than greenfield</p> <p>Might attract young iwi members to return to the region (more housing choice in urban areas where it is assumed they prefer to live) if this housing scenario can be packaged with employment opportunities.</p> <p>Protects high quality land and undisturbed waterways and improves housing choice and density</p> <p>In this scenario no new roads will need to be developed which means that there is a lower level of risk for adverse effects on cultural sites such as wāhi tapu'</p> <p>Development in Wellington likely to positively affect some Mana Whenua as this is where the population is concentrated. More options for some Mana Whenua (Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira) to live within their traditional lands.</p> <p>Reduced reliance on cars can encourage healthier communities through more active transport aligning with aspirations around health.</p> <p>Scenario aligns with a whole system approach (transitioning to a zero-carbon future), benefits health, the broader environment and aligns with te ao Māori and the interconnectedness of things.</p> |

| Opportunities identified | | | |
|--------------------------|-----------|--|-------------|
| Baseline | Dispersed | Infill | Centralised |
| | | Scenario aligns with a whole system approach (transitioning to a zero-carbon future), benefits health, the broader environment and aligns with te ao Māori and the interconnectedness of things. | |

Table 21 Challenges for growth to align with mana whenua housing and other values and aspirations.

| Challenges identified | | | |
|--|---|---|--|
| Baseline | Dispersed | Infill | Centralised |
| <p>Lack of equity at present is likely to continue as greenfield and some urban centres are further out where access to health, education and employment is harder and more expensive - this in particular is related to current public transport offerings.</p> <p>Continual impact on the land through greenfield development throughout the region but mostly in the western corridor which may create high levels of pressure on the coastal environment and impact heavily on cultural values (although less than the dispersed scenario).</p> <p>Not the best option for climate change and emissions as more people in general likely to drive – this impacts long term on the environment including increased air and water pollution.</p> | <p>More impact on the land than previously i.e. in areas where there was previously no development.</p> <p>More people moving to greenfield areas and taking over the land e.g. Ōtaki, Wairarapa and causing the displacement of Mana Whenua and other Māori and/or an increase in housing prices.</p> <p>Likelihood of increased climate change impacts and higher emissions as more people in general likely to drive – this impacts long term on the environment including increased air and water pollution.</p> <p>Worse outcomes for the health of communities, if car dependence increases for new residents in areas not serviced by public transport links that improve access around the region.</p> <p>Lack of equity as greenfield is further out where access to health, education and</p> | <p>Limits ability to build on ancestral land – particularly in the Wairarapa and Kāpiti/Horowhenua.</p> <p>Less ability to grow kai with limited land per home.</p> <p>Distributed infrastructure e.g. water, if a goal would need to be retrofitted/redeveloped and limited opportunities for this.</p> <p>A focus on infill areas may mean less ability to fund major new regional infrastructure e.g. public transport, outside Wellington and Lower Hutt, resulting in a continued access and equity issue for those further out.</p> <p>As most growth is in areas close to the Wellington and Porirua Harbours and Hutt River, this will create additional pressure on the river and coastal environment which will further impact on the mana, wairua and mauri of te taiao.</p> | <p>Limits ability of some Mana Whenua to build on ancestral land outside of Māori Purpose Zones – particularly in the Wairarapa and Kāpiti/Horowhenua.</p> <p>Limits new housing choice for Mana Whenua to apartment/high density. However, if other people sell and move into higher density, then that may free up traditional housing stock.</p> <p>Distributed infrastructure e.g. water, if a goal would need to be retrofitted/redeveloped and limited opportunities for this.</p> <p>Most of the region’s growth in areas of higher risk to the impacts of climate change and natural hazard meaning mana whenua’s development aspirations could be impacted unless mitigated. Iwi to iwi discussions about managed retreat will be needed as required.</p> |

| Challenges identified | | | |
|-----------------------|--|--------|--|
| Baseline | Dispersed | Infill | Centralised |
| | <p>employment is harder and more expensive - this in particular is related to current public transport offerings.</p> <p>As most of the greenfield growth is in the western corridor (Northern Porirua – Horowhenua and in particular Kāpiti) this will create new pressures on rivers and the coastal environment, impacting on the mana, wairua and mauri of te taiao.</p> | | <p>Less ability to grow kai and with limited or no land per home.</p> <p>A focus on centralised areas (e.g. Wellington City and Lower Hutt City centre) likely to mean less ability to fund regional infrastructure e.g. public transport, outside these areas resulting in a continued access and equity issue for those further out.</p> <p>As most of the growth is in the Wellington and Lower Hutt this will create additional pressure on freshwater, the harbour and coastal environment which will further impact on the mana, wairua and mauri of te taiao.</p> |

4.4. Overall findings




In this report, we have set out the key findings from both the qualitative and quantitative analysis undertaken to inform the Future Development Strategy. Overall, the **centralised scenario** performs best across almost all of the assessment criteria, followed by the **medium density infill scenario**. This indicates that regional growth which is more compact and higher density would be best placed to deliver on the project objectives. Generally, the dispersed scenario scored worse than the baseline scenario. For more detail see Table 1.




5. Implications for growth

Key implications for growth

This report has been drafted by multiple authors from the Future Development Strategy project team, each with experience relevant to the areas of assessment. The report authors have identified key implications for growth in response to the scenario analysis. These are set out in Table 23 below.

Table 22 Key Implications for growth

| | | |
|---|--|--|
|  <p>1 – Housing</p> <ul style="list-style-type: none"> • Growth should consider the efficiencies of locating development near to existing centres. • Increasing the supply of medium density infill will help to support housing affordability, however other housing typologies should also form part of the preferred approach (e.g. greenfield development in Kāpiti, and a mix of medium density infill and centralised development in cities). • Growth planning should recognise that the market is most likely to support the supply of greenfield and medium density infill. • Growth planning should recognise the role of market demand in terms of housing supply within each district (both locationally and in terms of typology), while recognising that today's market preferences are influenced by historical growth patterns. |  <p>2 - Natural environment</p> <ul style="list-style-type: none"> • Detailed mapping and assessment of preferred growth locations will be important to determine the true impact of development on the natural environment. • The impact of development on freshwater quality and ecosystems, wetland extent, terrestrial ecosystems extent and quality, and marine ecosystem extent and condition should carefully be considered through growth planning. Particularly for greenfield development, given that these areas are currently unaffected by urban pollution. • Infill development should be planned to avoid vegetation loss, urban ecosystem loss and further fragmentation or locating within wetlands and significant natural areas. • Development located away from the coast will lower impacts on marine ecosystems. • Coastal recreation arising from new urban development should be planned, designed and located to enhance and minimise impacts on |  <p>3 - Food Production</p> <ul style="list-style-type: none"> • Growth should be in accordance with the NPS-HPL (avoid highly productive land). • The impact on food production should be considered when determining the location of greenfield development; particularly in the Wairarapa, Kāpiti and Horowhenua. • The impact on food production needs to consider not just production, but also supply chain implications (e.g. if food production is pushed further away from domestic market or processing, distance for transport and labour becomes more difficult/costly and challenges viability). |
|---|--|--|

| | | |
|--|--|---|
| | <p>coastal marine ecosystems.</p> <ul style="list-style-type: none"> The location and design of infill and greenfield development should prioritise avoiding direct impacts, minimising indirect effects, and providing opportunities for enhancement. | |
|  <p>4 - Social Access (multimodal)</p> <ul style="list-style-type: none"> Denser growth patterns (greenfield and infill) better support social access by sustainable transport modes (active and public transport). Walking, cycling and public transport infrastructure needs to be built to support social access. New community services (including some provision for commercial and social activities) and parks should be established within any new urban areas. |  <p>5 - Integrated and efficient infrastructure servicing</p> <ul style="list-style-type: none"> Providing for a low-carbon future should be a continuing driver of infrastructure investment. More compact higher density development is generally easier and more cost effective to service by Infrastructure, however there are existing constraints on trunk infrastructure networks such as energy, water and transport. Council infrastructure providers highlighted the need to deliver existing committed investments and provide infrastructure for existing gaps prior to any investment decisions on new infrastructure which may impact the scale of future investments. Consideration of new growth areas could identify the indicative costs, dependencies of growth areas for infrastructure, and prioritisation and staging of development areas with associated infrastructure needs. |  <p>6 - Zero-Carbon Future</p> <ul style="list-style-type: none"> The emissions associated with growth need to be considered in terms of both location and design, with higher density development (centralisation and medium density infill) favoured. Any greenfield development should be located close to existing transport corridors, recognising the emissions that come not only from new developments but also from new infrastructure. Active/public transport connections to and between amenities and employment will be important for transport emissions. Preserving habitat is far preferable from an emissions perspective to planting new trees, and this should be considered when planning growth. Where greenfield development does occur, any loss of trees should be replaced as part of the development. Reducing transport emissions through VKT reduction will require a range of interventions in |

| | | |
|---|---|---|
| | | addition to better integrated transport and land-use planning and transport policy levers. |
|  <p>7 - Natural Hazards and Climate Change risks</p> <ul style="list-style-type: none"> • Development needs to be designed according to best practice hazard risk management standards using a risk-based approach. • Development should only occur in areas where it can be managed or mitigated. Growth planning should avoid developing housing in high-risk areas (including future high-risk areas) and areas where hazards can't be managed and mitigated. • Hazard modelling should be undertaken according to best practise. • All regional and district plans need to contain up to date risk based hazard management rules and policies for development to be resilient to natural hazards and climate change impacts. • To increase resilience to seismic and flood hazards, growth shouldn't occur only in Wellington City or the Hutt Valley. • The utilities infrastructure required to support growth should be hazard resilient or similarly upgraded. • Natural hazard risks may be more complex to avoid and mitigate than values associated with other objectives. |  <p>8 – Employment</p> <ul style="list-style-type: none"> • If Wellington City is expected to remain the major employer in the region, then connections to this employment hub is essential for other outcomes (e.g. climate change mitigation and social access), as well as ensuring there is not a deficit of workers. • Scenarios should locate (or ensure good connections/linkages between) new areas of growth and areas where current and future jobs are located and anticipated. The HBA and regional industrial land study should feed into this analysis. • Consideration should be given to reducing the reliance on commuting across the region by locating growth in areas where new employment is sustainable. • Improving the road, rail, water and communications infrastructure in the Wairarapa would open up more opportunities for industries and businesses to consider relocating or emerging here. |  <p>9 - Mana Whenua Housing and other values and aspirations</p> <p>Growth should implement the values and aspirations of iwi and hapū as set out in <i>Te Tirohanga Whakamua</i> and as expressed through regular and ongoing conversations with Mana Whenua and Māori in our region (including urban Māori) over time. This includes (but is not limited to):</p> <ul style="list-style-type: none"> • Support both individual iwi and regional Mana Whenua values and aspirations, mana motu hake and tino rangatiratanga as set out in Te Tiriti. • Maintain cultural heritage sites and sites of importance. • Support food sovereignty and ability to protect kai. • Create visibility of stories and identities in urban and rural spaces. • Plan for climate change and natural disasters, including the movement of coastal iwi and the impacts of migrating people on inland iwi. • Restore and protect the water and the whenua. • Support variety of affordable community housing options. • Support equitable health outcomes and promote economic and employment opportunities. • Move towards a circular economy and green infrastructure. |

Appendix A - Quantitative assessment results - GIS spatial analysis

| | Baseline | | | | | | Dispersed | | | | | | Medium Density Infill | | | | | | Centralisation | | | | | |
|--|------------|---------|-----------------------|----------------|-----------|---------|------------|---------|-----------------------|----------------|-----------|---------|-----------------------|---------|-----------------------|----------------|-----------|---------|----------------|---------|-----------------------|----------------|-----------|---------|
| | Wellington | Porirua | Kapiti/ Horowhenua | Hutt Valley | Wairarapa | Overall | Wellington | Porirua | Kapiti/ Horowhenua | Hutt Valley | Wairarapa | Overall | Wellington | Porirua | Kapiti/ Horowhenua | Hutt Valley | Wairarapa | Overall | Wellington | Porirua | Kapiti/ Horowhenua | Hutt Valley | Wairarapa | Overall |
| Total quantity of consumed "undeveloped land" for development (relative to baseline) | 100% | 100% | 100% | 100% | 100% | 100% | 296% | 536% | 1160% | 110% | 247% | 471% | 30% | 247% | 62% | 53% | 34% | 67% | 17% | 119% | 38% | 41% | 20% | 40% |
| Quantity of sensitive areas / biodiversity areas consumed for development (relative to baseline) | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 106% | 212% | 83% | 116% | 119% | 97% | 127% | 67% | 90% | 74% | 92% | 97% | 114% | 59% | 87% | 72% | 88% |
| % loss in urban tree cover (comparison with scenario and NPS-IB) | 100% | 100% | 100% | 100% | 100% | 100% | 75% | 128% | 243% | 63% | 57% | 109% | 102% | 101% | 49% | 97% | 34% | 81% | 101% | 72% | 35% | 82% | 32% | 70% |
| Quantity of productive rural land consumed for development | n/a | 100% | 100% | 100% | 100% | 100% | n/a | 155% | 210% | 105% | 99% | 159% | n/a | 132% | 89% | 82% | 75% | 84% | n/a | 91% | 88% | 65% | 72% | 80% |
| No. / proportion of daily person trips by private vehicle -per capita | 100 | 100 | 100 | 100 | 100 | 100 | 109 | 103 | 70 | 111 | 112 | 101 | 99 | 92 | 109 | 95 | 108 | 98 | 91 | 94 | 111 | 97 | 107 | 96 |
| No. / proportion of daily person trips by PT -per capita | 100 | 100 | 100 | 100 | 100 | 100 | 117 | 97 | 230 | 101 | 73 | 115 | 99 | 108 | 100 | 100 | 84 | 101 | 98 | 110 | 101 | 103 | 97 | 106 |
| Number of households and people within a walkable catchment (800m) of community services (libraries, pools, community centres) | 57% | 31% | 16% | 32% | 17% | 37% | 56% | 26% | 11% | 31% | 15% | 32% | 56% | 33% | 15% | 35% | 18% | 38% | 62% | 34% | 15% | 35% | 18% | 42% |
| Number of households and people within a walkable catchment (800m) of green space greater than 3000 sqm. | 82% | 87% | 72% | 82% | 57% | 79% | 81% | 77% | 53% | 82% | 53% | 72% | 82% | 85% | 71% | 85% | 59% | 80% | 85% | 88% | 72% | 85% | 59% | 82% |
| Average daily vehicle kilometres travelled (VKT) | 100 | 100 | 100 | 100 | 100 | 100 | 136 | 117 | 117 | 115 | 119 | 122 | 97 | 92 | 106 | 90 | 104 | 95 | 87 | 94 | 104 | 95 | 103 | 92 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|--------|--------|--------|--------|----------|-------|------|-------|-------|-------|-----|-------|-------|-------|-------|-------|-----|-------|------|-------|-------|------|-----|--|
| per household - light Veh only | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average daily vehicle kilometres travelled (VKT) total - light Veh only | 100 | 100 | 100 | 100 | 100 | 100 | 120 | 116 | 211 | 100 | 105 | 123 | 98 | 102 | 81 | 100 | 79 | 95 | 99 | 96 | 75 | 100 | 77 | 92 | |
| Population / employment located in areas vulnerable to sea level rise | 4.20% | 1.85% | 4.83% | 10.40% | 0.54% | 5.431456 | 4.21 | 1.59 | 4.5 | 9.84 | 0.56 | | 4.24 | 2.35 | 4.77 | 12.43 | 0.65 | | 4.24 | 2.58 | 4.61 | 12.16 | 0.66 | | |
| Population / employment located in areas vulnerable to earthquake hazards | 12.79% | 11.54% | 42.25% | 21.27% | 6.04% | | 12.31 | 9.92 | 30.27 | 22.28 | 6.38 | | 12.47 | 15.95 | 40.32 | 23.19 | 6.35 | | 13.81 | 17.4 | 39.7 | 23.87 | 6.34 | | |
| Population / employment located in areas mapped flood hazard areas (regional study) | 5.67% | 5.07% | 15.22% | 36.97% | 21.56% | | 5.37 | 4.33 | 12.43 | 36.27 | 22.29 | | 5.38 | 6.11 | 13.7 | 40.71 | 23.15 | | 6.54 | 6.68 | 13.12 | 40.02 | 23 | | |
| Population / employment located in areas on steep land potentially susceptible to slope failure (over threshold of 20% slope) | 0.50% | 0.30% | 0.43% | 0.10% | 2.68% | | 0.1 | 0.3 | 0.43 | 0.13 | 2.68 | | 0.04 | 0.24 | 0.55 | 0.09 | 2.22 | | 0.04 | 0.26 | 0.52 | 0.08 | 2.29 | | |
| No. / proportion of jobs accessible to households by private vehicle within a 30 min drive AM peak | 100 | 100 | 100 | 100 | 100 | 100 | 92 | 72 | 42 | 131 | 100 | 84 | 105 | 106 | 113 | 105 | 90 | 109 | 110 | 118 | 129 | 104 | 90 | 122 | |
| No. / proportion of jobs accessible to households by public transport within a 45 min journey AM peak | 100 | 100 | 100 | 100 | 100 | 100 | 95 | 85 | 74 | 96 | 96 | 84 | 97 | 100 | 100 | 109 | 92 | 108 | 106 | 110 | 104 | 108 | 93 | 117 | |

Appendix B - Qualitative assessment results – Multi Criteria Analysis

| Objective | Criteria | Baseline | | | | | | Greenfield | | | | | | Medium Density Infill | | | | | | Centralisation | | | | | |
|-----------|---|----------|---------|-------------------|------|-----------|---------|------------|---------|-------------------|-------------|-----------|---------|-----------------------|---------|-------------------|-------------|-----------|--------------------|----------------|---------|-------------------|-------------|-----------|---------|
| | | WGT N | Porirua | Kāpiti/Horowhenua | Hutt | Wairarapa | Overall | WGT N | Porirua | Kāpiti/Horowhenua | Hutt Valley | Wairarapa | Overall | WGT N | Porirua | Kāpiti/Horowhenua | Hutt Valley | Wairarapa | Overall | WGT N | Porirua | Kāpiti/Horowhenua | Hutt Valley | Wairarapa | Overall |
| 1 | Increase housing locational efficiency | 0 | -1 | 0 | 0 | -1 | -1 | -3 | -2 | 1 | 0 | 0 | -3 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | 2 | 3 | 3 | 2 | 3 |
| | Housing affordability / ownership | 1 | 1 | 0 | 1 | 0 | 1 | -2 | 0 | 3 | -2 | -1 | -1 | 2 | 2 | -2 | 2 | -1 | 2 | 2 | 1 | -2 | 1 | -1 | 1 |
| | Reconcile with market acceptance of risk - market willingness to supply | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | -1 | -1 | 0 | 0/-1 ¹⁰ | -2 | 0 | -1 | -1 | 0 | -1 |
| | Reconcile with locational and typology choice/need - demand | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 2 | -2 | -1 | -3 | 1 | 1 | -2 | 1 | -1 | 1 | 2 | 1 | -3 | -1 | -3 | -2 |
| 2 | Growth avoids significant adverse impacts on water quality/quantity | -2 | -2 | -3 | -2 | -2 | -2 | -3 | -3 | -3 | -2 | -1 | -2 | -2 | -3 | -3 | -3 | -2 | -3 | -2 | -2 | -1 | -2 | -1 | -2 |
| | Growth avoids significant adverse impacts on freshwater ecosystems (including stream reclamation) | -1 | -1 | -3 | -2 | -2 | -2 | -1 | -3 | -3 | -2 | -1 | -2 | -2 | -3 | -3 | -3 | -2 | -3 | -1 | -1 | -1 | -1 | -1 | -1 |
| | Growth avoids significant adverse impacts on <u>wetland</u> extent | -2 | -3 | -3 | -2 | -1 | -2 | -1 | -2 | -3 | -1 | -3 | -2 | -2 | -3 | -2 | -3 | -2 | -3 | -3 | -1 | -1 | -2 | -1 | -1 |
| | Growth avoids significant adverse impacts on terrestrial ecosystems extent | -2 | -2 | -3 | -2 | -3 | -2 | -1 | -2 | -3 | -1 | -3 | -3 | -2 | -3 | -2 | -3 | -2 | -2 | -3 | -1 | -1 | -2 | -1 | -1 |
| | Growth avoids significant adverse impacts on terrestrial ecosystems condition | -2 | -2 | -2 | -2 | -3 | -2 | -1 | -2 | -3 | -1 | -3 | -3 | -2 | -3 | -2 | -3 | -2 | -2 | -3 | -1 | -1 | -2 | -1 | -1 |

¹⁰ For the purpose of summary tables in the body of this report, this scoring has been taken to be '-1'. This is because the scoring was not neutral across the region against these criteria. Under this scenario, all corridors were neutral with the exception of the Kapiti/Horowhenua and Hutt Valley corridors which experienced a hardly, but is still somewhat, worse outcome over the 30-year period.

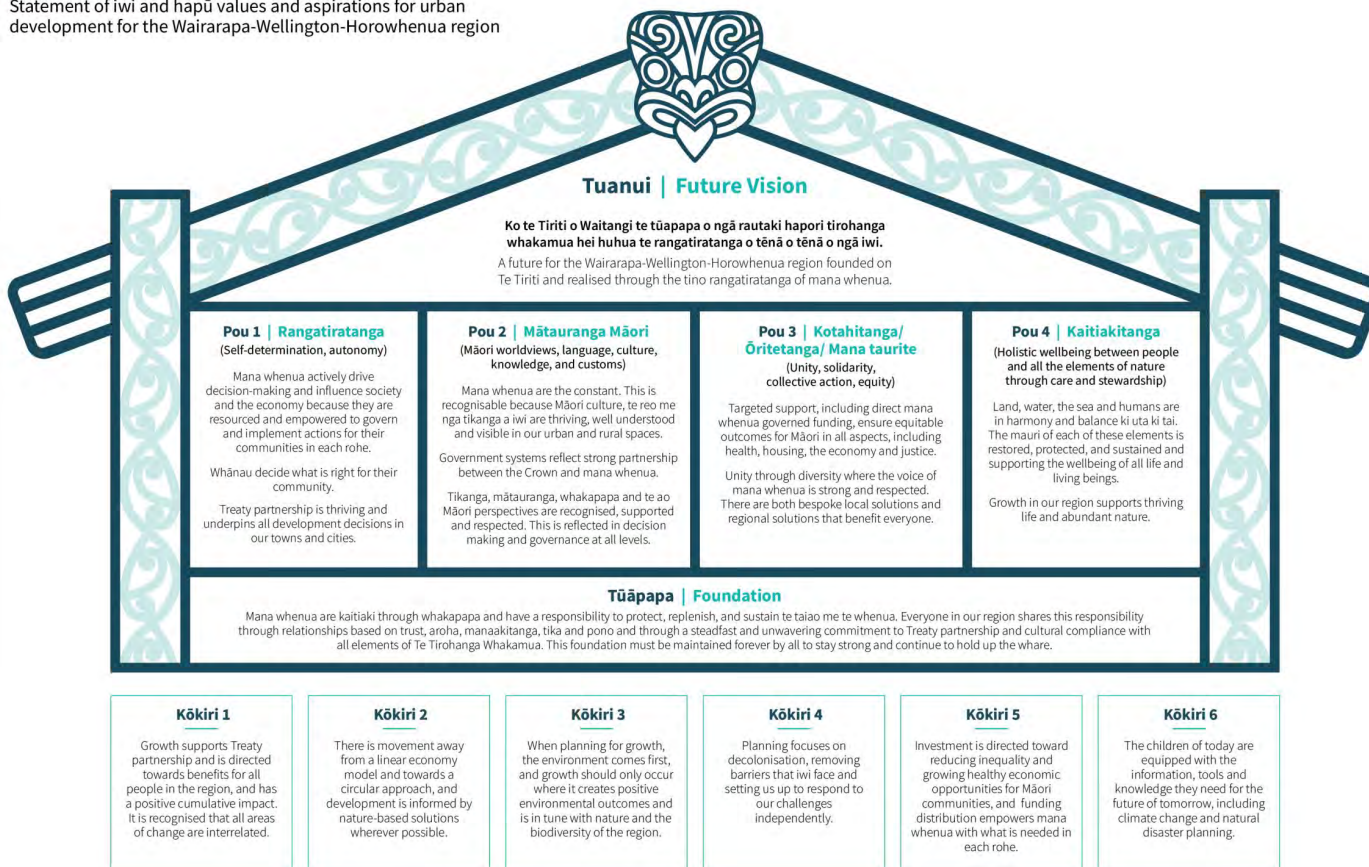
| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | Growth avoids significant adverse impacts on marine ecosystems extent | -2 | -2 | -3 | -1 | -1 | -2 | -1 | -3 | -3 | -1 | -1 | -3 | -1 | -1 | -1 | -1 | -1 | -1 | -3 | -1 | -1 | -2 | -1 | -1 |
| | Growth avoids significant adverse impacts on marine ecosystems condition | -2 | -2 | -3 | -1 | -1 | -2 | -1 | -3 | -3 | -1 | -1 | -3 | -2 | -2 | -1 | -2 | -1 | -2 | -3 | -1 | -1 | -3 | -1 | -1 |
| 3 | Growth avoids highly productive land and where food is produced. | 2 | 0 | -2 | -1 | -2 | -1 | 2 | 0 | -3 | -1 | -3 | -3 | 2 | 0 | -1 | -1 | -1 | 0 | 2 | 2 | -1 | 1 | -1 | 1 |
| 4 | Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by active transport (walking and cycling) infrastructure. | 1 | 0 | -1 | 0 | -1 | -1 | 0 | -3 | -3 | -3 | -3 | -3 | 2 | 2 | 1 | 2 | 2 | 1 | 3 | 3 | 0 | 3 | 1 | 2 |
| | Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by public transport infrastructure. | 0 | 0 | -1 | 0 | -1 | -1 | 0 | -3 | -3 | -3 | -3 | -3 | 2 | 2 | 1 | 2 | 1 | 1 | 3 | 3 | 0 | 3 | 0 | 2 |
| | Social access to and between local and regional housing, employment, education and services/opportunities is well provided for by private vehicle modes. | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -3 | -2 | 0 | -2 | 0 | -1 |
| 6 | Growth, by way of location and intensity, does not compromise regional emissions reduction ambitions. Growth also supports change and rapid reductions in regional emissions; including from the region's largest emissions sources (transport, agriculture and | | | | | | -1 | | | | | | -3 | | | | | | 1 | | | | | | 3 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|----|----|----|----|----|----|----|---|----|----|---|----|----|----|---|----|----|----|----|----|----|----|----|----|
| | Growth is located in areas which are resilient to the impacts of weather hazards (in particular wildfires) and avoids creating new risks. | -1 | -1 | -1 | -2 | -2 | -2 | 0 | 0 | -1 | -1 | 0 | 0 | -1 | -1 | 0 | -1 | -1 | -1 | -2 | -1 | 0 | -1 | -1 | -2 |
| 8 | Growth is located in areas which can support local sustainable employment. | 1 | 1 | -1 | 1 | -1 | 1 | -2 | 1 | -3 | -2 | 0 | -2 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | -1 | 1 | 0 | 2 |
| | Growth is located in areas which are well connected to regional employment (including via high quality internet connections for people working from home). | 1 | 1 | 1 | 1 | -1 | 1 | -2 | 1 | 2 | -2 | 0 | -1 | 1 | 1 | 2 | 2 | 1 | 2 | 3 | 1 | 2 | 1 | 1 | 2 |

Appendix C - Visual representation of iwi and hapū values and aspirations for urban development in the Wairarapa-Wellington-Horowhenua region

Te Tirohanga Whakamua

Statement of iwi and hapū values and aspirations for urban development for the Wairarapa-Wellington-Horowhenua region



Appendix D – Key assumptions associated with the scenario assessment

GIS spatial analysis

Overall assumptions used for the quantitative GIS analysis:

- For the purpose of this analysis, the baseline represents the existing situation, using 2021 population data per Statistical Areas (SA1). The projections for each scenario were distributed across a combination of SA1 and known greenfield areas (provided by the individual Councils). Future growth in various scenarios is represented by higher values for each address point, relative to the projected growth.
- For growth projections within the existing urban area (infill), the projected growth numbers within these SA1 areas were evenly distributed across existing address points within this area. As it was not possible to distinguish between residential and commercial, in SA1s with mixed use the population was spread among commercial address points.
- For growth areas outside the existing urban area (defined greenfield areas) future population growth was distributed across a 50m by 50m grid, essentially creating new hypothetical address points, within that area. It is noted that the provided growth areas across the region were in variable stages of development.
- In order for the analysis to result in a consistent output across the various areas, the analysis was undertaken at the highest level, ignoring any potential layout or land use configurations that may already have been proposed within (some of) these areas. As a result, the outputs can only be considered at a regional level and as comparison between growth areas and cannot be used to assess effects within individual growth areas. An example of this is where an even distribution of growth across a greenfield area might appear to affect 'sensitive' land where further well-considered development of that area, e.g. through structure planning, might be able to avoid development on these sensitive areas.
- Detailed assumptions that were made as part of this analyses have been detailed below.

Detailed methodology and assumptions used for the quantitative GIS analysis:

Pedestrian Catchment Analysis (Community Services)

Swimming pools, libraries and community halls were used as the origin layer. Where possible these were sourced from ArcGIS servers (WCC, PCC, HCC). Otherwise OpenStreetMap was used, the categories being 'community centre', 'swimming pool', 'library'. These were quality checked on Google Maps, especially to eliminate disused/demolished buildings.

An analysis was run on a pedestrian network which produced 800m walkable catchments. The existing and future address points were then joined to the catchments and the population summed for both. The percentage of the total projection that fell within the catchments was then calculated for each region.

Pedestrian Catchment Analysis (Parks)

The category 'parks' from OpenStreetMap was used in the analysis. Although some councils have parks and reserves available on ArcGIS servers, it varies as to what is classified as a park without being able to distinguish between golf courses, regional parks etc. By using the OSM parks category we got a fairer representation of urban parks across all councils.

Origin points were generated every 10m on all parks over 3000m², and all points within 15m of the pedestrian network were selected. An analysis was run as above, also for 800m catchments. It should be noted that this method doesn't distinguish between fenced and unfenced parks that run alongside roads, thereby capturing some address points which would have more than an 800m walk to the nearest park entrance, but a manual survey of entrance points for all parks was outside the scope of the analysis.

Sensitive Area Analysis

A raster of NoGo areas produced by GWRC was used for this analysis. This includes flood plains, parks etc. The raster was made into a vector layer, and all address points which intersected the NoGo layer were summed for each region, for each scenario. As the aim was to quantify the amount of growth which would occur in these zones and represent them as percentages, the baseline scenario ('Business as usual') was set at 100, and all scenarios were converted to a percentage in relation to this.

A weakness with this analysis is that where the development in the greenfield areas is proposed is often not yet defined. The intention in many of these areas will probably be to avoid the NoGo zones, so development on a greenfield area which is 20% 'NoGo', where a maximum of 80% is needed for development, may not need to encroach on the NoGo zone at all. On the other hand, sometimes development may be planned here, perhaps even more than 20% of it.

LUC Soils

LUC soil classes 1-3 were filtered from the NZLRI Land Use Capability dataset from the LRIS portal. All address points which intersected the soil classes were summed for each region, for each scenario. The analysis does not take into account whether areas are already earmarked for development in the district plan. As above, the baseline scenario was set at 100%, and all scenarios were converted to a percentage in relation to this.

Undeveloped Land Analysis

Greenfield development formed the basis of this analysis. For each scenario the sum of the population attributed to future address points was calculated per region and multiplied by 110m² as a proxy for area per dwelling. As above, all scenarios were converted to a percentage in relation to the baseline scenario.

Tree Canopy Analysis

GWRC's tree canopy layer for the Greater Wellington area (not including Horowhenua) was used as the basis for this analysis. The layer was first clipped against building footprints, as these were often covered by the vector tree canopy layer. The total area of the tree canopy within each SA1 was then calculated. An average of "area without tree canopy per person (2021)" for each of the following SA1 FDS categories was then calculated:

- CBD
- Centre 1 and 2
- Urban 1, 2, 3

SA1s with a population density of fewer than 1000 people per km² were not used in the calculation. This was done to eliminate SA1s that covered large tracts of undeveloped land which would have been given too much weight despite their non-urban character.

These averages were then applied to population growth for each of the scenarios in each of the SA1s, depending on their categorisation. The sum of the “area without tree canopy” needed for the population growth was treated as the area of the tree canopy that could theoretically be removed. This sum was not allowed to be more than the sum of the tree canopy found today for each SA1. As above, all scenarios were converted to a percentage in relation to the baseline scenario.

This method gave logical results for the most part. Greenfield development in tracts which are today predominately trees scored highly, as did densification in central areas where there will be a battle for space. However, for greenfields which are today largely farmland, it doesn't seem logical that the few trees there today would have to make way for development when there is so much other space to build. In fact, these areas will most likely get more tree canopy as they are developed. Therefore, SA1s with all these characteristics were taken out:

- Population density less than 1000 per km²
- Tree canopy less than 20 % today
- Size greater than 1 km²

For Horowhenua current tree cover was estimated as the average for the relevant FDS category per SA1.

Quantitative analysis of scenario impact on the transport network

- Current land use assumptions were developed at a high level using SA2 data.
- The transport networks currently assumed are generic for all land use scenarios a future improvement would be to optimise the transport networks iteratively under the preferred scenario to deliver the desired outcomes.
- A series broad assumption have been made regarding how car ownership and other metrics might vary according to the nature of any planned development (low / medium / high density)
- High level assumptions (using an economics model) have been developed regarding how the spatial distribution of employment might change under the FDS land use scenarios. The model is based on assumption of incremental changes, with the underlying economic being well established. It excepts population number inputs by TA. Hence, finer subtleties in Population distribution within the TAs will not come through in the job projections data was not available for Horowhenua. Further, the model uses Business Frame job numbers, which have been scaled to match Census based Job-Numbers to Population ratio from the WTSM Model (0.48)

SA1 level assessment of households accessibility to social destinations

See limitations below

Qualitative multi-criteria analysis carried out by a panel of subject matter experts against project objectives.

Various assumptions informed this assessment. These are set out below. The following key assumptions were made by the subject matter experts and influence how each scenario was scored, and ultimately how the outcomes of the MCA should be interpreted and understood.

Objective 1 Housing

- The Sense Partners data/projections are reconciled with the demand preferences of the Wellington Region and the anticipated locations where that demand will be met.
- Demand preference relates to a combination of price, location and housing typology.
- Housing Location Efficiency relates to people's relative access to employment and amenities.
- Housing affordability is based on relative demand and supply within each district, the provided typology, and consideration for the extent to which it is more expensive to provide housing in some locations than others.
- Greenfield development is the easiest and typically least risky development to undertake from perspective of a developer.
- Oversupply of greenfield reduces the propensity for urban redevelopment to occur and potentially reduces the level of urban amenity.
- Assumes that the construction industry does not have the capability to build the centralised scenario (not many developers do very high density at the moment), and that the market would not accept this scenario (not everyone wants to live in central Wellington).
- No new centres are created.
- Access to employment activities is not constrained in each scenario/location.
- Supporting infrastructure is provided.
- The population can be generally 'pushed' around the region.

Objective 2 Natural Environment

- Growth cannot occur without impacting on the natural environment. The scoring therefore reflects the degree of impact within each corridor, relative to itself across the scenarios and compared to the current state of the natural environment.
- Best practice in urban development, (e.g. water sensitive urban design, and infrastructure management is occurring, sediment control practices are high performing, development accounts for climate change).
- Infrastructure which is fit for purpose regarding scale and quality will be upgraded and provided for to serve development.
- Three waters reform implemented.
- All existing environmental protections remain in place and at current level of stringency, however continued loss of streams or wetland is anticipated.

- All significant natural areas (SNAs) are protected.
- The national CBT commitment to protect 30% of natural ecosystems by 2030 is supported.
- 30% permeable surface in any new development.
- The extent and condition of marine ecosystems is already under pressure in Wellington and the Hutt, so these areas start from a lower baseline than the rest of the region.
- Infill development will result in a loss of natural environmental values because people will be forced to build on areas that were previously avoided for good reason (e.g. wetlands).

Objective 3 Food Production

- In the absence of an RPS-HPL, areas of highly productive land (HPL) are based on NPS-HPL requirements (LUC 1-3).
- Food production systems are generally similar to what they are now, although acknowledging a potential shift away from ruminants to plan based agriculture where there is HPL.
- Encroachment in food producing areas would not influence food security due to the national excess of food production.
- Intensification of existing urban environments will have less of an impact on HPL, due to less encroachment into greenfield areas

Objective 4 Multi-modal social Access

- Walking, cycling and public transport infrastructure will be built to support both existing development and growth areas.
- A shorter travel distance is preferable for all travel modes (reduced commuting time, most attractive for walking and cycling), except for private vehicles increases in really high-density development areas due to congestion.
- Housing occurs around existing services and employment under the centralised scenario.
- Housing occurs within walking and cycling distance to services and employment under the medium density infill scenario.
- Kāpiti/Horowhenua and Wairarapa corridors remain largely reliant on commuting to the Wellington, Porirua or Hutt centres for work or entertainment.

Objective 6 Zero-carbon Future

- Key emissions associated with growth include the emissions embodied emissions from use of existing buildings and infrastructure, and ongoing emissions from activities that are enabled or constrained by new development.
- Higher densification and concentration is best, however densification along transport public transport corridors is second best (requires large infrastructure upgrades so doesn't score as highly as centralisation).
- Preserving existing trees is better than planting replacement trees as mitigation.

Objective 7 Natural Hazards

- Existing regulatory requirements persist, however, assumes that District Plan reviews that which are currently underway will better manage natural hazards.
- The methods adopted to manage natural hazards (and development areas will be similar to those we use today.
- Utilities infrastructure built to support growth will be hazard resilient.
- DPs will zone to only allow development where hazards can be managed or mitigated + high hazard locations are avoided for housing.
- The assessment of flood hazards takes into account all fluvial flooding.
- Development in general will be set well back from the coast and that development in areas subject to pluvial flooding will be limited.

Objective 8 Sustainable Local Employment

- More people is good for the employment market.
- Wellington, Porirua and the Hutt corridors can all create more jobs based on current labour shortages, and current commuter patterns in the case of Wellington City
- Employment growth in the Wairarapa is limited by water, transport and communications infrastructure.
- Based on current commuter patterns, that employment growth in Kapiti is limited.
- Assumes that working from home patterns will not change much (1-day-a-week average).

Qualitative infrastructure impact assessment

- Infrastructure providers were asked to assess the scenarios and the impact on their infrastructure relative to the baseline scenario.
- The MCA criteria asked: 'Growth can be readily serviced by your infrastructure.'
- Key assumptions for used in this assessment were, programmed investments will go ahead where needed to cover current gaps in provision.

Qualitative assessment against iwi and hapū values and aspirations

- That papakainga, including multi-generational housing can be built under any option – it might look different e.g. low density under greenfield option vs apartment/s living under centralised.
- That whilst more people correlate with more jobs and employment patterns/distribution across the region might change, we will not see a wholesale change (a large majority of jobs will still be in Wellington City).
- There will be improved public transport throughout the region, and walking, cycling, and public transport infrastructure will be built.
- Māori Purpose Zones which have been identified in plans (e.g. Hongoeka) will provide for Māori cultural needs, including social, cultural and economic development, and allows whānau to maintain an ongoing relationship with their ancestral land.

Appendix E – Key limitations of the scenario assessment

GIS spatial analysis

The main limitations to the undertaken spatial analysis are:

- Differences in level of detail in existing growth area plans across the region. Areas with existing structure plans provide a higher level of accuracy in planned locations for residential growth. Areas that have not gone through a structure planning exercise generally covered a larger area that may cover areas such as no-go areas, highly productive land or natural hazards. As a result these areas were included in the analysis, noting that development on these 'sensitive' areas can likely be avoided in advanced planning stages.
- The analysis was based on existing community services and parks and reserves. It is likely that large greenfield developments will provide for new services and increase the share of population that lives within a walkable catchment of these services.
- Infill will increase the number of people within the catchments of existing community services and parks and reserves. However, the analysis did not consider the capacity of existing services or parks or the types of activities that parks and reserves provide.

Quantitative analysis of scenario impact on the transport network

The approach for the FDS transport modelling has been purposefully pragmatic given timeframes. Limitations of the approach and options for future improvements are listed below:

- Current land use assumptions were developed at a high level using SA2 data – for subsequent work, it is suggested that these are developed / refined at a more detailed SA1 level including consideration of housing typologies and characteristics.
- The transport networks currently assumed are generic for all land use scenarios a future improvement would be to optimise the transport networks iteratively under the preferred scenario to deliver the desired outcomes.
- A series broad assumptions have been made regarding how car ownership and other metrics might vary according to the nature of any planned development (low / medium / high density) – these assumptions are appropriate for the current stage of analysis but should be refined moving forward.
- high level assumptions have been developed regarding how the spatial distribution of employment might change under the FDS land use scenarios – these should be refined during any subsequent more detailed work, as part of any broader work to optimise the scenarios to achieve the desired outcomes.
- there is significant uncertainty regarding the population growth rates both across New Zealand and the Wellington Region – for subsequent testing, it is suggested that scenarios including lower / higher growth rates should be assessed as sensitivity tests.

The limitations outlined above are common to all scenarios, and if addressed would be unlikely to materially affect the reported relatively between the Scenarios. It is noted that any future assessment of regional scenarios against transport futures should include improvements to the assumptions and analysis along the lines of the following are recommended:

- Population distribution defined at a finer spatial resolution, including consideration of age structure,
- Refinement of employment assumptions,
- Refinement of the transport network under the preferred scenario to optimise and deliver the desired outcomes, and
- Development of a transport network that is tailored to the distribution of population and jobs, including sufficient capacity in Public Transport.

SA1 level assessment of households accessibility to social destinations

- The main limitation with this analysis is that only access to existing facilities have been measured. Development of either greenfield sites or intensified brownfield sites would likely include some provision for commercial and social activities. Therefore, the difference between scenarios would likely be less than in the analysis.
- Given this limitation, the accessibility analysis may provide a proxy for other measures. For example, the cost of providing additional social infrastructure to provide consistent levels of accessibility. Another measure may be the extent to which existing centres and services are supported by improving access or density within a centre.
- Based on the accessibility results as a high-level indicator of the cost to maintain accessibility to social destinations, the distributed scenario decreases accessibility across the region. If maintaining or improving access to social destinations was required under a distributed urban development scenario, it may be more costly compared to the medium density infill or centralisation scenarios which generally perform better than baseline.
- The next phase of FDS development should investigate how to improve accessibility and walkability in existing urban areas through better network design and investigate how provision of social infrastructure can be supported in greenfield development opportunities.

Qualitative multi-criteria analysis carried out by a panel of subject matter experts against project objectives

The main limitations to the assessment include that:

- Limited timeframes impacted the granularity and level of detail and accuracy possible.
- Some of the subject matter experts did not have sufficient knowledge of the Horowhenua District, given that their expertise related to the Wellington region. The assessment therefore cannot be reliably applied to growth in Horowhenua with a high degree of confidence.
- The scenarios did not identify exact growth locations and densities within SA2 units, meaning that a number of broad assumptions about the scenarios have had to be made when undertaking assessment against the objectives (including those relating to the natural environment, natural hazards and highly productive land). This means that the subject matter experts were unable to categorially conclude that certain values would be unaffected by the scenarios. In the case of some objectives (particularly consideration of the natural environment) this has contributed to the negative scoring, due to precautionary assumptions about where the development might occur. For subsequent work it is suggested that a more detailed level assessment is undertaken.
- Future regulations and policy settings are unknown, so the assessment has relied on the general direction of existing regulatory requirements, e.g., in relation to the natural hazards objective, it has been assumed that plans will improve how they deal with their hazard chapters as they go through plan reviews over the time-period.
- Similar uncertainties influence the assessment of other objectives, e.g. food production systems would be similar¹² and that currently employment centres can accommodate more jobs.
- Consideration of overland flow path and flood water hazards could be strengthened with input from Wellington Water and territorial authorities. For subsequent work it is suggested that this occurs.

¹² A move away from ruminants to more plant-based agriculture was recognised, however this would require HPL to occur.

- The spatial extent of the corridors used for the assessment did not align well with some topics 'on the ground', as the regulatory environment and impacts varied within some corridors. This had the effect of averaging out the scoring. For example, for natural hazards this had the effect of scoring resilient areas in Upper Hutt poorly because of the significant natural hazard constraints in Lower Hutt.
- In the absence of an RPS-HPL at this stage, assessment of impacts on 'highly productive land' has been based on the transitional definition contained in the NPS-HPL.
- There are uncertainties about the distribution of jobs in 30 years' time. For subsequent work it is suggested that the correlation between industrial land supply and demand, as well as expected commuter flows in 30 years' time is considered. More data would support this analysis.

Qualitative infrastructure impact assessment

- Not all infrastructure providers responded with an assessment
- Responses contained varying levels of detail.
- The analysis was undertaken at a high level. No business case or costing of options was undertaken to inform the analysis of infrastructure required to support scenarios.
- The scenarios were not sufficiently detailed for infrastructure providers to undertake a comprehensive analysis of infrastructure network requirements (both new infrastructure and existing network upgrades).

Qualitative assessment against iwi and hapū values and aspirations

- WRLC iwi members were engaged in a number of different elements of the FDS drafting process, and due to capacity issues were not able to engage in-depth in all elements of the process, including this scenario evaluation.
- This assessment was not undertaken by iwi and hapū, it was based on conversations at a hui and draft content of *Te Tirohanga Whakamua* – statement of iwi and hapū values and aspirations for urban development for the Wellington-Wairarapa-Horowhenua region.
- . The material was sent around to iwi partners to comment.
- The assessment is undertaken at a regional scale and at a high level, meaning that implications for different rohe, iwi and hapū are not detailed.
- The assessment does not specifically reference the specific iwi and hapū values and aspirations which its findings are in relation to.
- The scenarios are not designed in sufficient detail to determine in detail how they would align with all of the identified iwi and hapū aspirations and values.
- Urban Māori make up a large proportion of the population in our region and they were not engaged with in this assessment.

Foundation Report

Wairarapa-Wellington-Horowhenua Draft Future Development Strategy

AUGUST 2023



Table of contents

| | |
|--|-----------|
| Introduction | 3 |
| 1. Background to the Future Development Strategy | 4 |
| 1.1 The context for an updated spatial plan for our region | 4 |
| 1.2 Who has developed the Future Development Strategy? | 5 |
| 1.3 The strategic context for the Future Development Strategy | 6 |
| 1.4 Regional Policy Statements..... | 7 |
| 1.5 What is the scope of the Future Development Strategy? | 8 |
| 1.6 How have we developed the Future Development Strategy? | 9 |
| 2. Our current state | 10 |
| 2.1 Tangata Whenua | 10 |
| 2.2 Our region today | 12 |
| 2.3 Our natural environment – Te Taiao | 14 |
| 2.4 Our people and communities | 17 |
| 2.5 Our economy | 20 |
| 3. Our challenges and opportunities | 26 |
| 3.1 Climate change and emissions | 28 |
| 3.1.1. Challenge – urban form and climate change | 30 |
| 3.1.2 Challenge – protecting our natural environment and managing hazards..... | 32 |
| 3.2. Our homes and places | 37 |
| 3.2.1.Challenge – housing affordability and choice | 40 |
| 3.2.2.Challenge – mana whenua and Māori housing choice | 42 |
| 3.3. Our transport system | 44 |
| 3.3.1.Challenge – equitable access to social, educational and economic opportunities | 50 |
| 3.4 Our other infrastructure | 57 |
| 3.4.1.Challenge – infrastructure capacity | 57 |
| 4. Glossary of terms/kupu in this document | 60 |

Introduction

Ka ora te wai
 Ka ora te whenua
 Ka ora te whenua
 Ka ora te tangata
Mo te iti – mo te rahi

*If the water is healthy
 the land will be nourished
 If the land is nourished
 the people will be provided for
For the little – for the large*

This Foundation Report provides a collective summary of the context for the Future Development Strategy as developed by the Wellington Regional Leadership Committee (WRLC), and the background to the Future Development Strategy.

It includes the strategic and policy context and the opportunities and challenges facing the Wairarapa-Wellington-Horowhenua region¹ now and into the future. The report is based on the Foundation Report produced for the Wellington Regional Growth Framework (2021) (WRGF) and has been updated to reflect current thinking and data.

It is a key milestone in the development of the Future Development Strategy.

The report has been developed using readily available data. However, some parts of the report do not have complete or consolidated information that extends to Horowhenua (as they may be based on the Greater Wellington Regional Council area). We expect that more up-to-date data will become available following the development of the Future Development Strategy, and additional work may be commissioned.

Section 1 of this report provides a background to the Future Development Strategy for the Wairarapa-Wellington-Horowhenua region, the spatial planning document for which the Foundation Report provides information.

Section 2 of this report highlights the current and expected future performance of our region in a number of areas relevant to the Future Development Strategy. These areas include the natural environment, people and communities, homes and places, economy and jobs, access and mobility and the values of mana whenua.

Section 3 of this report outlines the challenges and opportunities for the Wairarapa-Wellington-Horowhenua region that are relevant to the Future Development Strategy.

¹ In most cases in this report, references to 'region' mean the Wairarapa-Wellington-Horowhenua region. Where this is not the case the geographical area of the region is stated.

1. Background to the Future Development Strategy

1.1 The context for an updated spatial plan for our region

The context for growth in the Wairarapa-Wellington-Horowhenua region has changed significantly in recent years and is likely to continue to change, creating significant uncertainty for planning.

The purpose of this Foundation Report is to identify the key issues facing the region as we grow in the next 30 years, and to provide an evidence base for challenges and outcomes that are then tested through an evaluation of hypothetical future scenarios for the locations and types of urban development growth in our region over time.

The recent rapid population growth in the region appears to be slowing. House prices are dropping as interest rates rise. New medium-density planning rules have created a more responsive platform for supply, particularly in the metropolitan parts of the region. However, despite these changes the region is still facing a shortage of housing in some places and mortgage serviceability remains challenging, particularly for first-time home buyers.

Our regional transport context has also changed significantly in the past year, with new state highway projects (Transmission Gully and Ōtaki to Peka Peka) coming on line and creating a more resilient and responsive regional roading network.

Significant capacity and reliability issues affecting the public transport system have emerged in recent times, affecting the service levels of rail and buses, although these issues seem to be reducing and services are now back to normal or near normal. These issues, while part of a wider national context, limit our ability to achieve necessary transport system shifts, such as improving safety and access, reducing emissions and reducing our reliance on private-vehicle travel. The need to consider our travel is increasingly evident.

The national-level Emissions Reduction Plan, released in 2022, has a clear expectation for all emissions, and particularly transport emissions, to be sharply reduced.

Other issues facing the region include the projected sea-level rise, the severity of weather events, the biodiversity decline and its exposure to natural hazards. All these issues create challenges and uncertainty when it comes to planning for the future.

There is an increasing urgency to replace aging infrastructure. Social and community infrastructure also needs a more coordinated investment to accommodate growth, including open spaces, community facilities, schools and health care facilities.

A significant investment in housing, transport and the three waters infrastructure and services, as well as regional and district planning and policy changes, is needed to support future growth. We will not be able to afford everything we want to invest in, so difficult decisions on prioritisation need to be made.

The Future Development Strategy will primarily be a spatial plan that describes a long-term vision for how the region will grow, change and respond to key challenges and opportunities. Its ambit will be much broader than simply looking at where and how we develop more housing and business land. We need to resolve all the above-mentioned challenges for the benefit of our future as a region.

The challenges we face are regional issues that are best dealt with by working together. Many cross local council and iwi boundaries (e.g. investments in water or transport). Maximum benefit from our investments can be gained by taking a collective approach to planning and investment that includes working together with WRLC iwi member organisations and central government agencies.

1.2 Who has developed the Future Development Strategy?

The local councils and iwi leaders in the Wairarapa-Wellington-Horowhenua region and central government agencies have established the WRLC (an Urban Growth Partnership) to formalise their relationships.

Urban Growth Partnerships are being progressed as part of the government’s Urban Growth Agenda. These partnerships provide a forum for central government, local government and iwi members to align decision-

making processes, collaborate on the strategic direction for New Zealand’s high-growth urban areas, and improve coordination in housing, land-use and infrastructure planning. Spatial planning is an important tool for driving joint action.

The WRLC members in our region are represented in Figure 1.

Figure 1: WRLC members and partners. We are also working with other central government partners such as the Ministry of Education. Te Ātiawa ki Whakarongotai Charitable Trust were a member of the committee and participated in the WRLC until April 2023.



1.3 The strategic context for the Future Development Strategy

The Future Development Strategy is being developed to give effect to the National Policy Statement on Urban Development 2020 (NPS-UD). The Wairarapa-Wellington-Horowhenua region currently has the WRGF, which was nearly complete when the NPS-UD became operative in August 2020. The WRGF contains many elements of a Future Development Strategy but was not intended to be one. An analysis has been undertaken to identify what is required to adapt the WRGF so that it complies with the requirements of a Future Development Strategy.

The Future Development Strategy will build on the extensive work already undertaken to consider the future of the Wairarapa-Wellington-Horowhenua region. Since the WRGF was published, the regional context has changed:

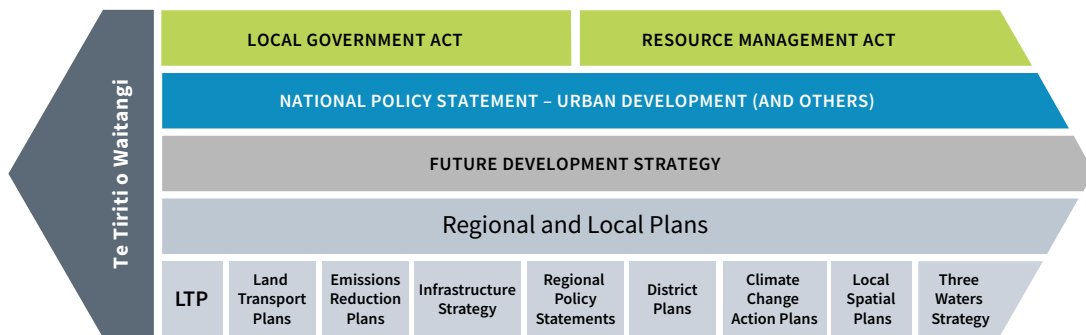
- Our region has recently released plenty of development capacity through increasing medium-density housing opportunities, as required by the NPS-UD.
- The first proposed change to the Greater Wellington Regional Policy Statement (RPS) (Proposed Change 1) has been notified. It addresses issues related to fresh water, biodiversity, climate change and urban development.

- The Wairarapa councils are notifying a new Combined District Plan in mid-2023.
- We have a new national directions – the National Policy Statement for Freshwater Management 2020 (NPS-FM) and the National Policy Statement for Highly Productive Land (NPS-HPL).
- We have a national Emissions Reduction Plan and National Adaptation Plan to consider.

The Future Development Strategy takes into account the emerging directions from the resource management system reforms, especially the Spatial Planning Bill, which indicates that the development of long-term regional spatial strategies will be required.

It draws on the comprehensive planning work undertaken by partners, including as part of district plans, growth strategies and iwi plans. It provides a shared view of our region’s future that will enable partners to undertake more detailed planning at a local level. The next time we need to prepare a Future Development Strategy it may actually be the Regional Spatial Strategy under the Spatial Planning Act (once enacted).

Figure 2: Legislative context of the Future Development Strategy



The Future Development Strategy is being developed in partnership with our six WRLC iwi members. The WRLC recognises the role of mana whenua as kaitiaki of our region and as leaders and experts in the development and implementation of the Future Development Strategy.

The WRLC also acknowledges the rights and interests of mana whenua, the whakapapa links they hold with the whenua, and the mātauranga and intergenerational wisdom they possess.

PARTNERING WITH WRLC IWI MEMBERS ON THE FUTURE DEVELOPMENT STRATEGY

The NPS-UD includes the following requirement for the content of a Future Development Strategy: “Every FDS must include a clear statement of hapū and iwi values and aspirations for urban development”²

The NPS-UD neither stipulates how this statement should be structured nor gives any further detail on the content of the statement. This allows for some flexibility in how each region determines what will be included in its statement and how this information should be presented. The content of the statement is an important input to and measure of the way in which future scenarios for our region are assessed. This is emphasised in the NPS-UD statement that “every FDS must be informed by Māori, and in particular tangata whenua, values and aspirations for urban development”.³

There are other objectives and policies in the NPS-UD that relate to urban environments and Treaty of Waitangi (Te Tiriti o Waitangi) responsibilities and including Te Ao Māori perspectives and aspirations in the process of planning for urban environments:

- Objective 5 of the NPS-UD states that “planning decisions relating to urban environments, and FDSs [Future Development Strategies] take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).”
- Policy 1(a)(ii) states that “planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum: [...] enable Māori to express their cultural traditions and norms.”
- Policy 9 sets out the ways in which local authorities must, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, involve iwi and hapū.

² See Section 3.13.

³ See Section 3.14(d).

1.4 Regional Policy Statements

The geographical extent of the Future Development Strategy covers two regional council boundaries – those of Horizons Regional Council and the Greater Wellington Regional Council. We need to consider the planning context in both areas equally.

PROPOSED CHANGE 1 TO THE GREATER WELLINGTON REGIONAL COUNCIL POLICY STATEMENT

Change 1 was notified in August 2022 to address four significant and urgent resource-management issues:

- Lack of urban development capacity.
- Degradation of fresh water.
- Loss and degradation of indigenous biodiversity.
- The impacts of climate change, through the inclusion of a new Climate Change chapter.

Change 1 implements the NPS-UD and the NPS-FM in an integrated way. The change is also intended to recognise some aspects of the WRGF in the RPSs to ensure alignment, which was identified in the framework’s three-year work programme.

While the NPS-UD is largely implemented through district plans, there are three issues that the RPS needs to cover:

- Providing for a well-functioning and liveable urban environment.
- Enabling and managing urban intensification.
- Providing for responsive planning through introducing criteria for “adding significantly to development capacity”.

In the context of a strong national direction to enable intensification, Change 1 is intended to provide an ‘integrating frame’ and direction to enable housing and business development that:

- occurs in locations and uses approaches that prioritise the health of water bodies and freshwater ecosystems
- is resilient to the effects of climate change and accounts for a transition to a low/no carbon future
- protects areas of significant indigenous vegetation and significant habitats of indigenous fauna.

Change 1 proposes amendments to the existing Objective 22 on regional form to articulate the qualities and characteristics of well-functioning urban environments under an integrated framework, and to provide for housing and business development while also maintaining and/or enhancing the quality of the natural environment. Change 1 also includes an overarching objective for the integrated management of the region's natural and built environments, guided by Te Ao Māori. The provisions and direction of travel of Change 1 are therefore directly relevant to the Future Development Strategy.

HORIZONS ONE PLAN

Horowhenua District Council is part of the Horizons Regional Council rohe. The council's One Plan has identified the 'big four' challenges facing the region – surface water quality degradation, increasing water demand, unsustainable hill-country land use and threatened indigenous biodiversity.

Horizons has recently notified Plan Change 3 to the One Plan, which is intended to give effect to the NPS-UD.

Horizons is also implementing a freshwater protection and enhancement programme called 'Our Freshwater Future', which will result in some changes to the RPSS that will further give effect to the NPS-FM in 2024.

1.5 What is the scope of the Future Development Strategy?

The Future Development Strategy addresses how our housing and business areas will change in the next 30 years and beyond, the infrastructure we need, and the policies, investments and other tools required to support the transition from our current urban form.

Future urban form scenarios have been developed that consider the implications of different settlement patterns, natural-hazard and climate-change constraints, and transport interventions for the performance of our future urban form. The scenarios have been evaluated to help us understand how they contribute to the desired objectives of the Future Development Strategy and determine a preferred spatial strategy.

The Future Development Strategy identifies the timing and sequence of key actions to support the growth of our towns and cities in the short, medium and long term and create well-functioning urban environments.

It does not rezone land under current district plans or change existing commitments under respective council Long-Term Plans. Rather, the Future Development Strategy will inform them.

The Future Development Strategy takes a high-level view of the Wairarapa-Wellington-Horowhenua region to show the general locations of main infrastructure corridors and broad locations for future growth in the next 30 years. The vision has been agreed with the WRLC to ensure we keep in mind our children and their children (mokopuna) when we make our decisions.

VISION

Let's be responsible ancestors. The Wairarapa-Wellington-Horowhenua Future Development Strategy will provide for growth that is sustainable by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

A future for the Wairarapa-Wellington-Horowhenua region founded on Te Tiriti and realised through the tino rangatiratanga of mana whenua – *Ko te Tiriti o Waitangi te tūapapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi.*

THE OBJECTIVES FOR OUR FUTURE DEVELOPMENT STRATEGY

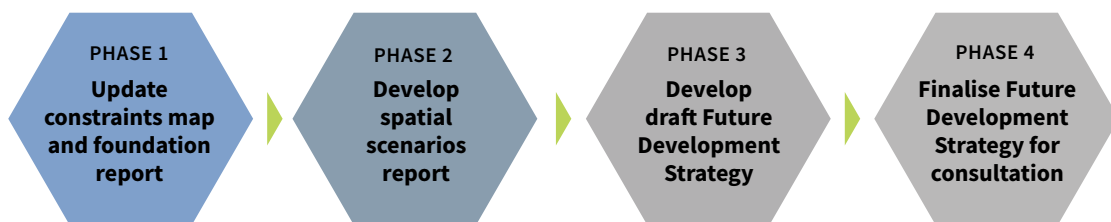
-  Increase housing supply, and improve housing affordability and quality, and housing and tenure choice.
-  Enable growth that protects and enhances the quality of the natural environment.
-  Enable growth that protects highly productive land, safe-guarding food production for future generations.
-  Improve multi-modal access to and between housing, employment, education and services.
-  Ensure development is integrated and efficiently uses existing built, social and community infrastructure or can be readily serviced by new infrastructure.
-  Plan development for a zero-carbon future, creating change to rapidly reduce emissions (including emissions from transport) and meet our regional climate change objectives.
-  Ensure development minimizes the impacts of and is resilient to climate change and natural hazards and avoid creating new risks.
-  Create local sustainable employment opportunities.
-  Align with mana whenua housing and other aspirations.

1.6 How have we developed the Future Development Strategy?

Our approach to developing the Future Development Strategy demonstrates good policy-development practice by evaluating the benefits of different scenarios according to how the Wairarapa-Wellington-Horowhenua region could grow and change. It requires us to have robust evidence to underpin the analysis and direction of the Future Development Strategy. The Foundation Report identifies the key challenges and outcomes for the region, and was used to develop the evaluation framework that was used to assess the scenarios.

Our approach is guided by the requirements of the NPS-UD for preparing a Future Development Strategy for the Wairarapa-Wellington-Horowhenua region. There are four phases of work in our approach to developing the Future Development Strategy, as shown in Figure 3.

Figure 3: Phases of development of the Future Development Strategy



2. Our current state

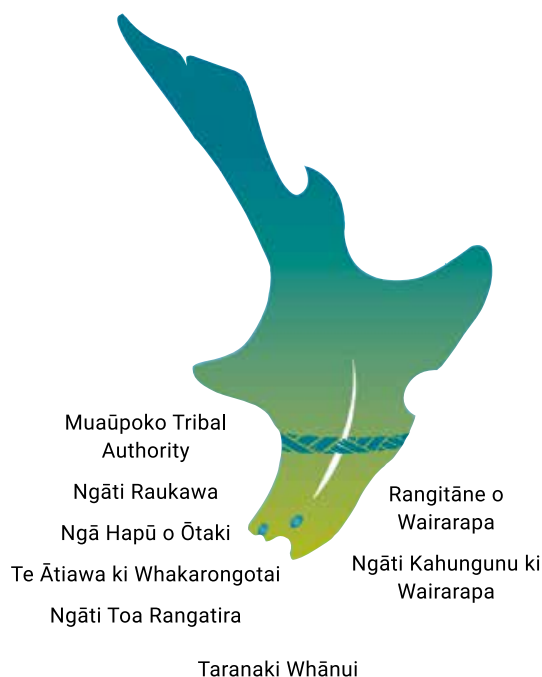
2.1 Tangata Whenua

Our region is in an important location for Aotearoa and New Zealanders. Wellington/Te Upoko o Te Ika is the head of the fish of Maui, the harbours – Te Whanganui-a-Tara and Wairarapa Moana – are the eyes of the mythical fish, and the great bay between them is the fish’s mouth.

Māori have lived in Te Upoko o Te Ika since the time of Maui, Kupe and Whātonga – and more than 80,000 live in our region today, constituting more than 14% of the region’s population.

Our region has strong cultural connections, with more than 20 marae and 39% of Māori adults speaking some te reo. Māori-owned entities have a key role in commercial property, housing and social developments, and Māori in business have a strong presence in the screen, technology, business services and food and fibre sectors. Mātauranga Māori knowledge and Te Ao Māori perspectives have increasing and important roles in sharing knowledge and supporting better outcomes for all.

Figure 4: Iwi ki Te Upoko o te Ika – Iwi of the region History



HISTORY

Our region is the ancestral home of generations of Māori tribes, with areas such as Wellington Harbour being centres of local Māori life. Tangata whenua in our region have strong whakapapa links with the whenua in their rohe and possess intergenerational mātauranga and wisdom.

Wellington’s earliest name, Te Upoko o Te Ika a Māui, is based on the Māori story of how Aotearoa New Zealand was created. According to Māori, the legendary navigator Maui hooked a giant fish that, when pulled to the surface, turned into the landform now known as the North Island, or Te Ika a Maui.

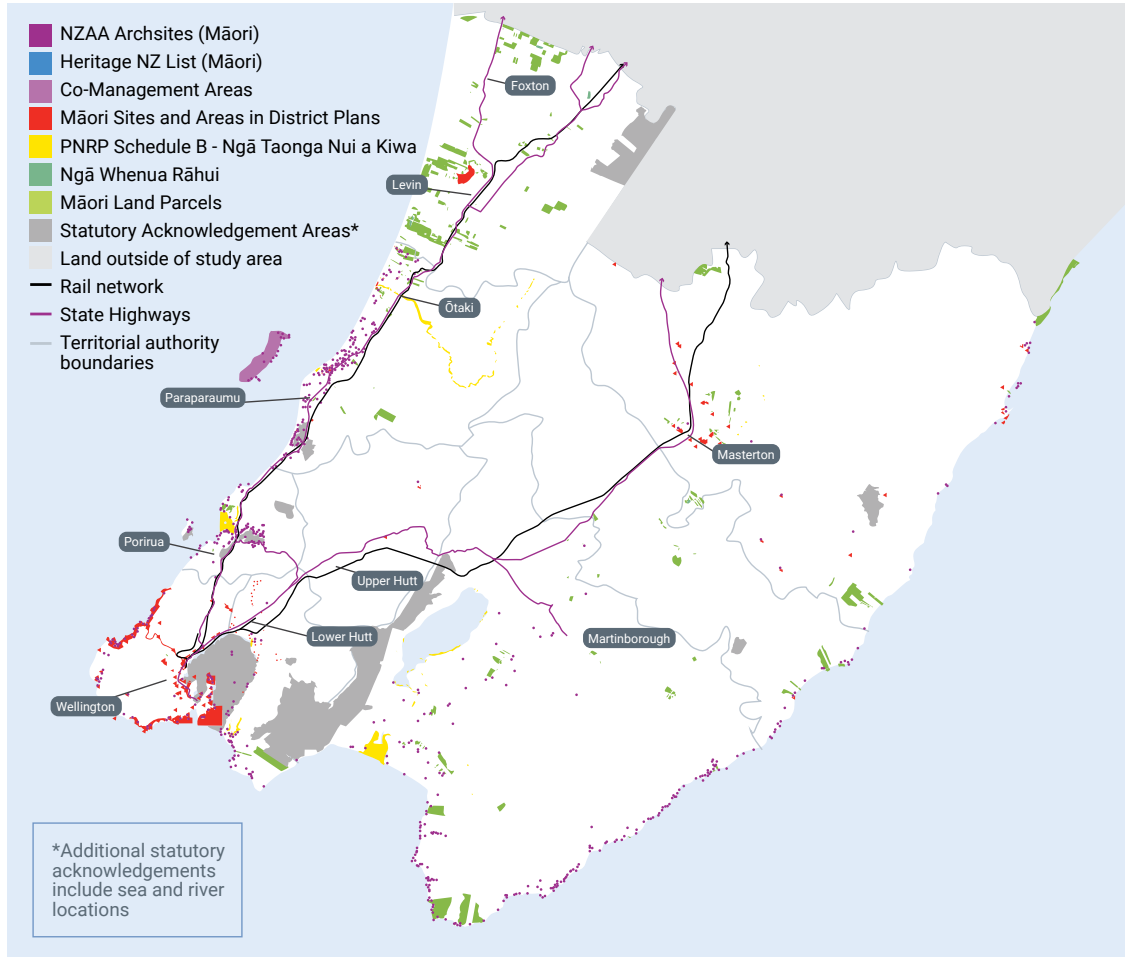
Wellington Harbour and Lake Wairarapa are referred to as the eyes of the fish (Ngā Whatu o te Ika a Maui). Palliser Bay, on the south coast of Wairarapa, is the mouth of the fish (Te Waha o te Ika a Maui) and Cape Palliser and Tūrakirae Head at the extremes of the bay are the jaws. The Remutaka, Tararua and Ruahine mountains make up the spine of the fish, as shown in Figure 4.

Modern archaeology has confirmed that sites found in the Palliser Bay area of South Wairarapa, along the southern Wellington coastline and on Kāpiti Island are some of the oldest recorded in New Zealand, dating back some 650 years.

Further north and before the 1820s, the principal tribes of the Manawatū and Horowhenua region were Rangitāne, Muaūpoko and Ngāti Apa. Rangitāne were primarily based in Manawatū, Muaūpoko in Horowhenua and Ngāti Apa along the Rangitikei River.

By 1864, European settlement had resulted in the alienation of the majority of Māori land in the region. Only a small proportion of the region comprises Māori freehold land today, and the land is predominantly located in rural areas. According to the Māori Land Court there are 12,529 hectares of Māori freehold land, in 526 property titles, in the Wellington region (excluding Horowhenua). This represents just 1.56% of the land in the Wellington region. Figure 5 shows our current mapped areas that are important to mana whenua (at the time of the WRGF). Future work will look at updating this as our partners wish.

Figure 5: Sites of significance for mana whenua, co-management areas and Māori land in the region



MĀORI VALUES AND ASPIRATIONS FOR URBAN DEVELOPMENT

It is important that the values and aspirations of tangata whenua are recognised and reflected in our urban landscape and future growth. A foundational part of the Future Development Strategy is the development of Te Tirohanga Whakamua, a statement of iwi aspirations for urban development. The creation of the statement recognises that mana whenua have some shared values and aspirations for the future of our region, including in the areas of culture and language, housing, transport, protection of land, water, hauora and health, climate change and natural disaster planning, food sovereignty and the development of economic opportunities.

Treaty partnership is fundamental to the successful implementation of Te Tirohanga Whakamua, which sets out a vision of a future for the Wairarapa-Wellington-Horowhenua region founded on te Tiriri and realised through the tino rangatiratanga of mana whenua. The statement has four pou – Rangatiratanga, Mātauranga Māori, Kotahitanga/Ōritetanga/Mana taurite and Kaitiakitanga.

With regard to the future development of our region, it is important that the environmental, economic, social and cultural values and aspirations of iwi and hapū in the region are central to growth planning. The urban landscape often favours colonial settler histories, narratives and cultures⁴ and we want to ensure that Māori stories and identities are present and reflected in the design of the urban environment.

2.2 Our region today

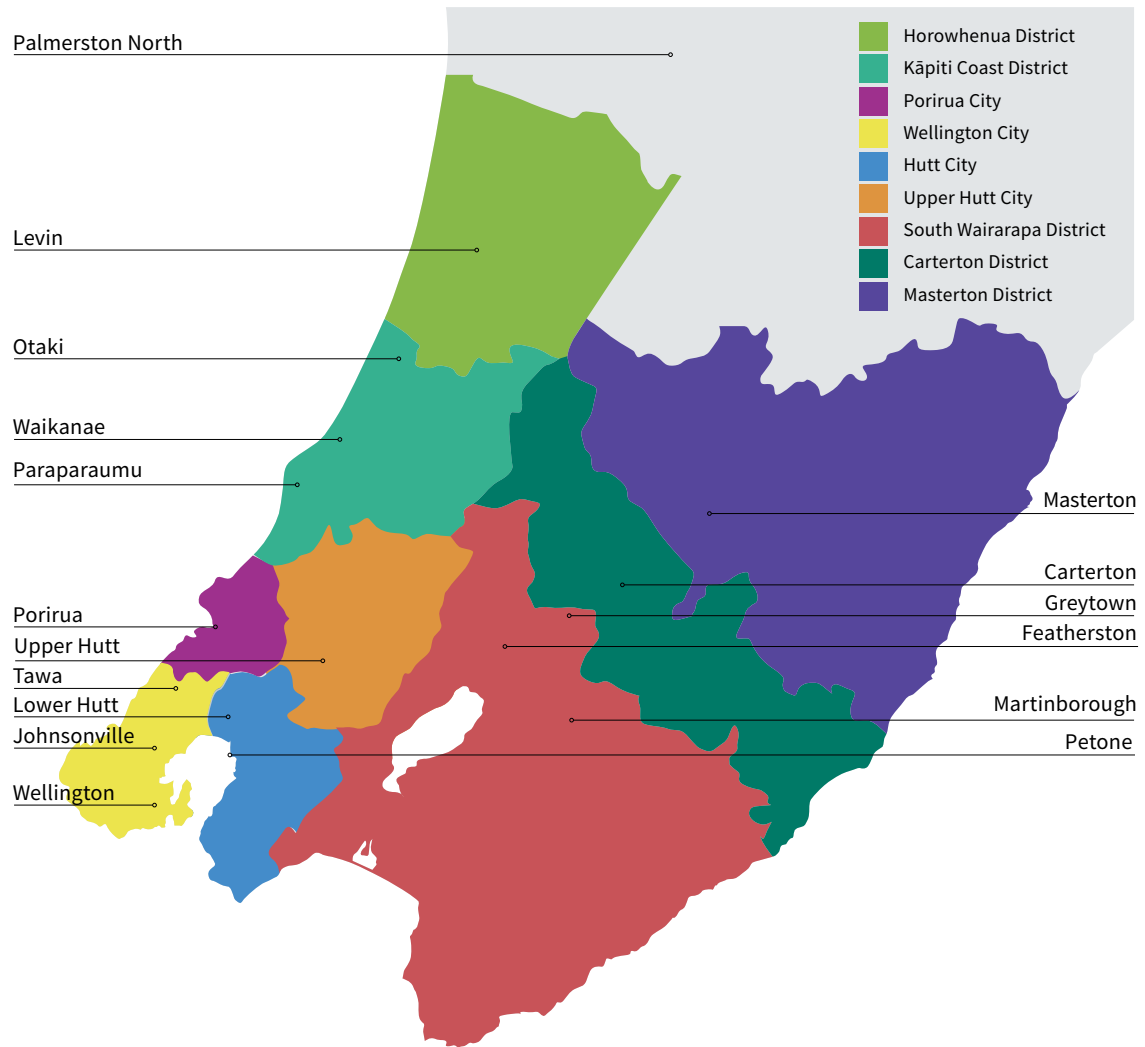
Today the region is an interdependent network of cities, towns and rural areas. It is the seat of government and an emerging centre for economic enterprise, knowledge and skills, creative and cultural pursuits, and lifestyle. It has a vibrant and diverse economy set within a unique and challenging natural environment. The residents in the region enjoy a high quality of life relative to other parts of New Zealand. In 2022 Wellington's Gross Domestic Product (GDP) per capita was the highest in New Zealand,⁵ and in the 2022 Quality of Life Survey 89% of residents reported that they had a good quality of life, while 3% expressed dissatisfaction.

As the location for New Zealand's Parliament and many government agencies, the region is important to the country as a whole. Nine councils govern the region covered by this strategy (Figure 7).

⁴ Māori identity in urban design <https://www.buildmagazine.org.nz/index.php/articles/show/maori-identity-in-urban-design#:~:text=Maori%20values%20in%20design%20outcomes&text=kaitiakitanga%20%E2%80%93%20how%20the%20natural%20environment,depicted%20in%20the%20urban%20design.>

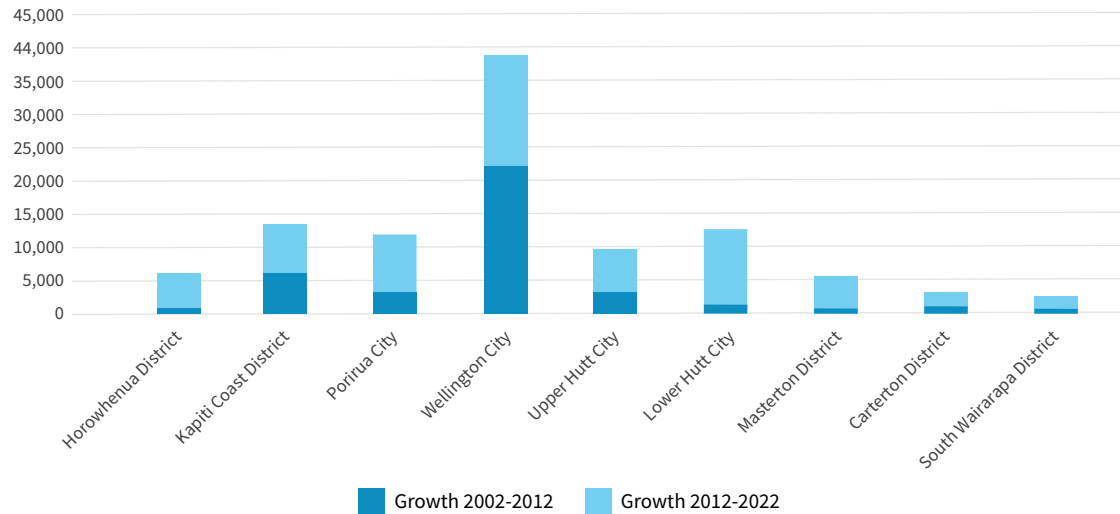
⁵ Regional gross domestic product: Year ended March 2022 | Stats NZ.

Figure 7: Geographic boundaries of the territorial authority partners



As with the rest of New Zealand, the region experienced significant challenges due to COVID-19 that have had direct impacts on the economy and growth. Growth has occurred in all council areas in the region in the past 20 years, with Wellington City growing more than any other council area in this period. However, the significant increase in population growth experienced between 2014 and 2020 has

largely been accommodated outside Wellington City, which grew less between 2012 and 2022 than it did in the decade before (2002-2012). The Kāpiti Coast District and Carterton District have grown slightly more in the past decade, while in all other council areas population growth rate has at least doubled in the past decade when compared to the decade earlier (Figure 8).

Figure 8: Population growth by council area. Source: Stats NZ

Much of the region has a constrained and challenging topography. This has to a large extent dictated housing and business development patterns and resulted in two main, north-south urban development and movement corridors – with limited east-west connections.

There are several statutory acknowledgement areas within the region, and numerous sites that have been vested in iwi as part of their settlement redress; these have included the Parangarahu Lakes, the Wellington harbour islands (Mātiu/Somes, Makāro and Mokopuna) and Kāpiti Island. Some areas of the region, such as Whitireia Park and the Wairarapa Moana and Ruamāhanga River catchment, are covered by co-management arrangements between mana whenua and government agencies.

Large areas of the region are protected in Department of Conservation and regional council reserves. They provide opportunities for recreation, and in many parts of the region also contain and frame housing and urban development current and future footprints. Wairarapa and Horowhenua also have important areas of highly productive land, where the balance between primary production and urban development will need to be determined in the future.

2.3 Our natural environment – Te Taiao

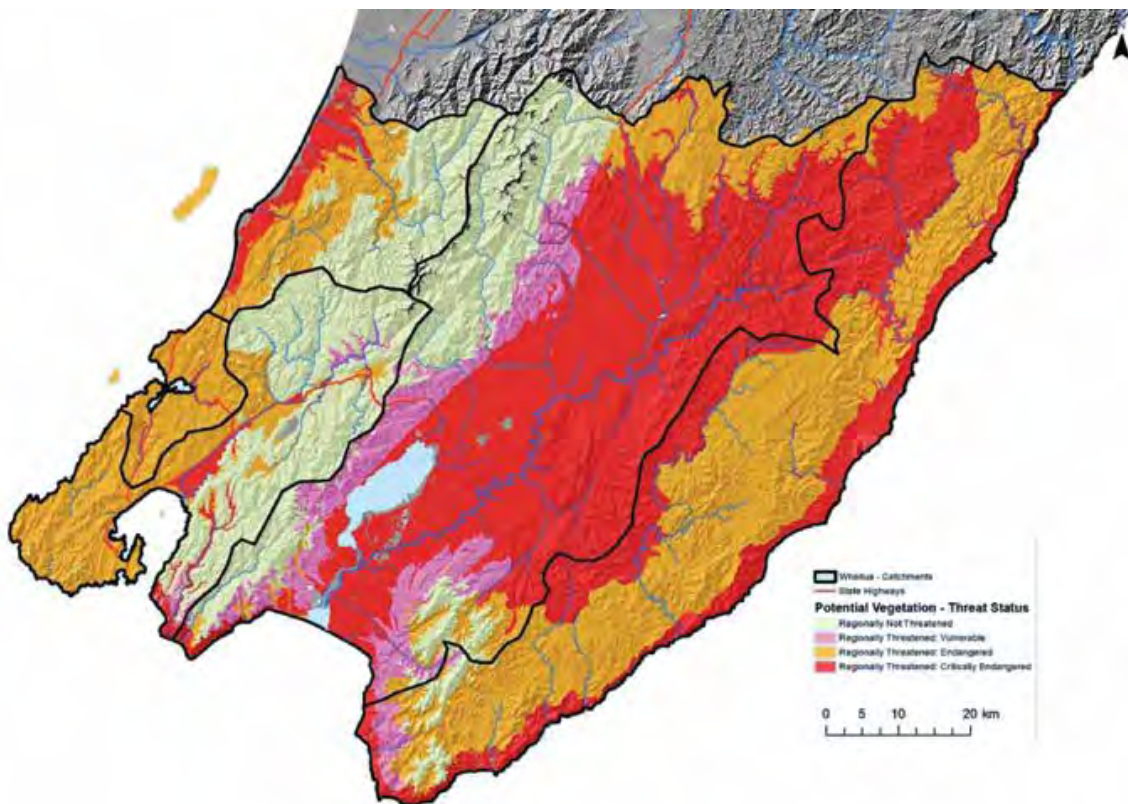
The Wairarapa-Wellington-Horowhenua region has a wide range of natural environmental features with many interconnected parts, including the coastal environment, water bodies, mountains and hills, wetlands, terrestrial habitats and landscapes and urban and rural environments.

Since European settlement began in the region, land use and development has had significant effects on the natural environment. Current land-use and development practices continue to jeopardise the natural environment, degrade ecosystems and affect the ability of natural systems to support climate change mitigation and adaptation. This impacts include vegetation clearance, disturbance of landscapes, discharges of contaminants to water bodies (including sediment from earthworks), increased water takes, wastewater overflows and the loss of streams and wetlands.

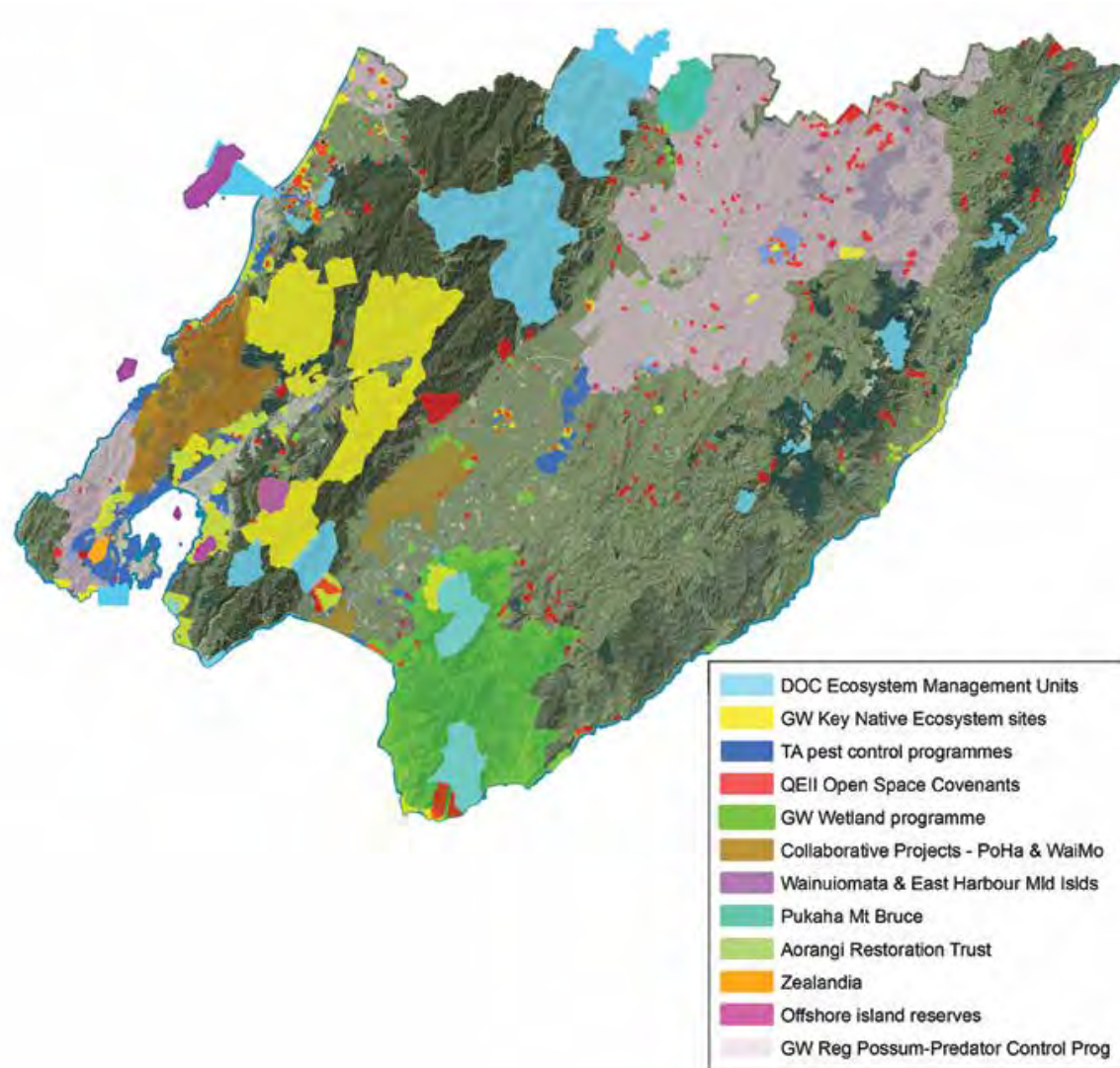
Before human arrival, forests covered about 98% of the landscape, while other natural ecosystems, such as wetlands and streams, covered a greater extent of the land. Today in the Wellington region, 27% of the original forest cover and less than 3% of the region's natural freshwater wetlands remain. Many of the region's native species are nationally threatened, critical or at risk.

A Greater Wellington Regional Council report, Forest Ecosystems of the Wellington region – 2018, identified the potential vegetation threats for various forest ecosystem types (see Figure 9). It noted vegetation using a four-scale system, being regionally not threatened, critically endangered (less than 10% remaining), endangered (less than 30% remaining) and vulnerable (less than 50% remaining).

Figure 9: Forest ecosystem threat status



Vegetation in the Wellington region is now dominated by grassland (and other herbaceous vegetation), comprising about 46% of the land area. Forests cover about 36% of the region, and scrub/shrubland covers a further 12%. Urban areas, cropland and water bodies make up the remaining land area. In recent years exotic forests, croplands and urban areas have expanded at the expense of indigenous forest and scrub and exotic scrub and grassland.

Figure 10: Conservation sites and activities in the region

The natural environment is highly valued and enjoyed by communities for its biodiversity, recreation value, mahinga kai and cultural values. There are 33,000 hectares of regional parks, and 150,500 hectares of the Wellington region is legally protected by the Department of Conservation, regional councils, the QEII National Trust or Ngā Whenua Rāhui. In addition to the areas of land with formal protection, a wide range of conservation initiatives is undertaken in the region, as can be seen in Figure 10.

The 2022 Quality of Life Survey⁶ provided information on the extent to which residents in the region perceived certain environmental issues to be of concern. The results showed that 65% of residents surveyed in the Wellington region felt that water pollution had been a problem in their local areas. 40% also felt noise pollution had been a problem and 21% felt that air pollution had been a problem.

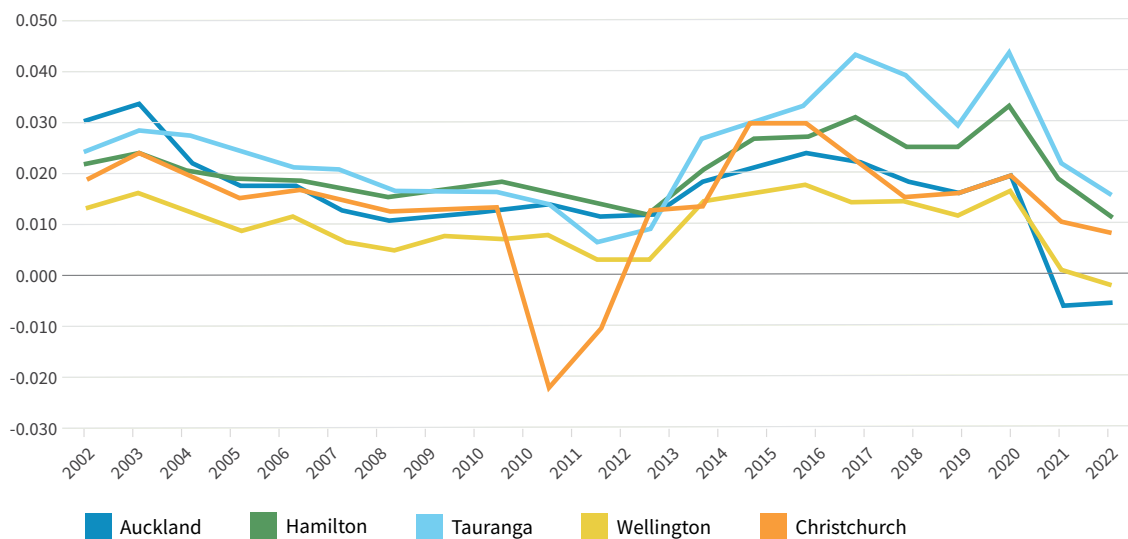
⁶ The 2022 Quality of Life Survey is a partnership between the Auckland, Hamilton, Tauranga, Wellington, Porirua, Hutt, Christchurch and Dunedin City Councils and Wellington Regional Council. These are large urban areas and account for over half (57%) of New Zealand's total population.

The NPS-HPL requires land that is suitable for food production to be protected from development. The direction in the NPS-HPL requires the protection of Class 1-3 soils. The Constraints Report developed as part of the Future Development Strategy has taken a conservative approach and classed these areas as Wāhi Toitū (places to be protected from urban development).

2.4 Our people and communities

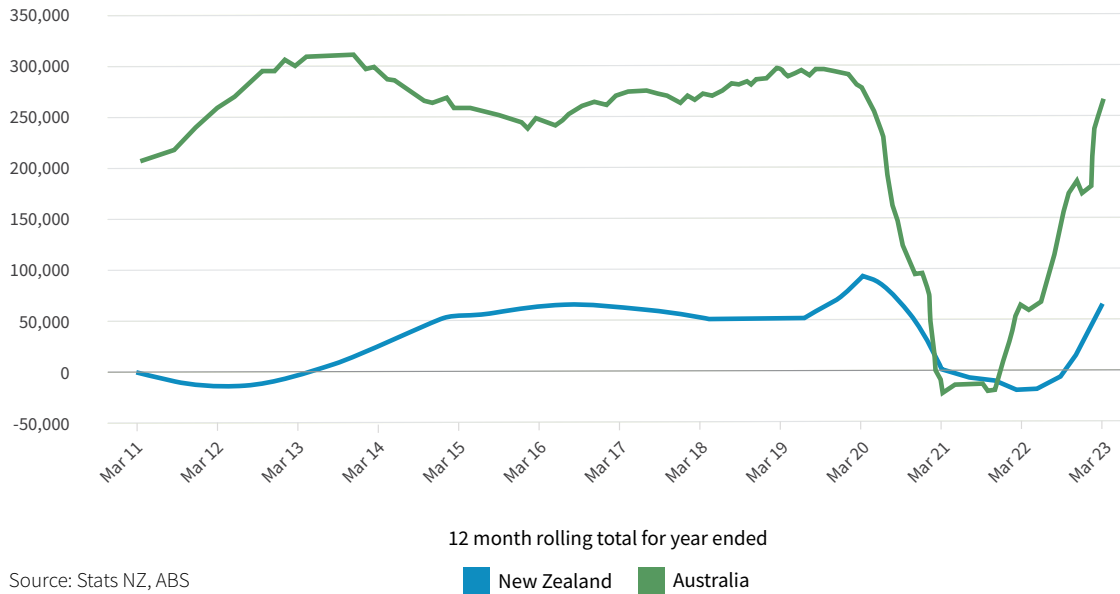
The population of the region has grown steadily in the past 20 years, with a significant spike between 2014 and 2022. However, growth has slowed recently in line with national trends (Figure 11). The current population of the region (including Horowhenua) is estimated to be 580,500 compared to 457,700 in 1996.⁷

Figure 11: Annual population growth rate of New Zealand major cities (Tier 1 urban areas).
Source: Stats NZ



Previously it was expected that all parts of the region, including regional towns, were going to see significant growth with high rates of international migration, leading to the consideration of large-scale growth scenarios. During COVID-19 migration ceased, but it has now picked up to pre-COVID-19 levels (Figure 12).

⁷ <https://www.stats.govt.nz/information-releases/national-population-estimates-at-30-september-2022>.

Figure 12: Net migration – permanent and long-term overseas arrivals and departures

In 2020 Sense Partners forecast a population increase for the region of around 250,000 by 2051; however, it is now not certain that growth will reach pre-COVID-19 projected expectations. The latest (2023) Sense Partners projections suggest growth of around 184,000 by 2052.⁸

Stats NZ projections suggest a more modest population increase, with the median projection at about 79,000 between 2018 and 2048.⁹ The extent of the divergence between projections highlights the uncertainty of predicting the future, and how much growth relies on international migration. It suggests that the region should continually monitor growth and allow for flexibility when considering ways to plan for the future.

Demographic projections show that the population in the region is aging, as illustrated in Figure 13. The aging demographic change is more pronounced in the Wairarapa and Kāpiti and Horowhenua Districts.

Wellington City is projected to continue having the largest proportion of the 'working age' population. The spread of ages 0-9 and 10-19 is projected to become more consistent across the region, making up to between 21% and 24% in all areas compared to the current spread of 21% to 30%.

⁸ Sense Partners Population Forecasts: GWRC Demographic Forecasts (sensepartners.nz).

⁹ Stats NZ: Subnational population projections: 2018(base)-2048 update | Stats NZ.

Figure 13: Projected regional age demographic change 2018-2038

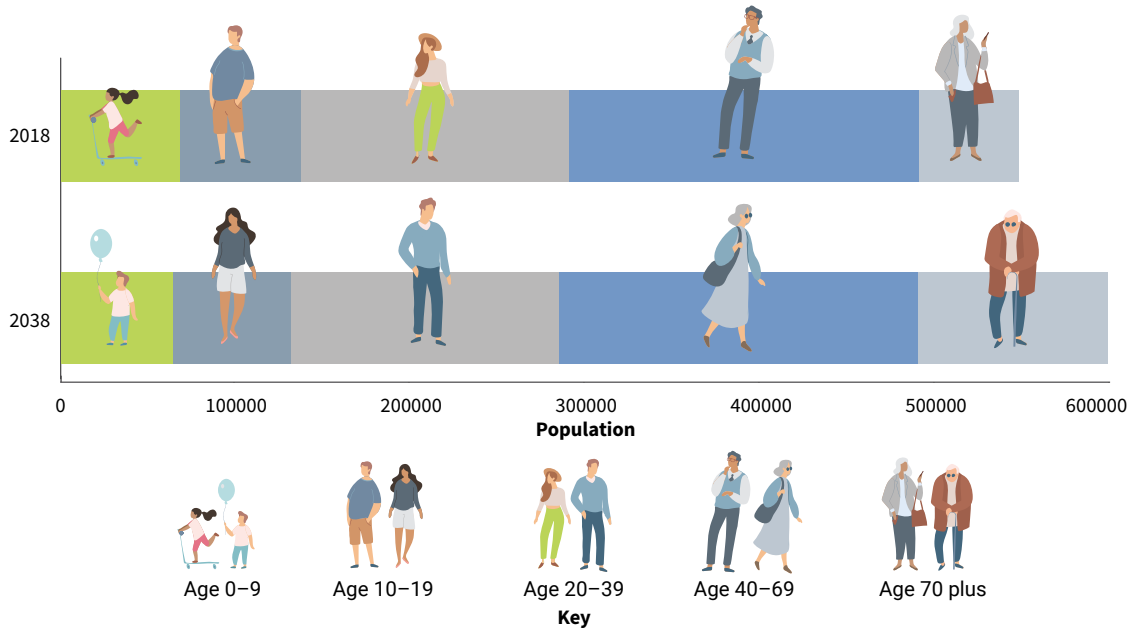
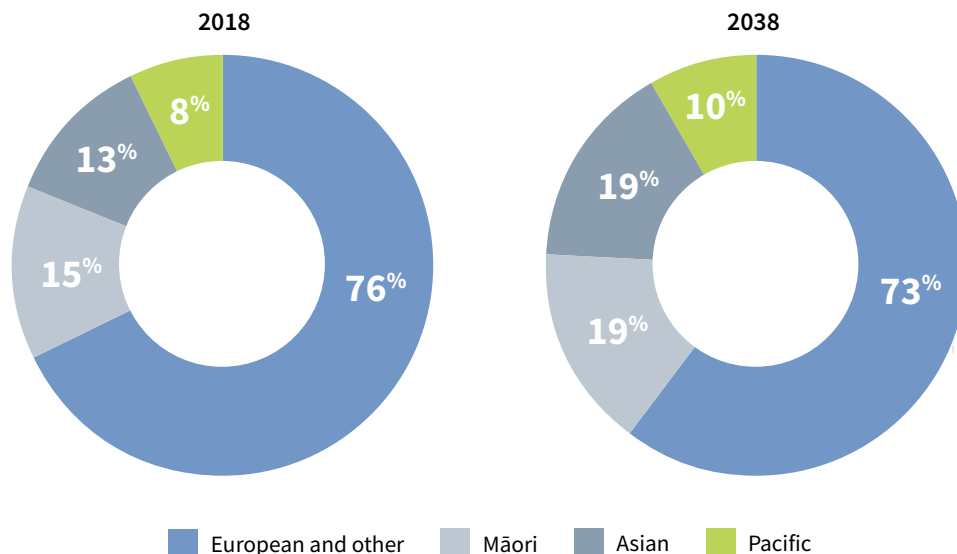


Figure 14 shows ethnicity demographic information about people currently living in the region and the projected change by 2038. The 2018 Quality of Life Survey revealed that 63% of respondents in the Wellington region thought that increasing cultural and lifestyle diversity made their local areas better places to live.

Ethnicity and age projections for 2038 are that 53% of Māori will be under 30 years old, while only 31% of the rest of the population will be under 30 years old.

Figure 14: Projected regional ethnicity demographic change 2018-2038



2.5 Our economy

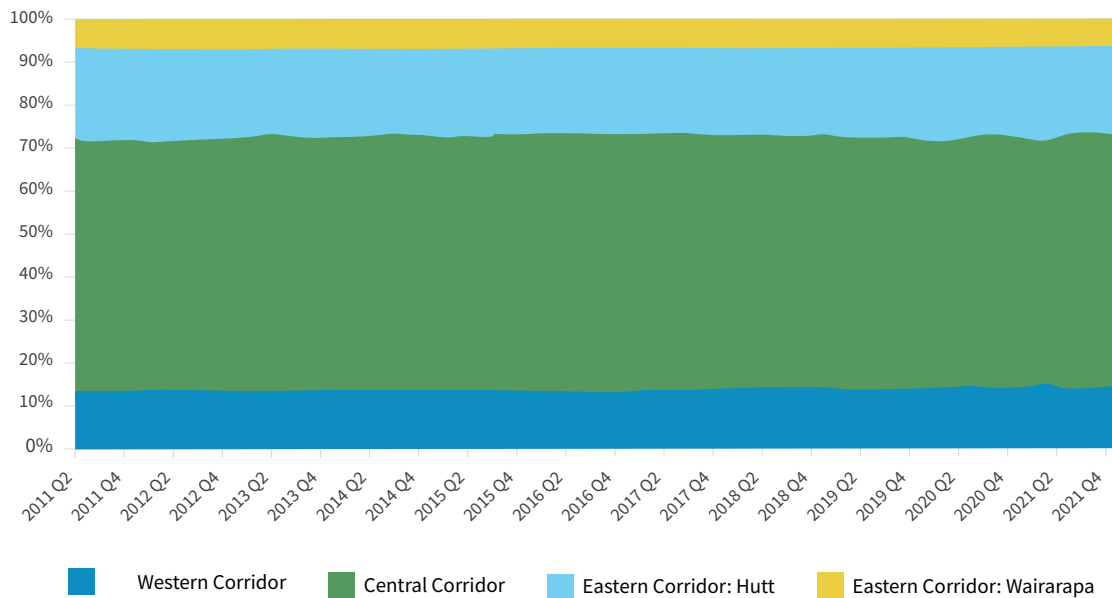
Communities require economic wellbeing and development to thrive. A resilient and diverse economy is one where community members have choices, access to decent jobs and wages, and employment prospects in the long term.

Employment growth patterns in the past two decades have been analysed and show the region experiencing steady growth in the long term, with some variance in employment growth on an annual basis. The share of the region's jobs located in each of the WRGF corridors and council areas has been relatively constant in the past decade (see Figure 15).

Approximately 60% of jobs are in Wellington City, 15% in the Western Corridor, 20% in the Hutt Valley and 5% in Wairarapa. The share of jobs by sector within each corridor has not changed notably in this period either. There is a very significant concentration of jobs at the northern end of central Wellington, with three adjoining SA2¹⁰ areas located around Wellington Railway Station accounting for approximately 30% of the total jobs in the region. However, the increase in the frequency of some employees working from home since the COVID-19 pandemic is not represented in these statistics.

The need for business land has recently been assessed as part of the 2023 Housing and Business Development Capacity Assessment (HBA). More information on this is provided in Section 3.2.

Figure 15: Employment by workplace location, WRGF corridors, 2011-2021. Source: Stats NZ



¹⁰ SA2 is an output geography that provides higher aggregations of population data than can be provided at the statistical area 1 (SA1) level. The SA2 geography aims to reflect communities that interact socially and economically. In populated areas, SA2s generally contain similar-sized populations.

THE MĀORI ECONOMY

The Māori economy in Aotearoa

Māori economic values and aspirations vary by individual, whānau, hapū and iwi and are inseparable from other aspects of their emotional, physical, social and spiritual wellbeing.¹¹ This way of thinking is in alignment with the *Living Standards Framework*, which is used by the government to measure the wellbeing of New Zealanders and to assess the implications of decisions on government policy and the national budget.

The Māori economy is important, not only for Māori but for the overall economic performance of our region and New Zealand as a whole. Māori contribute to the New Zealand economy through, for example, the primary sector and the natural resources, enterprise, digital, tourism and creative industries. It was reported in 2022 that the value of the Māori economy had increased from \$16 billion per annum to \$70 billion in 20 years. Despite large-scale inequities in health, education, housing and employment, the Māori economy has a projected growth rate of 5% per annum, and is expected to have \$100 billion in assets by 2030.¹²

According to the report *Te Matapaeroa 2020: More insights into pakihi Māori*, published by Te Puni Kōkiri,¹³ in New Zealand there were:

- 23,364 Māori-owned businesses (50% of shareholder wages went to Māori partners or businesses flagged by Stats NZ as Māori-owned businesses)
- 38,280 Māori sole traders
- 10,143 significant employers of Māori (those employing at least 75% Māori).

The Māori economy in our region

The Wellington Regional Economic Development Plan (REDP) of August 2022-2032 states, “*Many iwi have significant assets and are actively engaged in land development, employment initiatives, training for rangatahi, and iwi development. Māori are traversing new territory, revealing unseen pathways and pushing boundaries. Today, it is as digital warriors, investors and operators in numerous aspects of the value chain, business, economic and social development.*”¹⁴

Te Matarau a Māui,¹⁵ the regional Māori economic strategy, emerged with a purpose to bring together an economic vision for Māori in our region, *Te Upoko o Te Ika*. It speaks to the opportunities available to develop fresh ideas within collaborations that resonate with Māori aspirations, world views and values. *Te Pae Tawhiti*,¹⁶ a strategy for Māori economic development in the Manawatū-Whanganui region, was released in 2016 and updated in 2021.

Regional statistics on Māori businesses, set out in *Te Matapaeroa 2020*, are as below. We note that while statistics for Taranaki are provided, the WRLC only covers Horowhenua District.

¹¹ Roskrige, M., Meade, R., Le, T., McLellan, G. & McDermott, J. (2022). Understanding the Economic Value of Māori Taonga: A scoping study. Retrieved from <https://sites.massey.ac.nz/teaurangahau/about-te-au-rangahau/tuhinga-publications>.

¹² Los'e, J., “The Māori economy is booming and will be worth \$100 billion by 2030, says Willie Jackson”, *New Zealand Herald*, 16 November 2022. <https://www.nzherald.co.nz/kahu/the-maori-economy-is-booming-and-will-be-worth-100-billion-by-2030/L73MCPZMUFGRVEXWQTXL7XC62Q>.

¹³ *Te Matapaeroa (2020)*; Wellington, New Zealand. <https://www.tpk.govt.nz/en/o-matou-mohiotanga/maori-enterprise/te-matapaeroa-2020>.

¹⁴ <https://wrlc.org.nz/project/regional-economic-development-plan>.

¹⁵ <http://www.tematarau.co.nz>.

¹⁶ <https://www.accelerate25.co.nz/te-pae-tawhiti>.

| | Wellington Region | Taranaki Region (including Horowhenua) |
|---|-------------------|---|
| Number of significant employers of Māori | 768 | 384 |
| Percentage of businesses that are significant employers of Māori | 4.8% | 7.4% |
| Average indicative margin of Māori-owned businesses in 2010 (\$million) | \$0.29 | \$0.79 |
| Average indicative margin of Māori-owned businesses in 2020 (\$million) | \$0.57 | \$0.54 |

REGIONAL ECONOMIC DEVELOPMENT STATISTICS

The information in this section links our REDP 2022–2023 to the Future Development Strategy. The data was sourced from Wellington Regional Economic Development Plan Independent Review and Advice Report by MartinJenkins, prepared in April 2022. The report included Horowhenua in the data and commentary wherever possible, but there were some areas where this was not possible due to data only being available at regional levels and Horowhenua not able to be identified alone.

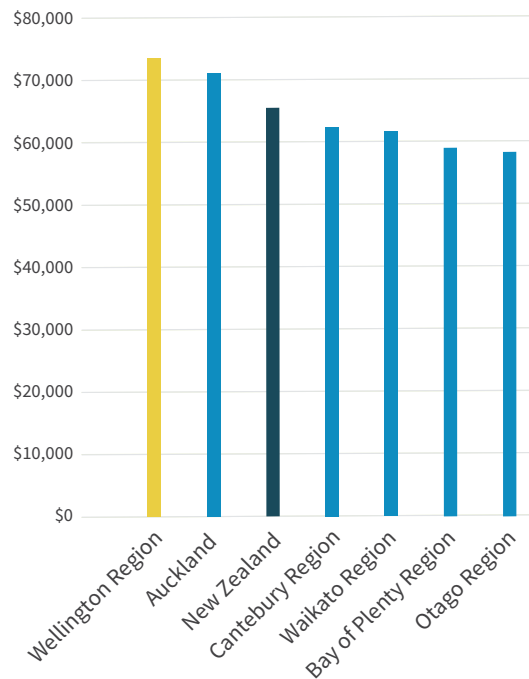
Our region has a strong base of innovation and technical skills, with 47% of our workforce employed in knowledge-intensive occupations compared to a national average of 33% in 2021, and the largest research, science and innovation workforce in the country. Our industry make-up and relatively high levels of education mean we are well placed to adapt to changes in the future of work.

In 2021 our regional GDP was estimated at \$44.87 billion, about 13.7% of the national economy, and our region provided around 310,000 jobs or 12.1% of national employment numbers.

We have high productivity levels, at about \$143,500 compared to \$124,900 nationally (based on 2021 estimates of GDP per employee). Rural areas including Carterton, South Wairarapa and Horowhenua have experienced the strongest productivity growth in recent years. These areas are also important food bowls for our region and country.

Our income levels are also high, with mean annual earnings of \$73,500 and a mean annual household income of \$128,800 in 2021, compared to the national averages of \$65,900 and \$113,700 respectively.

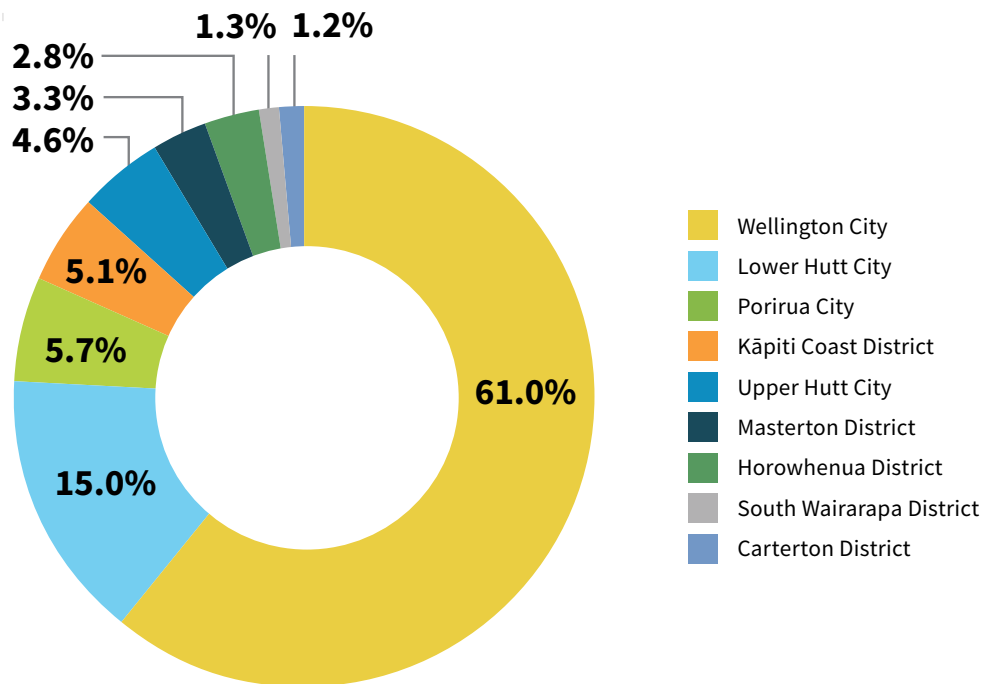
Figure 16: Mean earnings for Wellington region, New Zealand and comparable regions, 2021^{17 18}



¹⁷ Source: Infometrics regional database. Note: Wellington excludes Horowhenua.

However, there are wide disparities in our sub-regions and ethnic groups. Wellington City contributes more than 60% of our region's GDP and has high mean annual earnings of \$82,700. Our other local government areas having lower mean annual earnings than the regional and New Zealand means.

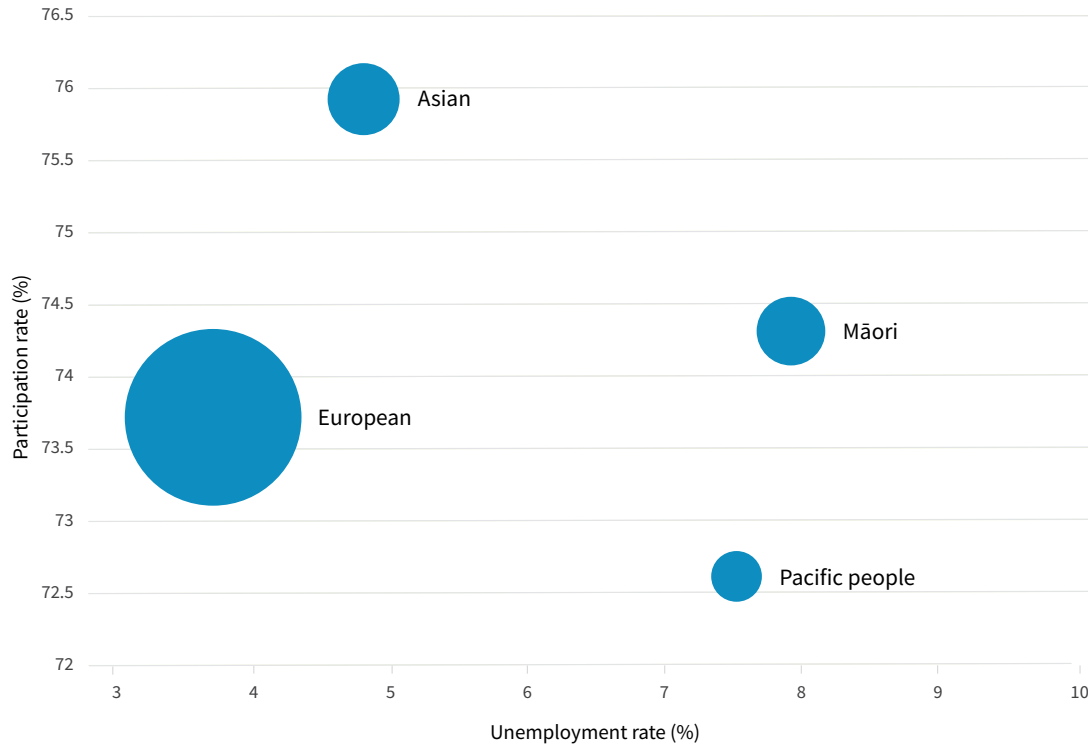
Figure 17: Contribution of Wellington local authority areas to the supra-region's GDP, 2021¹⁹



In 2021 our unemployment rate of 4.5% was below the New Zealand rate of 4.7%. Unemployment represents unfulfilled potential and varies considerably across the region, with Māori and Pasifika experiencing higher levels of unemployment than others. For example, in 2021 our unemployment rates were 7.9% for Māori and 7.5% for Pasifika compared to 3.7% for European and 4.8% for Asian. Horowhenua, Porirua and Wellington City have relatively high unemployment rates compared to other territorial authorities in our region.

¹⁹ Includes Horowhenua. Source: Infometrics regional database.

Figure 18: Labour participation, unemployment and employment size by ethnic groups in the Wellington region²⁰



Estimates indicate that our region's real GDP growth in 2011-2021 was 2.1% per year, an increase of \$8.38 billion in the decade. This was below the national growth rate in the same period of 2.6% per year, although some sub-regions, including Porirua, Carterton and South Wairarapa, experienced stronger growth than others. Our regional employment growth has also been relatively low in the past decade, at 1.5% per year, or a total increase of 43,100 jobs, compared to 2% per year nationally.

REGIONAL ECONOMIC DEVELOPMENT PLAN

Deliberate action is required to address the disparities faced in our region, create new decent jobs for our growing population, and improve quality of life by supporting our region to be more productive, resilient, inclusive and sustainable with thriving Māori and Pasifika communities. We need to enable successful, innovative and high-value enterprises within our region so that it continues to flourish, while supporting start-ups to establish and grow into market leaders.

²⁰ Sources: Stats NZ, *Household Labour Force Survey* and *Infometrics Regional Economic Profile*. Note the sizes of bubbles represent employment numbers.

To support this, WellingtonNZ, our regional economic development agency, recently developed the REDP on behalf of the WRLC. The REDP was created in partnership with central and local government, iwi and businesses. Its vision is “to build a future-focused, creative, sustainable and thriving Wellington region for all to be proud of”.

The REDP focuses on accelerating the key sectors and enablers that can be influenced to shape our diverse regional economy. The following key sectors have been identified because of their potential growth and the likelihood of their generating opportunities for skilled employment and contributing to our regional identity:

- Screen, creative and digital.
- Science, technology, engineering and high-value manufacturing.
- Visitor economy.
- Primary sector, food and fibre.

The following key enablers have been identified because they unlock, leverage and build resilience in our businesses, iwi and communities, creating solid foundations for our regional economy:

- Māori economic development.
- Skills, talent and education.
- Water accessibility and security.
- Resilient infrastructure.

The REDP outlines issues and opportunities for these sectors and enablers, as well as 37 initiatives that will address them and make a difference from regional and sub-regional perspectives. The REDP will evolve and adapt as conditions change, relationships are built and new initiatives come to the surface, helping to create prosperity and wellbeing for all.



3. Our challenges and opportunities

This section covers the context and challenges of, and the opportunities we have for, the Wairarapa-Wellington-Horowhenua region, relevant for the Future Development Strategy.




The challenges of the Future Development Strategy, which have been updated from the challenges in the WRGF, are below and explained in more detail in this section.

| Topic area | Challenge |
|-------------------------------------|--|
| Climate change and emissions | <ol style="list-style-type: none"> 1. The current trend of growth becoming more dispersed in the region poses challenges for achieving transport outcomes and emission-reduction targets 2. Many of the urban areas in the region are vulnerable to the impacts of natural hazards and climate change, and as the region grows and becomes more densely settled it will become increasingly important to improve resilience and protect and enhance the region's natural environment |
| Our homes and places | <ol style="list-style-type: none"> 3. The region lacks an affordable and quality housing supply and housing tenure choice, and affordability is declining 4. Mana whenua and Māori in the region have poor access to affordable housing choice |
| Our transport system | <ol style="list-style-type: none"> 5. There is continuing inequitable access to social, educational and economic opportunities within the region |
| Our other infrastructure | <ol style="list-style-type: none"> 6. A significant investment in infrastructure is needed to enable enough housing and quality urban environments, however, we have limited capacity to fund and deliver everything the region needs and wants. |

The context and challenges described in the sections below also present opportunities for our region. The links between our objectives/opportunities and challenges are detailed below.

Table 1 identifies how the Future Development Strategy objectives and challenges relate, that is if the identified challenges are resolved, which project objectives will be met.

Table 1: Relationship of Strategy Objectives and Challenges

| OBJECTIVES/OPPORTUNITIES | CHALLENGE | | | | | |
|--|-----------|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
|  Increase housing supply, and improve housing affordability and quality, and housing and tenure choice. | ✓ | ✓ | | ✓ | ✓ | |
|  Enable growth that protects and enhances the quality of the natural environment. | | | ✓ | | | |
|  Enable growth that protects highly productive land, safe-guarding food production for future generations. | | | ✓ | | | ✓ |
|  Improve multi-modal access to and between housing, employment, education and services. | ✓ | | | ✓ | ✓ | ✓ |
|  Ensure development is integrated and efficiently uses existing built, social and community infrastructure or can be readily serviced by new infrastructure. | | ✓ | | ✓ | | ✓ |
|  Plan development for a zero-carbon future, creating change to rapidly reduce emissions (including emissions from transport) and meet our regional climate change objectives. | | ✓ | ✓ | | | ✓ |
|  Ensure development minimizes the impacts of and is resilient to climate change and natural hazards and avoid creating new risks. | | | ✓ | | | ✓ |
|  Create local sustainable employment opportunities. | ✓ | | | ✓ | ✓ | ✓ |
|  Align with mana whenua housing and other aspirations. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

3.1 Climate change and emissions

The region is exposed to a wide range of natural hazards, including earthquakes and tsunami, and weather-related events such as flooding, landslides and slips. The effects of many natural hazards, particularly flooding and coastal hazards, will be exacerbated by climate change. With more than 12,300 kilometres of rivers and streams and more than 500 kilometres of coastline, the region is exposed to significant risks from climate change impacts. Some of these, such as storm surges and increased flooding, are being experienced at present and are expected to increase in number and intensity.

The key messages for the Wellington region in a recent report by NIWA include that, if global carbon emissions are not significantly reduced by 2090, the region will experience:²¹

- annual temperature increases of at least 2°C, and up to 3.5°C in Masterton
- annually more hot days (above 25°C) – increases of 20 for the west of the region, 29 for Wellington and 70 for Wairarapa. The number of extremely hot days (above 30°C) in Masterton will increase by 20
- rainfall reductions in the east, by 10% in spring, summer and autumn²²
- increased drought risk in Wairarapa
- rainfall increases in the west in all seasons and by up to 15% in winter²³
- more frequent extreme rainfall events, particularly in coastal locations
- declines in frost numbers in the Tararua Range, from 30 per annum to near zero
- sea-level rises of 0.28-0.98 metres.²⁴ However, this could increase significantly depending on the speed at which the Antarctic ice sheets melt.

The impacts of a changing regional climate will include increased coastal erosion and inundation, landslides, drought, water shortages, more frequent and intense storms, new pests and diseases and impacts on biodiversity and ocean acidification. Some of these, such as storm surges and increased flooding, are being seen at present and are expected to increase in the region. Large areas of our region, for example central Wellington, Kilbirnie, Miramar, Petone, Ōtaki, Waikanae and east of Lake Wairarapa, are at risk of inundation.

A greater recognition of the risks of natural hazards is having an impact on insurance discussions and premiums. For instance, some insurance companies decided to limit home and contents policies in Wellington following the Christchurch and Kaikōura earthquakes, and recently there have been significant increases in insurance premiums to recognise the real risks of climate change.²⁵

The region's exposure to this range of natural hazards without mitigation leaves it vulnerable to widespread and catastrophic damage. Therefore, we have prioritised projects identified in the WRGF to both mitigate and adapt to climate change impacts in the next 30 years.

1. The region's councils have come together through the WRLC to commission the first Climate Change Impacts Assessment for the region. The assessment will help the region to better understand where and when key vulnerabilities will emerge. It is the starting point for developing the Regional Adaptation Plan, which focuses on coordinating opportunities for embedding climate resilience into the region's future development.

²¹ NIWA, 2019, Wellington Region climate change extremes and implications.

²² Compared to 1995.

²³ Compared to 1995.

²⁴ Note this statistic is for 2100 compared with the 1986-2005 average.

²⁵ <https://www.stuff.co.nz/business/132317530/insurer-iag-tells-investors-house-insurance-premiums-rising-at-20-to-30>.

2. We are preparing a Regional Emissions Reduction Plan that will provide a framework for us to take a coordinated approach to climate mitigation in the Wairarapa-Wellington-Horowhenua region. The gross greenhouse gas emission measure for the Wellington region in 2019 was 2.55 million tonnes of carbon dioxide equivalent (Mt CO₂-e). Most of our emissions are from the transport (39.5%) and agriculture (34.2%) sectors. The regional greenhouse gas inventory was updated in 2023. As can be seen in Figure 19, there was a 9% reduction in net annual emissions, mostly because of COVID-19 lockdowns and consequently fewer transportation emissions from driving. Despite this reduction, total gross emissions (Figure 20) were up 51% from 2.55 million tonnes in 2019 to 3.85 million tonnes in 2022. The gross emissions in Horowhenua in 2018-2019 totalled 0.82 MtCO₂-e. The largest sources of greenhouse gas emissions in Horowhenua (not included in the Wellington region inventory) are agriculture and transportation.

3. Alongside these two projects we are developing a Regional Food Systems Strategy to create a sustainable, equitable and locally based regional food system for the health of our people and our environment.

Figure 19: Greater Wellington region – 2018-2019 to 2021-2022 – 9% decrease in net annual emissions

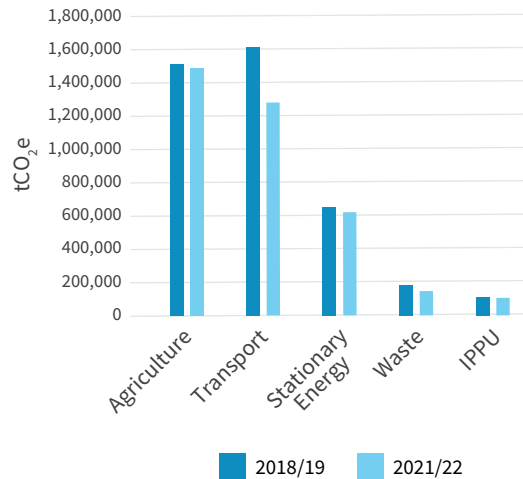
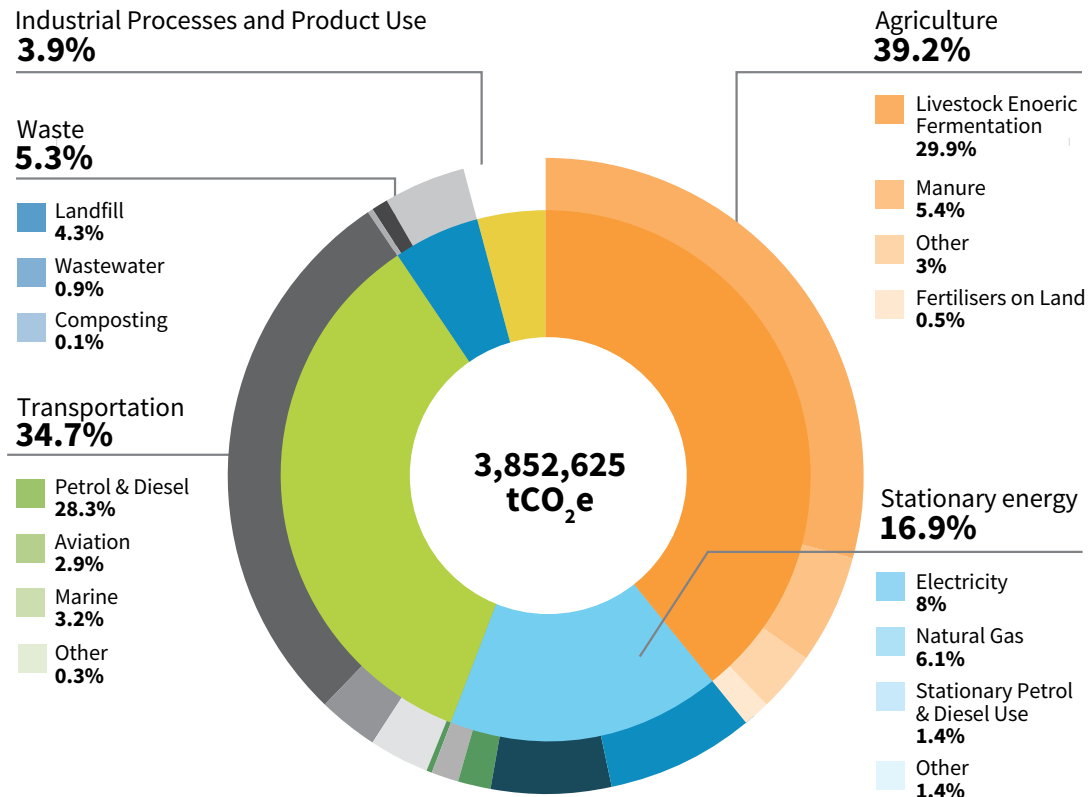


Figure 20: Wellington region gross greenhouse gas emissions 2021-2022 by source

3.1.1. CHALLENGE – URBAN FORM AND CLIMATE CHANGE

The current trend of growth becoming more dispersed across the region poses challenges for achieving transport outcomes and emission-reduction targets

To meet our regional climate emissions objectives (the Regional Land Transport Plan [RLTP] set a target of a 35% reduction in transport emissions by 2030) and to make our fair contribution to national emission-reduction targets, we need to shift people's reliance on private vehicles towards public and active transport.

Alongside ensuring land development in the right locations, supported by public transport, a well-designed urban form will be critical to enabling and supporting a mode shift in the medium to long term.

A redesign of the region's urban form to protect and restore rather than degrade natural features such as wetlands and coastal environments will also help to make our region more resilient to climate change.

The areas in central Wellington that offer public transport and active mode travel options have recently seen a decline in population. The percentage of the region's growth occurring in Wellington City has fallen from 50% a decade ago to just over 25%. This trend of population growth occurring in areas further from urban centres and some distance from public transport nodes, and the decline in central locations, will work against achieving mode shifts and reductions in vehicle kilometres travelled (VKT). People living some distance from urban centres or public transport nodes are more likely to drive to work and services than those who live in more central locations, and also to travel further to work and other activities.

Background

In the past 50-70 years, urban planning practices in New Zealand have prioritised private vehicles as transport modes. This has coincided with rapid population growth, urbanisation and urban expansion, beginning in the latter half of the 20th century. Consequently, New Zealand cities and towns have tended to sprawl outwards rather than grow upwards. A feature related to this urban form has been a historical preference for stand-alone homes on large sections rather than apartments or townhouses. Additionally, homes have until recently been getting bigger, with the average home size increasing from just over 100 square metres in the 1970s to a peak of 210 square metres in 2010.

This has meant that in the past decades our cities have spread out and people have become increasingly dependent on private motor vehicles to move around.

As a consequence, New Zealand now has the fourth-highest rate of per-capita car ownership in the world. This is not only having harmful impacts on our environment through localised air pollution and global climate change; an over-dependence on private vehicles rather than active transport has serious implications for our health. Today, one in every three adults in New Zealand is obese – one of the highest rates in the world – and the rate is still rising, at least for women.

Moving our population away from private vehicle use and towards more sustainable transport modes would likely prove challenging, and various policy and infrastructure initiatives would be needed to facilitate this shift in behaviour.

Medium Density Residential Standards (MDRS)

New Medium Density Residential Standards (MDRS) were introduced through an amendment to the Resource Management Act in 2021. The standards require tier 1 territorial authorities to incorporate the MDRS into all residential zones in their district plans, as well as those zones that are in the process of being rezoned as residential. The MDRS allows for up to three residential dwellings with a maximum three stories to be built on residential sites without the need for resource consent. This requirement applies to all tier 1 councils in the Wellington region and became operative on the notification of the respective plan changes in August 2022.

The MDRS policy provides an important lever in the push towards fewer car-dependent towns and cities and reducing our emissions. An outcome of the MDRS is likely to be more intensification in central Wellington and the Hutt Valley in areas with good access to public transport and active modes. The implementation of similar policies in Auckland has led to a significant increase in development in the existing urban area and a slowing in greenfield development.

While issues with the blanket approach of the MDRS have been identified, it is likely to bring net benefits in terms of outcomes, particularly with respect to transport emissions.

²⁶ <https://www.stats.govt.nz/news/new-homes-around-20-percent-smaller>.

²⁷ <https://www.auckland.ac.nz/en/news/2021/02/18/nz-car-ownership-culture-cant-be-future.html>.

²⁸ <https://www.health.govt.nz/nz-health-statistics/health-statistics-and-data-sets/obesity-statistics>.

²⁹ Tier 1 councils are defined in NPS-UD. They are fast-growing councils and in our region are Wellington City, Porirua City, Kāpiti Coast District, Hutt City and Upper Hutt City.

Emissions Reduction Plans and VKT targets

In the first national Emissions Reduction Plan released in May 2022, the government set four transport targets to support the transition to a low-emissions economy. The two most relevant to the regional focus are:

- Target 1 – Reduce VKT in the light fleet by 20% by 2035 through improved urban form and providing better travel options, particularly in our largest cities
- Target 3 – Reduce emissions from freight transport (trucks, rail and ships) by 35% by 2035.

It is important to note that the 20% reduction in light fleet VKT is against a hypothetical baseline (where no interventions are made) for 2035 rather than against a historical baseline. Compared to 2019 emissions this will mean a 1% reduction overall. Even a 1% reduction is considered ambitious based on the assumption that both our population and our economy will grow. For example, the Ministry of Transport estimates that the light vehicle fleet VKT in the Wellington region will increase by 19% against the 2035 baseline “without further interventions”.

In contrast, the regional target for emission reductions as set out in the Wellington RLTP 2021 is a 35% reduction in all transport emissions by 2030, against a 2018 baseline. This represents a much more ambitious target and will guide our VKT-reduction plans.

Tier 1 councils must produce VKT-reduction programmes by December 2023. Our region is doing this as part of the overall transport-emission-reduction planning through the RLTP review and the WRLC Regional Emissions Reduction Plan.

3.1.2 CHALLENGE – PROTECTING OUR NATURAL ENVIRONMENT AND MANAGING HAZARDS

Many of the urban areas in the region are vulnerable to the impacts of natural hazards and climate change, and as the region grows and becomes more densely settled it will become increasingly important to improve resilience and protect and enhance the region’s natural environment.

One of the challenges for the region is how to balance the existing built form and a continuing demand to build in coastal and/or hazard-prone areas with the risks – both current and future – of the impacts of sea-level rise. 81% of residents in the Wellington region are worried about climate change, and many expect central and local government to take lead roles in climate action.³⁰

A 2019 report, *Wellington Lifelines Project: Protecting Wellington’s Economy Through Accelerated Infrastructure Investment – Programme Business Case*, analysed the economic costs of the region not being prepared for “the big one”, then analysed the savings to the nation if the region were prepared with infrastructure that was sufficiently resilient to maintain services or recover rapidly. Scenario testing has found that a coordinated investment of \$3.9 billion would save New Zealand \$6 billion after a magnitude 7.5 earthquake on the Wellington Fault.

When the WRGF was prepared, the councils were at different stages of maturity in developing and implementing climate change programmes. Some councils in the region had announced climate change emergencies and had emission-reduction targets in place, while others had or were developing strategies and plans to reduce emissions and adapt to climate change impacts. Given that climate change will affect the region, three region-wide projects were prioritised and are currently underway (as mentioned above). They are the:

- Regional Emissions Reduction Plan, which will focus on cross-region opportunities and take a coordinated approach to fast track the take-up of emission-reduction actions. This is due for completion in March 2024 and will result in a regional plan and the identification of priority actions, opportunities and pilots
- Regional Climate Change Impacts Assessment, which is due for adoption by the WRLC in late 2023, and a Regional Adaptation Plan, which will commence in late 2023/early 2024
- Regional Food Systems Strategy to create a sustainable, equitable and locally based regional food system for the wellbeing of our people and our environment.

³⁰ Colmar Brunton NielsenIQ. (2022). *Quality of Life Survey 2022: topline report*.

The Preparing Coastal Communities for Climate Change – Assessing Coastal Vulnerability to Climate Change, Sea Level Rise and Natural Hazards report shows that the issue of sea-level-rise impacts will be the most significant in the highly populated settlements along the region's coast, especially where key commercial and/or industrial areas are located, such as Porirua and Petone/Seaview.

A number of vulnerability heat maps were developed as part of that report.³¹ The two most vulnerable coastal units for each district in the study area were found to be:

- Paraparaumu and Raumati (Kāpiti Coast District)
- Porirua and Pāuatahanui (Porirua City Council)
- Seaview and Petone (Hutt City Council)
- Palliser and Whakataki (for the joint Wairarapa districts).

Assets at risk

Several organisations have undertaken work on the value of assets at risk in the region based on various sea-level-rise scenarios. The high-level results of those studies are shown below. Note that given the dates on which these reports were prepared, the costs indicated are highly likely to have increased.

- For the Wellington region, the total replacement values of all exposed infrastructure at MHWS (mean high water springs) +0.5 metres and +1.5 metres are \$90 million and \$850 million respectively.³²
- In relation to buildings, there are some large jumps in value across elevation increments. The Wellington region has a nine-fold increase between the 0.5 metre and 1.0 metre scenarios, with the value increasing from \$36 million to \$320 million.³²
- The impacts of a sea-level rise of 0.6 metres on Wellington City include \$0.4 billion of assets being affected and 150 residents potentially displaced. At a sea-level rise of 1.5 metres, \$6.5 billion of assets would be affected and 2,000 residents potentially displaced.³³

Some of the region's three waters infrastructure resides in areas that are already being, and are likely to become, more affected by climate change than others. They include three waters assets along coastal corridors, in flood-prone areas and in areas of increasing storm surges. Estimates are that 3,453 kilometres of three waters pipelines and 73,053 three waters nodes are at risk of flooding.

The three waters infrastructure is also at risk from seismic events. The Wellington Water Three Waters Strategy 2018 notes that the three waters networks within the region cross numerous fault lines, including the Ōhāriu and Wellington Faults, making them vulnerable to seismic events. Assets noted are the bulk water supply pipelines from the Te Marua treatment plant to Porirua and Wellington, which cross the Wellington Fault in three places, the Waterloo bore field and treatment plant, and the wastewater trunk pipelines.

The movement of residents, visitors and freight is at significant seismic and resilience risk due to the heavy reliance on the western and eastern road and rail corridors to connect people and goods with employment centres, services and key hubs including the port and airport. These transport corridors (road and rail) and CentrePort are located on a series of major fault lines as well as potentially within areas susceptible to future sea-level rise and more frequent storm and flooding events.

Analysis by NIWA has identified that 1,515 kilometres of road, 37 kilometres of railway, 43,360 buildings, 93 kilometres of National Grid electricity transmission lines and 138 National Grid transmission structures within the Wellington region are exposed to coastal and fluvial (river) flood hazards.³⁴ Within the Manawatū-Whanganui region there are 1,680 kilometres of road and 234 kilometres of railway at risk. The region includes Horowhenua and other areas within that region.

³¹ <https://www.gw.govt.nz/assets/Documents/2019/06/Wellington-Regional-Coastal-Vulnerability-Assessment-June-2019-Final.pdf>.

³² LGNZ, 2019, *Summary of Vulnerable: The Quantum of Local Government Infrastructure Exposed to Sea Level Rise*.

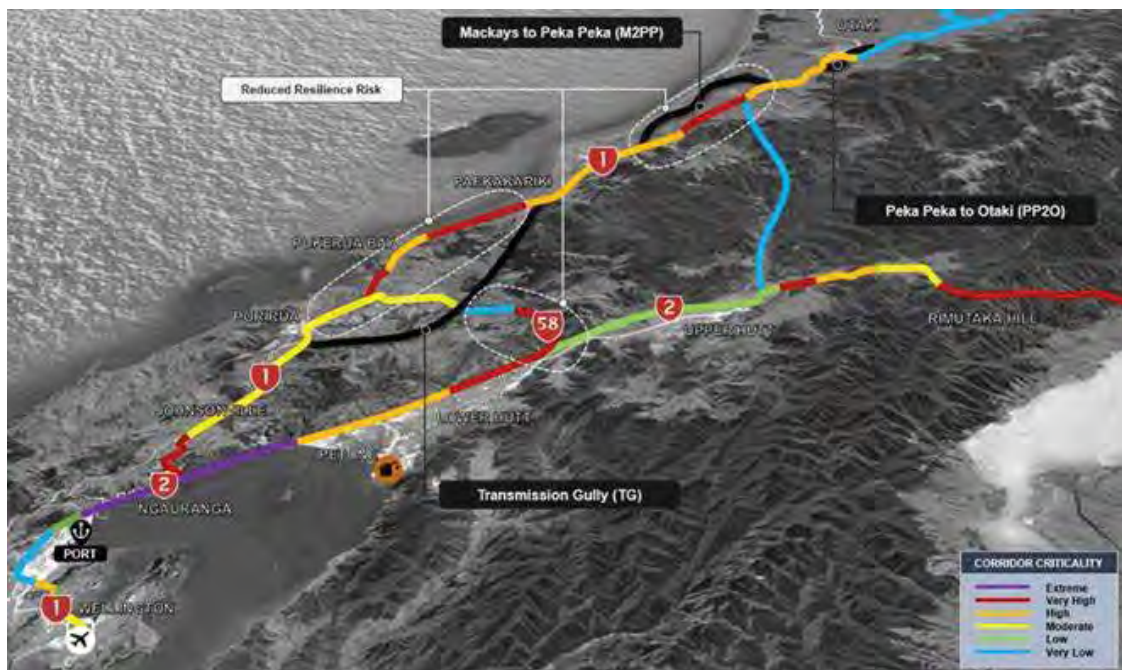
³³ Wellington City Council, *Sea Level Rise Options Analysis*.

³⁴ NIWA, 2019, *Exposure to Coastal Flooding*, and NIWA, 2019, *Exposure to River Flooding*.

Key parts of the transport system, as seen in Figure 21, have been assessed as extremely, very or highly vulnerable to earthquake, tsunami and storm risks. These include SH2 Petone to Ngāūranga, SH1 Ngāūranga Gorge and coastal sections, rail infrastructure such as the Remutaka rail tunnel approaches and the northern rail overbridge and other local road bridges. In the event of a major seismic event or a very large landslip, some of these corridors could be closed for several weeks, even months.

The opening of Transmission Gully and improvements to SH1 north of Ōtaki have improved the resilience of the network. The resilience benefits of Transmission Gully were realised in 2021, shortly after its opening, when storms caused large landslips on the former SH1 road near Pukerua Bay.

Figure 21: Resilience criticality rating of transport corridor³⁵



The heavy reliance on a limited number of corridors, and a lack of viable alternative routes in many areas make the Wellington region's transport system highly susceptible to disruption. In addition, the close physical proximity of road and rail corridors to each other exacerbates resilience risks, as unplanned events can adversely affect the operation of both road and rail networks, with significant impacts for customers, particularly at peak times.

Following a significant event, the land transport system will play a critical role in the roll-out of emergency lifeline services in the short term, as well as enable social and economic recovery in the medium to long term. For example, following a major seismic event, the outage times for SH2 (Ngāūranga and Petone) and SH1 (Ngāūranga Gorge) are predicted to be 6-12 months.

³⁵ Criticality is a metric used to appraise the overall resilience risk of a corridor, considering the combination of route importance, the level of disruption and the presence of rail or utilities within the corridor. Criticality ranges from 'low' to 'extreme' and is used to prioritise resilience risks.

Buildings, including earthquake-prone buildings, provide another challenge for the region. This is with regards to the physical nature of the impacts during and after an earthquake event. There is the potential for adverse economic effects for business owners in relation to their having the confidence to operate in the region and potentially not being able to re-establish their businesses in the short term after an event. Business owners may choose to move elsewhere due to these effects.

Natural environment

The region's natural environment is facing increasing pressures from development. Expectations for better environmental outcomes and reductions in greenhouse gas emissions from legislation like the Climate Change Response (Zero Carbon) Amendment Act, the NPS-FM, the NPS-UD, RPSs and the proposed Natural Resources Plan are driving the integration of urban development with maintaining the quality of the natural environment, reducing emissions and improving resilience to climate change.

Housing must be provided in a way that is no longer at the expense of the natural environment. The region will need to navigate the tension between enabling development to provide for residential and economic growth, ensuring development does not increase risks to communities from natural hazards and climate change impacts, and protecting the natural environment from the adverse effects of development and climate change. While this tension exists around the country, it is particularly acute in the Wairarapa-Wellington-Horowhenua region due to its geography and extensive coastline.

This context presents a significant opportunity for an integrated and ecologically sensitive approach to urban development that achieves multiple benefits. We can increasingly adopt nature-based solutions to support the resilience of communities and ecosystems as our climate shifts. In urban spaces, integrating green space in our urban environment provides an opportunity to develop thriving natural environments within our communities, improve the water quality in our streams, and benefit our health and wellbeing.

The NPS-FM provides a national direction for fresh water to which councils must give effect. Its fundamental concept, Te Mana o Te Wai (the mana of

the water), represents a significant shift in freshwater management, requiring an integrated approach that applies the hierarchy and principles of Te Mana o Te Wai.

Within the region there are numerous competing demands for water; we use it for drinking, agriculture and horticulture, stormwater and wastewater disposal, transport and recreation and cultural activities. In order to achieve the objectives of Te Mana o te Wai as directed by the NPS-FM, a significant shift in freshwater management is required. It presents an opportunity for freshwater management to become an integral part of land use and development in the region.

The Wellington Water Three Waters Strategy 2018 identifies that the water quality in the Wellington metropolitan area is variable. It notes that degraded freshwater bodies include the upper and lower reaches of the Porirua stream, the Waiwhetū stream and the Karori and Kaiwharawhara streams, and that these streams often contain elevated *Escherichia coli* concentrations, nutrients and poor water quality. The Wairarapa Water Resilience Strategy 2021 highlights the water infrastructure challenges and notes that the progressive and cumulative impacts of climate change, among other stressors, require a shift in approach to water in Wairarapa.

Whaitua processes undertaken with communities and in partnership with mana whenua in Ruamāhanga, Te Awarua o Porirua and Te Whanganui-a-Tara have identified specific trends and freshwater issues in each area. Whaitua committees develop community visions for water by combining mātauranga Māori, citizen science, community knowledge and expert information to fulfil the requirements of the freshwater national direction, which includes the NPS-FM. Te Whaitua Te Whanganui-a-Tara Whaitua Implementation Plan was most recently published in late 2021, and the Kāpiti and Wairarapa Eastern Hills Whaitua processes are underway. The processes for the Ruamāhanga and Te Awarua-o-Porirua Whaitua are complete.

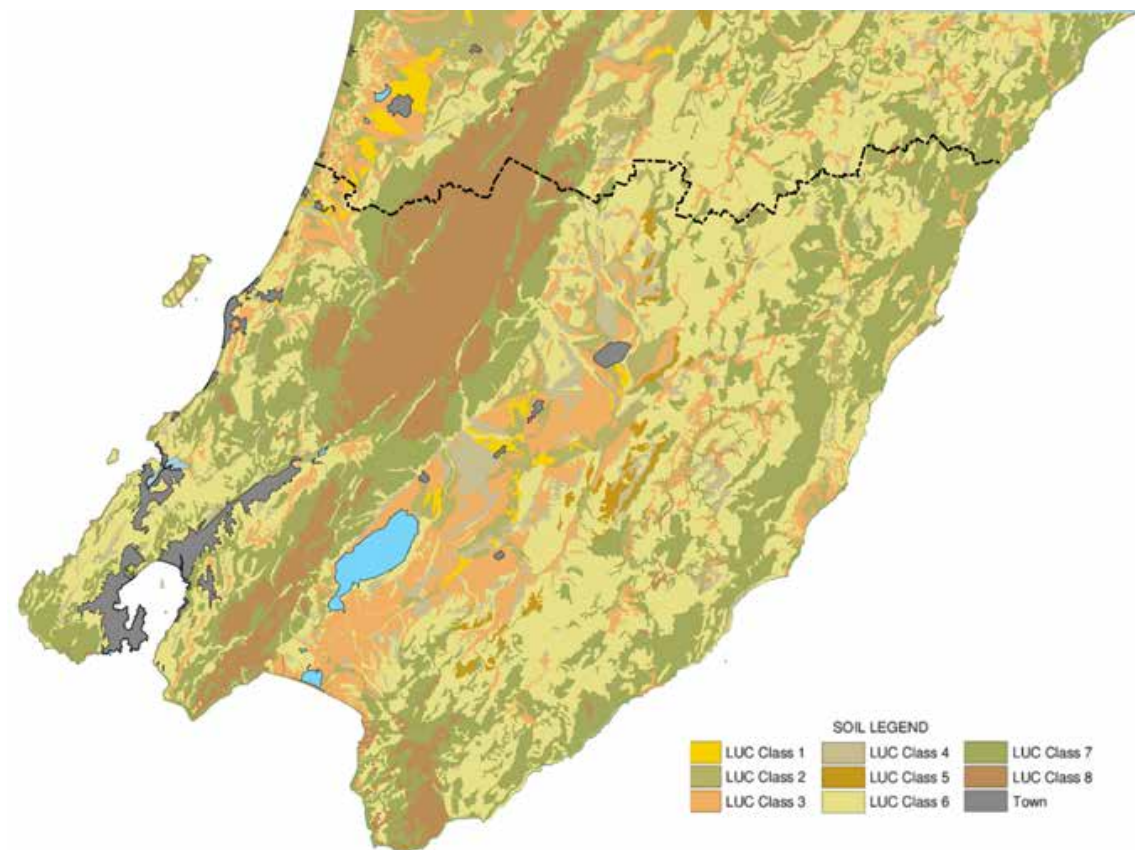
The recently released NPS-HPL protects highly productive land for use in land-based primary production, including by avoiding the zoning of highly productive land as urban unless certain criteria are met.

This is to prevent the loss of more of the region's productive land and promote its sustainable management. The NPS-HPL will affect where housing can be developed in the region, particularly in

Horowhenua, the Kāpiti Coast and Wairarapa. Figure 22 identifies land by Land Use Capability (LUC) ratings. The land with LUC ratings of 1-3 comprises the region's most versatile soils that may meet the criteria for highly productive land. The mapping of highly productive land as required by the NPS-HPL was not completed in time for this Future Development Strategy. In the interim, land that is LUC Class 1, 2 or 3 rural land not already identified for urban development must be treated as highly productive land. This means new greenfields in these areas will be restricted.

Within the region we need land use and development to occur in an integrated, ecologically sensitive and resilient way, embedding Te Mana o Te Wai and considering natural hazards, the impacts of climate change, the preservation of highly productive soils and the protection of biodiversity, wetlands and streams.

Figure 22: Land-use capability ratings for the region



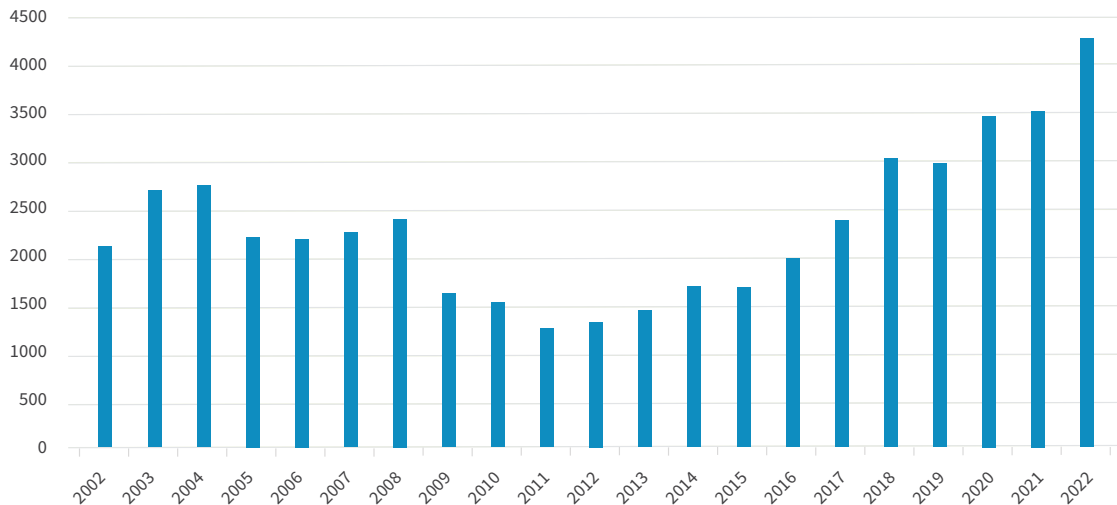
3.2. Our homes and places

The region's population is predicted to increase by around 200,000 in the next 30 years. This growth will require 85,000-99,000 more houses across the region. For planning purposes, we are using the figure of 89,000 more houses in the next 30 years, and this is consistent with the WRGF.

The 2023 HBA concludes that as a region we have a realisable housing capacity for over 180,000 homes. This means we have more than sufficient housing capacity in our region.

Reflecting general population growth trends, the number of dwellings consented per year has increased steadily throughout the region in the past decade (Figure 23). Just over 3,800 dwellings were consented in 2022 compared to the 1,000 dwellings consented in 2012.³⁶ The number of building consents issued per capita increased to 7.0 per 1,000 residents in 2022. This compares to Auckland at 12.8, Waikato at 9.4, Bay of Plenty at 6, Canterbury at 13.5, Otago at 10 and the New Zealand average at 9.8. The region remains at the lower end of consents per capita when compared to other regions.

Figure 23: New dwellings consented between 2002 and 2022 (June). Source: Stats NZ



Despite the increase in new dwellings consented, the rate of housing growth has slowed compared to the 2020-2021 numbers and is showing signs of a further slowdown. The current economic conditions facing New Zealand's construction industry include high levels of inflation, material supply issues and labour shortages. These are expected to continue to affect demand for housing and the ability of the construction sector to deliver houses on the ground.

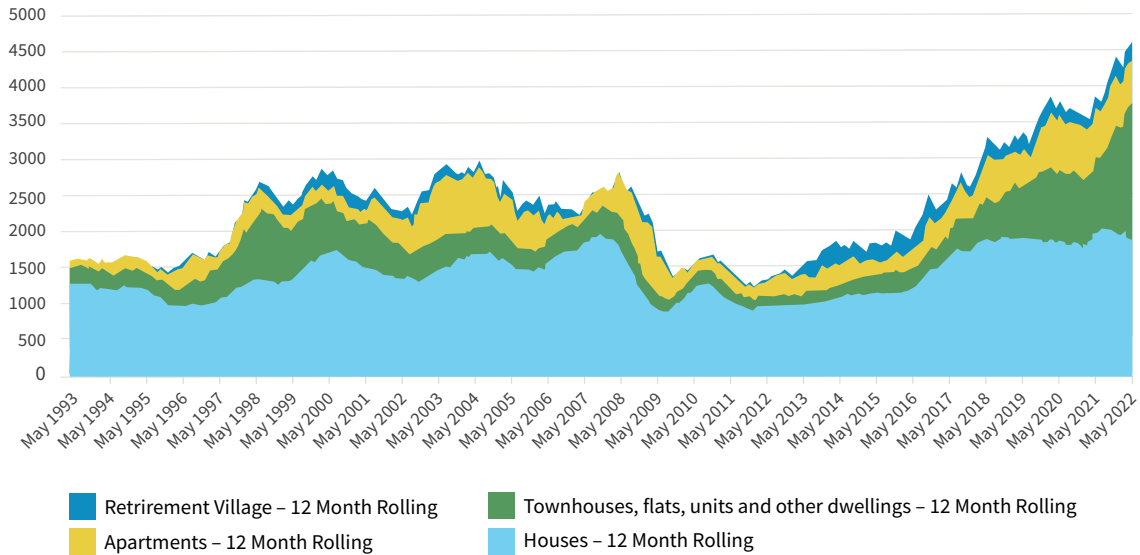
However, the house types the development sector is delivering are becoming more diverse to suit current and future demands (Figure 24). In 2021 around 54% of the dwellings consented in the region were multi-unit

buildings, with Lower Hutt and Wellington City having the highest rates of building consents for multi-unit buildings. Multi-unit building consents were at 2,502 per annum as of November 2022, showing a steady increase from 1,137 per annum in 2018. This increase was likely a result of district plan changes that enabled more medium-density development and associated financial incentives.

Concurrently, building consents for single detached dwellings dropped in this same period, to 1,303. Prior to that drop, building consents for single detached dwellings were steady at around 1,500- 1,600 per annum between 2018 and 2021.

³⁶ Building Consents (Stats NZ): Building consents issued: December 2022 | Stats NZ.

Figure 24: Residential building consents by type, 12-month rolling total 1993-2022.
Source: Stats NZ



The planning context has changed significantly in the past few years. A new national direction and legislation changes have focused on providing for greater urban density within Aotearoa to address the growing housing shortage. Changes to the Resource Management Act have applied MDRS to all tier 1 urban areas in New Zealand. The NPS-UD requires all councils to provide at least sufficient development capacity to meet the expected demand for housing, and all tier 1 councils to realise as much development capacity as possible in certain zones and enable up to six storeys in areas located within walking distance of mass rapid transit services. Tier 2 and tier 3 councils are also required to allow for greater density within existing urban environments.

This region has yet to see the impacts of the MDRS. However, we know that in Auckland, following the adoption of the unitary plan (which is similar in effect to the NPS-UD/MDRS) the amount of multi-unit development went from 50% of building consents in 2018 to just under 77% in 2022 – so we could see a similar shift in this region as these changes come into effect. The approach in Auckland has also resulted in a significant slowdown in greenfield developments and an increase in infill development. This has important implications for sequencing growth in the Wairarapa-Wellington-Horowhenua region.

Our commercial centres and business land

Commercial centres and business land in the Wairarapa-Wellington-Horowhenua region aim to provide vibrant, safe and cohesive environments that enhance business activity. The region has a strong corridor pattern, yet is generally compact. The corridor pattern is a strength for the region. It reinforces local centres, supports passenger transport, reduces energy use and makes services more accessible. The key centres in the region and their hierarchy are set out in the table below.

| Centre | Purpose | Location |
|---|--|--|
| Regionally significant central business district | Is the centre of employment, government, arts and cultural facilities for the region | Wellington City centre |
| Other regionally significant centres | Provide district-level services for citizens' daily needs, some employment and district-scale arts and cultural facilities | Lower Hutt, Upper Hutt, Porirua, Paraparaumu |
| Locally significant centres | Have an agglomeration of business activities that supports the cities | Petone, Kilbirnie, Johnsonville, Waikanae |
| Regionally significant rural centres | Are larger rural centres that provide for the daily needs of those in the wider sub-region | Levin, Masterton |
| Sub-regional important rural towns | Are larger rural towns that provide for their local communities | Ōtaki, Carterton, Featherston, Greytown, Martinborough |
| Major industrial areas | Are important for our region | Seaview, Kaiwharawhara, Levin, Waingawa, Elsdon |

The demand for business land was assessed in the 2023 HBA. Several challenges are influencing the uptake and suitability of business land in the region.

Since the 2018 HBA was prepared, the impacts of COVID-19, including increasing construction costs and labour force shortages, the demands of population growth and change and the recent investment in the state highway network have been identified as key factors driving a change in the take-up and suitability of business land across the region. While understanding the full impacts of these factors requires further and detailed economic analysis, the stakeholder engagement undertaken as part of the HBA provides evidence of the impacts that these wider changes are having on business growth.

Overall, during the development of the HBA, both industry stakeholders and council officers identified a current shortfall in industrial land available for development, in particular larger sites for heavy industry in the region. The compounding impact of this shortfall and the cost of construction materials was highlighted as a concern by industry stakeholders. Also identified were challenges in the redevelopment of existing

commercial and industrial spaces associated with high construction costs and challenging market conditions.

Investments in large infrastructure improvements, including Transmission Gully, have had noticeable impacts on the demand for business land (including retail, commercial office and light industrial space), as the northern areas of the region become more accessible to a larger market.

With the introduction of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, councils have a unique opportunity to lead and shape the nature of commercial developments in their regions by making mixed-use developments on commercial land more viable. However, there is also a demonstrated need to ensure the region supports the ongoing needs of light and heavy industry and safeguards this land from urban development.

In summary, the HBA identified the following key factors as influencing the uptake and development of business land in the region:

| | |
|--|--|
| Limited supply of industrial land | In most areas a shortfall in the availability of industrial land has been identified – both greenfield development areas and capacity within existing industrial zoned areas |
| Commercial feasibility | The feasibility of new development within business-zoned land is challenging due to the changing nature of market demands, including competing demand for residential development, increasing development costs and the cost/provision of supporting infrastructure connections. In particular, the region has increasing costs associated with the addressing resilience due to hazards and climate change. |
| Strategic projects | The timing of strategic projects in the region, such as Transmission Gully and the Infrastructure Acceleration Fund developments, has and will affect the timing and rate of uptake of business land and affect the type of land in demand |
| Planning risks | The district plans and how they are applied introduces some uncertainty to developers in terms of how their resource consents will be processed (e.g. activity status and notification) and the information requirements (design guides). This has significant cost and time implications. Uncertainties are also associated with the changing national planning legislation |
| Developer obligations | The costs associated with providing infrastructure for sites can make the development of business land less commercially feasible. |
| Residential growth | Local population growth generally causes a growth in business land uptake in a city/district. Key factors affecting uptake are protecting business land from encroachment from residential activities and, where appropriate, enabling mixed-use developments |

3.2.1. CHALLENGE – HOUSING AFFORDABILITY AND CHOICE

The region lacks an affordable and quality housing supply and housing and tenure choice. Housing affordability is declining.

For many years there has been a shortfall in housing in the region, leading to decreasing affordability for renters and homeowners and long wait times for social and emergency housing, with particular impacts noticed in the past five years.

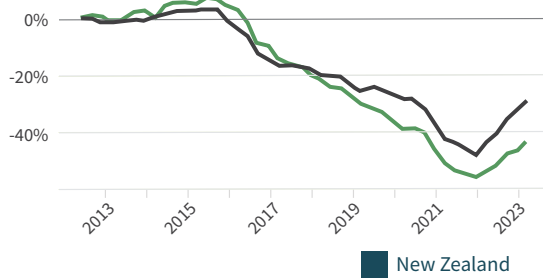
Housing affordability in New Zealand is influenced by a range of factors – both nationally and in specific regions. The Ministry of Housing and Urban Development has recently developed a new set of housing affordability indicators that measure changes over time.

Housing affordability is measured by comparing the ability to balance housing costs in relation to the available household financial resources. The new tool, ‘Changes in Affordability Indicators’ (CHAI),³⁷ shows how the affordability of renting a home, saving for a deposit and servicing a mortgage for people entering the market has changed over time. Indicators for the region show rates for ‘deposit affordability’ are beginning to improve as prices drop; however, ‘mortgage serviceability’ is becoming more difficult as interest rates rise. This is an issue for those with large mortgages and first-home buyers. Rental affordability, while less volatile than mortgage serviceability in the long run, has nevertheless been trending downwards (less affordable) in recent years. The search for more affordable housing has led to a more dispersed settlement pattern in the region.

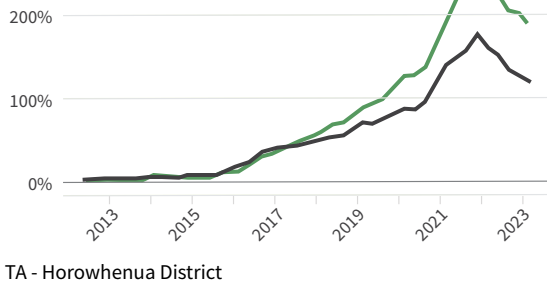
³⁷ CHAI Tool: Affordability Indicators – Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development (hud.govt.nz).

Figure 25: CHAI Wellington region rental market³⁸**RENTAL MARKET - Ability to save a deposit**

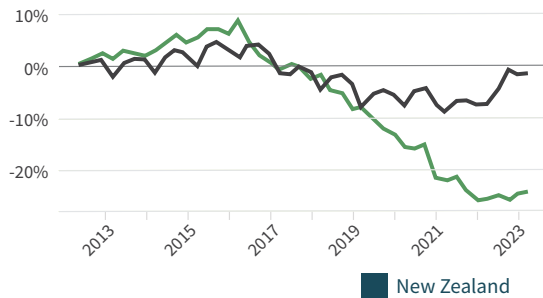
Change in deposit affordability since Jun 2012
Higher affordability index means becoming more affordable



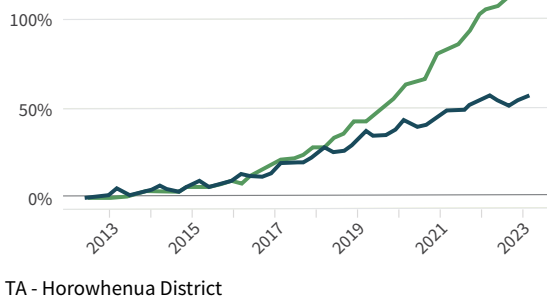
Change in house sales prices since Jun 2012



Change in rental affordability since Jun 2012
Higher affordability index means becoming more affordable



Change in rental prices since Jun 2012



Key points to note from the data are:

- across the region, the average rent per week increased by 52% between 2012 and 2022
- across the region, average house prices increased by 151% between 2012 and 2022
- Horowhenua District house prices increased by 215% between 2012 and 2022 – and rental prices increased by 106%
- rates in deposit affordability in the Wellington region dropped by 42% between 2012 and 2022.

The December 2022 Trade Me Rental Price Index confirmed that rents in Wellington were among the highest in the country (along with Auckland and Bay of Plenty), but the median weekly rent had dropped by 3% year on year along with a significant increase in rental supply (rental listings were up by 39% year on year in the Wellington region).

The second-largest increase in rents was in the Manawatū/Whanganui region (which includes Horowhenua), at \$45 a week or 7.3%. Given the relatively low incomes in this region, housing affordability remains an issue.

The high cost of renting in the Wellington region was also reflected in the 2022 Quality of Life Survey, which revealed that 47% of respondents in the region thought their housing costs were unaffordable. In planning for population growth paired with rising housing and living costs, it is imperative that the region provides a range of housing choices, in the right places and at the right prices.

One of the key moves of the WRGF was to develop a five-year Regional Housing Action Plan, which focuses on housing-related interventions to 2027. The plan was finalised in April 2022 and implementation is underway.

³⁷ HUD CHAI Dashboard: Compare Regions – Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development (hud.govt.nz).

There are five key actions in the Regional Housing Action Plan to help address the regional housing issues:

- Harnessing the regional benefits of current policy and regulatory processes.
- Taking a place-based approach to resourcing regional housing interventions to make a real and tangible difference on the ground.
- Driving collaboration and partnership at all levels.
- Improving access to regional housing data and information driving housing innovation.
- Embracing innovation by introducing new technologies and smarter ways of building and providing homes and communities.

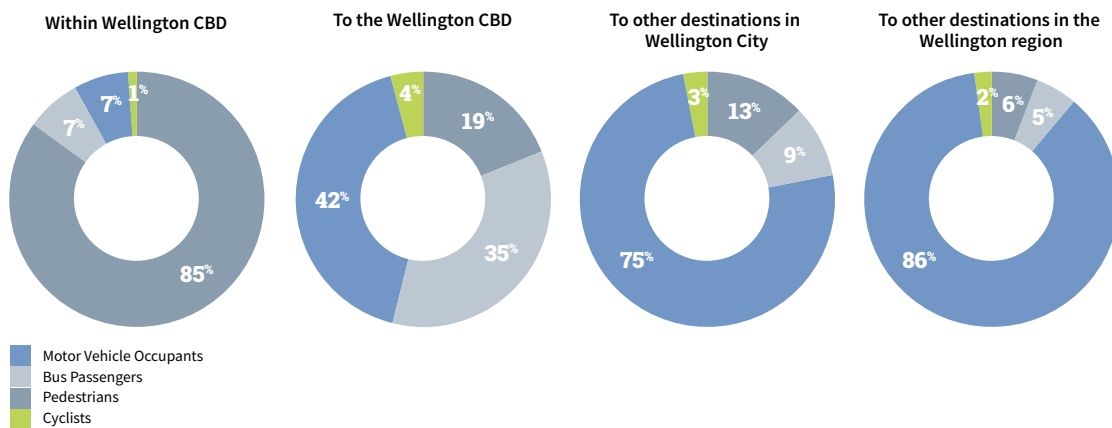
3.2.2. CHALLENGE – MANA WHENUA AND MĀORI HOUSING CHOICE

Mana whenua and Māori in the region have poor access to affordable housing choice.

The most recent census data was not available at the time of publishing, so the following statistics rely on the 2018 census. They refer to the greater Wellington region, excluding Horowhenua unless specified.

The census reported that 72,252 Māori lived in the region, and that 16% of Māori living in the region mana whenua to the region.

Figure 26: Age profile projected for 2038 by ethnicity



Nearly 60% of Māori in the region are currently under 30 years old. At the 2013 census, 35% of Māori in the Horowhenua District were aged under 15 years.

Stats NZ's population projections for 2038 are that 53% of Māori will be under 30 years old, while 31% of the rest of the population will be under 30 years old. Figure 26 shows a higher level of 0-14 years population and 15-39 years for Māori with a similar picture for Pacific population.

Because the Māori youth population is so much larger than the regional average, the Māori share of the working-age population is projected to grow in the coming years.

The over-65-year category is projected to double for Māori from 5% in 2013 to 11% in 2038. For the rest of the population, the over-65-year category is projected to nearly double, from 15% to 26% in 2038.

To address housing inequality MAIHI Ka Ora – the National Māori Housing Strategy was developed in 2019. The Māori and Iwi Housing Innovation (MAIHI) Framework for Action provides a strategic direction that puts Māori at the heart of Aotearoa New Zealand's housing system. The strategy is administered by the Ministry of Housing and Urban Development.

The Future Development Strategy provides an important opportunity for regional spatial planning to incorporate Te Ao Māori. It can support mana whenua aspirations and strengthen existing regional partnerships. Together with our iwi partners on the WRLC we are working on an iwi aspirations statement that will be incorporated into the Future Development Strategy.

An iwi-Māori housing plan is a priority initiative in the WRGF three-year work programme. This plan is being developed by working with WRLC iwi members. The development and implementation of this plan

will provide insights into current and likely future demands and aspirations for housing by Māori that will inform future iterations of the HBA and the Future Development Strategy.

Māori households are more likely to reside in homes that are rented than in homes that are owner-occupied. Rates of home ownership for Māori in the Wellington region are slightly higher than they are for Māori at the national level (43% compared with 42%), but lower than they are for non-Māori in the Wellington region (43% compared with 55%) (Figure 27).

Figure 27: Māori and non-Māori rates of home ownership in the greater Wellington region compared to New Zealand 2018. Source: Stats NZ

| Wellington Region | | New Zealand | |
|-----------------------|------------------------|------------------------|-------------------------|
| Māori | | | |
| Owned 43% (12,939) | Rented 57% (17,232) | Owned 42% (119,388) | Rented 58% (166,413) |
| Non-Māori | | | |
| Owned 55% (58,884) | Rented 44% (69,321) | Owned 53% (727,992) | Rented 47% (640,005) |

Māori home ownership rates fell by over 2% between 2001 and 2013. While the overall population of the Wellington region had a 50% home ownership rate at the 2013 census, only 28% of Māori owned their own homes. Severe housing deprivation data for 2013 showed the level of severe housing deprivation for Māori at 15 per 1,000 population compared to four per 1,000 for Pākehā.

Recently there has been some improvement; Māori home ownership rates increased by 2.8% between 2013 and 2018.³⁸ However, in 2018 only 31% of Māori in the Wellington region owned their own homes.

It is estimated that the average sale price of a house in the Wellington region is 8.8 times the median Māori household income. In comparison, the ratio of average house sale price to median household income for the overall New Zealand population has increased from 4.8 to 5.1.

Māori housing development

Access to affordable housing is a significant issue for Māori. The Future Development Strategy will need to reflect the aspirations of mana whenua and the existing work being undertaken in partnership with mana whenua and the Crown, such as the management of state housing in western Porirua by Te Āhuru Mōwai (Ngāti Toa Rangātira's community housing provider). The Future Development Strategy will build on existing partnerships with central government, local government and mana whenua.

A number of papakāinga ((housing on ancestral Māori land) communities already exist or are underway within the region, including Hurunui-o-Rangi Marae Papakāinga outside Carterton, Te Aro Pā Trust papakāinga housing in Wellington City and Te Puna Wai Papakāinga Housing Project in Wainuiomata.

³⁸ Te Pā Harakeke: Māori housing and wellbeing 2021 | Stats NZ.

Through the Future Development Strategy process the partners will continue to work with mana whenua in the region to identify opportunities for housing, education and the protection of land and water and other taonga, and economic opportunities. We will continue to work with a range of people including mana whenua, Māori health providers, Māori business owners and iwi in the region and others. Ongoing consultation and participation will ensure the aspirations of iwi and hapū are taken into account through the strategy.

Māori housing development

Access to affordable housing is a significant issue for Māori. The Future Development Strategy will need to reflect the aspirations of mana whenua and the existing work being undertaken in partnership with mana whenua and the Crown, such as the management of state housing in western Porirua by Te Āhuru Mōwai (Ngāti Toa Rangātira's community housing provider). The Future Development Strategy will build on existing partnerships with central government, local government and mana whenua.

A number of papakāinga ((housing on ancestral Māori land) communities already exist or are underway within the region, including Hurunui-o-Rangi Marae Papakāinga outside Carterton, Te Aro Pā Trust papakāinga housing in Wellington City and Te Puna Wai Papakāinga Housing Project in Wainuiomata.

Through the Future Development Strategy process the partners will continue to work with mana whenua in the region to identify opportunities for housing, education and the protection of land and water and other taonga, and economic opportunities. We will continue to work with a range of people including mana whenua, Māori health providers, Māori business owners and iwi in the region and others. Ongoing consultation and participation will ensure the aspirations of iwi and hapū are taken into account through the strategy.

3.3. Our transport system

Our region relies on two road and rail north-south corridors to move people and freight. State Highway 1 (SH1) and the North Island Main Trunk railway provide connections along the Western Corridor from Wellington through Porirua, Kāpiti and Horowhenua to Palmerston North and the upper North Island. SH2 and the Wairarapa railway line provide connections between Wellington and the Hutt Valley to the towns and rural areas of Wairarapa. Both Masterton in Wairarapa and Levin in Horowhenua are nearly 100 kilometres from central Wellington.

The region also provides a gateway for road and rail trips between the North and South Islands via the Cook Strait ferries. The region has key freight hubs and destinations including Waingawa, Seaview/Gracefield, Porirua/Tawa, CentrePort and the Wellington City central business district. Access to CentrePort, and the safety and reliability of road and rail corridors north of Wellington City, are critical to supporting journeys between these destinations.

Businesses are reliant on an efficient and reliable transport system for their economic growth and prosperity. Network improvements can have positive impacts on the extent to which economic growth occurs in different parts of the region, and the time and costs associated with moving freight and/or travelling to deliver services. The RLTP contains the region's land transport objectives, policies, measures and proposed activities for the next 10 years. The current Wellington RLTP was adopted in 2021 and contains three high-level, aspirational targets for land transport in the Wellington region:

- 35% transport emission reduction.
- 40% reduction in deaths and serious injuries on our roads.
- 40% increase in active travel and public transport mode share.

Horizons' Regional RLTP 2021-2031 has the following targets for 2030:

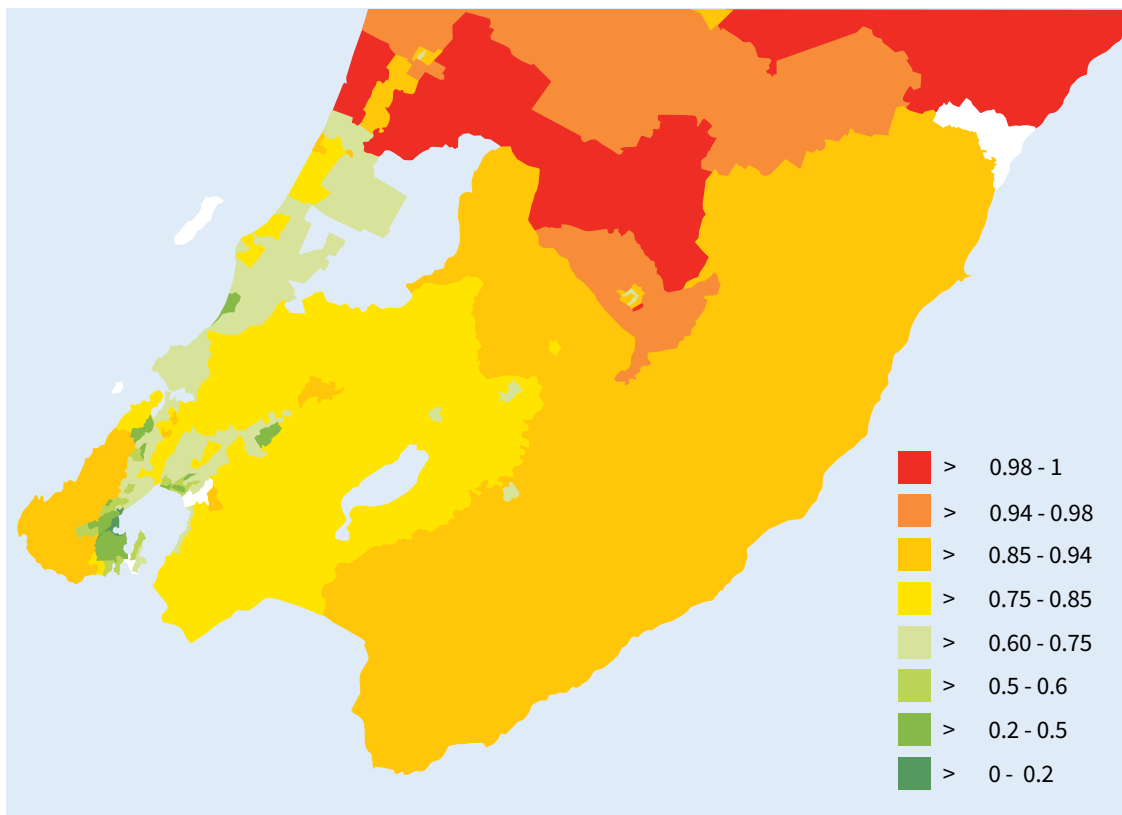
- 15% of travel to be by active and public transport modes.
- 40% reduction in deaths and serious injuries on our roads.
- 20% reduction in road closures on priority routes associated with natural hazards or unplanned events
- 30% reduction in transport carbon emissions.

Challenging topography

The region's topography has historically driven the development of a relatively compact urban form within the major cities in the region. This is particularly evident in Wellington City.

Wellington City's compact form and walkability has contributed to its having the highest rate of public transport use per capita in New Zealand (2018 Census data). Conversely, in the largely rural areas of Wairarapa, and north between Ōtaki and Levin, private vehicles are the main transport mode. This is due in part to fewer and less frequent public transport services than there are in Wellington (Figure 28). The current trend of growth becoming more dispersed is likely to reduce public transport use per capita over time and increase emissions if interventions are not made.

Figure 28: Car mode share – travel to work, 2018 census. The numbers are the proportions of people who use cars as their main modes of travel. The areas that are closer to 1 reflect a lack of public transport options.



The limited east-west connections – the Remutaka Range between the Hutt Valley and Wairarapa, and the hilly road between Porirua, the Hutt Valley and the Kāpiti Coast – make access between the residential and employment areas challenging. The historical development of car-centric, low-density suburbs has also contributed to an entrenched dependence on motor vehicles for most travel outside the central city areas.

There is a limited use of coastal shipping for freight to the region, despite much of the region being close to the coast. Further, except for the public transport ferry service between Queens Wharf in Wellington and Days Bay in Eastbourne, Lower Hutt, there are no options for people to move about the region using coastal links.

Growing focus on climate change and emissions

Emissions from land transport are increasing, and with that comes a growing urgency to act on climate change and emission reductions.

The ambitious emission-reduction-targets for transport, of 35% and 30% respectively in the Wellington and Horizons regions, will not be able to be achieved through transport-related solutions alone; they will require a response that better integrates land-use planning and transport. Future development in areas far from the existing public transport network will result in increasing emissions unless we make significant investment in appropriate new public transport infrastructure and/or services.

The existing growth patterns and plans pose significant challenges for achieving emission-reduction targets in the region. The areas in central Wellington that offer the best public-transport and active-mode travel options have accommodated a lower proportion of the region's growth in the past decade, and have recently experienced a decline in population. There has been a notable increase in growth in outer areas such as Horowhenua and Wairarapa, and significantly more growth is signalled in the Future Development Strategy and council growth strategies in these locations and the Kāpiti Coast. Better access due to recent roading improvements, such as Transmission Gully and the Kāpiti Expressway, is likely to be contributing to this trend. People living in outer areas are both more likely to drive to work and services than those who live in more central locations, and to travel further to work and other activities.

This trend of population growth occurring more in outer areas and declining in central locations will, in general, make achieving emission-reduction goals very challenging. The high levels of VKT generated by growth in these outer areas will need to be offset by a commensurate reduction in VKT from existing residents, which may be very difficult to achieve.

Focusing most growth in locations where travelling by public transport is competitive with travelling by car is likely to support VKT-reduction goals. In this region, these locations are largely in and around central Wellington and the inner suburbs of Wellington City, and in the immediate walking catchments of rail stations in the Hutt Valley, Porirua and key centres in Kāpiti.

Four key transport issues identified in Regional Land Transport Plans

1. Public transport capacity

The Wellington RLTP identified that a lack of public transport capacity puts at risk the achievement of mode shifts from private motor vehicles to more sustainable modes of travel. Even with the uncertainty relating to the ongoing impacts of changes in travel behaviours following the COVID-19 pandemic, the public transport network is likely to experience capacity constraints within the next 5 to 10 years, driven by population and economic growth.

Public transport reliability in parallel with public transport capacity is required to deliver a viable and attractive public transport system that allows people to be confident they can shift modes from private vehicles.

The Horizons Regional Council role is not as well serviced by public transport as the Wellington region. While the Capital Connection train service provides a public transport link to central Wellington, it currently runs only once a day in each direction. Funding was recently announced to double this service and fund brand-new hybrid trains for the network within five years. There are also various existing bus services; however, overall, Horowhenua and Kāpiti lack some key transport links and/or do not provide sufficiently frequent services.

2. Travel choice and access

According to Sense Partners' 50th percentile projections (2022), the population of the Wairarapa-Wellington-Horowhenua region will grow by 200,000 in the next 30 years. This means investment in the transport system will be required to increase public transport capacity and provide more attractive travel choices to move more people with fewer vehicles.

Public transport already accounts for around 20% of all government funding on transport (about \$4.9 billion has been allocated nationally to public transport for the 2021-2024 funding period⁴⁰), this reflects the need to prioritise development in accessible locations close to existing public transport connections to effectively use limited funding.

More information on our challenges in providing equitable access is detailed in Section 3.4.1.

Horowhenua has identified that land-use conflicts, inadequate infrastructure and transport network inefficiencies are leading to less effective transport routes and user choices, requiring a focus on initiatives that prioritise connectivity, travel choice and access.

⁴⁰ 2023 Briefing to Incoming Transport Minister, available at: <https://www.beehive.govt.nz/sites/default/files/2023-03/BIM%20-%20Assoc.%20Minister%20of%20Transport%20-%20Waka%20Kotahi.pdf> – accessed 17 July 2023.

3. Safety

An increasing conflict between competing modes, poor user behaviour and inadequate infrastructure is leading to deaths and serious injuries in the Wellington and Horowhenua regions. While the number of transport-related deaths and serious injuries declined in Wellington in 2019-2022, they are not decreasing at the rate required to achieve the Wellington RLTP's safety target of a 40% reduction in transport-related deaths and serious injuries by 2030. There are different priorities for road safety in different parts of our region. Speed on rural roads and high-risk motorcycle routes are risk factors, as is conflict between people driving and people walking, cycling and using other non-car travel options. The Wairarapa-Wellington-Horowhenua region is in the process of implementing Waka Kotahi's Road to Zero programme.

4. Resilience

The impacts of climate change, natural hazards and sub-optimal maintenance/renewals are increasing network vulnerability and costs. Space constraints on road corridors and limited alternative routes mean the transport system has poor resilience to unplanned events, whether they are caused by natural events such as storms or network incidents such as crashes. While the opening of Transmission Gully and SH1 improvements in 2022 have increased resilience in the region, events since 2019 have highlighted the vulnerability of both the road and the rail networks. Key parts of the region's transport system have been assessed as extremely vulnerable to earthquake, tsunami and storm risk and the previous 10 years have shown a consistent increase in unplanned closure events, with variability in the duration of closures in those years.

There is value in continuing to investigate the potential of a new link road between SH1 and SH2 (which can accommodate a variety of transport modes, including public transport and active modes) to provide more direct and efficient access between centres in the Western and Hutt Corridors, and to contribute to more route alternatives and improved network resilience. The link road would also reduce congestion on SH1 and SH2 and may accommodate more direct east-west public transport services.

Impacts of COVID-19 on predicting future trends

Since early 2020, COVID-19 has had a significant impact on travel patterns and has disrupted many longer-term travel trends. The region, and New Zealand more generally, is still in a period of significant short- to medium-term uncertainty about the persistence of COVID-19-related changes in travel patterns, the prevalence of working from home, and migration. COVID-19-related data collection disruptions also make it difficult to predict accurately whether these trends will continue.

Counting the cost of road congestion

Prior to COVID-19, significant and concentrated peak demand occurred on the north/south roading and rail networks in the region, and on other key west, south and east routes within Wellington City. This peak congestion was exacerbated by the high concentration of regional employment in central Wellington, and the dominance of the knowledge-based sector working conventional office-based hours. This can be seen in the morning travel peak shown in Figure 29.

Figure 29: Morning peak transport by area of origin by mode, 2016

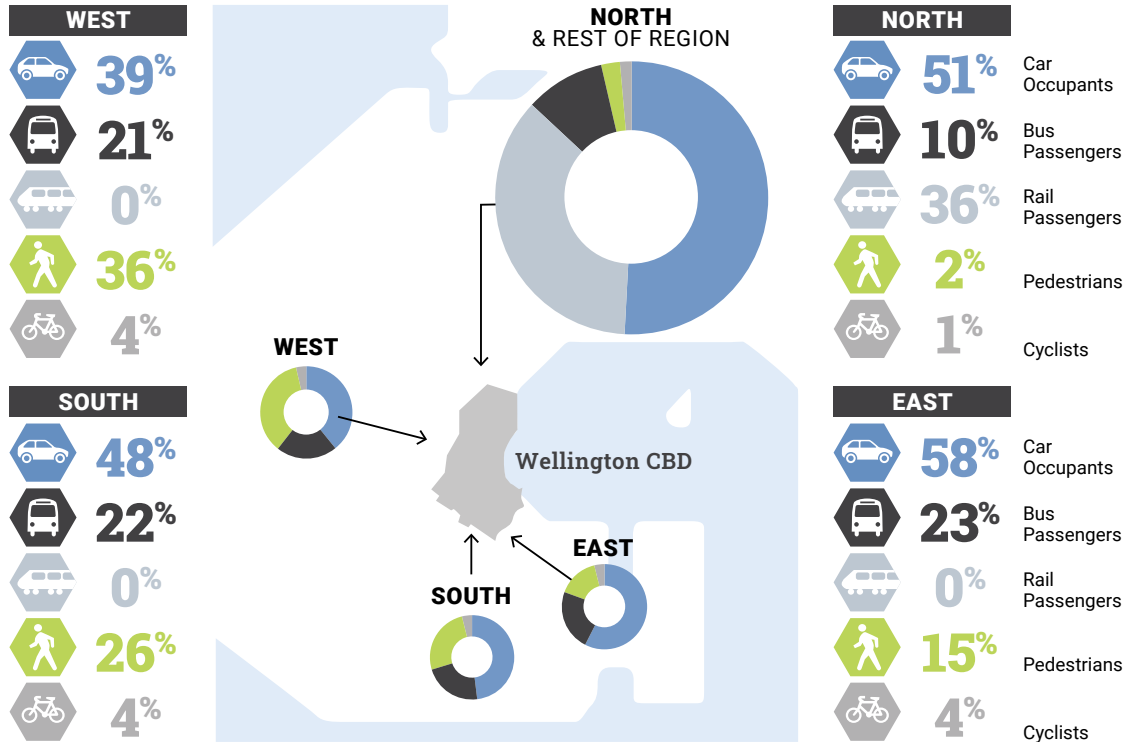
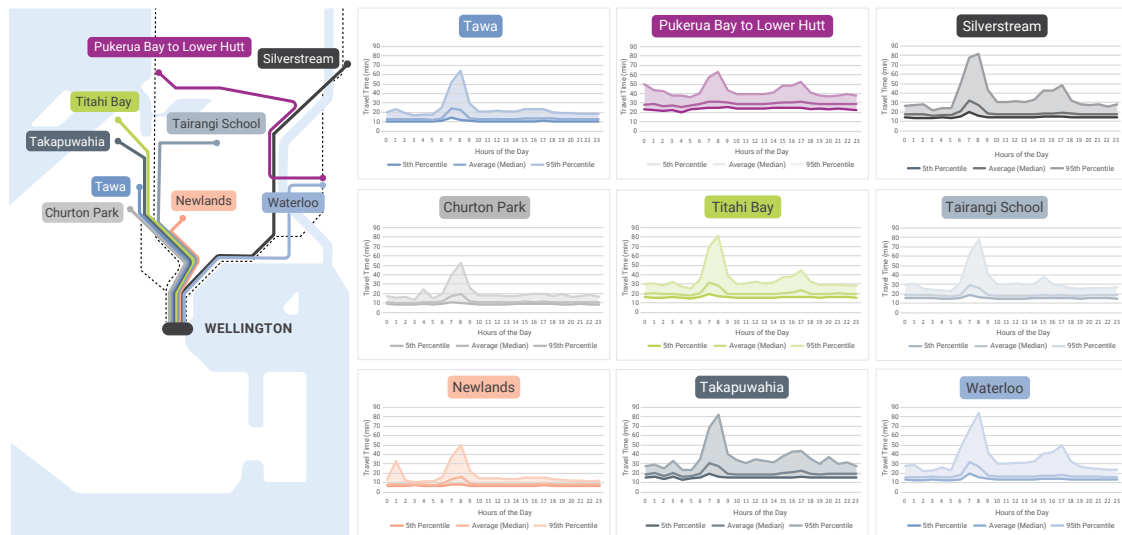


Figure 30: Travel time variability



This significant commuter peak limited east-west connectivity throughout the region, and capacity constraints on both the regional roading network and public transport services created significant travel-time delays and unreliable journey times for both freight and people travelling in private and public transport. This can be translated to a negative economic impact for the region. A 2017 report for Let's Get Wellington Moving estimated that the 2016 road congestion had imposed a cost of \$680,000 on 2017 prices. Further, it stated, "... traffic projections indicate that with no change in the Wellington region transport network, the annual cost of road congestion could increase to \$180m by 2026, with a one standard deviation band of \$133m to \$226m".⁴¹

Moving freight on our transport network

The region's transport network also has a key role in the movement of both regional and national freight and a critical role as the gateway to the 'west' section of both SH1 and the Main Trunk railway, with the Cook Strait ferries moving goods between the top of the South Island and the lower North Island. In addition, CentrePort is the third-largest port in New Zealand by tonnes across the wharf (domestic and international), as well as New Zealand's largest coastal shipping hub. Freight logistics benefit from the central location, intermodal (e.g. rail, road and ferry) connections to regions and the capacity for growth without requiring significant reclamation.

3.3.1. CHALLENGE – EQUITABLE ACCESS TO SOCIAL, EDUCATIONAL AND ECONOMIC OPPORTUNITIES

There is continuing inequitable access to social, educational and economic opportunities within the region.

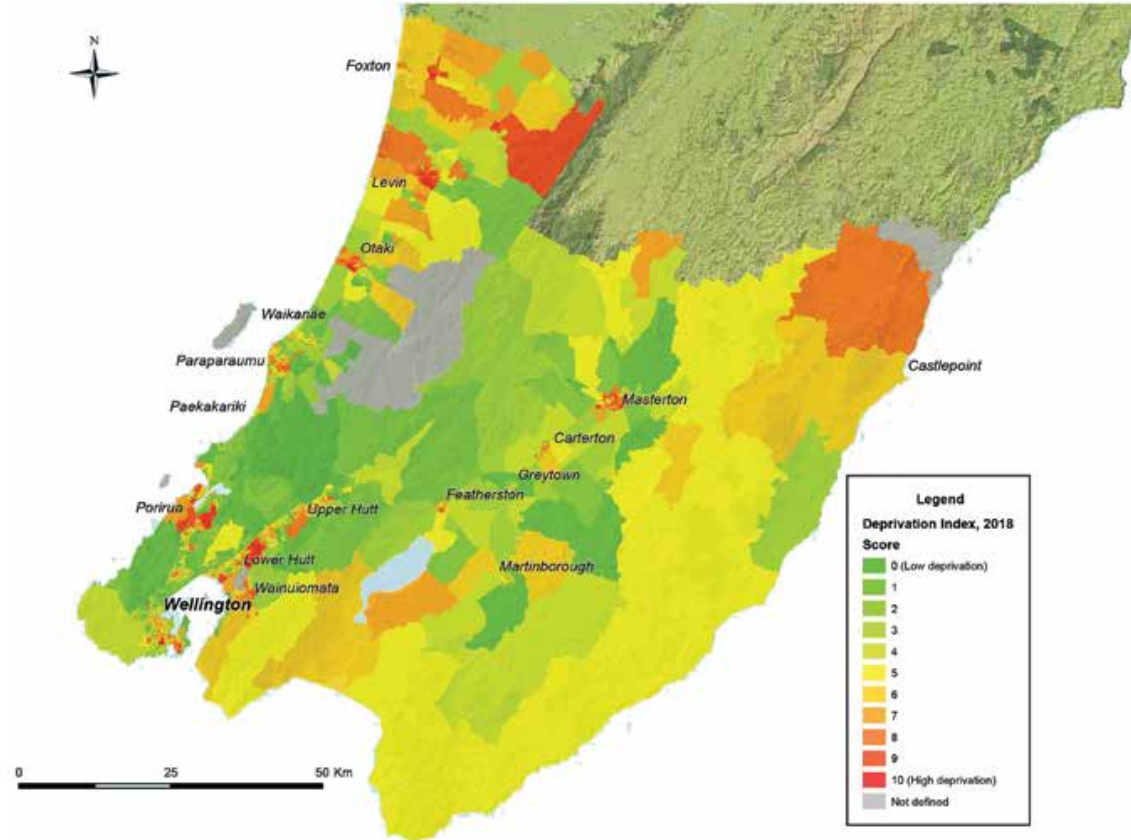
While the region overall has a highly productive workforce and high average household income, this is not consistent across the region and can be an issue in regions where wage levels are not keeping up with an increasing cost of housing.

There are communities throughout the region with high levels of deprivation, as seen in Figure 31. Some of these communities also have poor access to employment. Key areas within the region identified as having high deprivation levels are Taita and parts of eastern and western Porirua, with other notable areas being Masterton, Ōtaki, Levin and parts of Wellington City.⁴²

⁴¹ Estimates of costs of road congestion in Wellington Report V1, 2017, accessed online 28/02/2023, <https://lgwm.nz/assets/Uploads/Estimates-of-costs-of-road-congestion-in-Wellington-Report-v1.pdf>.

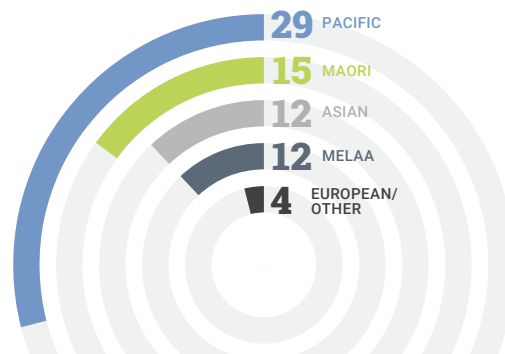
⁴² The map makes an assessment of deprivation based on meshblock boundaries rather than population, so while some areas might look large this is because the meshblock is large, not the number of people who live there.

Figure 31: Deprivation Index 2018⁴³



Social isolation, marginalisation, gentrification and displacement are all threats to community and individual wellbeing. For example, increasing housing costs are pushing long-term residents out of communities such as eastern Porirua and Ōtaki to more peripheral areas in the region. This is disrupting long-term family and community relationships and social networks, including those of iwi and hapū and Pacific communities. Figure 32 shows rates of severe housing deprivation for 2013 (the most recent data), with the highest rates being in our Pacific communities.

Figure 32: Severe housing deprivation prevalence per 1,000 population by ethnicity in the Wellington region

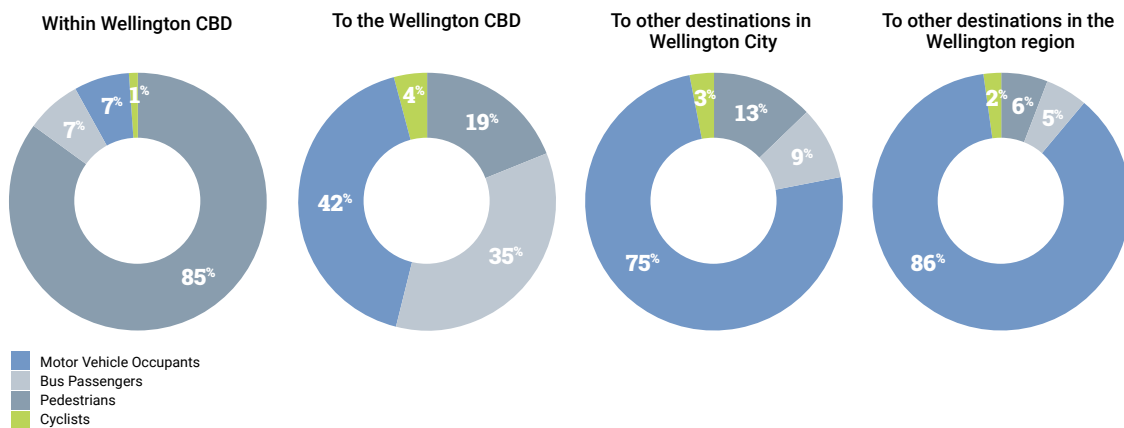


⁴³ The NZDep2018 Index of Deprivation reflects eight dimensions of material and social deprivation. These dimensions reflect a lack of income, employment, communication, transport, support, qualifications, owned homes and living spaces.

The Wellington region has the highest public transport and active transport share of any New Zealand region, with 35% of all peak and off-peak journeys being undertaken by public transport, walking or cycling (Annual Monitoring Report 2021/22). This is due in part to the walkable nature of Wellington City and the high concentration (approximately 40%) of jobs being based in central Wellington. For many people living near central Wellington or near public transport routes on the north-south corridors, public and active transport modes are the most convenient options.

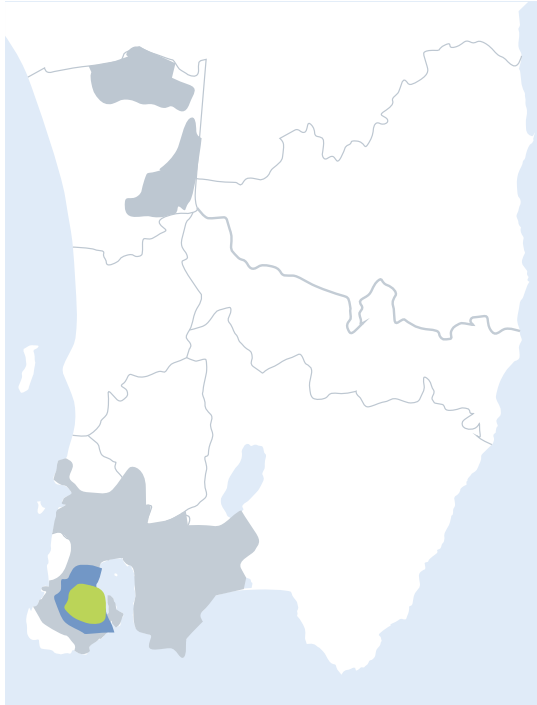
However, this is not the case for people living away from the north-south corridors or working in other parts of the region. Journey-to-work trip information from the 2013 census, as seen in Figure 33, shows that the travel choices utilised by people changes as the journey to work becomes longer and possibly more complicated. The figure shows short trips to work within the Wellington CBD, with very high levels of active transport and public transport and correspondingly very low levels of motor vehicle occupants, to longer and possibly more complicated trips to destinations in the Wellington region with very low levels of active modes/public transport and very high levels of motor vehicle use.

Figure 32: Severe housing deprivation prevalence per 1,000 population by ethnicity in the Wellington region



Consistent with this, Figure 34 shows access to employment opportunities by public transport, bike and car in the wider region. It shows how those living close to employment centres have good access to jobs by public transport (bus) and slightly wider access by 30-minute bike ride, and that more jobs can be accessed by driving. However, this must be interpreted with care as it is based on door-to-door journeys and shows jobs within a certain timeframe by mode of travel, divided by total regional jobs.

Figure 34: Access to percentage of regional jobs by different modes



- 30% – 50% of regional jobs accessible by public transport within 45 mins
- 30% – 60% of regional jobs accessible by biking within 45 mins
- 30%+ of regional jobs accessible by driving within 45 mins

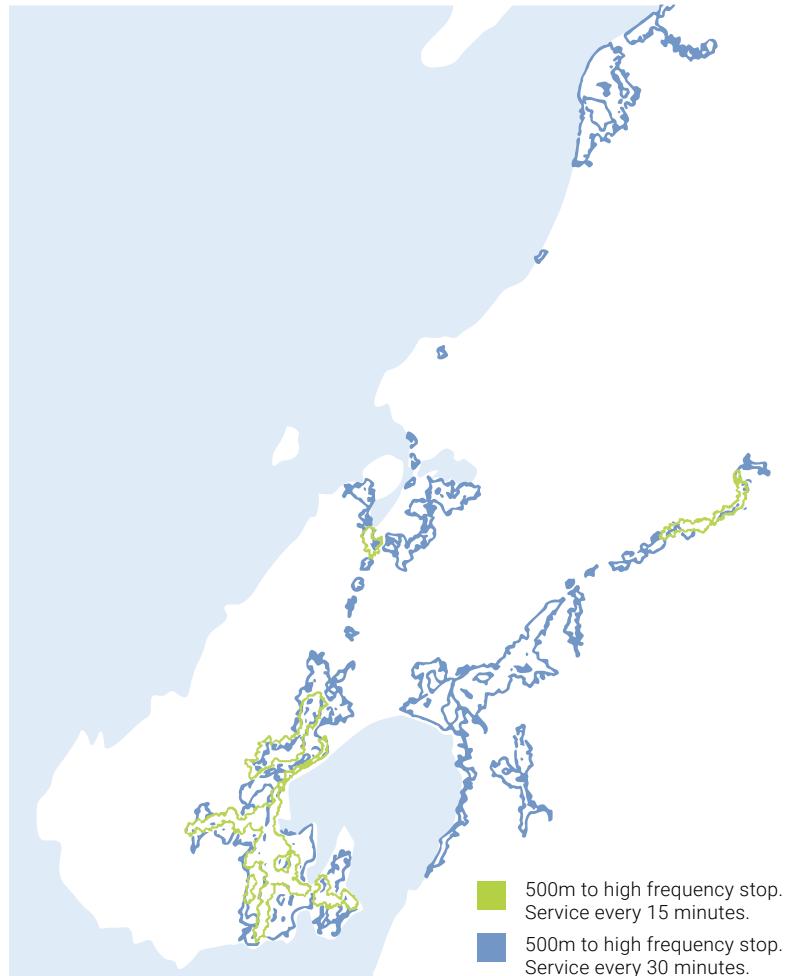
In some parts of the region the ability to travel to access social and economic opportunities is constrained by factors such as unaffordability of travel, the lack of east-west corridors, the predominance of jobs in central Wellington, jobs not being able to be accessed by public transport (such as shift work and where people work in multiple locations) and the location of social infrastructure in places with limited public transport.

The ability to travel is also affected by aspects such as the connectedness of public transport networks in the region (e.g. between east and west, and sometimes between bus and rail), ticket system integration (e.g. train to bus) and the cost of public transport.

Across the region the predominant pattern of low-density suburban development that is not well served by public transport continues to impose a reliance on private vehicle use.

All these aspects add barriers and costs for communities marginalised on the geographical fringes.

Figure 35 shows the areas that are within 500 metres of high-frequency (every 15 minutes) bus or rail services, as well as those that are within 500 metres of services at a frequency of every 30 minutes. The high-frequency services are mainly available to those in Wellington City and where express services are offered.

Figure 35: Access to frequent public transport

These factors combine to provide inequitable access to those who do not own cars, cannot afford to operate cars or do not have licences.

The physical environment has a significant role in the health and wellbeing of communities, affecting lifestyle choices and environmental quality. Public Health Advisory Committee research demonstrates that car-dependent lifestyles in New Zealand are implicit in prevalent health issues including obesity, type 2 diabetes, hypertension, emphysema, asthma and cardiovascular disease.

A car-dependent urban form is also linked to neurodevelopment and cognitive function problems, hearing loss, sleep disturbance, poor mental health, increased road traffic injuries and deaths and social isolation. Urban forms dominated by cars typically have comparatively high levels of air, water and noise pollution and carbon emissions per capita.

The populations in New Zealand most adversely affected by car-dominated urban forms are children, the elderly, Māori, those with disabilities and persons in deprived neighbourhoods. It is interesting to note that while the region has one of the highest uptakes of public and active travel modes in the country, public space within the central city area is largely dominated by roads and car parking.

With much of the economic activity in the region occurring in central Wellington, we need to identify ways to retain this central economic strength while maximising opportunities for people to work closer to where they live as one way to improve access to jobs.⁴⁴

The concept of achieving accessibility by public transport to social, educational and economic opportunities within a 30-minute timeframe is often used internationally to guide development and enable more equitable access for all. This may be a measure that the Future Development Strategy can use.

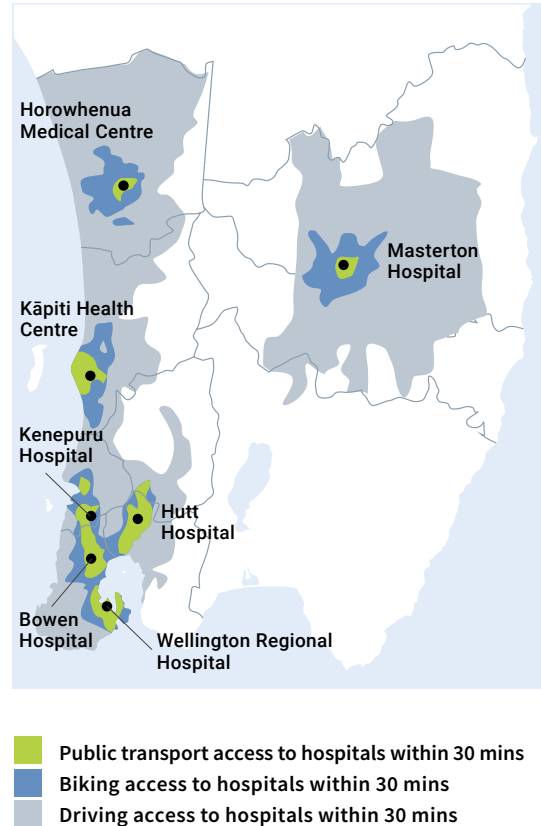
Access to social infrastructure

Both local government and central government in the region are major investors in social infrastructure such as libraries, parks, schools, universities and polytechnics, health centres, hospitals, cultural centres, marae, emergency community centres, museums and community and sporting facilities.

However, the locations of these services can limit people's access to them, and in turn have significant impacts on how urban areas grow and change over time. For example, they may affect where, how and why people move around urban areas and the associated carbon emissions, and how socially connected they feel within their communities.

Within the region, planning and investing in this social infrastructure is often done in silos, without a consideration of the wider urban development and wellbeing outcomes. The development of the Future Development Strategy offers an opportunity to collaborate with agencies in planning for and investing in social infrastructure and embedding wellbeing into spatial planning.

Figure 36: Access to hospitals by public transport, bike and car



⁴⁴ The recent *Housing and Business Development Assessment* report identified that the economic output of the Wellington CBD is expected to be \$35 billion by 2047.

Access to educational opportunities

The Wellington REDP has a focus on skills, talent and education to build our workforce as a key enabler of regional economic development and productivity. It identifies the need to address skill shortages and to think ahead about the training and education requirements of our future workforce.

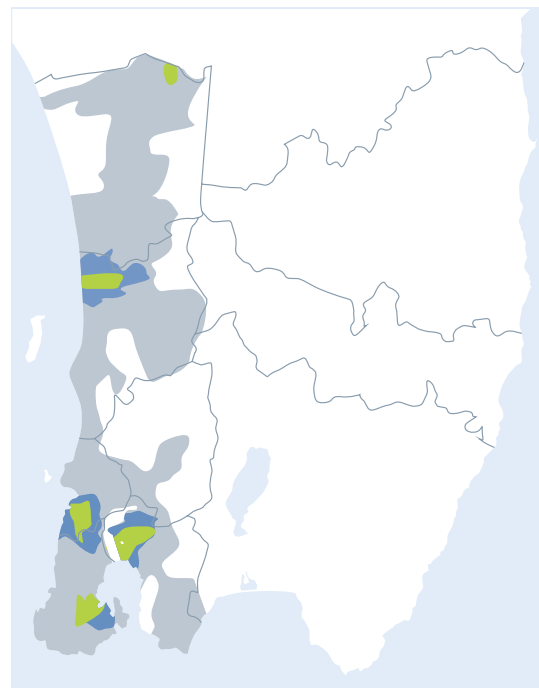
Young people's career aspirations form at a young age and can be predictive of later study- and employment-related choices. Early interventions are needed to address equity, invest in local people including Māori and Pasifika, mitigate the risks of a reliance on skilled migrants and support the building of thriving communities. Research and education providers offer a foundation for leading in the science and technology areas, supporting the continual development and growth of the knowledge economy. This needs to be partnered with an equally strong vocational system to support development in areas such as engineering, high-value manufacturing and technology.

The region has a number and range of education and research entities in both the public and private sectors. While these opportunities exist across the region there is inequitable access to these opportunities. A solution to improve access in the future is needed to enable the region to transition to a low-carbon economy.

The percentage of youth not in employment, education or training (NEET) is 9.5% for the region, below the national average of 12.5% in 2021. However, some areas in the region have NEET rates above the national average, including Horowhenua, Porirua and Upper Hutt. NEET rates are low in South Wairarapa and Wellington City.

The availability of transport to access tertiary studies varies throughout the region, as can be seen in Figure 37. Students who live in areas where public transport stops at certain times or is limited or difficult (e.g. between the Hutt Valley and Porirua) have limited access to opportunities. The consolidation of tertiary services into Petone and central Wellington has compounded this issue and disadvantages disproportionately low socio-economic groups. The REDP includes initiatives that explore providing residents with training opportunities in the areas in which they reside and to which they have ties, for example the Kāpiti Coast and Wairarapa. The REDP recognises that enabling quality education and training for our rangatahi and access to decent jobs locally is imperative for a more equitable workforce.

Figure 37: Access to tertiary institutes by public transport, bike and car



- Public Transport access to tertiary institutes within 30 mins
- Biking access to tertiary institutes within 30 mins
- Driving access to tertiary institutes within 30 mins

3.4 Our other infrastructure

Across the region, funding and maintaining existing infrastructure as well as providing new infrastructure for growth poses a significant challenge. There are also a number of increasing pressures, especially for the three waters infrastructure. They include:

- the region growing faster than anticipated, putting pressure on current aging infrastructure
- the funding challenges for current and new infrastructure
- the need to manage urban growth within environmental limits
- the need to manage existing infrastructure and design new infrastructure to address the impacts of climate change
- the vulnerability of the three waters assets to the impacts of extreme natural hazards
- the expected changes in legislation that will affect the requirements of the water network.

Further complicating the long-term certainty of the three waters infrastructure is the new three waters reform legislation. The legislation proposes a transfer of the three waters infrastructure asset ownership from councils to 10 new water entities that will be responsible for the management and delivery of three waters infrastructure. The transition is expected to occur at different times throughout the country between 2024 and 2026.

3.4.1. CHALLENGE – INFRASTRUCTURE CAPACITY

A significant investment in infrastructure is needed to enable enough housing and quality urban environments, however, we have limited capacity to fund and deliver everything the region needs and wants.

As the region continues to grow there is a need to manage the development of the required enabling infrastructure to support it. The region has a range of challenging infrastructure issues, including those related to three waters, transport, electricity and broadband. There is a need to firstly make the most of the assets we already have (including focusing growth on areas that are well serviced by existing networks), consider fast and cost-effective solutions (such as the reallocation of road space) and take a staged approach to the bigger improvements in the network. And it is important that population growth is aligned with our investments. We cannot afford to service everywhere at once – and therefore sequencing is also important.

Enabling three waters infrastructure

The age, capacity and locations of the three waters infrastructure are all relevant to the region's ability to continue to develop. Much of the three waters infrastructure is aged, in part due to a historical underinvestment in water infrastructure. This results in an infrastructure renewal surge anticipated over the next 30 years.

In addition to this, a current challenge for councils is that housing growth in the region has occurred more quickly than was expected, meaning that in a number of cases infrastructure investment is not keeping up with housing growth. While developers will fund some forms of new infrastructure, for instance in a new subdivision, the growth also affects existing infrastructure that might already be at capacity.

The 2023 HBA included an investigation of the sufficiency of infrastructure. While the investigation was not able to quantify the impacts of the constraints on development capacity, the report did identify that there were pressures and constraints in the three waters networks of all councils.

The constraints vary in scale and significance, and the causes vary according to the water, wastewater and stormwater networks. For instance, while capacity constraints in the wastewater network are often caused by stormwater infiltration, they may also be caused by capacity constraints in pump stations and water network constraints may be caused by storage shortages or insufficient pressure to meet expected levels of service.

There may be implications in the future for three waters infrastructure and service provision due to the requirements of the NPS-FM, including a possible restriction on the amount of water take at a time when more housing growth than ever is expected. Most of the region's freshwater resources are already fully allocated under operative resource consents, and this means councils will need to invest in better wastewater and stormwater infrastructure to meet water-quality targets.

Given the current funding constraints for local government and pressures on spending for three waters infrastructure, little is being done to implement emerging technology, councils often do not have the ability to invest in new technology while focusing on their current assets. Wellington Water's strategic direction identifies a need to shift away from a business-as-usual approach towards innovative design solutions that embrace new technology.

Councils are required to update their Infrastructure Strategies every three years as part of their Long-Term Planning (LTP) processes. These strategies identify expected expenditure for three waters infrastructure.

Estimates indicate that billions of dollars of investment are required to bring three waters infrastructure in the region up to current environmental and community standards.

Enabling transport infrastructure

Decisions on how and where to increase housing supply and choice can either positively or negatively affect the transport system. People generally choose the travel options most convenient for the length of their travels.

For example, locating growth along existing transport spines with good public transport connections can reduce the need for car travel and the associated negative impacts such as emissions and congestion,

at a lower cost, while developing new public transport links alongside developments can encourage people to travel by modes other than private vehicles but potentially at a higher cost, both in the initial construction and for the annual delivery of services. Conversely, the building of a greenfield development not adequately supported by public transport links is likely to result in an increased use of private vehicles.

The Wellington RLTP identifies significant transport activities for implementation in the region in the next 10-30 years (e.g. the Let's Get Wellington Moving package), both through National Land Transport Fund (NLTF) investment and through Crown investment via the New Zealand Upgrade Programme.

Through the New Zealand Upgrade Programme, the government has allocated \$1.35 billion of Crown funding over 10 years to the region's transport-system improvements. With a focus on improving safety, resilience, public transport and travel choice options, the four projects in this package spread across the region are:

- Ōtaki to north of Levin – \$817 million
- SH58 safety improvements – \$59 million
- Melling interchange – \$258 million
- railway upgrades north of Wellington – \$211 million.

Indications suggest that future local government funding for the land transport system will be constrained as councils face significant investments in three waters and other infrastructure, particularly during the next 10 years. Funding from the central government's NLTF will be increasingly pressured as maintenance costs increase, particularly as New Zealand experiences a higher-than-average number of adverse weather events. Changes to roading funding mechanisms will need to be considered as road user charges and licensing fees reduce over time.

Shifts in transport options, and changes in the way people pay for transport because of new technology, could provide increased opportunities for network optimisation and travel demand-management activities. Greater Wellington Regional Council recently introduced Snapper card payments on trains and from 2024 will introduce a national electronic ticketing system for public transport, resulting in easier travel across regions.

While the volume of freight is presently forecast to increase (driven primarily by population growth), improvements in efficiency, the electrification of the heavy vehicle fleet and changes in travel choice could affect revenue.

A significant investment of nearly \$100 million by the Crown and \$200 million by the NLTF is being made (throughout this RLTP period and into the next) for 'catch-up' renewals and capacity and resilience enhancements as part of the Wellington Metro Upgrade Programme. In addition, the New Zealand Upgrade Programme – Transport investment of \$211 million in rail will:

- prepare the network for new dual-mode trains and increased services
- increase the capacity and safety of Wellington Railway Station
- provide for the refurbishment of existing KiwiRail-owned passenger rolling stock, including the Capital Connection carriages (to keep them operational until new units are in service).

However, despite this investment, significant further investment will be required both in rail fleet and for infrastructure improvements before the end of the decade, to futureproof the rail network in order to deliver on strategic outcomes being sought both regionally and nationally. The cost of and timeframes for these investments will depend in part on whether the investment is responding to growth or stimulating new growth and development and mode shifts towards rail. The Wellington Regional Rail Plan will provide more detail on the investment and lead-in time requirements.⁴⁵

Other large-scale regional transport projects, such as the strategic cycling network, east-west transport improvements, Let's Get Wellington Moving and RiverLink, will also be competing for Crown funding in the next 30 years.

Enabling electricity infrastructure

Electricity supply is a constraint for future growth and development in the region. Generally, serving new development will require an upgrade and reinforcement of the electrical network, with some extensions to the network required. The upgrading would be significant but would be concentrated on areas within the main centres. It will be a significant investment but it affects a smaller number of our assets than the other scenarios, so could be a more cost-efficient option.

The impacts of decarbonisation, transitioning from domestic gas to electricity and the electrification of vehicle scenarios are likely to affect regional development. As well as powering new houses and businesses an increasing demand for electric vehicles will increase demand on the electricity network. CentrePort is investigating shore power to reduce emissions from large ships and potentially, in future, feed more energy into the grid.⁴⁶ With a move to electric buses, charge points will be required and this will influence some of the upgrades.

From a resilience perspective, the Wairarapa-Wellington-Horowhenua region generates very little electricity and is reliant on the national grid. An opportunity exists to provide for more localised, smaller-scale renewable energy generation (such as the Helios solar farm in Greytown⁴⁷) to provide capacity and resilience. Also, the REDP advocates an accelerated programme to strengthen the 33-kilovolt cable network within 21 years rather than 50 years, increasing resilience in the electricity network.

⁴⁵ The Wellington Regional Rail Plan currently requires a decision on funding from Waka Kotahi.

⁴⁶ <https://www.centreport.co.nz/home/news/shore-power-at-kings-wharf-to-reduce-ferry-emissions-by-2025>.

⁴⁷ <https://heliosenergy.co.nz/projects/greytown-solar-farm>.



4. Glossary of terms/kupu⁴⁸ in this document

| Term | Definition |
|---|---|
| Future Development Strategy (FDS) | a requirement under the National Policy Statement on Urban Development 2020 – updated May 2022 for tier 1 and tier 2 local authorities. https://environment.govt.nz/assets/publications/National-Policy-Statement-Urban-Development-2020-11May2022-v2.pdf . The Wairarapa-Wellington-Horowhenua region is preparing this together under the WRLC Urban Growth Partnership |
| GDP | Gross Domestic Product |
| hapū | (noun) kinship group, clan, tribe, subtribe – section of a large kinship group and the primary political unit in traditional Māori society |
| hauora | (noun) health, vigour; hauora includes taha tinana (the physical dimension), taha hinengaro (the mental dimension), taha whānau (the family dimension) and taha wairua (the spiritual dimension); and the interactions between these dimensions |
| Housing and Business Development Capacity Assessment (HBA) | Housing and Business Assessment [or Housing and Business Development Capacity Assessment – see https://environment.govt.nz/publications/guidance-on-housing-and-business-development-capacity-assessments-hbas-under-the-national-policy-statement-on-urban-development/] |
| iwi | (noun) extended kinship group, tribe, nation, people, nationality, race – often refers to a large group of people descended from a common ancestor and associated with a distinct territory |
| Land Use Capability (LUC) | Land Use Capability Classification is a system in use in New Zealand since the 1950s to try and achieve sustainable land development and management on farms. The system classifies all of New Zealand’s rural land into one of eight classes, based on its physical characteristics and attributes. Class 1 land is the most versatile and can be used for a wide range of land uses. Class 8 land has a lot of physical limitations, it may be extremely steep, and not generally suitable for arable, pastoral or commercial forestry use. |
| mana whenua | (noun) territorial rights, power from the land, authority over land or territory, jurisdiction over land or territory – power associated with possession and occupation of tribal land |
| mātauranga | (noun) knowledge, wisdom, understanding, skill – sometimes used in the plural |
| Medium Density Residential Standards (MDRS) | as defined in NPS-UD 2020 |
| NLTF | National Land Transport Fund |
| NPS-FM | National Policy Statement for Freshwater Management |
| NPS-HPL | National Policy Statement for Highly Productive Land |

⁴⁸ Regarding te reo Māori terms, please be aware that the expression and understanding of these are specific to and require the input of your local mana whenua: iwi, hapū, marae. For the purposes of this document we have drawn on Te Aka, Māori Dictionary, Te Ara, Encyclopedia of New Zealand and Te Mana o Te Taiao – Aotearoa New Zealand Biodiversity Strategy.

| Term | Definition |
|---|--|
| National Policy Statement on Urban Development 2020 (NPS-UD) | a national policy statement under the Resource Management Act 1991 that recognises the national significance of: <ul style="list-style-type: none"> having well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and into the future providing sufficient development capacity to meet the different needs of people and communities |
| REDP | Wellington Regional Economic Development Plan Wellington-Regional-Economic-Development-Plan.pdf (bynder.com). |
| Regional Emissions Reduction Plan | a WRLC regional project under development to produce a plan to transition to a zero-carbon region that meets community needs and aspirations. It will identify the key shifts and priority actions needed at a regional level to reduce carbon emissions |
| RLTP | Regional Land Transport Plan |
| SA2 area | an output geography that provides higher aggregations of population data than can be provided at the statistical area 1 (SA1) level. The SA2 geography aims to reflect communities that interact socially and economically. In populated areas, SA2s generally contain similar-sized populations |
| te Ao Māori | the Māori world; a Māori perspective/world view |
| Te Tiriti o Waitangi | a phrase often used as a direct translation of the Treaty of Waitangi. However, it is important to acknowledge that the meaning of te tiriti (the treaty) in Māori differed from the meaning of the treaty in English, and most Māori signed the document in te reo Māori |
| Te Tirohanga Whakamua | the name for WRLC iwi members selected for the statement of hapū and iwi values and aspirations for urban development (a requirement for the Future Development Strategy under the NPS-UD) |
| tino rangatiratanga | (noun) self-determination, sovereignty, autonomy, self-government, domination, rule, control, power. |
| Urban form | three-dimensional shape of a city. It is the result of the shape of the land, plus the shape of the built environment on it. |
| VKT | Vehicle kilometres travelled |
| whakatauki | (noun) proverb, significant saying |
| whānau | (noun) extended family, family group, a familiar term of address to a number of people – the primary economic unit of traditional Māori society |
| whenua | (noun) land |
| Wellington Regional Growth Framework (WRGF) | Previous regional spatial planning document and the basis of this work. The Wellington Regional Growth Framework is a blueprint for regional growth in the Wellington region (including the Wairarapa) and the Horowhenua over the next 30+ years and envisages a region that could accommodate another 200,000 people. |
| Wellington Regional Leadership Committee (WRLC) | a union of councils, iwi and central government in the Wairarapa-Wellington-Horowhenua region, formed to work together to positively shape the future of the region. For more information, see Wellington Regional Leadership Committee (wrlc.org.nz) |



wrlc.org.nz

Housing and Business Development Capacity Assessment 2023

Wairarapa-Wellington- Horowhenua Regional Summary Report

August 2023

Table of Contents

| | | |
|---|---|----|
| 1 | Executive summary..... | 4 |
| | Introduction..... | 4 |
| | Residential Assessment | 6 |
| | Business Land Assessment..... | 8 |
| | Infrastructure Capacity Findings..... | 9 |
| 2 | Introduction | 11 |
| | 2.1 Purpose of the Housing and Business Development Capacity Assessment..... | 11 |
| | 2.2 Statutory context – what does the NPS-UD require? | 12 |
| | 2.3 A partnership approach..... | 12 |
| | 2.4 Engagement | 14 |
| | 2.5 Link to the Draft Future Development Strategy | 14 |
| | 2.6 Relationship with other plans and strategies | 14 |
| 3 | Our growing and changing region | 16 |
| | 3.1 Population growth..... | 16 |
| 4 | Regional capacity assessment – Housing | 20 |
| | 4.1 Introduction..... | 20 |
| | 4.2 Analysis of the housing market and the impact of planning (indicators and monitoring data) | 20 |
| | 4.2.1 Market analysis..... | 21 |
| | 4.2.2 Housing for Māori..... | 23 |
| | 4.3 Housing demand – how many houses can we expect will be needed in the region in the next 30 years? | 24 |
| | 4.4 Housing development capacity – How many houses could be built in the region in the next 30 years? | 28 |
| | 4.3.1 Modelling methodology | 30 |
| | 4.3.2 Infill and redevelopment model methodology..... | 30 |
| | 4.3.3 Greenfield model methodology | 30 |
| | 4.4 Plan-enabled housing development capacity..... | 31 |
| | 4.5 Feasible and reasonably expected to be realised development capacity..... | 33 |
| | 4.6 Greenfield vs Brownfield Development..... | 36 |
| | 4.7 Housing development sufficiency – do we have capacity to provide for the houses we need? | 36 |
| | 4.8 Conclusion | 38 |
| 5 | Regional Capacity Assessment – Business..... | 40 |

| | | |
|--------|---|----|
| 5.1 | Introduction..... | 40 |
| 5.2 | Key Business Context (stats and indicators) | 42 |
| 5.2.1 | Key business-related drivers are: | 43 |
| 5.2.2 | Key demographic change drivers are: | 44 |
| 5.3 | Business Demand | 46 |
| 5.4 | Business Development Capacity..... | 51 |
| 5.4.1 | Business capacity – Plan enabled, feasible, and realisable | 51 |
| 5.4.2 | Sufficiency of business capacity | 55 |
| 5.4.3 | Inter-regional industrial supply opportunities | 56 |
| 14.1 | Conclusion | 57 |
| 15 | Infrastructure capacity | 59 |
| 15.1 | Introduction..... | 59 |
| 15.2 | Three waters infrastructure | 62 |
| 15.3 | Public transport infrastructure | 63 |
| 15.4 | Additional infrastructure | 64 |
| 15.4.1 | State highway infrastructure | 64 |
| 15.4.2 | Regional parks | 64 |
| 15.4.3 | Schools..... | 67 |
| 15.4.4 | Electricity and Telecommunications..... | 67 |
| 16. | Appendices..... | 68 |
| | Appendix 1 Assessment methodology..... | 68 |
| | Appendix 2 Assessment of Feasibility of Development Capacity..... | 68 |
| | Appendix 3 Wellington Regional Business Demand Forecasts..... | 68 |
| | Appendix 4 Business Feasibility Report..... | 68 |
| | Appendix 5 Infrastructure Assessment..... | 68 |

1 Executive summary

Introduction

To effectively plan for growth, councils need to understand expected future housing and business demand and the capacity of their plans and infrastructure to accommodate housing and business growth. This helps to identify if they are on course, or if there are additional steps that need to be taken to ensure there is sufficient housing supply to meet demand in the short, medium, and long term. This is the purpose of a Housing and Business Development Capacity Assessment (HBA).

As a requirement of National Policy Statement - Urban Development (NPS-UD), an HBA provides an evidence base, which helps councils understand supply and demand for housing and business and make informed planning decisions.

In 2022 a housing only update was published for the tier 1 councils. This HBA provides a full update to the 2019 housing and business assessment for the Wellington Region HBA and expands to tier 3 Districts (Horowhenua, Masterton, Carterton and South Wairarapa) in our region.

This report has been prepared for the Wellington Regional Leadership Committee (WRLC) as a report for the wider Wairarapa-Wellington-Horowhenua region. It will be used to support spatial and other planning being undertaken by the councils in the region and the WRLC. Whilst the report breaks land requirements down to a council level, we will be developing a regional response to meet required levels of expected demand. In the short term, this planning will be undertaken as part of the region's Future Development Strategy.

This report is the regional overview report. Each council also has a report relevant for its area with localised information and more detail. It is important to highlight that this assessment represents a single point in time.

Key findings

- *The population of the Wairarapa-Wellington-Horowhenua region is projected to grow by around 200,000 people over the period to 2051.*
- *This report finds that over 99,000¹ houses are required by 2051 to ensure sufficient housing to meet demand. This is made up of almost 38,000 houses in the short to medium term, plus 61,000 in the long term.*
- *Based on current District Plans, the Wairarapa-Wellington-Horowhenua region has sufficient housing development capacity (houses that could be built) in the long term for over 198,000 houses. That double what we need (99,000 dwellings).*
- *Capacity – The region has sufficient business capacity, based on a qualitative analysis with the following types of capacity:*
 - *29,243,921m² (floorspace) potentially available for redevelopment (that's if every site was demolished and rebuilt)*
 - *2,938,313m² (floorspace) vacant (at time of modelling) that could be redeveloped in the short term*
 - *10,806,224m² (floorspace) available for infill development*
- *However, we know that demand for industrial land requires larger footprint sites, and due to current land zoning and availability, this category is likely to have a shortfall. A separate project has been commissioned to confirm industrial land demand and identify suitable areas.*

1

¹ Note the 198,000 figure is purely 'realisable housing capacity' also known as "what can be reasonably expected to be realised" in accordance with the NPS-UD. It is not actual houses.

Residential Assessment

The Wairarapa-Wellington-Horowhenua region is growing. By 2051, we'll have around 200,000 more residents than we have today, and we'll need around 99,000 additional homes for them to live in. Ensuring adequate housing supply as we grow is critical to addressing current issues of housing affordability and a lack of housing choice.

As a requirement of the National Policy Statement on Urban Development (NPS-UD, an HBA provides an evidence base, which helps councils understand supply and demand for housing, and make informed planning decisions.

This HBA provides a housing update to the 2021 Wellington Region HBA and expands to the Tier 3 (Horowhenua and Masterton Districts) and Carterton and South Wairarapa Districts in our region.

Across the Wairarapa-Wellington-Horowhenua region, population growth of 11.5% is expected over the next 10 years and 19.9% in total over the next 30 years. Modelling estimates that by 2051, population growth and demographic change will require around 99,000 additional homes in the region, in a mix of stand-alone houses (approximately 42% of future housing need) and attached houses (approximately 58% of future housing need).

Table 1.1 outlines the projected demand for additional houses, by council area and the region as a whole. The numbers include the relevant competitiveness margin¹, as required by the NPS-UD. These housing bottom lines are the minimum number of additional houses councils should plan for to ensure a sufficient supply of housing.

Table 1.1: Housing bottom lines by council area.

| Council Area | Additional dwellings 2021–31 | Additional dwellings 2031–51 | Total additional dwellings 2021–51 |
|-----------------------|---------------------------------|---------------------------------|--|
| Kāpiti Coast District | 5,477 | 8,411 | 13,888 |
| Porirua City | 3,585 | 6,303 | 9,888 |
| Upper Hutt City | 2,958 | 4,973 | 7,931 |
| Lower Hutt City | 6,450 | 11,551 | 18,001 |
| Wellington City | 11,337 | 19,070 | 30,407 |
| Horowhenua District | 2,536 | 3,885 | 6,421 |
| Masterton District | 3,324 | 3,935 | 7,259 |

¹ A competitiveness margin is a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets. These are set out in clause 3.22 of NPS-UD

| Council Area | Additional dwellings 2021–31 | Additional dwellings 2031–51 | Total additional dwellings 2021-51 |
|--------------------------|---------------------------------|---------------------------------|--|
| Carterton District | 1,005 | 1,728 | 2,733 |
| South Wairarapa District | 1,052 | 1,723 | 2,775 |
| Total | 37,724 | 61,579 | 99,303 |

Table 1.2 shows the projected demand for additional houses compared with the capacity by council area. The difference between these numbers shows whether or not there is sufficient capacity in each area and the region as a whole.

Table 1.2: Housing sufficiency by council area.

| Council Area | Demand ¹ | Capacity | Difference | Sufficient |
|--------------------------|---------------------|----------------|---------------|------------|
| Kāpiti Coast District | 13,888 | 32,673 | 18,785 | Yes |
| Porirua City | 9,888 | 20,350 | 10,462 | Yes |
| Upper Hutt City | 7,931 | 18,461 | 10,530 | Yes |
| Lower Hutt City | 18,001 | 28,236 | 10,235 | Yes |
| Wellington City | 30,407 | 69,415 | 39,008 | Yes |
| Horowhenua District | 6,421 | 8,467 | 2,046 | Yes |
| Masterton District | 7,259 | 7,968 | 709 | Yes |
| Carterton District | 2,733 | 4,876 | 2,143 | Yes |
| South Wairarapa District | 2,775 | 8,700 | 5,925 | Yes |
| Total | 99,303 | 198,669 | 99,336 | Yes |

From Table 1.2 you can see that some councils have a larger buffer of sufficiency than others – with Kāpiti and Wellington City with significant buffers and Masterton at the other end with minimal buffer. We will be addressing our housing demand at a regional level as part of the Draft Future Development Strategy.

All councils are well advanced in preparing either plan changes, variations, or full district plan reviews to enable intensification as required by the NPS-UD. This will increase plan-enabled infill

¹ Based on the 2022 Sense Partners population projections. This differs from the Property Economics summary report and some local reports. We are using 2022 projections as the bottom lines to be consistent with the Future Development Strategy assumptions.

and redevelopment capacity but must be accompanied by the necessary infrastructure investment (particularly in Three Waters) and other measures to convert the additional theoretical capacity into development that meets future housing needs.

Given councils have now enabled or in the process of enabling significant capacity for housing (as can be seen by our sufficiency assessment), zoning is no longer the best tool to get the housing we need, market forces have a greater influence.

Business Land Assessment

In assessing business development capacity, we consider the level of development enabled by council planning rules, the council and other (e.g. electricity) infrastructure available to support development, and the commercial feasibility and likelihood of development.

Key findings from a forecast of business land undertaken for this HBA (*See Demand for business land in the Wellington-Horowhenua region – Sense Partners dated 28 March 2023*), shows:

- Demand for business land will continue to grow strongly across the Wairarapa-Wellington-Horowhenua region over the next 3 decades, fuelled by higher than expected population growth.
- This growth in demand for business land is expected to increase beyond the previous 2018 assessment.
- This demand equates to an additional 9,181,600 m² of business floorspace (or more than 1,192 hectares of additional land) over the next 30 years.
- There is sufficient capacity for business activities that can be intensified (such as retail or office) but not necessarily for industrial activities that need more land.
- Additional industrial land demand is 483 hectares - this is the equivalent of 2-3 additional Seaview/Gracefield Industrial parks.
- Growth will be uneven across the region. Local trends and nuance will determine where demand falls. See local chapters for more detail.

Table 1 shows the projected demand for additional business floorspace (in m²) compared with the capacity by council area. The difference between these numbers shows whether or not there is sufficient overall capacity in each area and across the region as a whole. However, it does not show where there are specific sector shortfalls within each district, only whether the overall demand is being met. The numbers include the relevant competitiveness margin. More details on housing capacity sufficiency is provided in the chapter 5 below and even more detail is in each District chapter.

It is important to highlight that this business floorspace assessment represents a single point in time. All councils in the Wairarapa-Wellington-Horowhenua region are currently in the process of implementing changes to their District Plan which may impact this assessment. In line with regional spatial planning undertaken for the Wairarapa-Wellington-Horowhenua region, solutions to provide business capacity will be considered at a regional level.

Table 1.3: Increase in m² of additional business floorspace and sufficiency in the Wairarapa-Wellington-Horowhenua region – next 30 years.

| | Demand | Capacity | | | Sufficient? |
|--------------------------|------------------|-------------------|-------------------|------------------|-------------|
| | | Infill | Redevelopment | Vacant | |
| Kāpiti Coast District | 577,900 | 1,438,837 | 3,966,144 | 1,655,957 | Yes |
| Porirua City | 944,300 | 1,960,202 | 4,601,320 | 225,620 | Yes |
| Upper Hutt City | 264,500 | 928,300 | 3,392,200 | 202,300 | Yes |
| Lower Hutt City | 1,932,600 | 2,437,859 | 5,950,043 | 306,546 | Yes |
| Wellington City | 4,249,300 | 2,443,528 | 7,837,964 | 50,744 | Yes |
| Horowhenua District | 316,100 | 719,632 | 1,457,619 | 372,073 | Yes |
| Masterton District | 219,000 | 507,550 | 916,075 | 72,644 | Yes |
| Carterton District | 628,500 | 281,783 | 951,696 | 42,001 | Yes |
| South Wairarapa District | 49,400 | 88,533 | 170,860 | 10,428 | Yes |
| Region-wide | 9,181,600 | 10,806,224 | 29,243,921 | 2,938,313 | Yes |

Infrastructure Capacity Findings

For the purposes of this report, infrastructure has been considered separately from the modelling. In some parts of the Wairarapa-Wellington-Horowhenua region there are constraints in three waters networks that will impact on development capacity. Our existing infrastructure will need to support much of our region's expected development in the next 30 years, so it is critical that we maintain and strengthen our existing infrastructure effectively to increase the resilience of our networks for our region, both now and in the future. This will support the current population and new developments in the region.

Council and others identify their infrastructure spend to support development within the region. These documents state what we can afford, not necessarily what we need to spend. This highlighted a funding gap. The Diagram below provides a high-level view of these funding gaps. We are unable to quantify the level impact of any infrastructure constraints on capacity, given the significant housing capacity enabled in our region, any reduction in capacity due to infrastructure constraints that are not known is unlikely to impact housing bottom lines. Infrastructure and land-use planning and development is an ongoing and iterative process. All councils have work underway to better understand and address development pressures on infrastructure.

Diagram xx: Infrastructure gaps

| Infrastructure type | Gaps |
|-------------------------------|---|
| Three waters | <p>Council Long Term Plans identify the level of three waters infrastructure over the next ten years to support the expected levels of housing and business development. It is acknowledged that often these infrastructure projects and costs are what the council can afford and is less than what is needed to fully fund three waters requirements. This gap between what is needed and what can be afforded has not been costed.</p> <p>Some councils have not yet completed detailed growth studies to fully understand the three waters investment requirements to support housing and business development.</p> |
| Transport | High level analysis suggests we need to double the current level of transport spend we are planning for in the region to enable us to catchup on maintenance, provide the required service levels we want for an increasing population and reduce our emissions |
| Education | Whilst MoE have identified potential education requirements in areas prioritised in the Future Development Strategy, it is acknowledge that there is significant potential for housing development outside these areas as well and this creates uncertainty regarding where and when investment occurs. |
| Energy and telecommunications | There is a need for network updates that would be required to accommodate not only more housing and business development, but to improve our energy resilience and accommodate more renewable electricity generation in the region. |
| Health | At this stage no further hospitals area planned for this region |
| Blue green network eg parks | In some parts of the region further investment in local parks and pocket parks may be needed to support well-functioning environments in our towns and cities |

2 Introduction

2.1 Purpose of the Housing and Business Development Capacity Assessment

This Housing and Business Development Capacity Assessment (HBA) has been prepared to meet the requirements of the National Policy Statement on Urban Development (NPS-UD).

Introduced in 2020, the NPS-UD recognises the national significance of:

- Having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future, and
- Providing sufficient development capacity to meet the different needs of people and communities.

A HBA assesses the demand for housing and business land and determines how much development capacity is needed to sufficiently meet that demand.

The NPS-UD outlines the purpose of the HBA and are included below.

Section 3.20 Purpose of the HBA

1. The purpose of an HBA is to:
 - a. Provide information on the demand and supply of housing and of business land in the relevant tier 1 or tier 2 urban environment, and the impact of planning and infrastructure decisions of the relevant local authorities on that demand and supply; and
 - b. Inform RMA planning documents, FDSs, and long-term plans; and
 - c. Quantify the development capacity that is sufficient to meet expected demand for housing and for business land in the short term, medium term, and long term.

A housing update to the 2019 Wellington Region HBA (prepared under the National Policy Statement on Urban Development Capacity 2016) was completed in 2021. It provides an interim update on housing development capacity, as required by clause 4.1(2) of the NPS-UD. It covered the Greater Wellington urban environment, made up of Wellington City, Porirua City, Kāpiti Coast District, Upper Hutt City, and Lower Hutt City.

This document is an update of the 2019 HBA, relating to both housing and business land in the Wairarapa-Wellington-Horowhenua region. It meets the requirements of the NPS UD and is being prepared to inform the Future Development Strategy (FDS) for the same geographic area and development of councils' 2024 Long-Term Plans.

2.2 Statutory context – what does the NPS-UD require?

The region is growing. Growth puts pressure on the available development capacity. Councils cannot effectively plan for that growth if they do not know how much development capacity they have, what pressure is being put on it, over what timeframe, and in which areas. It is these questions that this report seeks to answer. This is important, as a shortage of development capacity is likely to put upwards pressure on house prices and business land as people compete for limited development opportunities.

Tier 1 and 2 councils must prepare a HBA to ensure their planning decisions are well-informed by the demand and supply of housing and business land. The HBA helps to inform councils' Long-Term Plans, Future Development Strategy, and RMA planning documents.

Under the NPS-UD, Greater Wellington Regional Council, Wellington City Council, Porirua City Council, Kāpiti Coast District Council, Upper Hutt City Council, and Hutt City Council are classified as tier 1 councils. Masterton District Council and Horowhenua District Council are classified as tier 3 councils, while Carterton District Council and South Wairarapa District Council do not have a classification. All these councils are part of the Wellington Regional Leadership Committee (WRLC) region and are being included in this HBA.

This HBA is required to:

- Analyse the affordability and competitiveness of the housing market and the impact of planning decisions and infrastructure on the market;
- Estimate demand for housing and business land by type and location in the short, medium, and long term;
- Quantify development capacity for housing and its feasibility, and what is reasonably expected to be realised in the short, medium, and long term;
- Provide the basis for bottom lines for sufficient housing development capacity;
- Quantify development capacity for business land and its suitability in the short, medium, and long term; and
- Quantify any insufficiencies in development capacity for housing or business land and whether the shortfalls are due to planning or infrastructure constraints.

2.3 A partnership approach

The Wairarapa-Wellington-Horowhenua region, as shown in [Figure 2.1](#) below, is highly connected. Good transportation links between the cities and towns, particularly in the metropolitan area, means that there are few barriers between the various housing markets, and businesses have a wide choice of locations in which to establish. It also means that the labour force is highly mobile.

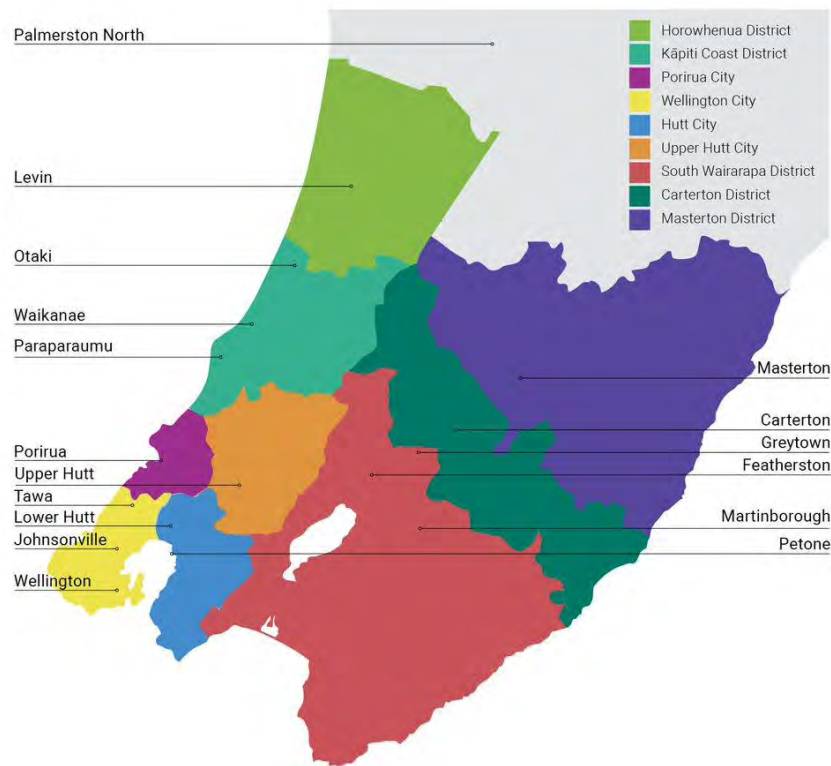


Figure 2.1: Map showing the environment Wairarapa-Wellington-Horowhenua region.

In this context, and with the requirement under the NPS-UD for councils that share jurisdiction over an urban environment to jointly prepare an HBA, the councils have adopted a joint approach to undertake the assessment together.

This report has been prepared for the Wellington Regional Leadership Committee (WRLC) as a report for the wider Wairarapa-Wellington-Horowhenua region. It will be used to support spatial and other planning being undertaken by the councils in the region and the WRLC. Whilst the report breaks land requirements down to a council level, we will be developing a regional response to meet required levels of expected demand. In the short term, this planning will be undertaken as part of the region's Future Development Strategy.

This joint approach:

- Ensures a consistent way to assess development capacity;
- Uses a common methodology and assumptions for population projections;
- Uses similar modelling processes for each council;
- Leverages off the resources available to each council;
- Presents results not just on a city-or town basis, but across the Wairarapa-Wellington-Horowhenua region; and
- Is consistent with work on joint spatial planning for the region.

2.4 Engagement

The NPS-UD encourages involvement of the development sector in the preparation of the HBA to provide real-world evidence and contribute to the quality of the assessment, particularly regarding what is feasible and reasonably expected to be realised. We engaged specialist consultants who work within the development market and use that experience to liaise with business and housing developers and infrastructure providers in preparing this HBA. For more information see Appendix 5: Business Feasibility Report.

2.5 Link to the Draft Future Development Strategy

This HBA is a key input into our Draft Future Development Strategy. The Draft Future Development Strategy will be taking a helicopter view of the Wairarapa-Wellington-Horowhenua region to show the broad locations for future growth and general locations of main infrastructure corridors over the next 30 years.

This HBA uses 2022 Sense Partners population projections as the bottom lines to be consistent with the Future Development Strategy assumptions.

The last Census held in March 2023 will provide an important foundation for considering future expectations for population, and subsequent housing demand. The timing of the 2019 HBA meant we did not have the last five years of adapt to confirm in this HBA but will have for the next one in 2026.

All councils in the region are preparing for growth. Fluctuations in projections are expected and don't change the fact that we need to continue facilitating growth. The point in time nature of this analysis means the Future Development Strategy uses the HBA as a temperature check to provide a base to build our future vision for growth and development with the strategy.

2.6 Relationship with other plans and strategies

The NPS-UD fits within a broader framework of plans and policy statements prepared under the Resource Management Act 1991 (RMA). National policy statements sit at the second level of the RMA hierarchy. Regional policy statements and district plans must 'give effect' to a national policy statement¹.

Along with requiring preparation of the HBA, the NPS-UD directs tier 1 and 2 councils to set housing bottom lines for the short to medium and long term, based on the HBA, in their regional policy statements and District Plans.

¹ Section 75(3)(c) RMA

HBAs inform Future Development Strategies, which are also required under the NPS-UD. The role of the Future Development Strategy is to respond to HBA findings about how much development capacity is sufficient to meet expected demand by spatially identifying broad locations for development, required infrastructure, and any constraints on development.

Councils also prepare a number of non-RMA plans and strategies to inform decision-making and directions for the management of growth. These range from required documents such as Long-Term Plans and associated infrastructure strategies, through to optional documents, such as growth strategies, town centre plans, and open space strategies.

The Wellington Regional Growth Framework (WRGF) – a non-statutory spatial plan that describes a long-term vision for how the region will grow, change, and respond to key urban development challenges and opportunities – identifies a mix of development in urban renewal areas and future urban areas, as well as a priority work programme to increase housing supply, affordability, and choice. The WRGF is now being updated and developed into a Future Development Strategy (as mentioned above) which is a statutory document required by the NPS-UD for all tier 1 and 2 councils.

This is complemented by council growth strategies developed from time-to-time to outline a council's strategic direction for accommodating future growth and shaping the urban form of a city over the longer term. They are an important consideration for this capacity assessment, and for responding to the findings of the HBA where required. These documents are detailed in the individual council chapters that follow where relevant.

3 Our growing and changing region

3.1 Population growth

Key findings

The population of the Wairarapa-Wellington-Horowhenua region is projected to grow by around 200,000 people over the period to 2051 - that's another Wellington City.

Housing and business land demand is a product of population growth and household formation and refers to the demand for residential dwellings across the spectrum of housing types and business land. To understand the growth pressures facing the region, we first need to establish what level of population growth is expected and over what timeframe.

In 2020 Sense Partners forecast a population increase for the region of around 250,000 by 2051; however, it is now not certain that growth will reach pre-COVID-19 projected expectations. The latest (2023) Sense Partners projections suggest growth of around 184,000 by 2052. Stats NZ projections suggest a more modest population increase, with the median projection at about 79,000 between 2018 and 2048. The extent of the divergence between projections highlights the uncertainty of predicting the future, and how much growth relies on international migration.

This HBA uses population projections produced in 2022 by Sense Partners, except for Horowhenua where they were not completed until 2023 and Porirua where 2021 figures have been used to align with their Proposed District Plan. The median projection was selected as it is statistically the most likely to occur. Sense Partners have updated the projections for 2023, however, this was not available at the time the analysis for this HBA was undertaken. We are using 2022 projections as the bottom lines to be consistent with the Future Development Strategy assumptions.

A range of projections were considered for use in this HBA, including the Statistics New Zealand (StatsNZ) medium growth series projection and the Sense Partners median projection. These can be seen in [Figure 3.1](#).

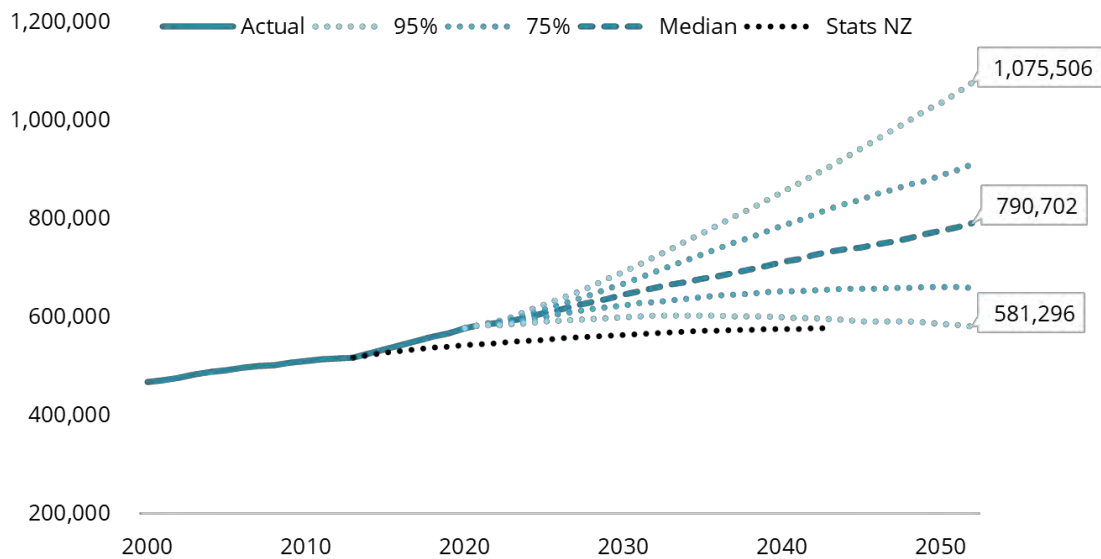


Figure 3.1: Regional population projections 2021–51. Source: Sense Partners, Statistics New Zealand.

The Sense Partners median projection was selected as the most appropriate for this assessment due to:

- StatsNZ projections typically underestimate the level of growth in the region. Population growth over the past 5 years has been three times as strong as StatsNZ expected, despite border closures associated with COVID-19.
- The assumptions made on net migration. The Sense Partners median projection includes positive net migration rates of similar magnitude to trends observed in the last 5 – 10 years (i.e., pre-COVID trends), an average of 0.7% per annum. The StatsNZ medium projection assumes a substantial decline in net migration, an average of 0.1% per annum.

There is considerable uncertainty around the projections, especially long term, which are highly sensitive to the assumption of persistently positive net inward migration. As a result, there is a 50% probability of annual growth from 1.4 – 1.9% over the next 10 years and from 0.8 – 1.7% over the next 30 years.

Error! Reference source not found. 3.1 shows the projected population growth for each territorial authority.

Table 3.2: Population growth for the Wairarapa-Wellington-Horowhenua region by council, 2021–2051.

| Council area | 2021–2024 | 2024–2031 | 2031–2051 | TOTAL |
|-----------------------|-----------|-----------|-----------|--------|
| Kāpiti Coast District | 2,400 | 6,800 | 15,900 | 25,100 |
| Porirua City | 2,400 | 5,900 | 15,300 | 23,600 |

| Council area | 2021–2024 | 2024–2031 | 2031–2051 | TOTAL |
|----------------------------|---------------|---------------|----------------|----------------|
| Upper Hutt City | 1,900 | 5,000 | 11,300 | 18,200 |
| Lower Hutt City | 3,500 | 10,400 | 25,700 | 39,600 |
| Wellington City | 2,300 | 15,300 | 40,300 | 57,900 |
| Horowhenua District (2023) | 1,500 | 3,300 | 7,500 | 12,300 |
| Masterton District | 1,400 | 3,400 | 7,900 | 12,700 |
| Carterton District | 500 | 1,200 | 3,100 | 4,800 |
| South Wairarapa District | 500 | 1,400 | 3,200 | 5,100 |
| Total | 16,385 | 52,662 | 130,185 | 199,300 |

Figure 3.2 shows the same growth projections for the Wairarapa-Wellington-Horowhenua region over the 30-year period that this report covers.

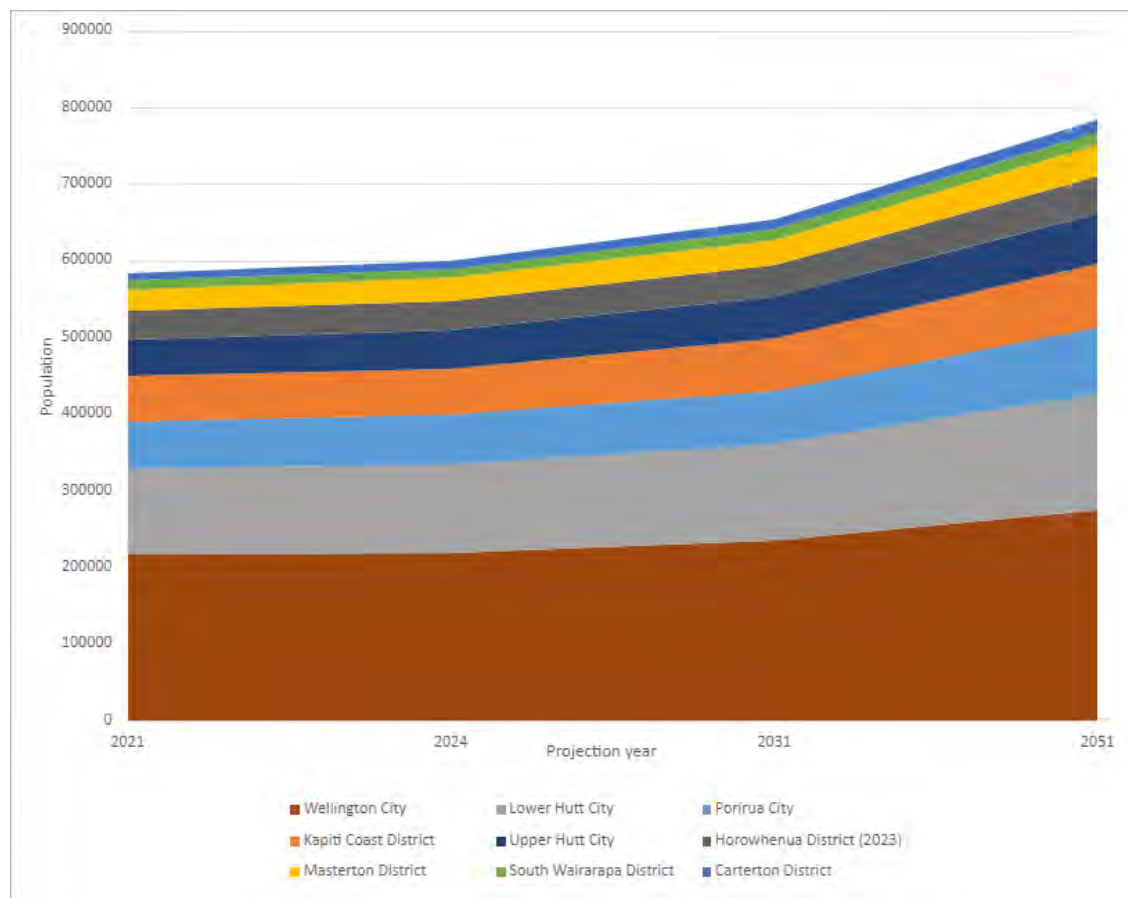


Figure 3.2: Population projection for areas within the Wairarapa-Wellington-Horowhenua region. Source: Sense Partners.

4 Regional capacity assessment – Housing

4.1 Introduction

Following analysis of the housing market, the questions that are answered in this section of the report are:

- How many houses do we expect will be needed in the region in the next 30 years? (Section 4.3 housing demand)
- How many houses could be built in the region in the next 30 years? (Section 4.4 housing development capacity)
- Do we have enough capacity to provide for the houses we need? (Section 4.6 housing development sufficiency)

It is important to note that ‘capacity’ of the housing market does not refer to capacity of the building industry to build or what the market is going to provide in reality. It refers to the availability of land for development.

4.2 Analysis of the housing market and the impact of planning (indicators and monitoring data)

The requirements from the NPS-UD for this part of the HBA are outlined below:

1. Every HBA must include analysis of how the relevant local authority’s planning decisions and provision of infrastructure affects the affordability and competitiveness of the local housing market;
2. The analysis must include an assessment of how well the current and likely future demands for housing by Māori and different groups in the community (such as older people, renters, homeowners, low-income households, visitors, and seasonal workers) are met, including the demand for different types and forms of housing (such as for lower-cost housing, papakāinga, and seasonal worker or student accommodation); and
3. The analysis must be informed by:
 - a. Market indicators, including:
 - i. Indicators of housing affordability, housing demand, and housing supply; and
 - ii. Information about household incomes, housing process, and rents; and
 - b. Price efficiency indicators

4.2.1 Market analysis

The population of the Wairarapa-Wellington-Horowhenua region is growing faster than forecast in the 2019 HBA. The estimated population as of June 2023 was 580,500¹, which is higher than both the forecast.id and StatsNZ high series referenced in the 2019 HBA.

Error! Reference source not found..1 shows there was an under-supply of new housing entering the market for a sustained period between 2014 and 2019, with new dwellings consented failing to meet household growth. In mid-2020, new dwellings consented exceeded household growth, which is partly due to a drop in population growth as a result of COVID-19 immigration restrictions. Since COVID-19 border restrictions ended, we have seen a bounce back in migration to pre- COVID-19. Despite the increase in new dwellings consented, the rate of housing growth has slowed compared to the 2020-2021 numbers and is showing signs of a further slowdown. The current economic conditions facing New Zealand's construction industry include high levels of inflation, material supply issues and labour shortages. These are expected to continue to affect demand for housing and the ability of the construction sector to deliver houses on the ground. This means the housing supply issues needs to be continually monitored.

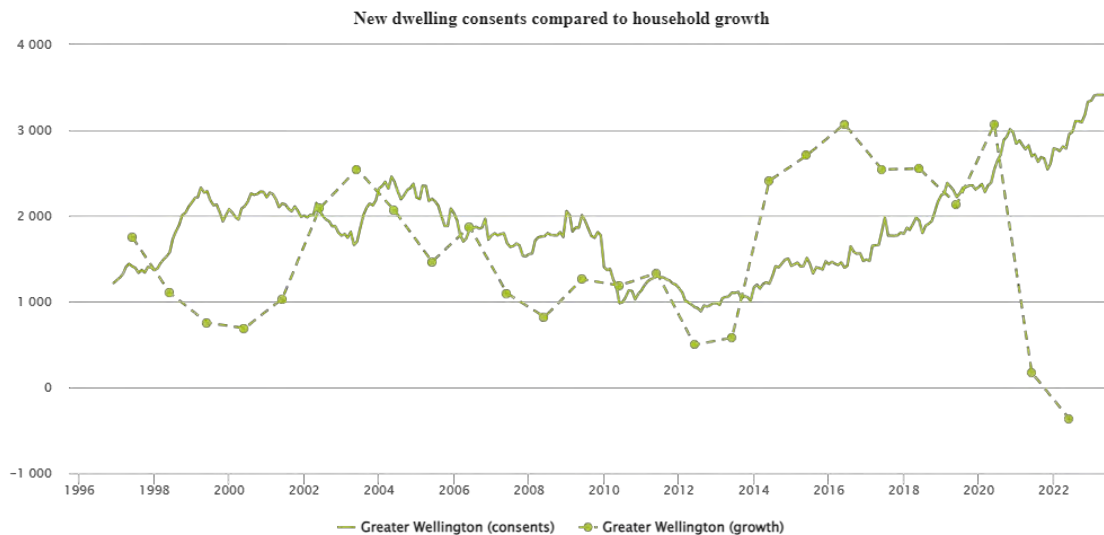


Figure 4.1: New dwelling consents compared to household growth. Source: MHUD.

Figure 4.2 shows that house prices in the region increased significantly between 2016 and 2020. In mid-2021 the sales price peaked and has been declining since. As at March 2023, the median price of a residential dwelling in the Wairarapa-Wellington-Horowhenua urban environment was \$700,000. Prices have risen by around 37% since the 2019 HBA was completed, and dropped by

¹ StatsNZ estimated resident population.

approximately 16% since the 2022 HBA. Although there has been a drop in house prices, the median price is still significantly higher than it was in 2016.

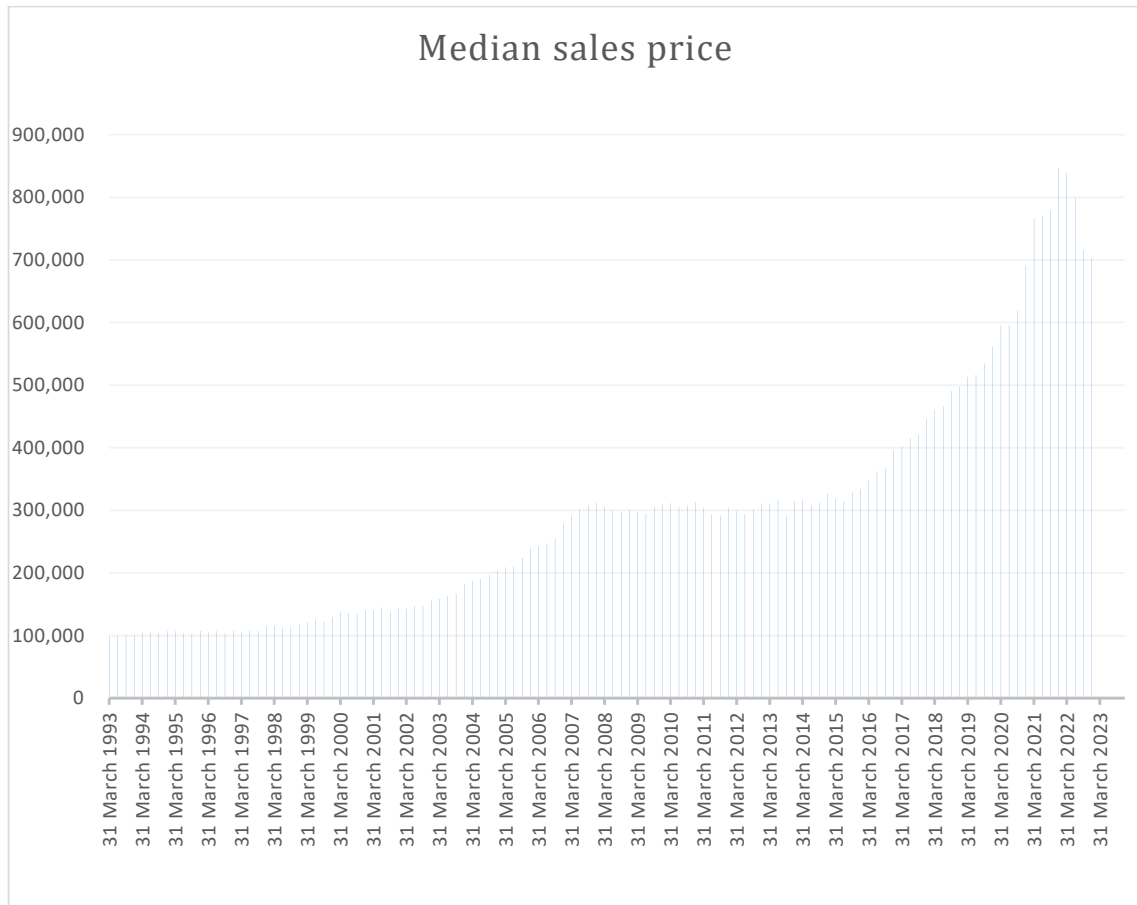


Figure 4.2: Median dwelling sales prices for the region. Source: MHUD.

Price-cost ratio is a general indicator of the flexibility of land markets to accommodate new homes. The current price-cost ratio is 2.7, as shown in [Figure 4.3](#). A price cost ratio of between 1-1.5 is historically common where the supply of land, and development opportunities, are responsive to demand. All urban areas in New Zealand had a ratio of between 1-1.5 some 20 years ago. A price cost ratio above 1.5 suggests, with some caveats, that land supply and development opportunities are not keeping up with demand. As a result, land prices are having an effect on house prices. The Greater Wellington urban environment has predominantly been above 1.5 since 1993. This suggests that the region has had an ongoing under-supply of new sections and other residential opportunities, which is impacting housing affordability and the competitiveness of the housing market. The present dip in the index is likely in response to COVID-19 border restrictions impacting immigration.



Figure 4.3: Housing price-cost ratio for the Greater Wellington urban environment. Source: MHUD.

For more up to date data on housing affordability, the new tool, 'Changes in Affordability Indicators' (CHAI)¹, shows how the affordability of renting a home, saving for a deposit and servicing a mortgage for people entering the market has changed over time. Indicators for the region show rates for 'deposit affordability' are beginning to improve as prices drop; however, 'mortgage serviceability' is becoming more difficult as interest rates rise. This is an issue for those with large mortgages and first-home buyers. Rental affordability, while less volatile than mortgage serviceability in the long run, has nevertheless been trending downwards (less affordable) in recent years.

4.2.2 Housing for Māori

At the regional level, for the purpose of this HBA, Stats NZ data in [Table 4.1](#) provides some insight into the current levels of Māori home ownership in the region. Māori households are more likely to reside in homes that are rented than owner-occupied. Rates of home ownership for Māori in the Wellington region are slightly higher than for Māori at the national level (43% compared with 42%), but less than ownership rates for non-Māori in the Wellington region (43% compared with 55%).

A number of papakāinga communities (housing on ancestral Māori land) already exist or are underway within the region, including Hurunui-o-Rangi Marae Papakāinga outside Carterton, Te Aro Pā Trust papakāinga housing in Wellington City and Te Puna Wai Papakāinga Housing Project in Wainuiomata. The WRLC is also working on a pilot project with Te Puni Kokiri to develop guidance

¹ <https://www.hud.govt.nz/stats-and-insights/change-in-housing-affordability-indicators/about-the-indicators/>

material, alongside whānau and hapū in the Kāpiti Coast district, that will support whānau/hapū in their aspirations to develop papakāinga housing in the district. Working with WRLC iwi partners will provide insights on current and likely future demands and aspirations for housing by Māori which will inform future iterations of the HBA.

Table 4.1: Māori and non-Māori rates of home ownership in Wellington Region compared to New Zealand.

| Wellington Region ¹ | | New Zealand | |
|--------------------------------|------------------------|------------------------|-------------------------|
| Māori | | | |
| Owned 43% (12,939) | Rented 57% (17,232) | Owned 42% (119,388) | Rented 58% (166,413) |
| Non-Māori | | | |
| Owned 55% (85,884) | Rented 44% (69,321) | Owned 53% (727,992) | Rented 47% (640,005) |

4.3 Housing demand – how many houses can we expect will be needed in the region in the next 30 years?

Key finding

Over 99,000 additional dwellings will be required by 2051 to accommodate population growth.

Population growth can be translated into growth in dwelling numbers based on the number of households and changes in household size. Based on the population projections set out in Section 2 of this HBA, regional housing demand with over the next 30 years is projected in [Table 4.2](#)

Table 4.2: Housing growth for the Wairarapa-Wellington-Horowhenua region (number of dwellings), 2021–2051.

| | Estimated dwellings 2021 | Additional dwellings 2021–24 | Additional dwellings 2024–31 | Additional dwellings 2031–51 | Projected dwellings 2051 | Change in dwellings 2021–51 |
|---------------------------|-----------------------------|---------------------------------|---------------------------------|---------------------------------|-----------------------------|--------------------------------|
| Sense Partners projection | 251,517 | 8,947 | 21,949 | 53,450 | 335,863 | 84,346 |

¹ This data does not include the Horowhenua District.

| | Estimated dwellings 2021 | Additional dwellings 2021–24 | Additional dwellings 2024–31 | Additional dwellings 2031–51 | Projected dwellings 2051 | Change in dwellings 2021–51 |
|------------------------------------|--------------------------|------------------------------|------------------------------|------------------------------|--------------------------|-----------------------------|
| With competitive ness margin added | | 11,418 | 26,306 | 61,579 | 350,820 | 99,303 |

Breaking down that growth by council area provides the projections in [Table 4.3](#).

Table 4.3: Housing growth by Council area, 2021-2051

| Council area | Estimated dwellings 2021 | Additional dwellings 2021–24 | Additional dwellings 2024–31 | Additional dwellings 2031–51 | Total additional dwellings 2021–51 |
|--------------------------|--------------------------|------------------------------|------------------------------|------------------------------|------------------------------------|
| Kāpiti Coast District | 28,319 | 1,557 | 3,920 | 8,411 | 13,888 |
| Porirua City | 22,541 | 1,141 | 2,444 | 6,303 | 9,888 |
| Upper Hutt City | 19,317 | 942 | 2,016 | 4,973 | 7,931 |
| Lower Hutt City | 45,906 | 2,055 | 4,395 | 11,551 | 18,001 |
| Wellington City | 90,298 | 3,523 | 7,814 | 19,070 | 30,407 |
| Horowhenua District | 18,767 | 786 | 1,750 | 3,885 | 6,421 |
| Masterton District | 13,987 | 760 | 2,564 | 3,935 | 7,259 |
| Carterton District | 5,433 | 312 | 693 | 1,728 | 2,733 |
| South Wairarapa District | 6,949 | 342 | 710 | 1,723 | 2,775 |
| Total | 251,517 | 11,418 | 26,306 | 61,579 | 99,303 |

Figure 4.4 shows the projected number of dwellings for each area within the Wairarapa-Wellington-Horowhenua region over the 30-year period that this report covers.

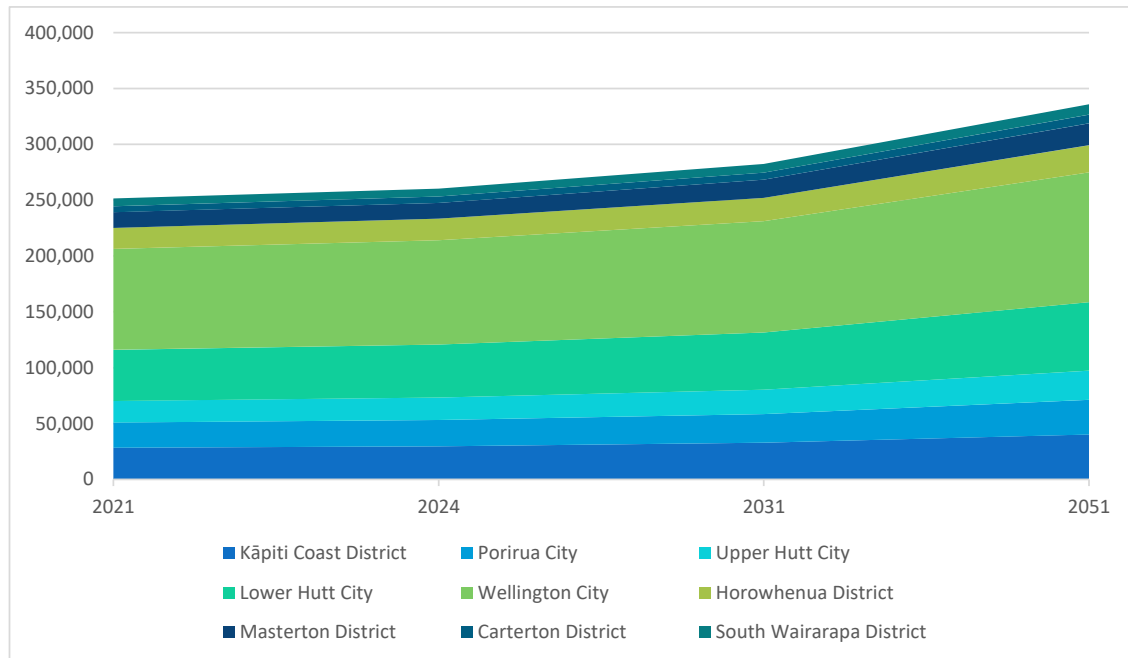


Figure 4.4: Projected total housing by council area.

In addition to projecting aggregate demand, additional modelling was completed to provide insight into the nature of that demand by dwelling type and location. A detailed breakdown of demand by dwelling type at a sub-council level is presented in each council's HBA chapter.

Further detail on the modelling that underpins the population projections and housing demand it is available in [Appendix 1](#).

4.4 Housing development capacity – How many houses could be built in the region in the next 30 years?

Key findings

The Wairarapa-Wellington-Horowhenua region has:

- *A plan-enabled capacity of 1,369,898 houses.*
- *A total feasible development capacity of 311,720 houses.*
- *A total realisable capacity of 198,669, which is the number of houses that can be expected to be built over the next 30-years. This is made up of 77,069 standalone houses, 86,834 terraced houses, and 34,767 apartments.*

The NPS-UD requirements for this section of the report are as follows:

Section 3.24 Housing demand assessment

1. Each HBA must estimate, for the short term, medium term, and long term, the demand for additional housing in the region and each constituent district of the tier 1 or tier 2 urban environment:
 - a. In different locations; and
 - b. In terms of dwelling types.
2. Local authorities may identify locations in any way they choose.
3. Local authorities may identify the types of dwellings in any way they chose but must, at a minimum, distinguish between standalone dwellings and attached dwellings.
4. The demand for housing must be expressed in terms of numbers of dwellings.

Housing development capacity refers to the level of residential growth a city or district can accommodate. Housing development capacity is not limited to land available for urban expansion (greenfield land), it also includes capacity within existing urban areas to provide infill development, redevelopment (for example a multi-unit development replacing one existing house with three or four new houses), and apartment development.

A note on terminology

In describing housing development capacity, the following terms are used:

- **Plan-enabled** – housing development capacity enabled in all land zoned or set aside for housing without accounting for any constraints, as provided for in the relevant plans and strategies.
- **Infrastructure-ready** – housing development capacity having adequate development infrastructure (water supply, wastewater, stormwater, and land transport infrastructure) to support development of the land.
- **Feasible and reasonably expected to be realised** – housing development capacity that is commercially viable for a developer to develop considering costs, revenues, and yields and likely to be taken up for development.

The relationship between the different types of housing development capacity is illustrated in [Figure](#) below.

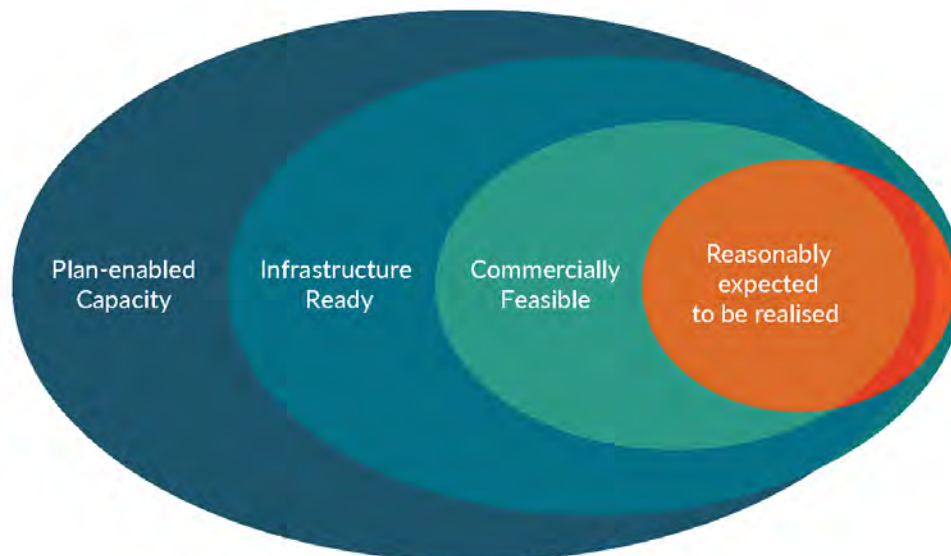


Figure 4.5: Relationship between types of housing development capacity. Source: Ministry for the Environment.

4.3.1 Modelling methodology

The analysis of housing capacity used a GIS based model, to help identify potential development capacity from different development scenarios including infill development, redevelopment and greenfield development ¹.

4.3.2 Infill and redevelopment model methodology

The infill and redevelopment model models all land parcels under five hectares that are zoned for residential development or a portion of residential use in mixed use areas. Each council undertook their own infill and redevelopment modelling using the Wellington Region Residential Capacity Model.

For every site across the region, District Plan rules have been applied to determine what could theoretically be built on the site. Two scenarios were run for each site:

- Infill development – where development is modelled around existing buildings
- Comprehensive development – where sites are treated as empty.

The model identifies a theoretical capacity of what could be built on each site. The model then tests three development types for each site, standalone, terraced and apartment, in a range of sizes to identify the maximum development size and type within the rules for that site.

The model assumes every site is developed to its maximum potential. It does not account for any amalgamation of sites.

The full methodology is provided in Appendix 1.

4.3.3 Greenfield model methodology

The greenfield model models all land parcels over five hectares that are zoned for residential or mixed-use development and any parcels that may not currently be zoned but that are otherwise identified as future growth areas. In Wellington and Porirua, the greenfield capacity has been identified separately by the individual councils, with the feasibility not assessed by Property Economics for Wellington.

For the most part, these greenfield sites in the areas modelled by Property Economics are treated the same as the smaller urban sites. The primary adjustments applied is to assume 30% of each site is required for internal roading and reserves.

The greenfield model methodology is provided in Appendix 2 of the HBA.

¹ The greenfield model models all land parcels over five hectares that are zoned for residential development and any parcels that may not currently be zoned but that are otherwise identified as future growth areas.

4.4 Plan-enabled housing development capacity

Plan-enabled capacity is modelled based on the operative and proposed planning documents of each council, using the parameters detailed in [Table 4.4](#).

Table 4.4: Definition of plan-enabled housing capacity

| Plan-enabled development capacity – definition | |
|--|---|
| Short-term (0–3 years) | Land zoned for housing (permitted, controlled, or restricted discretionary) in an operative district plan |
| Medium-term (3–10 years) | Land zoned for housing (permitted, controlled, or restricted discretionary) in an operative or proposed district plan |
| Long-term (10–30 years) | Land zoned for housing (permitted, controlled, or restricted discretionary) in an operative or proposed district plan, or indicated for future urban use or urban intensification in a future development strategy or other relevant plan or strategy |

All councils are well advanced in preparing either plan changes, variations, or full District Plan reviews to enable intensification as required by the NPS-UD as outlined in [Table 4.5](#).

Table 4.5: Council implementation of NPS-UD intensification policies.

| Implementation of NPS-UD intensification policies | |
|---|---|
| Hutt City Council | Currently undertaking a full review of its District Plan, including implementation of the direction of the NPS-UD. A decision on the Intensification Planning Instrument (a plan change that will give effect to the intensification policies of the NPS-UD) is released in August 2023. |
| Kāpiti Coast District Council | Recently adopted its District Growth Strategy. This is informing an urban development plan change, including implementation of the direction of the NPS-UD. A decision on the Intensification Planning Instrument (IPI) was made in August 2023. |
| Porirua City Council | Notified its Proposed District Plan shortly after the NPS-UD came into effect. The Proposed District Plan partially implements the direction of the NPS-UD. A variation to give full effect to the NPS-UD was notified in August 2022. Decisions on the Proposed Porirua District Plan are expected to be released in December 2023. |
| Upper Hutt City Council | Hearings were completed for the IPI, incorporating the matters required by 2019 RMA Amendment Act, in May 2023. Decisions will be released by December 2023. |
| Wellington City Council | Currently hearings are underway for the Proposed District Plan (PDP) which is a key implementation tool for the delivery of WCC's Spatial Plan. The PDP incorporates the matters required by 2019 RMA Amendment Act. Decisions with regard to the Intensification Streamlined Planning Process will be released in March 2024, with the balance of decisions to be released by late 2024. |

Implementation of NPS-UD intensification policies

| | |
|-------------------------------------|--|
| Greater Wellington Regional Council | Currently hearings are underway for the Proposed Change 1 of the Regional Policy Statement which will account for new national direction. Most relevant to the HBA it includes enabling urban development and infrastructure in appropriate locations. Encouraging more intensive urban development that is sensitive to the environment and meets the needs of more people. |
|-------------------------------------|--|

In addition, district plan changes are occurring in other areas where the NPS-UD intensification does not apply. They have been included in [Table 4.6](#).

Table 4.6: Council implementation of other plan changes.

Other district plan changes

| | |
|----------------------------------|--|
| Wairarapa Combined District Plan | A review of the Wairarapa Combined District Plan is currently underway. A draft was released for informal consultation in October 2022, with the Proposed Plan expected to be publicly notified in late 2023. |
| Horowhenua District Council | The Horowhenua District Plan was made operative in July 2015. Three plan variations were made operative in late 2015. Plan Change 4 was adopted in June 2022 to rezone 420 hectares of land for residential and mixed use purposes. The appeals to the plan change have all been resolved, and it is expected to be made operative before the end of 2023. |

[Table 4.7](#) sets out the plan enabled or theoretical capacity. Of the 1,129,509 houses enabled by the District Plans across the region, 92% come from infill and redevelopment capacity, with the remaining 8% coming from greenfield capacity. This number, at this stage of the analysis has not been tested for feasibility or expected to be realised. This happens in the next stage.

Table 4.7: Plan-enabled housing development capacity for the Wairarapa-Wellington-Horowhenua region.

| | Infill/ redevelopment capacity | Greenfield capacity | Total plan-enabled capacity |
|-----------------------|--------------------------------------|---------------------|--------------------------------|
| Kāpiti Coast District | 260,049 | 40,947 | 300,996 |
| Porirua City | 144,450 | 6,604 | 151,054 |
| Upper Hutt City | 209,996 | 31,693 | 241,689 |
| Lower Hutt City | 308,744 | 3,701 | 312,445 |
| Wellington City | 294,923 | 4,441 | 299,364 |
| Horowhenua District | 21,497 | 7,072 | 28,569 |

| | | | |
|------------------------------|------------------|----------------|------------------|
| Combined Wairarapa Districts | 35,189 | 8,727 | 43,916 |
| Total | 1,188,324 | 103,185 | 1,374,339 |

4.5 Feasible and reasonably expected to be realised development capacity

In assessing housing development capacity, plan-enabled capacity provides a theoretical starting point. Next is analysis of market conditions and behaviours to understand how much of the plan-enabled capacity is likely to translate into new dwellings. This involves two steps:

1. Assessment of what is commercially viable to develop (feasible capacity)
2. Analysis of how much of the feasible capacity is likely to be developed (reasonably expected to be realised).

The parameters in [Table 4.8](#) are used.

Table 4.8: Definition of feasible development capacity.

| Feasible development capacity – definition | |
|--|---|
| Short- to medium-term (0–10 years) | Development capacity that is commercially viable to a developer based on the current relationship between costs and revenue |
| Long-term (10–30 years) | Development capacity that is commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship |

Across the Wairarapa-Wellington-Horowhenua region, total feasible development capacity is assessed to be 311,720 dwellings, made up of 25% standalone houses, 56% terraced houses, and 19% apartments. This can be seen in [Table 4.9](#). This number, at this stage of the analysis has not been tested for expected to be realised. This happens in the next stage.

Table 4.9: Feasible capacity by housing typology to 2051.

| | Standalone houses | Terraced houses | Apartments | Total |
|-----------------------|-------------------|-----------------|------------|--------|
| Kāpiti Coast District | 14,468 | 39,142 | 1,773 | 55,383 |
| Porirua City | 24,177 | 14,631 | 2516 | 41,264 |
| Upper Hutt City | 13,005 | 11,000 | 1,538 | 25,543 |
| Lower Hutt City | 5,104 | 35,978 | 16,486 | 57,568 |

| | Standalone houses | Terraced houses | Apartments | Total |
|--------------------------|-------------------|-----------------|---------------|----------------|
| Wellington City | 13,011 | 45,695 | 36,295 | 95,001 |
| Horowhenua District | 2,720 | 7,871 | - | 10,591 |
| Masterton District | 2,853 | 7,728 | - | 10,581 |
| Carterton District | 972 | 5,414 | - | 6,386 |
| South Wairarapa District | 1,700 | 7,708 | - | 9,408 |
| Total | 77,950 | 175,164 | 58,607 | 311,720 |

Sensitivity analysis

The capacity models operate on a number of core assumptions, and those assumptions flow into the results that are presented in this HBA. Further detail on the assumptions is outlined in [Appendix 2](#) of the HBA.

This report presents a series of headline numbers, which is represented as a final capacity number. This is done to provide clarity to the reader. However, in practice, capacity will always operate within a range depending on a number of factors. This range has been tested through sensitivity analyses.

For the infill and redevelopment modelling, the sensitivity analyses considered several changes, such as increasing the economies of scale component of the model (therefore reducing building costs), increasing building value (therefore increasing sales values), increasing land values, and reducing land values.

On top of the feasible capacity modelling, practical considerations must be taken into account as to what is likely to be developed. The realisation rates essentially provide for 'development chance' given the propensity for development variances. These considerations are based on dwelling typology, development option, and greenfield competition. The identification of these variables not only provides for sensitivities but also addresses the relativity between typologies. While all three typologies may be feasible the development model identifies the site scenario with the highest profit margin. The details of these sensitivity analyses are presented in the Property Economics reports for each council.

Not all development capacity will be delivered over the next 30 years. Landowners have different motivations for their land and may not wish to sell to a developer or may not wish to subdivide or redevelop themselves. Others may simply enjoy their property as it currently is. Additionally, different development types have different risk profiles and financing requirements. All these factors affect realisation of feasible development capacity.

As required by the NPS-UD, this HBA assesses the realisable proportion of feasible development capacity. The model has applied different realisation rates to different development types and different areas, with the details about the assumptions made and reasons included in each council's report. The results have been collated across the region in [Table 4.10](#) below.

Table 4.10: Reasonably expected to be realised infill / redevelopment capacity by housing typology to 2051.

| | Standalone houses | Terraced houses | Apartments | Total |
|--------------------------|-------------------|-----------------|---------------|----------------|
| Kāpiti Coast District | 20,291 | 11,869 | 513 | 32,673 |
| Porirua City | 6,805 | 11,343 | 2,202 | 20,350 |
| Upper Hutt City | 15,084 | 2,485 | 891 | 18,460 |
| Lower Hutt City | 10,207 | 8,182 | 9,847 | 28,236 |
| Wellington City | 15,772 | 32,329 | 21,314 | 69,415 |
| Horowhenua District | 3,104 | 5,363 | - | 8,467 |
| Masterton District | 2,807 | 5,162 | - | 7,969 |
| Carterton District | 807 | 3,595 | - | 4,402 |
| South Wairarapa District | 2,193 | 6,507 | - | 8,700 |
| Total | 77,069 | 86,834 | 34,767 | 198,669 |

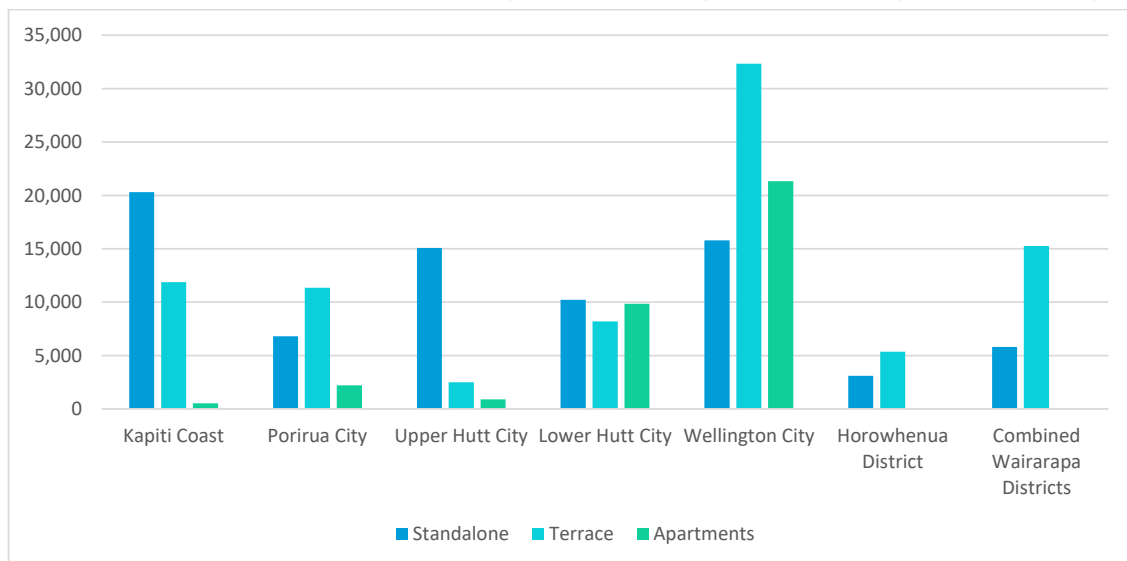


Figure 4.6: Reasonably expected to be realised infill / redevelopment capacity by housing typology to 2051.

The methodology used to calculate reasonably expected to be realised development is provided in **Appendix 2** of the HBA.

4.6 Greenfield vs Brownfield Development

Given the significant oversupply of realisable capacity in the region, we compared the greenfield and brownfield realisable capacity. Table 4.7 below shows that we have more than enough capacity within our existing urban environments to meet demand without the need to zone any more land for greenfield.

Table 4.7: Greenfield v Brownfield capacity for the Wairarapa-Wellington-Horowhenua region.

| | Urban realisable capacity | Greenfield realisable capacity |
|------------------------------|---------------------------|--------------------------------|
| Kāpiti Coast District | 27,886 | 4,241 |
| Porirua City | X | X |
| Upper Hutt City | 16,178 | 2,303 |
| Lower Hutt City | 26,602 | 1,634 |
| Wellington City | 69,415 | 4441 |
| Horowhenua District | 5,025 | 6,942 |
| Combined Wairarapa Districts | 15,704 | 5,364 |

Total

4.7 Housing development sufficiency – do we have capacity to provide for the houses we need?

Key finding

The Wairarapa-Wellington-Horowhenua region is estimated to have sufficient capacity to meet demand over the long term, with a surplus of 99,336 dwellings.

Policy 2 of the NPS-UD requires tier 1 councils to provide at least sufficient development capacity to meet expected demand for housing over the short, medium, and long term. Under the NPS-UD, for

housing capacity in tier 1 councils to be considered sufficient, there must be enough housing capacity to meet expected demand, plus a competitiveness margin.

Having established the expected demand for new dwellings and the development capacity available within each council area, the two can be compared to understand whether there is sufficient capacity to meet demand. At the regional level, housing demand and capacity is compared as a 30-year total, rather than divided into the short, medium, and long term. This is because demand and development uptake are influenced by a number of factors which cannot be adequately predicted on a regional basis. Individual council chapters further consider housing sufficiency by housing type, and, where possible, by sub-areas to provide a finer-grain picture of capacity. This can be seen in [Table 4.11](#) below.

Table 4.11: Housing sufficiency in the Wairarapa-Wellington-Horowhenua region.

| | Demand | Capacity | Difference | Sufficient? |
|--------------------------|---------------|----------------|---------------|-------------|
| Kāpiti Coast District | 13,888 | 32,673 | 18,785 | Yes |
| Porirua City | 9,888 | 20,350 | 10,462 | Yes |
| Upper Hutt City | 7,931 | 18,461 | 10,530 | Yes |
| Lower Hutt City | 18,001 | 28,236 | 10,235 | Yes |
| Wellington City | 30,407 | 39,415 | 39,008 | Yes |
| Horowhenua District | 6,421 | 8,467 | 2,046 | Yes |
| Masterton District | 7,259 | 7,968 | 709 | Yes |
| Carterton District | 2,733 | 4,402 | 1,669 | Yes |
| South Wairarapa District | 2,775 | 8,700 | 5,925 | Yes |
| Total | 99,303 | 198,669 | 99,336 | Yes |

For illustrative purposes, Figure 4.6 below summarises the numbers above on a regional scale and compares the demand to the capacity analysis above to indicate the significant surplus in capacity.

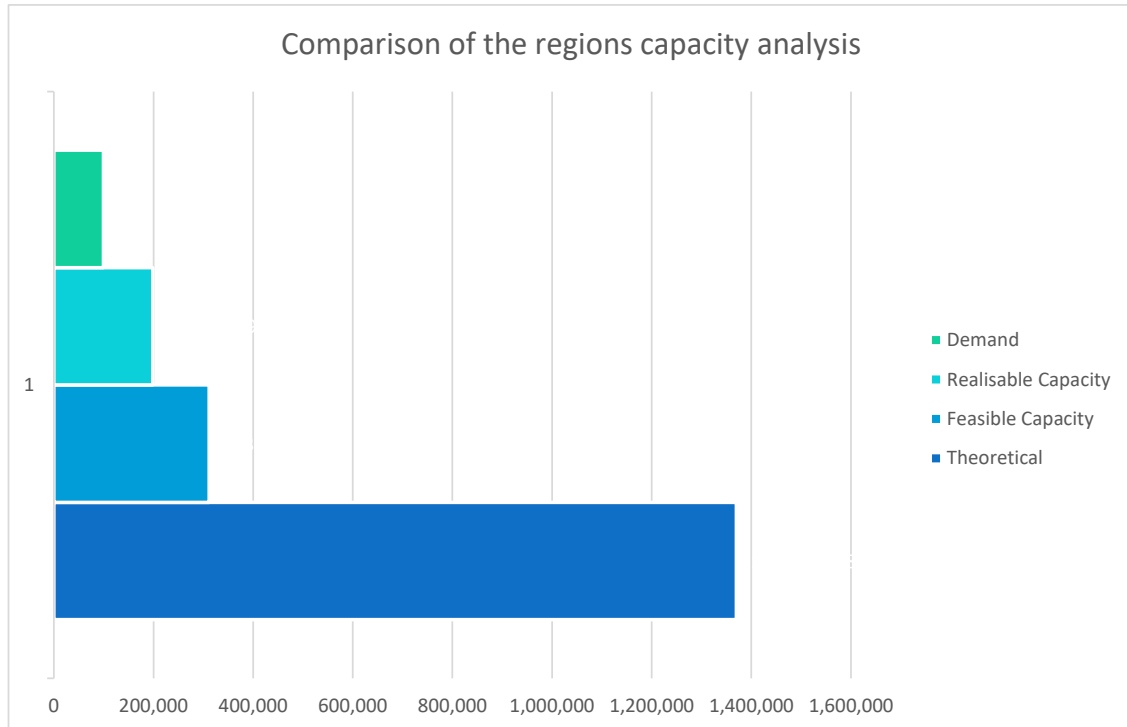


Figure 4.6: Comparison of the region's capacity analysis

4.8 Conclusion

Table 4.11 confirms that the Wairarapa-Wellington-Horowhenua region has sufficient capacity to meet growth requirements over the 30-year period of this HBA. An excess of around 99,000 (more than double demand) dwellings is modelled in this HBA.

Having nearly twice as many homes reasonable expected as needed is a positive for the region and not something many regions in the country has. This is primarily due to increased development now allowed within walking distance of our public transport network. With the amount of capacity provided there is more a focus on the market to deliver - which has a number of broader factors and influences - and the role of government to support this alongside efforts from councils in their own areas (but noting much of this is outside of council's control and settings). This Future Development Strategy is an opportunity to influence where our housing growth should be focused to attain the greatest social and economic benefits for the region and the people in it, whilst protecting and preserving the environment, becoming more climate and natural hazard resilient and influencing the types of housing that will best meet our future needs at the right time. It is important to highlight that this assessment represents a single point in time. All councils are currently implementing the intensification policies of the NPS-UD, including the Medium Density Residential Standards that have been incorporated in this assessment or are undertaking other District Plan updates. This has increased plan-enabled infill and redevelopment capacity and will inform the level of investment required in the councils' 2024 infrastructure strategies to provide adequate development infrastructure to support sufficient development capacity.

We note there are a range of factors in play outside of council's control, in particular the market has a big influence on realisable capacity. Currently we are in a price slump in the residential property market. This drop in sales price has a significant impact on the level of Realisable capacity, dropping the Realisable Capacity for the districts assessed by an average of 36%. This decreases the capacity across the region to just over 141,000 (not accounting for any changes to the Wellington and Porirua districts). This also means that should prices rise (which they usually do after a number of years) the regions realisable capacity will increase accordingly.

5 Regional Capacity Assessment – Business

5.1 Introduction

Key findings - overall

The Wairarapa-Wellington-Horowhenua region has demand for an additional 9,181,700 m² of business floorspace (or an additional 1192ha of land) over the long-term, with expected population growth being the main driver of economic activity and therefore the need for more land.

Capacity – The region has sufficient business capacity, based on a qualitative analysis with the following types of capacity:

- *29,243,921m² (floorspace) potentially available for redevelopment (that's if every site was demolished and rebuilt)*
- *2,938,313m² (floorspace) vacant (at time of modelling) that could be redeveloped in the short term*
- *10,806,224m² (floorspace) available for infill development*

However, we know that demand for industrial land requires larger footprint sites, and due to current land zoning and availability, this category is likely to have a shortfall. A separate project has been commissioned to confirm industrial land demand and identify suitable areas.

An assessment of regional business land capacity was last completed in November 2019 and included the areas of Upper Hutt, Lower Hutt, Wellington, Porirua, and Kāpiti only.

This current assessment has been broadened to include all council areas within the Wairarapa-Wellington-Horowhenua region to align with the wider regional spatial planning already undertaken for the WRGF and being updated as part of the Future Development Strategy.

With regards to business land this HBA is required to:

- Estimate demand for business land by type and location in the short, medium, and long-term
- Quantify development capacity for business land and its suitability in the short, medium, and long-term
- Quantify any insufficiencies in development capacity for business land and whether the shortfalls are due to planning or infrastructure constraints.

It is important to highlight that this business land assessment represents a single point in time. All councils in the Wairarapa-Wellington-Horowhenua region are currently in the process of implementing changes to their District Plans. It is expected that through the submission process to the District Plans there will be some changes to the Plans as notified and that these may impact this assessment. At this point in time, we do not know what those changes will be.

Two key reports were commissioned to provide information on business land capacity. These reports and a short overview of the methodology for each is provided below. A full overview of the methodology used for each report can be found in [APPENDIX 3 and 4](#).

Report: Demand for business land in the Wellington-Horowhenua region - Assessing future needs – 28 March 2023

The purpose of this report was to quantify business land demand. The modelling methodology used for the work in this report is split into four stages. These are illustrated in [Figure 5.1](#) below.

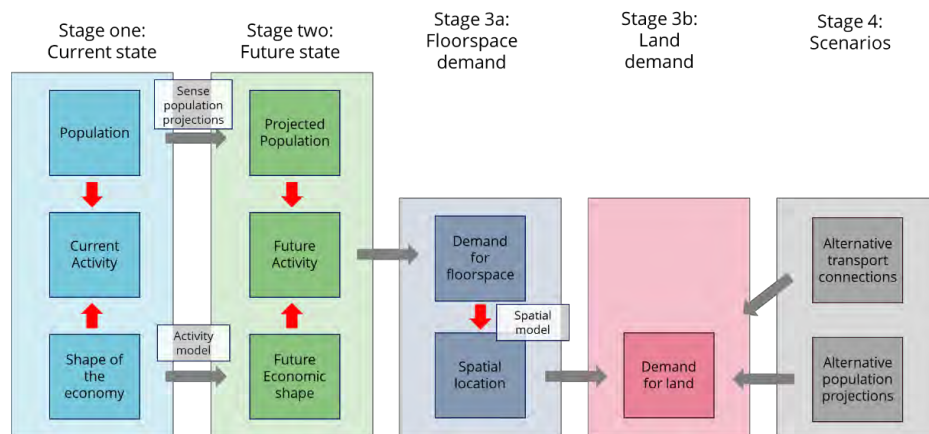


Figure 5.1: Illustration of the modelling methodology used. Source: Sense Partners.

Report: Review of the suitability of existing business and industrial land – April 2023

This report presents the results of a review of the development feasibility of business land in 2022 using a Multi Criteria Assessment (MCA), based on engagement with industry stakeholders and

council officers at each of the five tier 1 councils. In addition, it also provides the baseline assessment of the MCA for the Horowhenua and Wairarapa Districts.

The engagement process involved undertaking a number of workshops and meetings to assess business demand and business development capacity against criteria in the MCA for each of the districts within the region.

The MCA used in this assessment is the same one that was used to inform the 2019 HBA. These criteria include key factors influencing the feasibility of land for business development.

5.2 Key Business Context (stats and indicators)

Key findings

The Wairarapa-Wellington-Horowhenua region has demand for an additional 9,181,700 m² of business floorspace (or an additional 1192ha of land) over the long-term, and capacity for 40,408,600 m² (floorspace) of development with expected population growth being the main driver of economic activity and therefore the need for more land.

The types of business floorspace demand requirements at the end of 2051 can be broken down as follows:

- *Commercial – 1,700,460m²*
- *Government – 839,691m²*
- *Retail – 1,038,595m² - To put this in context this is over 2 times the current floorspace of Queensgate Mall in Lower Hutt.*
- *Education – 788,463m²*
- *Health – 1,010,164m²*
- *Industrial – 3,062,345m² (or 697Ha of land) - To put this in context this is over 2 times the area of the Seaview/Gracefield/Moera area in Lower Hutt.¹*

¹ The Seaview/Gracefield/Moera total land area (excluding road parcels) as defined in the General Business and Special Business zones of the Hutt City Council District Plan is 2.37sq.km or 237 hectares.

- **Other – 741,978m²**

Understanding the key drivers of economic growth enables us to understand and model employment projections which in turn enables us to understand land requirements. Each of the key drivers is outlined below with more information on each available in the source document. See **Appendix 3** “Demand for business land in the Wellington-Horowhenua region – assessing future needs” Sense Partners February 2023.

5.2.1 Key business-related drivers are¹:

Key driver 1: High household incomes attract growth to the region

The Wellington region has a high concentration of jobs in upper income brackets with variation across councils. Almost half of the jobs in the Wellington region earn a median wage in advance of \$70,000. For the rest of the country, this figure is just 4%.

Horowhenua lies in the Manawatū-Wanganui region. The region has lower incomes compared to Wellington or New Zealand as a whole, with 49% of jobs lying in the \$50,000 to \$60,000 income bracket.

Within the Wellington region, there is variation in local incomes. Many of the higher paying jobs are located in Wellington City, for example. However, the people working those jobs frequently live outside of Wellington City, as far afield as Horowhenua and Masterton. The ability to work remotely, and the much broader acceptance of this post-pandemic, will increase this spread. This means that the flow on benefit of those jobs is felt across the region.

Key driver 2: High levels of education are reflected in estimates of human capital

The high incomes identified in key driver 1 are reflective of the concentration in the region of a highly educated workforce. This is a key aspect of the agglomeration benefits within the region and assists in driving economic growth.

Key driver 3: The concentration of Government helps drive incomes and education

Government is a major direct and indirect employer of highly qualified individuals, and New Zealand’s civil service is largely concentrated in Wellington City. Analysis shows that roughly half of Central Government administrative jobs are located in the region.

Key driver 4: The region has a slender advantage over Auckland housing costs

¹ Some of the references in this section refer to Wellington City and some to the region based on available information.

Housing costs reflect rents and mortgage costs across the housing stock. Analysis shows lower housing costs for the Wellington region than Auckland, giving the region a slight edge in disposable incomes. There are local variations – Masterton is more affordable, but this gap is closing.

The tools available to compete with other parts of the country are not simply lower house costs, but a better living experience. This includes a rural lifestyle in areas like the Wairarapa and Horowhenua and parts of Kāpiti.

Key driver 5: Manufacturing is an important component of economic activity

As measured by contribution to GDP, manufacturing is the largest industry in the country. In the year to March 2019, the sector contributed \$30.6b to GDP. In this region, however, it is only the 3rd largest industry overall, at \$4.6bn.

With just 6% of NZ wide manufacturing jobs producing 15% of manufacturing GDP, the region punches above its weight.

From 2000 to 2010, manufacturing GDP grew at an average 1.6% per year. This is compared to a 4.4% average across the entire regional economy, explaining the fall in share. Since 2021, however, this trend has ceased. Manufacturing has grown at 4%, while total GDP has grown at 3.9%.

Key driver 6: Agriculture remains important to Horowhenua and Wairarapa

In the main population centres, such as Wellington City or the Hutt Valley, agriculture (including horticulture) is a small portion of overall employment. Kāpiti also has an important agricultural component given its climate and location. For Horowhenua and Wairarapa, however, agricultural employment plays a significant role in local economies. This includes direct employment on the farm and in the packhouse. The sector also supports 1,500 jobs in the local food processing industry, exporting nationwide and globally.

5.2.2 Key demographic change drivers are:

Key driver 7: Population growth has exceeded previous forecasts

Since the previous business land assessment in 2019, population growth in the region has pushed higher. Population growth over the past 5 years has been three times as strong as Statistics New Zealand expected, despite border closures associated with COVID-19.

Both the higher population starting point and a stronger population projection imply a need to accommodate much higher demand for business land than the previous study.

Key driver 8: Internal migration responds to economic opportunity

High income and job growth attracts new residents from other regions and from overseas. This is a two-way relationship. Population growth, in turn, drives economic activity through increasing demand for goods and services, as well as an increased supply of workers and entrepreneurs.

The shortfall between local population growth and NZ wide growth in the early 2000s was sharpest in those areas furthest out, like Wairarapa and Horowhenua. As growth has spread out, those areas are now experiencing population growth in line with, or even exceeding, NZ wide growth.

All areas have experienced a sharp downturn coinciding with the pandemic lockdowns. This is due to the border closures, and hints at the importance of international migration in regional population growth.

Key driver 9: Migration accounts for much of the short term variation in growth

Base population growth, in the form of births and deaths, only changes slowly over time. Migration, in comparison, can change rapidly as is the primary source of short-term variation in population growth. As one of the country's largest urban agglomerations, the Wellington region attracts domestic migrants from all over New Zealand. The region's high incomes and concentration of niche and specialist employment helps the region attract migrants. The main source of inward migration is international migration.

There is a strong core-periphery dynamic within the region. With the exception of overseas migrants, each territorial authority tends to attract most migrants from its neighbouring council. Auckland is also a common source of inward migration, reflecting that city's own strong population growth and capacity constraints.

There is a knock-on effect as extra-regional migrants (overseas, Auckland, etc) move predominantly to Wellington City. A crowding out effect incentivises Wellington residents to move into neighbouring areas, in turn prompting a shift of their own.

Key driver 10: Most areas are ageing, while Wellington City attracts youth

The largest source of population growth in the region between 1998 and 2018 was in older age groups. In part, this reflects a population that is ageing faster than it is growing. Late career individuals (51 – 65 years) make up a large portion of growth in all areas across the region. This cohort is likely to still be in the labour force. With years of accumulated workforce experience, they may bring a considerable productive boost to local economies. Over this period, household size has fallen.

Wellington City is unique in that growth is spread across most age groups. Growth in the tertiary group (ages 18 to 25) makes up 18% of total growth, while mid-career (36 – 50) makes up 17.6%.

5.3 Business Demand

Key finding - demand

An additional 9,181,700 m² of business floorspace (or an additional 1192Ha of land) will be required in the region in the next 30 years with more than half of this being for industrial activity use.

An assessment of business land demand undertaken by Sense Partners for this HBA shows that demand for business land will grow strongly across the Wairarapa-Wellington-Horowhenua region over the next three decades, fuelled by higher than expected population growth.

The demand projections used in this report are calculated including the following:

1. Projections draw on job numbers by sector over the past 20 years as a key input.
2. Population projections are used as a base input. The previous report on business land in 2017 relied on Statistics NZ projections of population growth and these have proven to underestimate the actual population growth. Note that the Statistics NZ projection used in 2017 estimated a population of 547,000 people by 2022 in the region whereas the actual population in 2022 was 580,000. This poses challenges when projecting growth over a 30-year period but has been taken into account in the analysis of demand.
3. A package of transport projects referred to as Transport 1 scenario. This is included in the demand projections as transport investment is a major influence on the rate and shape of demand growth. Transport projects included in Transport Scenario 1 are the Northern Corridor (the Smart Motorway, Transmission Gully, Mackay's to Peka Peka, Peka Peka to Otaki, and Otaki to North Levin), RiverLink, and Rail Network Investment. Transport Scenario 1 includes projects already completed, and some projects highly likely to be completed over the 30-year period.¹
4. A competitive margin is required to be added by the National Policy Statement on Urban Development. The competitive margins to be applied are: 20% for the short term, 20% for the medium term, and 15% for the long term. Further information on competitive margins can be found in the glossary. Growth is expected to be uneven with local trends and nuances determining where demand falls.

Key regional points made in that report with regards to demand are:

- It is time now to plan to meet continuing increases in business land demand.

¹ For more information on this Transport Scenario and Transport Scenario 2 see Section 5 (pages 67-81) of the "Demand for business land in the Wellington-Horowhenua region – Sense Partners February 2023 – Appendix 3"

- Population growth is the main driver of economic activity.
- Transport investment will further boost economic activity. Transport investment has a major influence on the rate and shape of demand growth. High level modelling suggests transport linkages are important for economic activity. Without transport investment, other regions are more attractive to firms and workers.
- Accommodating demand will be a challenge. Geography is a major constraint across much of the region. This increases the cost of developing land, as well as impeding transport access. It may prove difficult to accommodate the full projected demand due to these natural constraints.
- Competition with residential uses adds another complicating element. The same land ideal for business is often just as ideal for residential uses. Some sectors can co-locate with residential activity and may be less impacted. Some sectors, particularly industrial, may find themselves priced out of an area.

In addition to this the report noted the following points related to each district and its key sector/s:

- Agriculture is a major feature in Horowhenua
- Kāpiti Coast retail supports a retired and commuter population
- Porirua has high education and healthcare sector shares
- Jobs in Wellington City are mainly government and commercial
- Lower Hutt is a centre of manufacturing in the region
- Upper Hutt is a local centre of government employment
- Agriculture is losing its dominance in South Wairarapa
- Industrial jobs have a high share in Carterton
- Masterton has a relatively even spread across sectors

The following tables present the demand for business land and business floorspace as modelled by Sense Partners for the Wairarapa-Wellington-Horowhenua region. Many business sectors (such as office and retail) can be intensified on existing land whilst others (such as industrial), need land to spread their activities out. We report results for both floorspace demand and land demand. This helps to inform councils' understanding of the role of density across regions and across business sectors.

The increase in hectares of additional business land required is shown in [Table 5.1.](#) and [Table 5.2.](#) firstly by council and secondly by sector type.

Note that in reading the table, the land required at 3 years is included in the 10-year figure and the land required at 10-years is included in the 30-year figure.

Table 5.1: Increase in hectares of additional business land required by council area (including uplift requirements). A total of 1192 ha is required by the end of the 30 year period this table breaks down what we need for short-medium-long term.

| District | 2021-2024 | 2024-2031 | 2031-2051 | Total |
|--------------------------|---------------|---------------|---------------|-----------------|
| Carterton District | 9.00 | 23.22 | 122.67 | 154.89 |
| Horowhenua District | 7.39 | 17.87 | 36.81 | 62.07 |
| Hutt City | 30.09 | 73.38 | 224.05 | 327.52 |
| Kāpiti Coast District | 14.76 | 20.25 | 72.24 | 107.25 |
| Masterton District | 0.57 | 13.47 | 24.12 | 38.16 |
| Porirua City | 18.39 | 41.06 | 108.60 | 168.05 |
| South Wairarapa District | -0.46 | 3.09 | 7.27 | 9.9 |
| Upper Hutt City | 1.64 | 2.76 | 48.07 | 52.47 |
| Wellington City | 29.63 | 68.06 | 174.58 | 272.27 |
| TOTAL REGION | 111.03 | 263.16 | 818.40 | 1,192.59 |

Table 5.2: Increase in hectares of additional business land required by sector type including uplift requirements)¹. A total of 1192 ha is required by the end of the 30 year period this table breaks down what we need for short-medium-long term.

| Sector | 2021-2024 | 2024-2031 | 2031-2051 | Total |
|------------|-----------|-----------|-----------|-------|
| Commercial | 3.75 | 9.09 | 37.30 | 50.14 |

¹ For more information on this what is includes in each sector type see Table 11 (page 38) of the "Demand for business land in the Wellington-Horowhenua region – Sense Partners February 2023 – Appendix 3

| Sector | 2021-2024 | 2024-2031 | 2031-2051 | Total |
|----------------------|---------------|---------------|---------------|-----------------|
| Government | -0.66 | 4.63 | 15.22 | 19.19 |
| Retail | 24.38 | 35.16 | 102.68 | 162.22 |
| Education | 8.22 | 14.0 | 46.49 | 68.71 |
| Health | 7.27 | 23.12 | 74.00 | 104.39 |
| Industrial | 56.44 | 158.64 | 482.50 | 697.58 |
| Other | 11.63 | 18.14 | 60.21 | 89.98 |
| TOTAL SECTORS | 111.03 | 263.17 | 818.40 | 1,192.59 |

Figure 5.2 shows the information from Table 5.2 above in graph form - the projected increase in hectares of business land by sector type within the region over the 30-year period that this report covers. It shows how the majority of the demand in the industrial sector which is usually requires a lot of land and can't be intensified. When supply is constrained locally business land demand can be expected to spill over and be diffused spatially across nearby regions. For example, expect excess demand for industrial in Hutt City to be impact neighbouring councils. Understanding constraints on supply and seeking a collective approach to accommodating regional demand is likely to return better outcomes.

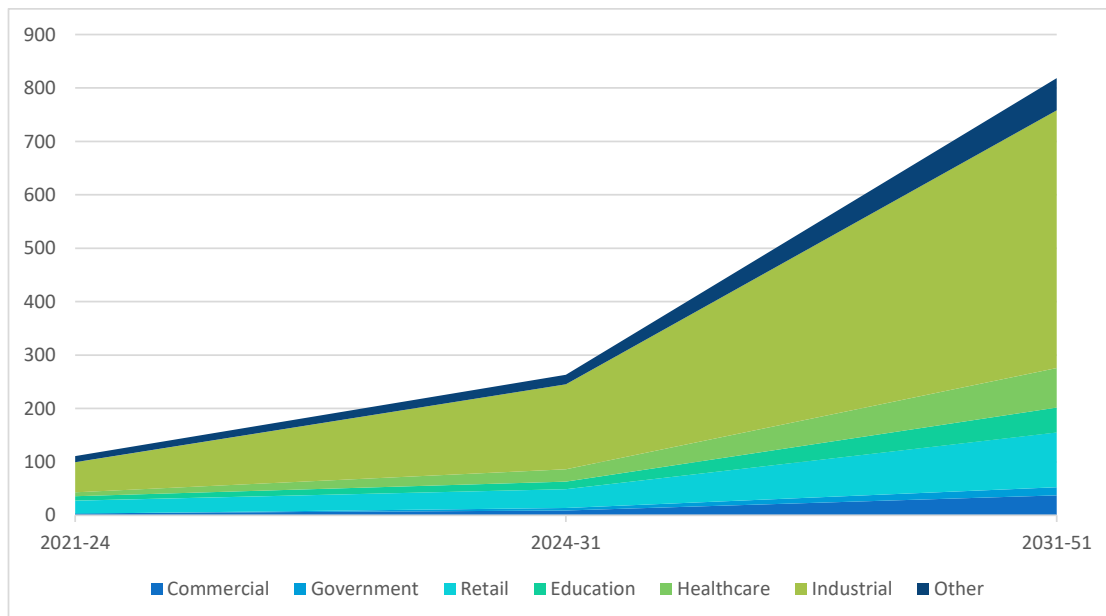


Figure 5.2: Projected increase in hectares of business land by sector type.

Land area is a two-dimensional measure of space requirements. For the majority of the sectors the more relevant measure is floor area. Office space in nearly all instances involves multi-storey buildings. The same can be said of space for government requirements, and the retail, and health, education and training sectors also often operate in multi-storey environments. [Table 5.3 and Table 5.4](#) below set out business demand by floor area across the region and by sector.

Table 5.3: Increase in floorspace (m²) of additional business land required by council area (including uplift requirements). A total of 9,181,698m² is required by the end of the 30 year period this table breaks down what we need for short-medium-long term.

| District | 2021-2024 | 2024-2031 | 2031-2051 | Total |
|--------------------------|----------------|------------------|------------------|------------------|
| Carterton District | 38,375 | 94,808 | 495,316 | 628,499 |
| Horowhenua District | 38,900 | 90,199 | 187,032 | 316,132 |
| Hutt City | 172,491 | 416,173 | 1,343,969 | 1,932,633 |
| Kāpiti Coast District | 78,791 | 118,838 | 380,320 | 577,949 |
| Masterton District | 10,886 | 69,093 | 139,055 | 219,034 |
| Porirua City | 95,473 | 220,331 | 628,454 | 944,258 |
| South Wairarapa District | 634 | 14,503 | 34,263 | 49,400 |
| Upper Hutt City | 4,401 | 24,918 | 235,199 | 264,518 |
| Wellington City | 377,887 | 903,207 | 2,968,182 | 4,249,276 |
| TOTAL REGION | 817,838 | 1,952,071 | 6,411,790 | 9,181,698 |

Table 5.4: Increase in floorspace (m²) for business activity required by sector type (including uplift requirements). A total of 9,181,698m² is required by the end of the 30 year period this table breaks down what we need for short-medium-long term.

| Sector | 2021-2024 | 2024-2031 | 2031-2051 | Total |
|------------|-----------|-----------|-----------|-----------|
| Commercial | 110,775 | 271,582 | 1,318,103 | 1,700,460 |
| Government | 5,554 | 194,563 | 639,574 | 839,691 |
| Retail | 156,522 | 223,918 | 658,155 | 1,038,595 |
| Education | 101,574 | 167,800 | 519,090 | 788,464 |
| Health | 77,626 | 226,507 | 706,031 | 1,010,164 |
| Industrial | 251,945 | 709,781 | 2,100,619 | 3,062,345 |
| Other | 113,842 | 157,919 | 470,217 | 741,979 |

| Sector | 2021-2024 | 2024-2031 | 2031-2051 | Total |
|--------|-----------|-----------|-----------|-----------|
| Total | 817,838 | 1,952,071 | 6,411,790 | 9,181,698 |

Land demand will be higher than floorspace requirements, as this includes servicing for the site such as parking and access. Industrial land, which equates to half of the demand for land area across the region, also tends to be more space intensive and require separation from sensitive land uses such as residential development. Conversely, retail and commercial sector development can be easier to accommodate and co-locate with other land use activities.

5.4 Business Development Capacity

Key findings - capacity

- *The region has a number of business areas that cater for a range of activities, with concentrations of activity in some parts of the region.*
- *The main areas of capacity in the region are in Wellington City and Hutt City, with industrial areas such as Kaiwharawhara and Seaview/Gracefield.*
- *The key factors that influence the uptake and development of business land in this region are:*
 - *Limited supply of industrial land*
 - *Commercial feasibility*
 - *Timing of strategic projects*
 - *Planning risks*
 - *Developer obligations*
 - *Residential growth*

5.4.1 Business capacity – Plan enabled, feasible, and realisable

The approach to understanding business capacity is detailed in [Appendix 1](#). By way of summary, a GIS model was developed that allowed the capacity of the business areas of each district to be understood – both in terms of infill development, redevelopment, and development of any currently vacant sites.

In the same vein as residential, this modelling was based on District Plan standards. A similar level of economic analysis as undertaken for residential development was not suitable for business land. This is due to the particular economics underlying business development being different across varying types of business development.

For information on which particular business areas across the region were modelled refer to local council HBA chapters which provide district level reports on housing and business.

Plan enabled

Plan-enabled capacity is modelled based on the operative and proposed planning documents of each council.

Modelling results show the following business capacity across the region as seen in Table 5.5. Definitions of headings in the tables are:

- Existing floorspace: Floorspace area of existing buildings present in business zones.
- Infill floorspace: Capacity for infill development in business zones, if existing floorspace is retained.
- Redevelopment floorspace: Capacity for business floorspace if complete redevelopment of business zoned land was to occur.
- Vacant: Vacant land in business zones which has the capacity for development.

Table 5.5 below sets out the modelled business floorspace capacity in the categories above. More detailed analysis of this is provided in each District Chapter.

Table 5.5 Business development capacity (m²) – plan enabled by district.

| District | Existing floorspace | Infill floorspace | Redevelopment floorspace | Vacant |
|---------------------------|----------------------------|--------------------------|---------------------------------|---------------|
| Carterton District | 137,074 | 281,783 | 951,696 | 42,001 |
| Horowhenua District | 482,770 | 719,632 | 1,457,619 | 372,073 |
| Hutt City | 2,181,429 | 2,437,859 | 5,950,043 | 306,546 |
| Kāpiti Coast District | 465,629 | 1,438,837 | 3,966,144 | 1,655,957 |
| Masterton District | 415,409 | 507,550 | 916,075 | 72,644 |
| Porirua City ¹ | 556,778 | 1,960,202 | 4,601,320 | 225,620 |

¹ Porirua City development capacity values do not include healthcare activities taking place in the Special Purpose Hospital Zone at Kenepuru. For development values which include the Special Purpose Hospital Zone, refer to the Porirua City Council chapter of the HBA.

| District | Existing floorspace | Infill floorspace | Redevelopment floorspace | Vacant |
|--------------------------|---------------------|-------------------|--------------------------|------------------|
| South Wairarapa District | 90,758 | 88,533 | 170,860 | 10,428 |
| Upper Hutt City | 484,300 | 928,300 | 3,392,200 | 202,300 |
| Wellington City | 1,758,480 | 2,443,528 | 7,837,964 | 50,744- |
| TOTAL REGION | 6,572,627 | 10,806,224 | 29,243,921 | 2,938,313 |

Feasible and sufficient

In assessing business development capacity, plan-enabled capacity provides a theoretical starting point. The next step is an analysis of market conditions and behaviours to understand how much of the plan enabled capacity is likely to translate into new business capacity.

The feasibility¹ of business development is different to the approach adopted for residential. This is because the feasibility of residential development can be undertaken in a generic manner based on a range of certain financial inputs. Business development is much more nuanced, given the range of buildings, locations, and tenures that are involved in business development.

To understand the likelihood within this region, work was commissioned (see *“Review of the suitability of existing industrial and business land – April 2023”* by the Property Group) to:

Appendix A Understand the key factors that influence the update and development of business land in this region; and

Appendix B Undertake an assessment of a total of 80 business land areas in the region against a set of relevant criteria in a Multi Criteria Assessment (MCA).

The full report can be found in [Appendix 4](#). This includes the full methodology and results. The report is an update to the version undertaken for the last HBA.

This report identified the following key factors ([Table 5.6](#)) influencing the uptake and development of business land across this region as a whole. Each district has its own localised factors.

¹ Short to medium term (0-10 years) = development capacity that is commercially viable to a development based on the current relationship between costs and revenue; Long-term (10–30 years) = Development capacity that is commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship.

Table 5.6: Key factors influencing the update and development of business land in the region.

| Key factor | Explanation |
|-----------------------------------|--|
| Limited supply of industrial land | Across most areas a shortfall in availability of industrial land has been identified, both greenfield development areas and capacity within existing industrial zoned areas. |
| Commercial feasibility | Feasibility of new development within business zoned land is challenging due to the changing nature of the market demands, including competing demand from residential development, increasing development costs, and the cost/provision of supporting infrastructure connections. In particular, the region has increasing costs associated with the cost of addressing resilience. |
| Timing of strategic projects | The timing of strategic projects in the region, such as Transmission Gully and Infrastructure Acceleration Fund (IAF) developments, has and will affect the timing and rate of uptake of business land as well as affecting the type of land in demand. |
| Planning risks | The District Plans and how they are applied provides some uncertainty to developers in terms of how resource consents will be assessed (e.g., activity status and notification) and information requirements (e.g. design guides), which has significant cost and time implications. Uncertainties are also associated with changing national planning legislation. |
| Developer obligations | Costs associated with providing infrastructure to sites makes development of business land less viable. |
| Residential growth | Local population growth generally causes a growth in business land uptake in the city/district. Key factors affecting uptake is protecting business land from encroachment from residential activities or, where appropriate, enabling mixed use developments. |

The criteria listed below were used in the MCA with each of the 80 business areas considered as part of this HBA assessed against the criteria on a 0-5 scoring range:

- 1) Proximity to major roading corridors
- 2) Access to rail routes
- 3) Access to the airport
- 4) Access to the seaport
- 5) Public transport accessibility
- 6) Parking availability and accessibility
- 7) Access to required labour force
- 8) Access to markets/consumers & reliance
- 9) Resilience to hazards
- 10) Supporting businesses/services in the area

- 11) Land and property cost
- 12) Developability/functionality
- 13) Separation from more sensitive activities
- 14) Community impact

As the MCA scoring assessment criteria was developed independently for each district, the results across the region are not comparable. The highest scoring sites in each district are shown in Table 5.7, indicating some of the most important sites for business in our region.

Table 5.7: Highest scoring site in each district as assessed by the multi criteria assessment.

| City/District | Site/Area | Main activity type |
|-----------------|--------------------------------|---------------------------|
| Wellington City | Kaiwharawhara | Industrial |
| Porirua | Kenepuru | Industrial and Commercial |
| Upper Hutt | Upper Hutt CBD | Retail |
| Carterton | Waingawa | Industrial |
| Hutt City | Petone East | Light industrial |
| Kāpiti Coast | Te Roto Drive / Kapiti Landing | |
| Horowhenua | Shannon industrial | Industrial |
| South Wairarapa | Featherston industrial | Industrial |
| Masterton | Masterton industrial north | Industrial |

5.4.2 Sufficiency of business capacity

Policy 2 of the NPS-UD requires local authorities to provide at least sufficient development capacity to meet expected demand for business land over the short, medium, and long-term. Under the NPS-UD, for business land capacity to be considered sufficient, there must be enough business land capacity to meet expected demand, plus a competitiveness margin.

Having established the expected demand for business land and the development capacity available the two can be compared to understand whether there is sufficient capacity to meet demand.

While the future demand for business land is provided at a district level, we can use our understanding of current business activities to assume where future development might be located and the sufficiency of capacity in those areas. Overall, the assessment of the redevelopment, infill, and vacant land scenarios identifies a large amount of development capacity is available to meet future business demand across the region.

The MCA also identified some clear preferences for business activities and where they might locate. Future industrial activities have opportunities in Kaiwharawhara, Kenepuru, and Waingawa. Upper Hutt CBD, Porirua East/Ranui Shopping Centre, and Johnsonville scored highly for the desirability of the locations, good transport connections, and access. Alexander Road, Ward Street, Cannons Creek, and Park Street also scored well for their mix of development and activity types, and access to other businesses.

The sufficiency is shown in [Table 5.8](#).

Table 5.8: Overall summary of supply to meet demand.

| Type | 2021-2024 | 2024-2031 | 2031-2051 | TOTAL |
|----------------------------------|-----------|-----------|-----------|------------|
| Demand (with competitive margin) | 817,838 | 1,952,071 | 6,411,790 | 9,181,699 |
| Redevelopment | | | | 29,243,921 |
| Infill | | | | 10,806,224 |
| Vacancy | | | | 2,938,313 |
| Sufficiency | Yes | Yes | Yes | |

5.4.3 Inter-regional industrial supply opportunities

Opportunities may exist outside of the Greater Wellington Region to accommodate some of the future industrial demand.

Te Utanganui is a unique multi modal distribution hub where road, rail and air transport options are immediately adjacent to each other. It is being developed in Manawatū, spanning across Palmerston North and into the wider Manawatū district. It encompasses several infrastructure projects which, when combined, will create the primary distribution and transport hub for central New Zealand, supporting the transport and logistics centres of South Auckland, Waikato and Canterbury.

Te Utanganui, as a project, encompasses several infrastructure projects in Manawatū, that when combined, create the primary distribution and transport hub project for central New Zealand. Projects directly planned or aligned with Te Utanganui include:

- KiwiRail's Regional Freight Hub
- Te Ahu a Tūranga: Manawatū-Tararua Highway
- Ōtaki to North of Levin (O2NL) Expressway
- North East Industrial Zone (NEIZ)
- Ruapehu Aeropark
- Kawakawa Industrial Precinct, Feilding
- Palmerston North Airport
- Palmerston North Integrated Transport Initiative – Regional Freight Ring Road
- Manawatū Inland Port

In addition to the project, Te Utanganui's strategy encompasses the broader transport and distribution system across central New Zealand including:

- Port developments and investments at the major international ports
- Secondary developments including Marton Rail Hub, Whanganui port, Smart Road in Taranaki, Oringi in Taranaki, Whakatū inland port in Hastings and Horowhenua Business Park

A Masterplan has been developed for Te Utanganui, and this outlines a programme of rezoning which will eventually unlock an additional 260ha of land for large floor plate and freight and distribution focussed industrial activities. The first phase of rezoning will commence in 2024.



Figure 5.3: Te Utanganui

5.5 Conclusion

The assessment of business capacity sufficiency is more difficult to assess than that of residential capacity due to the range and scale of activities. This is why the analysis is more qualitative and uses the Multi Criteria Analysis to help assess the suitability and sufficiency of business land.

For business land, short- and medium-term capacity is available, but longer term requirements may need to be accommodated by redevelopment of existing sites. Industrial land capacity is an issue across the region. Opportunities outside of the region, such as Te Utanganui, may be able to

accommodate industrial demand. The Wellington Regional Leadership Committee is commissioning a piece of work to consider future industrial opportunities in more detail.

Table 5.8 confirms that the Wairarapa-Wellington-Horowhenua region has sufficient capacity from a numbers perspective to meet growth requirements over the 30-year period of this HBA. An assumption has been made that the vacant land is the most realisable in the short term as it is both available and plan enabled. However, this assumes that all vacant land is developed, when in reality this may not be the case due to market drivers such as construction costs, price and the right land being available in the right location. As an example, the size and shape of vacant brownfield land parcels can be inconsistent with the manner in which they become available, which means they are not able to deliver to the type of demand that we receive.

Land availability also becomes more of an issue in the longer term when dependence for land is reliant on redevelopment of existing sites. There is no guarantee that land will come forward for redevelopment, and that this land will be what the market wants or feasible.

It is important to highlight that this assessment represents a single point in time. All councils are currently implementing changes to their District Plans. This has increased plan-enabled and redevelopment capacity and will inform the level of investment required in the councils' 2024 infrastructure strategies to provide adequate development infrastructure to support sufficient development capacity.

6 Infrastructure capacity

6.1 Introduction

Enabling development requires the provision of adequate infrastructure to support growth. The NPS-UD identifies two categories of infrastructure:

- Development infrastructure – network infrastructure for water supply, wastewater, or stormwater, and land transport controlled by local authorities or council-controlled organisations
- Additional infrastructure – public open space, community infrastructure, land transport not controlled by local authorities, social infrastructure (schools and healthcare facilities), network telecommunication, and network electricity or gas.

Ensuring that development capacity is infrastructure-ready is a key element of providing sufficient capacity to meet the expected demand for housing. The assessment of infrastructure-readiness focuses on development infrastructure, as outlined in Table .

Table 6.1: Definition of infrastructure-ready development capacity

| Infrastructure-ready development capacity – definition | |
|--|--|
| Short-term (0–3 years) | Development capacity with adequate existing development infrastructure to support the development of the land |
| Medium-term (3–10 years) | Development capacity with adequate existing development infrastructure to support the development of the land, or adequate development infrastructure is included in a long-term plan |
| Long-term (10–30 years) | Development capacity with adequate existing development infrastructure to support the development of the land, or adequate development infrastructure is included in a long-term plan or infrastructure strategy |

Our existing infrastructure will need to support much of our region’s expected development in the next 30 years, so it is critical that we maintain and strengthen our existing infrastructure effectively to increase the resilience of our networks for our region, both now and in the future. This will support the current population and new developments in the region.

Council and others identify their infrastructure spend to support development within the region. These documents state what we can afford, not necessarily what we need to spend. This highlighted

a funding gap. The Diagram below provides a high-level view of these funding gaps. Diagram xx: Infrastructure gaps

| Infrastructure type | Gaps |
|-------------------------------|---|
| Three waters | <p>Council Long Term Plans identify the level of three waters infrastructure over the next ten years to support the expected levels of housing and business development. It is acknowledged that often these infrastructure projects and costs are what the council can afford and is less than what is needed to fully fund three waters requirements. This gap between what is needed and what can be afforded has not been costed.</p> <p>Some councils have not yet completed detailed growth studies to fully understand the three waters investment requirements to support housing and business development.</p> |
| Transport | High level analysis suggests we need to double the current level of transport spend we are planning for in the region to enable us to catchup on maintenance, provide the required service levels we want for an increasing population and reduce our emissions |
| Education | Whilst MoE have identified potential education requirements in areas prioritised in the Future Development Strategy, it is acknowledge that there is significant potential for housing development outside these areas as well and this creates uncertainty regarding where and when investment occurs. |
| Energy and telecommunications | There is a need for network updates that would be required to accommodate not only more housing and business development, but to improve our energy resilience and accommodate more renewable electricity generation in the region. |
| Health | At this stage no further hospitals area planned for this region |
| Blue green network eg parks | In some parts of the region further investment in local parks and pocket parks may be needed to support well-functioning environments in our towns and cities |

Current limitations of data and modelling capacity necessitate a qualitative assessment of overall infrastructure-ready development capacity. In some parts of the region there are constraints in three waters networks that may impact on development capacity. The scope and immediacy of these constraints vary. The impact on development capacity is discussed in each council's chapter of the HBA. Infrastructure and land-use planning and development is an ongoing and iterative process. All councils have work underway to better understand and address development pressures on infrastructure.

We have mapped current LTP projects to indicate what infrastructure is planned in [Figure 6.1](#).

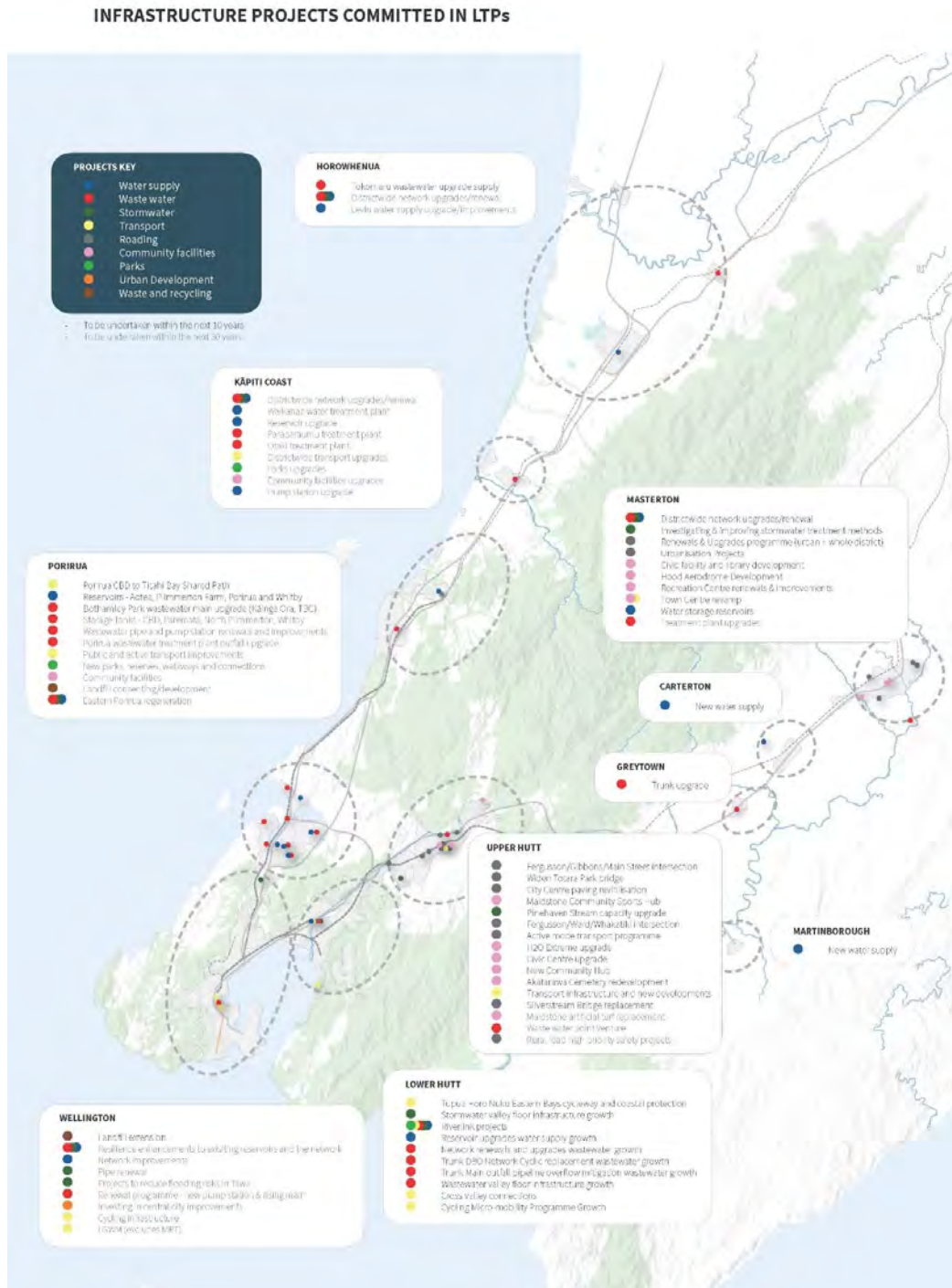


Figure 6.1: Map of committed growth related projects in Council LTP's 2021-2031

6.2 Three waters infrastructure

Across the Wairarapa-Wellington-Horowhenua region, three waters (water, wastewater and stormwater) networks are generally in poor condition and were not designed to meet current community expectations for environmental outcomes. Three waters networks are constrained in large parts of the region and most areas are unable to accommodate new growth without investment in capacity improvements. Some areas are already experiencing shortfalls in agreed levels of service. Currently there is a significant level of investment required to meet existing requirements for water services and growing regions are putting pressure on aging infrastructure.

There are also a number of increasing pressures on the three waters infrastructure in the region including:

- Funding challenges for current and new infrastructure.
- Managing urban growth within environmental limits.
- Managing existing infrastructure and designing new infrastructure for the impacts of climate change.
- The vulnerability of the three waters assets to the impacts of extreme natural hazards.
- Expected changes to legislation that will impact on the requirements of the network.

The councils, except for Carterton, Kāpiti Coast, Masterton, and Horowhenua, are partners in Wellington Water Ltd (WWL), a Council Controlled Organisation responsible for the provision of three waters infrastructure. WWL provided an assessment in 2021 for three waters infrastructure (provided in Appendix 5.6) which formed part of the 2022 HBA Update.

For this HBA, conversations were held with WWL and it has been determined that the 2021 assessment is still current and able to be utilised for this update, as there has been no significant shift in the data informing their assessment. Councils new to the HBA process have detail in their chapters about three waters capacity for growth.

WWL assessed infrastructure capacity using existing modelling, growth studies, and councils' 30-year infrastructure investment strategies. Areas were classified as having infrastructure ready development capacity if they were adequately serviced by existing three waters infrastructure or will be serviced by infrastructure identified in the council's long-term plan or 30-year infrastructure strategy. Kāpiti Coast District Council has adopted a similar methodology for its own assessment.

These assessments represent a single point in time. Infrastructure and land-use planning and development is an ongoing and iterative process. As development plans coalesce, infrastructure needs are assessed, funding options confirmed, and investment schedules revised. Three waters infrastructure growth plans need to develop alongside council growth plans to provide infrastructure-ready development capacity. All councils have work underway to better understand and address development pressures on their three waters networks, as well as prepare for

upcoming Three Waters reform. In addition, all councils are currently updating their 30-year infrastructure and investment strategies to help inform 2024 Long Term Plans.

Further complicating the long-term certainty for the three waters infrastructure is the three waters reform legislation which will remove three waters infrastructure assets from Council's balance sheets and transfer them to new water entities. These new entities will be responsible for the management and delivery of three waters infrastructure and services and are likely to be operational by July 2026.

6.3 Public transport infrastructure

For the purposes of the NPS-UD, land transport development infrastructure controlled by councils has two elements:

1. The public transport network controlled by Greater Wellington Regional Council and Horizons Regional Council (Horowhenua)
2. The local roading network controlled by each district council

Analysis below of public transport infrastructure is provided for the Wairarapa-Wellington-Horowhenua region, while analysis of the capacity of the local roading network is provided in each council's chapter. An inter-related element of land transport is the state highway network controlled by Waka Kotahi NZ Transport Agency. A regional analysis of its sufficiency is provided as part of the section on additional infrastructure in [Appendix 5.3](#) below.

Greater Wellington Regional Council has provided an assessment of the capacity of the Wellington public transport network to respond to population growth ([Appendix 5.1](#)). In addition to population growth, public transport must respond to the policy direction of the Regional Public Transport Plan 2021-31 to ensure a greater share of travel is made by public transport (mode shift) and customer expectations that services are high quality, accessible, affordable, reliable, and frequent.

The Regional Public Transport Plan 2021-31 sets out planned infrastructure investments, this is currently being updated for the 2024-2034 Regional Land Transport Plan. An overview of key investments is provided in [Appendix 5.5](#).

There are three areas where there are key challenges for public transport capacity:

- Wellington City bus network – bus services must mix with increasingly congested traffic, affecting reliability and limiting the ability to operate more services. This makes providing additional capacity to respond to growth difficult. This is currently being addressed through Let's Get Wellington Moving, particularly through bus priority measures and mass rapid transit.
- Regional rail network – growth in patronage is higher than planned for. This is currently being addressed through the Wellington Regional Rail Strategic Direction investment pathway which includes provision of additional rolling stock and infrastructure upgrades.
- There is no effective public transport in Horowhenua and northern parts of Kapiti including Ōtaki. The only rail service is the Capital Connection from Palmerston North to Wellington,

currently running once a day. Investment in public transport in this part of our region is needed and important for delivering future sustainable growth and connected low emissions urban areas and communities.

6.4 Additional infrastructure

Under NPS-UD clause 3.5 (1) local authorities must be satisfied that the additional infrastructure to service development capacity is likely to be available.

Analysis of the sufficiency of three types of additional infrastructure provided for in the Wairarapa-Wellington-Horowhenua region is assessed: state highway infrastructure, regional parks, and schools. Each council provides an assessment of the sufficiency of additional infrastructure in their individual chapters.

6.4.1 State highway infrastructure

Waka Kotahi NZ Transport Agency has provided an assessment of the current performance and challenges facing the state highway network, and planned investment in the short, medium, and long-term (Appendix 5.3).

In terms of current performance of the state highway network, for most journeys, there is a moderate amount of travel variability during the AM peak and inter-peak periods. Areas where travel variability is high, indicating more incidences of congestion and travel delay, are around Aotea Quay and the Basin Reserve in the AM peak, and along SH1 from Ngauranga Gorge to Wellington Airport in the PM peak. The assessment also discusses specific travel challenges and constraints in each council's area. The implications of these are discussed in the relevant council's chapter of the HBA.

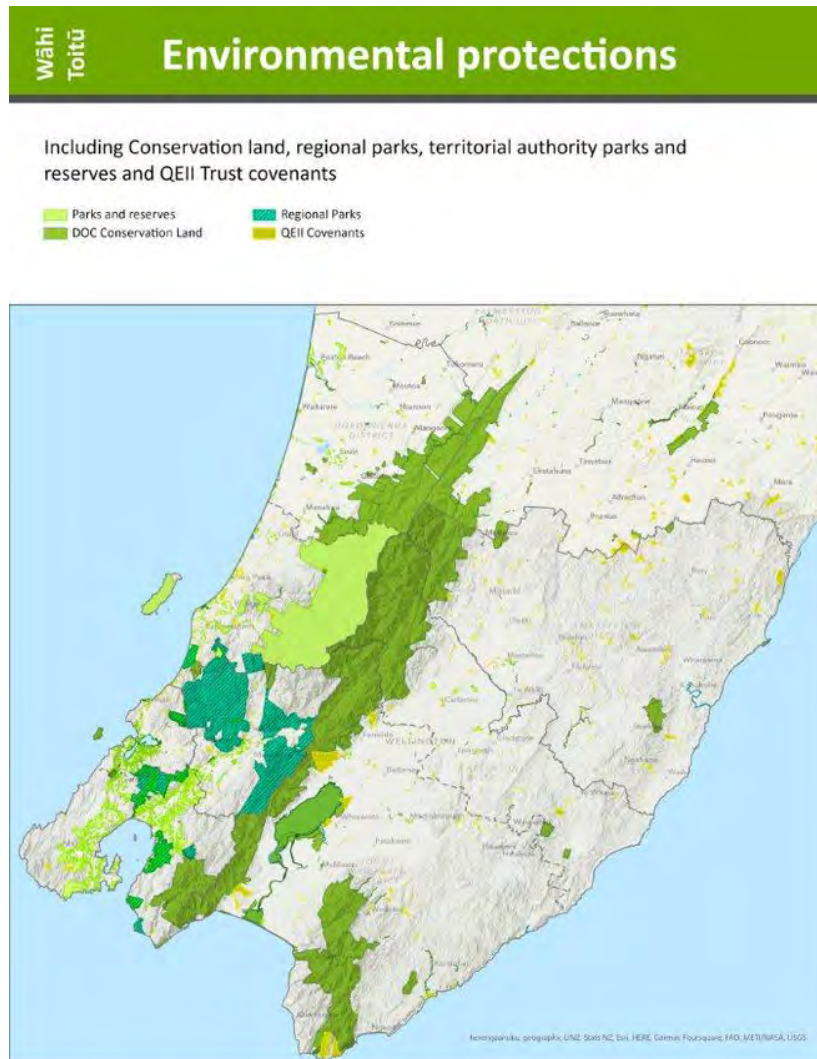
Overall, current and planned state highway capacity is not a constraining factor for development capacity. However, the assessment notes that transitioning to a low-carbon future means urban development and transport must be planned to enable transport choice and reduce carbon emissions, and an overall reduction in vehicle kilometres travelled. As such, many of the improvements required to address current challenges for the state highway network relate to the provision of improved access by active modes and public transport.


6.4.2 Regional parks

Regional parks administered by Greater Wellington Regional Council provide public open space. The regional park and river corridor network comprises 33,000 hectares in eight regional parks and river corridors managed for flood protection and recreation purposes in the Wellington region – see Table 6.2. There are no regional parks in Horowhenua, but they enjoy an abundance of natural areas such as Foxton Beach and the Tararua Ranges (administered by DOC) within close proximity. Regional open spaces were mapped as part of the constraints mapping for the Future Development Strategy and shown in Figure 6.2.

Table 6.2: Regional park network by area and location.

| Name | Council Area | Area (hectares) |
|-------------------------------|--|-----------------|
| Akatarawa Forest | Upper Hutt City Council; Kāpiti Coast District Council | 15,500 |
| Battle Hill Park | Porirua City Council | 500 |
| Belmont Regional Park | Wellington City Council; Porirua City Council; Hutt City Council | 3,500 |
| East Harbour Regional Park | Hutt City Council | 2,000 |
| Kaitoke Regional Park | Upper Hutt City Council | 2,860 |
| Pākuratahi Forest | Upper Hutt City Council | 8,000 |
| Queen Elizabeth Regional Park | Kāpiti Coast District Council | 638 |
| Wainuiomata Regional Park | Hutt City Council | 340 |



 **Wairarapa-Wellington-Horowhenua**
Future Development Strategy constraints mapping

Data: parks and Reserves in territorial authorities (see TLA open data sites), QEII covenants (Queen Elizabeth II Trust), Regional Parks (EWRC), DoC Conservation Land (DOC)

Figure 6.2: Maps from FDS constraints report, showing parks and conservation land.

The regional park and river corridor network is considered adequate overall to meet the recreational needs of the community, however there are gaps in the trail network connecting parks. Opportunities to improve the quality of regional park open space for human health and wellbeing and environmental value were identified in Toitū Te Whenua Parks Network Plan 2020-30. These include access to parks, including public and active transport, climate change action (mitigation and adaptation), and greater promotion of environmental and heritage values.

Public open space administered by councils is discussed in each council's chapter of the HBA.

6.4.3 Schools

Planning for schools is undertaken by the Ministry of Education, which monitors growth pressures on schools. The Ministry of Education works with councils to develop plans for new growth areas, and plan for new schools.

The Ministry of Education has supplied information on school capacity, available space, and future plans in [Appendix 5.2](#). Across the Wairarapa-Wellington-Horowhenua region, the capacity of schools to cater for growth is variable. In some parts of the region, schools are approaching or at capacity. In other parts, there is currently significant available capacity. Further details on the sufficiency of school capacity to cater for growth is provided in each council's chapter of the HBA.

6.4.4 Electricity and Telecommunications

Various electricity and telecommunications providers were asked to provide a response for the Housing and Business Assessment. Responses were received from Powerco Gas, Meridian, and Chorus. Copies of these responses are provided in [Appendix 5.4](#).

16. Appendices

Appendix 1 Assessment methodology

The detailed methodology for the Wellington Region Plan Enabled Residential Capacity Modelling Methodology – 03/12/2021

Appendix 2 Assessment of Feasibility of Development Capacity

Reports by Property Economics: “Wellington Regional Residential Capacity” Regional Summary and local council chapters, various dates.

Appendix 3 Wellington Regional Business Demand Forecasts

Report by Sense Partners: “Demand for business land in the Wellington-Horowhenua region - Assessing future needs - Report prepared for the Wellington Regional Leadership Committee Secretariat, Tuesday 19 May 2023”

Additional context addendum by Sense Partners dated 28th March 2023

Appendix 4 Business Feasibility Report

Report by The Property Group: “Review of the suitability of existing industrial and business land. Input into the Wellington NPS-UD Business Land Capacity Assessment, April 2023”

Appendix 5 Infrastructure Assessment

Appendix 5.1 Metlink Public Transport Network overview

Appendix 5.2 School Roll Information capture October 2022

Appendix 5.3 State Highway Assessment

Appendix 5.4 Other infrastructure assessments

Appendix 5.5 RLTP investments

Appendix 5.6 WWL assessment

Iwi values and aspirations report Wairarapa-Wellington-Horowhenua Draft Future Development Strategy September 2023



He rau ringa e oti ai

Many hands make light work

With many thanks, appreciation and acknowledgement to WRLC iwi members and the many individuals, hapū and iwi members who contributed their energy and mātauranga to this collective kaupapa. Your time and input into the development of the Future Development Strategy is greatly valued and is a taonga for our region.

Ngā mihi nui, ngā mihi maioha.



Table of Contents

| | |
|---|-------------------------------------|
| Part A: Introduction..... | 4 |
| Purpose of this report | 4 |
| Report contents | Error! Bookmark not defined. |
| Part B: Mana Whenua and Māori living in our region | 6 |
| The origin stories of Māori in our region | 6 |
| Regional History | 6 |
| Treaty settlements | 7 |
| The significance of marae | 7 |
| Urban Māori..... | 8 |
| The Māori economy | 10 |
| Population statistics for Māori our Region..... | 11 |
| Māori housing | 12 |
| Part C: Engagement with Mana Whenua on the Future Development Strategy..... | 13 |
| Overview of iwi involvement in the preparation of the Future Development Strategy | 13 |
| Iwi participation on the Wellington Regional Leadership Committee . | Error! Bookmark not defined. |
| Te Tiriti o Waitangi as a foundation for our region | 14 |
| Iwi engagement on the draft Future Development Strategy | 14 |
| Key Themes | 15 |
| Timeline of engagement with WRLC iwi members on the Future Development Strategy | 17 |
| Part D: Te Tirohanga Whakamua and related parts of the Future Development Strategy | 18 |
| Creating a statement of iwi and hapū values for urban development | 18 |
| Understanding the structure and meaning of the statement..... | 18 |
| What it means to put iwi and hapū values and aspirations for our region into action | 21 |
| The vision and strategic direction of the Future Development Strategy | 25 |
| Regional challenges addressed in the Future Development Strategy | 26 |
| Part E: Future Development Strategy Scenario evaluation informed by iwi engagement..... | 27 |
| Qualitative assessment against iwi and hapū values and aspirations..... | 28 |
| Key implications for growth | 33 |
| Assumptions and Limitations | 33 |
| Key advantages and disadvantages of the spatial scenarios..... | 34 |
| Part F: Next Steps and implementation plans..... | 39 |
| Future use of this report | 39 |
| Delivery and review of Te Tirohanga Whakamua..... | 39 |
| Partnering with iwi on an implementation plan for the Future Development Strategy | 39 |

Appendix 1. Background Report for Iwi Hui of 11th April 2023..... 40

Part A: Introduction



Part A sets out the purpose of the report, what is in it and who the Wellington Regional Leadership Committee members are.

Purpose of this report

This document, 'Iwi values and aspirations report prepared for the Wairarapa-Wellington-Horowhenua Draft Future Development Strategy', is a supplementary report to the Future Development Strategy (FDS). The purpose of this report is to bring together in one place all the relevant information on the work of WRLC iwi partners and the Future Development Strategy project team in the preparation of the Future Development Strategy. This report also serves to give recognition to this collaborative mahi to bring about positive outcomes for the future of our region.

Report contents

The table below sets out the key parts of the report and what you will find in each part.

| Report part | What you will find in this part of the report. |
|--|--|
| Part A: Introduction | Part A sets out the purpose of the report, what is in it and who the Wellington Regional Leadership Committee Members are. |
| Part B: Mana Whenua and Māori living in our region | Part B sets out broad context about Mana Whenua and Māori living in our region including information about tangata whenua, regional history, Treaty settlements, urban Māori, the Māori economy and Māori housing. |
| Part C: Engagement with Mana Whenua on the Future Development Strategy | Part C sets out sets out the requirements for the Future Development Strategy to be informed by Māori and an overview of engagement with WRLC iwi members on the Future Development Strategy. This includes information on key themes raised and a timeline for engagement. |
| Part D: Te Tirohanga Whakamua and related parts of the Future Development Strategy | Part D focuses on Te Tirohanga Whakamua, including the statement and its meaning, what it means to put it into action and how this has informed the vision and strategic approach of the Future Development Strategy. This part also includes information on Māori housing as one of the key challenges for our region and how this is reflected in the Future Development Strategy. |

Wellington Regional Leadership Committee iwi members

The WRLC currently consists of council members, iwi members, Ministers of the Crown, and provides for an independent chair. Iwi members of the WRLC at the time of writing are:

- Rangitāne Tū Mai Rā Trust representing Rangitāne o Wairarapa Inc and Rangitāne o Tamaki nui a rua
- Te Rūnanga o Toa Rangatira Inc representing Ngāti Toa Rangatira
- Port Nicholson Block Settlement Trust representing Taranaki Whānui ki Te Upoko o Te Ika
- Muaūpoko Tribal Authority representing the 7 Muaūpoko hapū
- Ngā Hapū o Ōtaki representing Te Rūnanga O Raukawa Inc
- Ngāti Kahungunu ki Wairarapa Tāmaki nui-a-Rua Settlement Trust

Te Ātiawa ki Whakarongotai Charitable Trust were a member of the committee and participated in the WRLC until April 2023.



Figure 1: Iwi ki Te Upoko o te Ika – Iwi of the region

Part B: Mana Whenua and Māori living in our region



Part B sets out broad context about Mana Whenua and Māori living in our region including information about tangata whenua, regional history, urban Māori, the Māori economy and Māori housing. This content derives primarily from the Future Development Strategy Foundation Report, available on the WRLC website (<https://wrlc.org.nz/>).

The origin stories of Māori in our region

Māori have a long cultural history and connection to the Wairarapa-Wellington-Horowhenua region. Wellington's earliest name, Te Upoko o Te Ika a Māui, is based on the Māori story of how Aotearoa New Zealand was created. According to Māori, the legendary navigator Maui hooked a giant fish that, when pulled to the surface, turned into the landform now known as the North Island, or Te Ika a Maui. Wellington/Te Upoko o Te Ika is the head of the fish of Maui, the harbours – Te Whanganui-a-Tara and Wairarapa Moana – are the eyes of the mythical fish, and the great bay between them is the fish's mouth. Cape Palliser and Tūrakirae Head at the extremes of the bay are the jaws. The Remutaka, Tararua and Ruahine mountains make up the spine of the fish as shown in Figure 1 above. Māori have lived in Te Upoko o Te Ika since the time of Maui, Kupe and Whātonga.

Our region has strong cultural connections, with more than 20 marae and 39% of Māori adults speaking some te reo. Māori-owned entities have a key role in commercial property, housing and social developments, and Māori in business have a strong presence in the screen, technology, business services and food and fibre sectors. Mātauranga Māori knowledge and te ao Māori perspectives have increasing and important roles in sharing knowledge and supporting better outcomes for all.

Regional History

Our region is the ancestral home of generations of Māori tribes, with areas such as Wellington Harbour being centres of local Māori life. Tangata whenua in our region have strong whakapapa links with the whenua in their rohe and possess intergenerational mātauranga and wisdom.

Modern archaeology has confirmed that sites found in the Palliser Bay area of South Wairarapa, along the southern Wellington coastline and on Kāpiti Island are some of the oldest recorded in New Zealand, dating back some 650 years.

Further north and before the 1820s, the principal tribes of the Manawatū and Horowhenua region were Rangitāne, Muaūpoko and Ngāti Apa. Rangitāne were primarily based in Manawatū, Muaūpoko in Horowhenua and Ngāti Apa along the Rangitikei River.

By 1864, European settlement had resulted in the alienation of the majority of Māori land in the region. Only a small proportion of the region comprises Māori freehold land today, and the land is predominantly located in rural areas. According to the Māori Land Court there are 12,529 hectares of Māori freehold land, in 526 property titles, in the Wellington region (excluding Horowhenua). This represents just 1.56% of the land in the Wellington region. Figure 2 below shows some key mapped sites of significant for mana whenua, co-management areas and Māori land in the region.

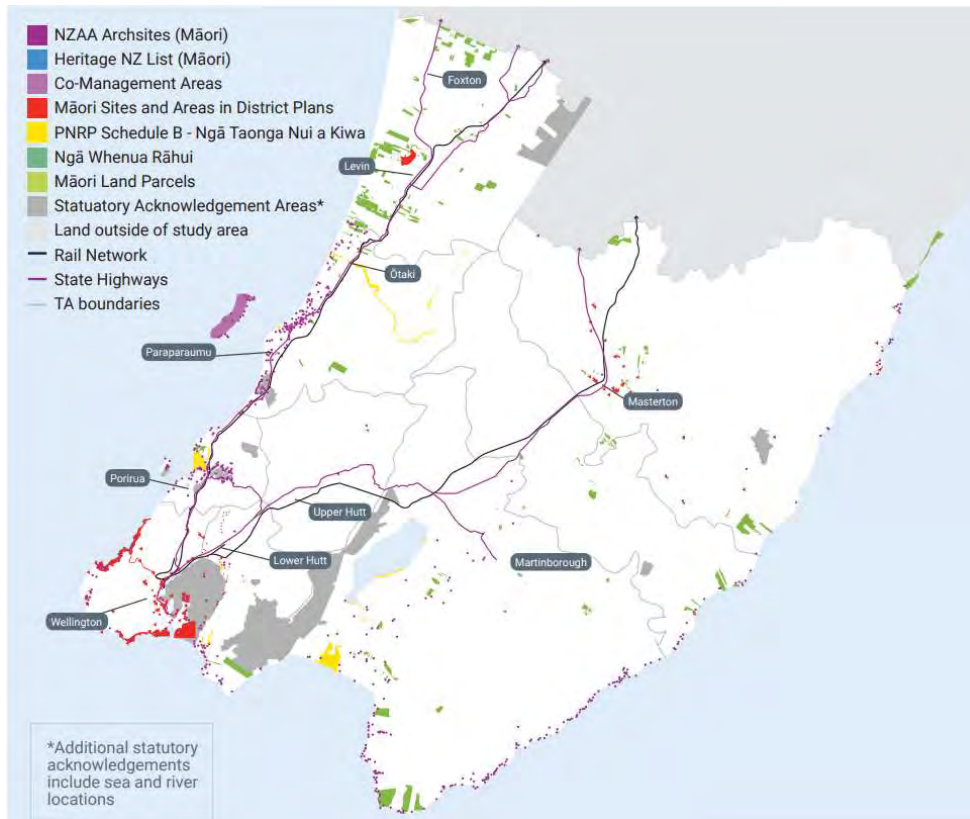


Figure 2: Sites of significance for mana whenua, co-management areas and Māori land in the region

Treaty settlements

Historical claims for breaches of the Treaty of Waitangi (Te Tiriti o Waitangi) by the Crown are addressed through the Treaty settlement process. The following information pertains to the status of Treaty settlements for all iwi within the Wairarapa-Wellington-Horowhenua region that are current or former members of the Wellington Regional Leadership Committee. Treaty settlements have provided financial, commercial and cultural redress to four of the region's iwi:

- Taranaki Whānui ki Te Upoko o Te Ika in 2008.
- Ngāti Toa Rangātira in 2012.
- Rangitāne o Wairarapa and Rangitāne o Tamaki Nui-ā-Rua in 2016.
- Ngāti Kahungunu ki Wairarapa in 2022.

Muaūpoko Tribal Authority, Te Ātiawa ki Whakarongotai Charitable Trust and Ngāti Raukawa ki te Tonga (Ngā Hapū o Ōtaki) have not yet reached settlements with the Crown.

The significance of marae

Marae are a key feature of local Māori society, being places where the Māori language is spoken, where customs are explored and debated, and where important ceremonies, such as welcoming visitors, meeting intertribal obligations and farewelling the dead are performed. The marae is a wāhi tapu, a 'sacred place' that has great cultural significance.

Within the Wairarapa-Wellington-Horowhenua there are tribal marae (those that are linked to iwi/hapū/whānau through whakapapa), urban marae (typically pan-tribal and serving the wider community) and institutional marae (those associated with places like education facilities, churches and social service providers) these are depicted in Figure 3 below. Marae staff and others also undertake activities such as providing health and social services, offering training and education and assisting public policy development. Many provide civil defence support.

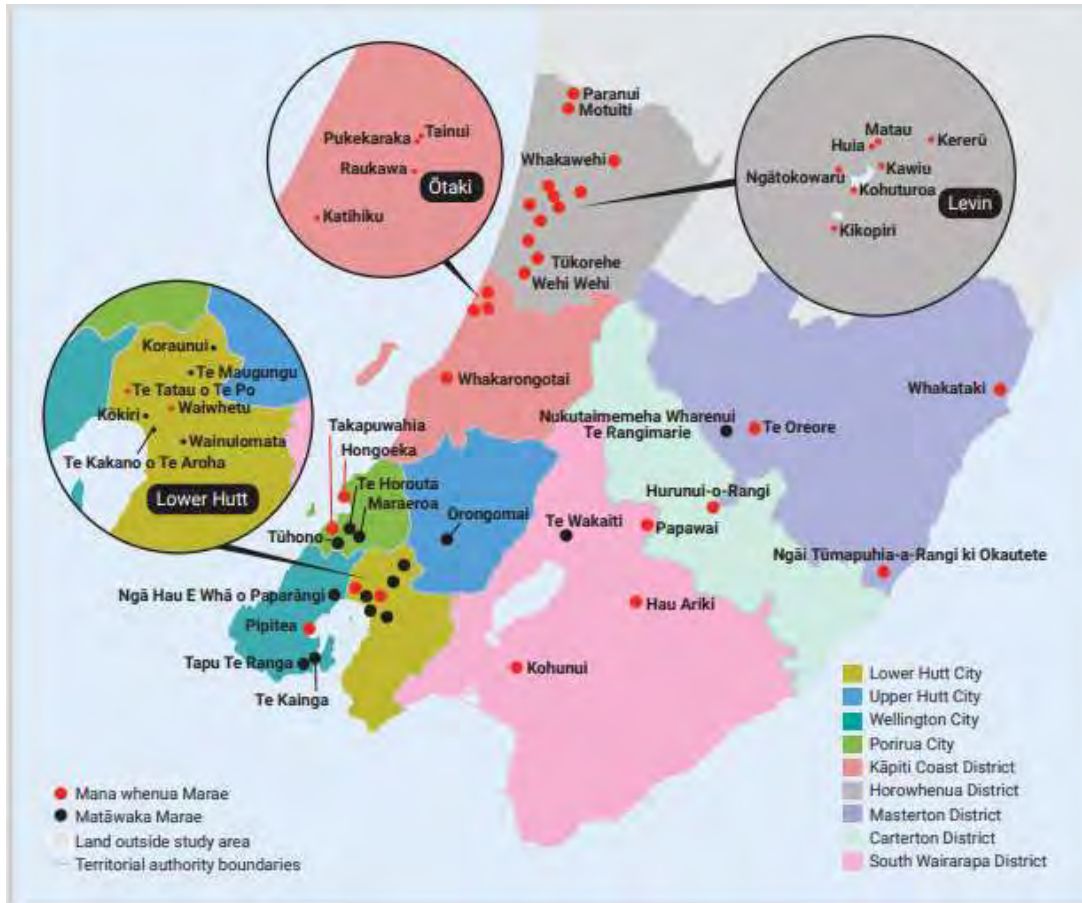


Figure 3: Mana whenua and mātāwaka marae in the region

Urban Māori

Urban Māori across Aotearoa

A significant percentage of Māori in New Zealand live in areas away from the centres they whakapapa to. This group is sometimes referred to as 'Mātāwaka Māori' or 'urban Māori.' From the 1920s, and, in particular, since the post-World War Two period, there has been a steady migration of Māori from rural areas to bigger towns and cities in search of new opportunities.¹ In 1926, 84% of Māori were living in rural, tribal settlements. By 1986, just under 80% were in urban centres.

¹ Paul Meredith, 'Urban Māori', Te Ara - the Encyclopedia of New Zealand 2005.

<http://www.TeAra.govt.nz/en/urban-maori>

For some urban Māori living away from their traditional cultural centres has led to a sense of disconnection with the people, the land, and the language and customs of one's whānau, hapū and iwi, and the spiritual and wellbeing benefits that come with those connections. Since the 1970s, there has been increased recognition of Te Tiriti o Waitangi and programmes to revitalise Māori language and culture. At same time, the urbanisation of Māori, along with the impacts of colonisation, and the disenfranchisement of Māori with their culture and whenua has led to ongoing loss of cultural identity and high levels of social and economic inequality. Another outcome of a considerable proportion of the Māori population moving to urban centres is that urban Māori are not always acknowledged or effectively engaged with at a local level on economic and policy matters.²

Urban Māori in our region

In our region groups and places have been established for connection and support for Māori who have moved away from the areas they whakapapa to. The Ngāti Pōneke Young Māori Club was founded in 1937 as a "home away from home" and is still running as 'Ngāti Pōneke'.³ Waikato ki roto o Pōneke was set up as a support group in 1964 for urban Māori of Tainui descent in the Hutt Valley⁴ and is still running under the same name as "the official Tainui Taurahere Roopu for Wellington".⁵ Te Awe Wellington Māori Business Network, set up in 1996, encourages Māori in business through regular networking and whanaungatanga, manaakitanga, and Māoritanga.⁶

In the 1970s, Bruce Stewart (of Ngāti Raukawa and Te Arawa decent) began building Tapu Te Ranga Marae on Wellington's South Coast as a place for young Māori who had come to Wellington but were unable to find work.⁷ The marae served as a centre of the community until it tragically burnt down in 2019 and is currently being rebuilt.⁸ Pipitea Marae opened in 1980 as a base for Ngāti Pōneke and to meet the needs of the urban Māori population of Wellington. As a result of a partnership between Ngāti Pōneke and the Port Nicholson Block Settlement Trust in 2009, the marae and is currently used as a place for "people of all iwi and races to meet."⁹

According to 2018 census data 72,252 Māori lived in the region, and of that population 16% of Māori mana whenua to the region. Urban Māori play a significant role in the current social, cultural, economic, and environmental shape of the Wellington-Wairarapa-Horowhenua region, and that future growth must support the values and aspirations of both Mana Whenua and urban Māori.

² <https://wrlc.org.nz/project/regional-economic-development-plan>

³ 'Ngāti Pōneke,' Facebook group. <https://www.facebook.com/groups/279739162187091/>

⁴ 'Waikato ki roto o Pōneke,' National Library Reference. <https://natlib.govt.nz/records/20855288>

⁵ 'Waikato ki roto o Pōneke,' Facebook group. <https://www.facebook.com/p/Waikato-Ki-Roto-o-P-%C5%8Dneke-100064638493817/>

⁶ Te Awe. <https://www.teawe.maori.nz/who-we-are/>

⁷ Johnson, Alexandra, 'Tapu Te Ranga Marae an ex-prisoner's dream,' *Stuff*, August 2009.

<https://www.stuff.co.nz/dominion-post/news/local-papers/the-wellingtonian/2802452/Tapu-Te-Ranga-Marae-an-ex-prisoners-dream>

⁸ Tapu te Ranga Marae. <https://www.taputerangamarae.org/>

⁹ Pipitea Marae 'Ko wai mātou'. <https://www.pipiteamarae.co.nz/about-ko-wai-m%C4%81tou>

The Māori economy

The Māori Economy Across Aotearoa

Māori economic values and aspirations vary by individual, whānau, hapū and iwi and are inseparable from other aspects of emotional, physical, social and spiritual wellbeing.¹⁰

The Māori economy is important not only for Māori, but for the overall economic performance of our region and New Zealand as a whole. The Māori contribution to the New Zealand economy includes the primary sector, natural resources, enterprise, digital, tourism, creative and more industries. It was reported in 2022 that the Māori economy has grown from \$16 billion to \$70 billion in 20 years. Despite large-scale inequities in health, education, housing and employment the Māori economy has a projected growth of 5 percent per annum, which is expected to reach \$100 billion in assets by 2030.¹¹

According to the report 'Te Matapaeroa 2020: More insights into pakihi Māori published by Te Puni Kōkiri'¹² across New Zealand there are:

- 23,364 Māori Owned Business (50% of shareholder wages go to Māori partners or Businesses flagged by Stats NZ as a Māori-owned business)
- 38,280 Māori Sole Traders, and
- 10,143 Significant Employers of Māori (those employing at least 75% Māori)

The Māori Economy in our region

The Wellington Regional Economic Development Plan: August 2022-2032 states "many iwi have significant assets and are actively engaged in land development, employment initiatives, training for rangatahi, and iwi development. Māori are traversing new territory, revealing unseen pathways and pushing boundaries. Today, it is as digital warriors, investors and operators in numerous aspects of the value chain, business, economic and social development."¹³ 'Te Matarau a Māui, the regional Māori economic strategy'¹⁴ was developed by Greater Wellington Regional Council to bring together an economic vision for Māori in the greater Wellington region. Te Pae Tawhiti,¹⁵ a strategy for Māori economic development across the Manawatū-Whanganui Region, was released in 2016, and updated in 2021.

Regional statistics on Māori business set out in 'Te Matapaeroa 2020' are below in Figure 4. We note that while statistics for Taranaki are provided, the Wellington Regional Leadership Committee only covers the area of Horowhenua District Council.

¹⁰ Roskrige, M., Meade, R., Le, T., McLellan, G. & McDermott, J. (2022).

Understanding the economic value of Māori taonga: A scoping study. Retrieved from <https://sites.massey.ac.nz/teaurangahau/about-te-au-rangahau/tuhinga-publications/>

¹¹ Los'e, J., "The Māori economy is booming and will be worth \$100 billion by 2030, says Willie Jackson", *New Zealand Herald*, 16 November 2022. <https://www.nzherald.co.nz/kahu/the-maori-economy-is-booming-and-will-be-worth-100-billion-by-2030/L73MCPZMUFGREVXWQTXL7XC62Q>.

¹² Te Matapaeroa 2020; Wellington, New Zealand. <https://www.tpk.govt.nz/en/o-matou-mohiotanga/maori-enterprise/te-matapaeroa-2020>;

¹³ <https://wrlc.org.nz/project/regional-economic-development-plan>

¹⁴ <http://www.tematarau.co.nz/>

¹⁵ <https://www.accelerate25.co.nz/te-pae-tawhiti/>

| Statistic area | Wellington region | Taranaki region |
|---|-------------------|-----------------|
| Number of significant employers of Māori | 768 | 384 |
| Percentage of businesses that are significant employers of Māori | 4.8% | 7.4% |
| Average indicative margin of Māori-owned businesses in 2010 (\$million) | \$0.29 | \$0.79 |
| Average indicative margin of Māori-owned businesses in 2020 (\$million) | \$0.57 | \$0.54 |

Figure 4: Regional statistics on Māori business

Population statistics for Māori in our region

The most recent census data was not available at the time of publishing, so the following statistics rely on the 2018 census. They refer to the greater Wellington region, excluding Horowhenua unless specified.

The census reported that 80,000 Māori lived in the region, and that 14% of Māori living in the region mana whenua to the region.

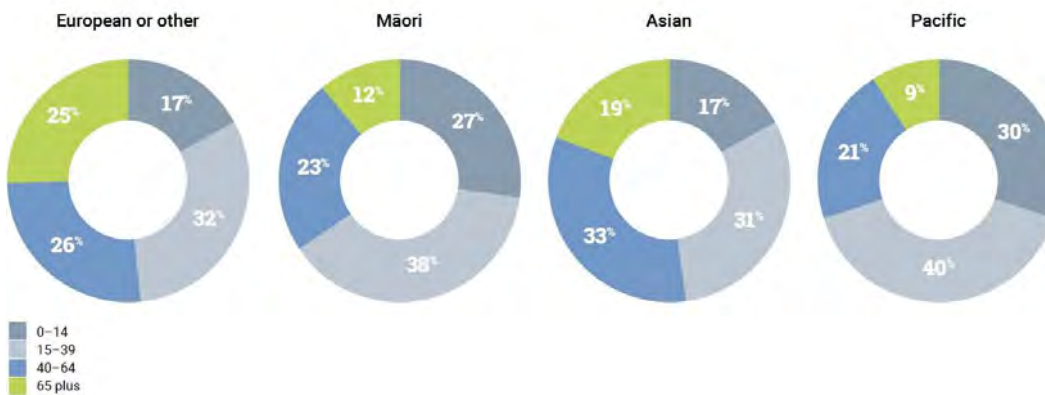


Figure 5: Age profile projected for 2038 by ethnicity

Nearly 60% of Māori in the region are currently under 30 years old. At the 2013 census, 35% of Māori in the Horowhenua District were aged under 15 years.

Stats NZ's population projections for 2038 are that 53% of Māori will be under 30 years old, while 31% of the rest of the population will be under 30 years old. Figure 5 shows a higher level of 0-14 years population and 15-39 years for Māori with a similar picture for Pacific population.

Because the Māori youth population is so much larger than the regional average, the Māori share of the working-age population is projected to grow in the coming years.

The over-65-year category is projected to double for Māori from 5% in 2013 to 11% in 2038. For the rest of the population, the over-65-year category is projected to nearly double, from 15% to 26% in 2038.

Māori housing

Māori households are more likely to reside in homes that are rented than in homes that are owner-occupied. Rates of home ownership for Māori in the Wellington region are slightly higher than they are for Māori at the national level (43% compared with 42%), but lower than they are for non-Māori in the Wellington region (43% compared with 55%) (Figure 6).

| Wellington Region | | New Zealand | |
|-----------------------|------------------------|------------------------|-------------------------|
| Māori | | | |
| Owned 43% (12,939) | Rented 57% (17,232) | Owned 42% (119,388) | Rented 58% (166,413) |
| Non-Māori | | | |
| Owned 55% (85,884) | Rented 44% (69,321) | Owned 53% (727,992) | Rented 47% (640,005) |

Figure 6: Māori and non-Māori rates of home ownership in the greater Wellington region compared to New Zealand 2018. Source: Stats NZ

Māori home ownership rates fell by over 2% between 2001 and 2013. While the overall population of the Wellington region had a 50% home ownership rate at the 2013 census, only 28% of Māori owned their own homes. Severe housing deprivation data for 2013 showed the level of severe housing deprivation for Māori at 15 per 1,000 population compared to four per 1,000 for Pākehā.

Recently there has been some improvement; Māori home ownership rates increased by 2.8% between 2013 and 2018.¹⁶ However, in 2018 only 31% of Māori in the Wellington region owned their own homes.

It is estimated that the average sale price of a house in the Wellington region is 8.8 times the median Māori household income. In comparison, the ratio of average house sale price to median household income for the overall New Zealand population has increased from 4.8 to 5.1.

To address housing inequality MAIHI Ka Ora – the National Māori Housing Strategy was developed in 2019. The Māori and Iwi Housing Innovation (MAIHI) Framework for Action provides a strategic direction that puts Māori at the heart of Aotearoa New Zealand’s housing system. The strategy is administered by the Ministry of Housing and Urban Development.

A number of papakāinga communities (housing on ancestral Māori land) already exist or are underway within the region, including Hurunui-o-Rangi Marae Papakāinga outside Carterton, Te Aro Pā Trust papakāinga housing in Wellington City and Te Puna Wai Papakāinga Housing Project in Wainuiomata. The WRLC is also working on a pilot project with Te Puni Kokiri to develop guidance material, alongside whānau and hapū in the Kāpiti Coast district, that will support whānau/hapū in their aspirations to develop papakāinga housing in the district. Further detail on Māori housing as a challenge for our region can be found in Part D of this report.

¹⁶ [Te Pā Harakeke: Māori housing and wellbeing 2021 | Stats NZ.](#)

Part C: Engagement with Mana Whenua on the Future Development Strategy



Part C sets out an overview of engagement with WRLC iwi members on the Future Development Strategy. Part C sets out sets out the requirements for the Future Development Strategy to be informed by Māori and an overview of engagement with WRLC iwi members on the Future Development Strategy. This content derives primarily from the Future Development Strategy Engagement Report, available on the WRLC website (<https://wrlc.org.nz/>).

Overview of iwi involvement in the preparation of the Future Development Strategy

WRLC iwi members have been an integral part of the preparation of the Future Development Strategy throughout the process. At the heart of this contribution has been the many kōrero and written exchanges to create Te Tirohanga Whakamua, the name given to a statement of iwi and hapū values and aspirations for urban development for the Wairarapa-Wellington-Horowhenua region (see Part D).

In addition to drafting Te Tirohanga Whakamua (and testing draft versions with other hapū and iwi members) WRLC iwi members have been involved in:

- Engagement in WRLC Future Development Strategy meetings
- Input into the content of the Future Development Strategy, including setting the vision and objectives for our region
- The opportunity to provide feedback on possible future scenarios for where development could be concentrated within the region, which informed the Future Development Strategy.

Our region is made up of a large number of Māori who do not have whakapapa links here. Sometimes the terms ‘Mātāwaka Māori’ or ‘urban Māori’ is used for these groups. The Future Development Strategy requires planning decisions to contribute to well-functioning urban environments that enable Māori to express their cultural traditions and norms (Part 2, 2.2 Policies, Policy 1(a)(ii)). We note that the input of ‘Mātāwaka Māori’ or urban Māori is a gap in our initial engagement in the preparation of the Future Development Strategy. We will seek the views of Mātāwaka Māori’ or urban Māori during our public consultation.

Requirements for the Future Development Strategy

The National Policy Statement on Urban Development (NPS—UD) includes the following requirement for the content of a Future Development Strategy: “Every FDS must include a clear statement of hapū and iwi values and aspirations for urban development”.¹⁷ In response to this Future Development Strategy requirement WRLC iwi members have created the statement Te Tirohanga Whakamua (see Part D). The content of the statement is an important input for the Future Development Strategy, including for the way in which future scenarios for our region are assessed (see Part E). This is emphasised in the NPS-UD statement that “every FDS must be informed by Māori, and in particular tangata whenua, values and aspirations for urban development”.

¹⁷ The NPS-UD neither stipulates how this statement should be structured nor gives any further detail on the content of the statement. This allows for some flexibility in how each region determines what will be included in its statement and how this information should be presented.

There are other objectives and policies in the NPS-UD that relate to urban environments and Treaty of Waitangi (Te Tiriti o Waitangi) responsibilities and including te ao Māori perspectives and aspirations in the process of planning for urban environments:

- Objective 5 of the NPS-UD states that “planning decisions relating to urban environments, and FDSs [Future Development Strategies] take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).”
- Policy 1(a)(ii) states that “planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum: [...] enable Māori to express their cultural traditions and norms.”
- Policy 9 sets out the ways in which local authorities must, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, involve iwi and hapū.

Te Tiriti o Waitangi as a foundation for our region

The principles of Te Tiriti o Waitangi are the foundation for an ongoing relationship between the tangata whenua of our region and local government and central government.

The WRLC recognises the key role of Mana Whenua in planning for the future of our region. The WRLC also acknowledges the rights and interests of Mana Whenua, the whakapapa links they hold with the whenua, their role as kaitiaki for our region, and the mātauranga and intergenerational wisdom they possess. Some cultural knowledge, information and data that Mana Whenua holds is taonga to be protected and not to be shared. The WRLC is committed to working with our iwi partners to achieve their values and aspirations for the future of our region while also respecting the taonga nature of the knowledge individual Mana Whenua possess and the approaches they may wish to take on issues of data sovereignty.

The iwi and hapū in our region each have their own unique sets of values and aspirations and have built relationships with local government authorities that share interests within their rohe. The cultural diversity of each iwi and hapū is shaped by whakapapa and the unique environment of the rohe of each iwi, such as coastal locations, an abundance of freshwater bodies, or the presence of specific maunga and landscape features. These elements link the hauora or physical, spiritual, social and mental well-being of the people and the environment. WRLC iwi members have voiced that it is very important to them that the cultural diversity of different iwi and hapū and the existing relationships between Mana Whenua and local and central government in our region are respected. Environment and iwi management plans can set out this information, often with an emphasis on resource management matters. Information on partnership agreements between iwi and councils is also available on individual council websites.

The WRLC is committed to mahi tahi (collaboration) and honouring te ao Māori values. The way in which the WRLC Secretariat works with WRLC iwi members, and the way in which iwi members as a body work together with the WRLC will evolve over time and is an ongoing journey of continual conversation, commitment, and exchange.

Iwi engagement on the draft Future Development Strategy

Our approach to engagement on the development of the draft Future Development Strategy included early and ongoing kōrero, engagement and hui with WRLC iwi members from across the Wairarapa-Wellington-Horowhenua region. This is our engagement approach to meet the NPS-UD requirement for a Future Development Strategy to be informed by “Māori, and in particular tangata whenua, values and aspirations for urban development” (clause 3.14.(1)(d)). The NPS-UD also

includes the following requirement, “Every FDS must include a clear statement of hapū and iwi values and aspirations for urban development” (clause 3.13 (3)).

Communication methods for engagement included email, phone calls, online meetings and in-person workshops. At some meetings, only WRLC iwi members and a small number of other WRLC representatives were present. WRLC iwi members were also present at wider WRLC workshops which included local and central government stakeholders. Where relevant, the WRLC Secretariat sent out background reports to WRLC iwi members to support these engagement processes.

We acknowledge that there is a gap in our engagement process for reflecting the voices of Māori who live in the Wairarapa-Wellington-Horowhenua region but are not represented by our WRLC iwi members. We will seek to address this engagement gap in our public consultation on the draft Future Development Strategy.

The WRLC Secretariat met with representatives of each WRLC iwi member organisation in December 2022 (at the beginning of the Future Development Strategy project) to inform them of the project and how they could be involved. A key action from this meeting was to create a background report was created collating all known information from councils (Appendix 1). This was presented at the first detailed hui with iwi partners in April 2023. A timeline of engagement with WRLC iwi members is detailed below in Figure 7. A key focus of engagement during the first half of 2023 was the creation of Te Tirohanga Whakamua – statement of iwi and hapū values and aspirations for the Wairarapa-Wellington-Horowhenua region. Due to stretched capacity and other priorities, not all WRLC iwi members could be involved or were able to provide representatives to attend all hui on the creation of Te Tirohanga Whakamua or other parts of the process of preparing the Future Development Strategy.

Tracey Martin (Ngāti Kahungunu) was the Independent Chair of the WRLC from its inception in 2021 to mid-April 2023. In the absence of a replacement, Darrin Apanui (Rangitāne o Wairarapa, Te Ati Haunui a Pāpārangī, Ngāti Porou) the WRLC Deputy Chair then assumed the leadership role. In both cases, they took a role as a direct liaison and relationship manager with WRLC iwi members.

The key areas in which WRLC iwi members took part in the development of the draft Future Development Strategy are:

- The creation of the statement of iwi and hapū values and aspirations for urban development Te Tirohanga Whakamua.
- Providing feedback on the draft version of the Future Development Strategy chapter ‘Mana Whenua Values and Aspirations for Urban Development’, (which includes *Te Tirohanga Whakamua*)
- Providing feedback on the objectives for the Future Development Strategy
- Providing feedback on possible future scenarios for the region, which were developed into a preferred scenario set out in the Future Development Strategy.

Key themes

Throughout all discussions with WRLC iwi members two things remained clear in planning for our region’s future. The first is tino rangatiratanga and Te Tiriti o Waitangi and the principles of partnership are of central importance. The second is that it is imperative to support the distinctive values and practices of each iwi while at the same time working towards outcomes that are beneficial for everyone in Wairarapa-Wellington-Horowhenua region. The vision and aspirations that the WRLC iwi members put forward are inclusive and demonstrate benefits for the people and environment of the region.

WRLC iwi members emphasised the importance of Te Tirohanga Whakamua (Figure 8 as a living document to be adapted over time, and as something not in isolation, but that informs the wider draft FDS and the future direction of our region.

Drawing on holistic te Ao Māori concepts such as 'hauora', in the development of the draft Future Development Strategy supports consideration of different parts of development in our region as interlinked and interrelated rather than isolated. WRLC iwi members strongly emphasised prioritising nature and the environment in development decisions and taking circular economy approaches. It is important to recognise that while there were some key areas that were shared across WRLC iwi members, there is widespread variation among individuals, whānau, hapū and iwi when it comes to values and aspirations related to what is best for our region.

Timeline of engagement with WRLC iwi members on the Future Development Strategy

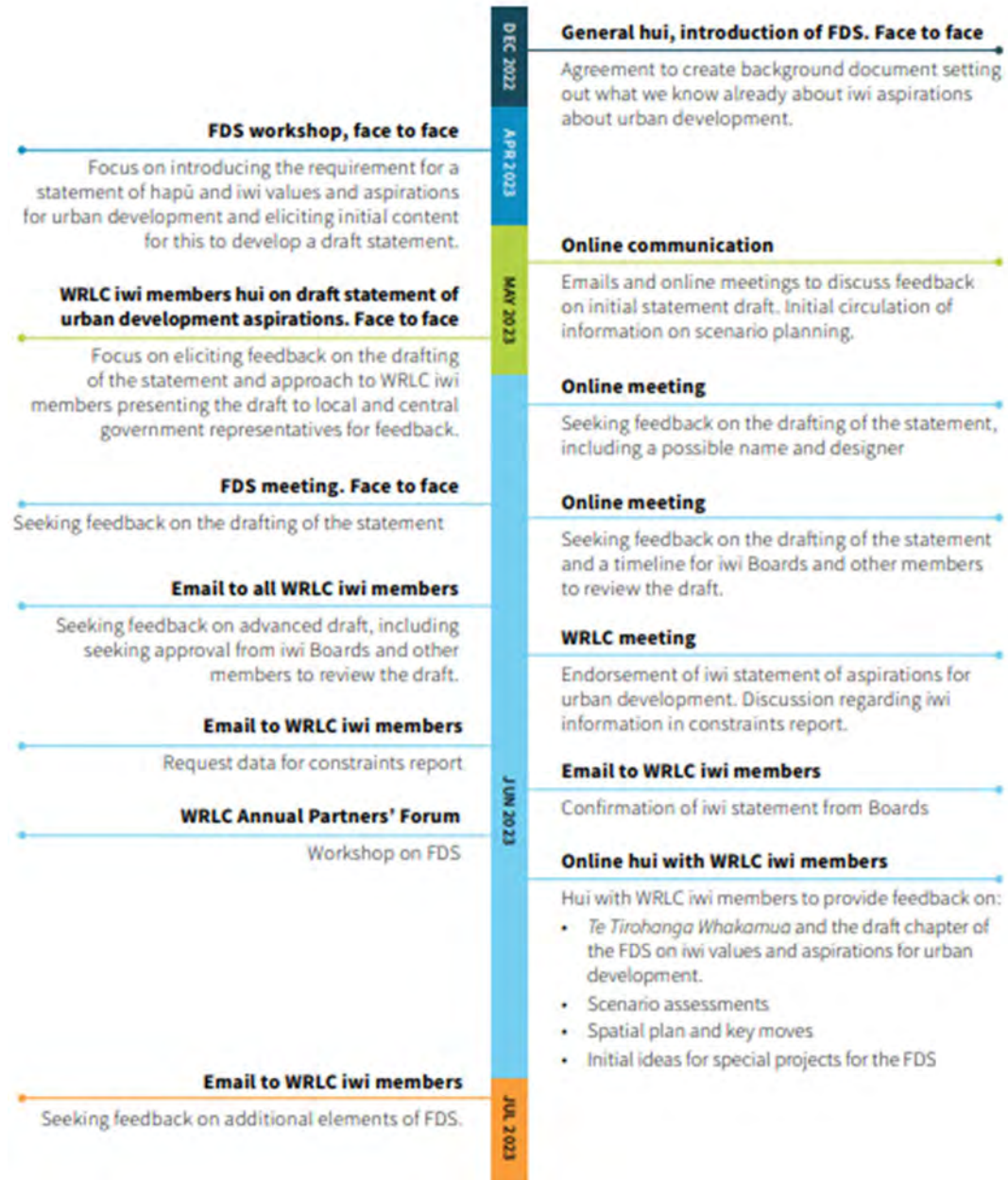


Figure 1 sets out a timeline of key points of engagement with iwi in the development of the draft FDS

Part D: Te Tirohanga Whakamua and related parts of the Future Development Strategy



Part D sets out information about partnering with iwi on the Future Development Strategy. This includes the development of Te Tirohanga Whakamua - a Statement of Iwi and Hapū Values and Aspirations for Urban Development in the Wairarapa-Wellington-Horowhenua, information on Māori housing as one of the key challenges for our region, and relevant details on delivery and review of Te Tirohanga Whakamua and the FDS.

Creating a statement of iwi and hapū values for urban development

The contribution of our WRLC iwi partners has been integral to the development of the Future Development Strategy. Iwi and hapū in our region have their own diverse values and aspirations for urban development that are steeped in a holistic worldview that is grounded in tikanga (cultural principles), mātauranga Māori (Māori knowledge) and kawa (cultural practices).

Te Tirohanga Whakamua is a collective statement of iwi and hapū values and aspirations for urban development in our region, the first for the Wairarapa-Wellington-Horowhenua region. The main purpose of Te Tirohanga Whakamua is to inform the Future Development Strategy, as required by the National Policy Statement on Urban Development (NPS-UD).

The statement will also inform future work carried out by the Wellington Regional Leadership Committee. The statement has its own mauri (life force) and is a gift to our region. It helps us to understand how to uphold our treaty obligations and to deliver better outcomes for all our people, communities and our environment when planning for the future development of our region. Te Tirohanga Whakamua is a dynamic, living document, to be altered and added to over time.

Understanding the structure and meaning of the statement

Te Tirohanga Whakamua (see Figure 8) is structured around a *whare* or a meeting house. Each element of the whare – from the tuāpapa, to the four pou and the tuanui – are all imperative to realising the aspirations and values that Mana Whenua have for our region. All parts of the whare depend on and are supported by each other and need each other to function well as a whole.

- *Te tuāpapa* or the foundation of the whare emphasises the role of Mana Whenua as Kaitiaki for our region and the responsibility everyone has to protect, replenish and sustain *te taiao me te whenua*, the environment and the land.
- Upon the foundation rest four *pou* or pillars of the whare: Pou tahi: Rangatiratanga, Pou rua: Mātauranga Māori, Pou toru: Kotahitanga/ Ōritetanga/Mana taurite, and Pou Wha: Kaitiakitanga. These *pou* are important parts of Te o Māori, speaking to elements such as self-determination, Māori worldviews and knowledge, equity and unity, and holistic wellbeing. They are the central pillars of what sustains and holds up Mana Whenua and our communities into the future.
- Atop the four pou is *te tuanui* (roof), the future vision. ‘Ko te Tiriti o Waitangi te tuāpapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi.’ This statement emphasises aspirations of Mana Whenua for the future of our region as one founded on Te Tiriti o Waitangi and realised through the tino rangatiratanga of tangata whenua.

- The whare is supported by six *kōkiri* or design principles. These that are value statements to guide and provide consistency in the way we plan for and make decisions on the future of our region. This includes supporting Treaty partnership, circular economy models, sustainable growth, removing barriers iwi face, investment that reduces inequality and promotes economic growth and equipping future generations to face challenges, such as climate change.

Te Tirohanga Whakamua

Statement of iwi and hapū values and aspirations for urban development for the Wairarapa-Wellington-Horowhenua region

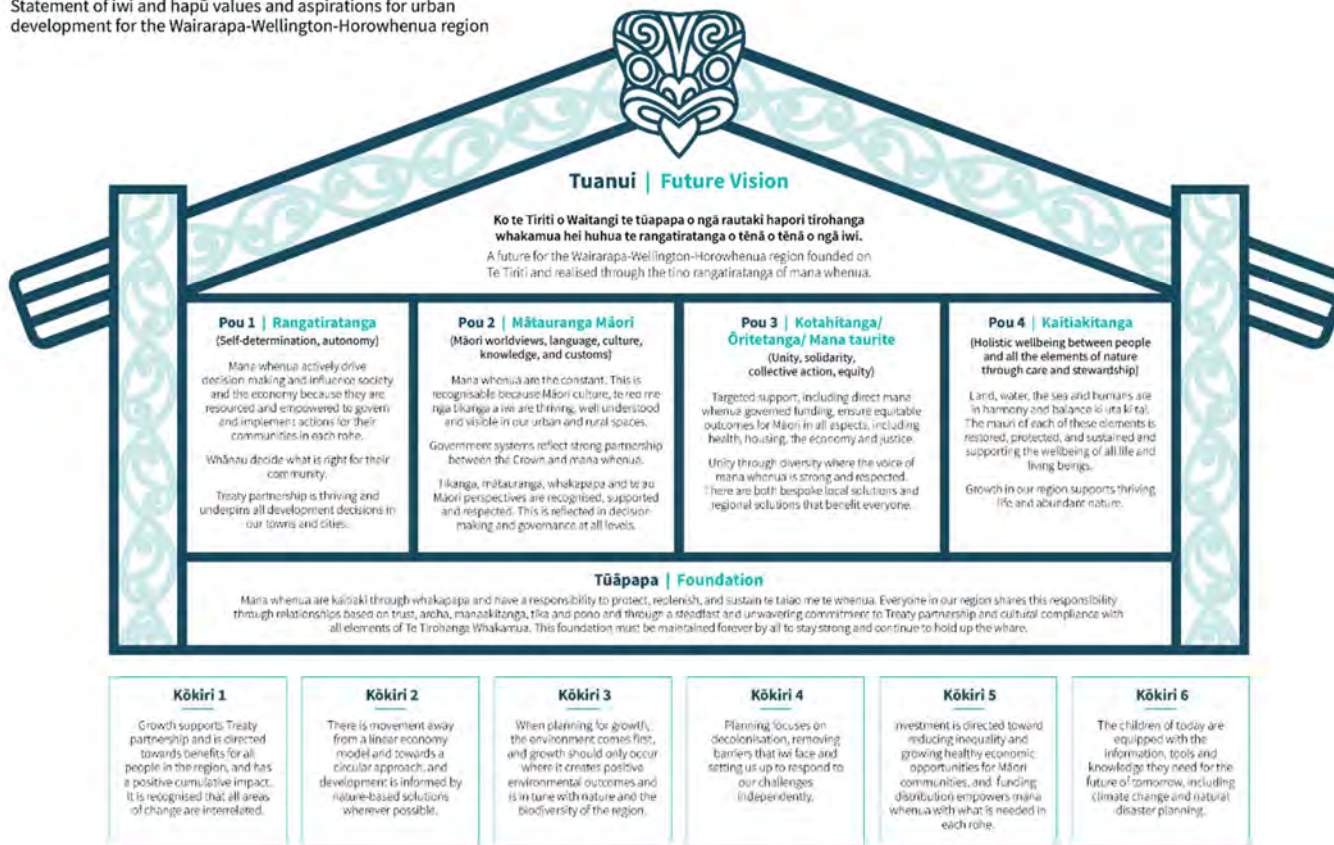


Figure 2: Te Tirohanga Whakamua - Statement of iwi and hapū values and aspirations

20- Iwi values and aspirations detail report - Wairarapa-Wellington-Horowhenua - Draft Future Development Strategy

What it means to put iwi and hapū values and aspirations for our region into action

Iwi and hapū provided additional detail on their values and aspirations for our region, which have been categorised around the four pou and includes information on the implementation of Te Tirohanga Whakamua. This information explains, from the point of view of WRLC iwi members, what our region would look like in 30 years' time, if shared iwi and hapū values and aspirations were successfully delivered on and what putting that into actioning that looks like. Some projects that support these goals are already underway, some will be supported through the Future Development Strategy, and others through WRLC projects and other areas outside the Future Development Strategy.

Pou 1: Rangatiratanga

Actioning Pou Tahi means that the self-determination and autonomy of Mana Whenua in our region is recognised and supported, including through partnership, a key principle of Te Tiriti o Waitangi. In particular, this is evident when:

- Māori have rangatiratanga over their land and Māori land is returned with all barriers to access and building removed;
- All Māori are housed in a warm, safe environment;
- Responses to hauora needs (understood in the wider sense of wellbeing) are regionally bespoke, designed and implemented for the cultural context, and governed by Mana Whenua (including the location of healthcare facilities, and supporting Tohunga and Matakite availability for health and wairua) and,
- Mana Whenua have determination over environmental matters within their rohe. They are empowered to have the lead mandate in consent decisions and other relevant environmental and resource management planning processes.
- Cultural heritage and sites of significance are maintained, protected and, where possible, restored to their original state and form in the way that Mana Whenua determine.
- The privacy and protection of taonga knowledge, information and data sovereignty of Mana Whenua is respected.

When rangatiratanga is realised, regional growth is planned so that Mana Whenua are able to maintain traditional settlement patterns and activities. Successful implementation of Pou Tahi also mean the growing number of economic opportunities for Māori communities, including additional jobs, provides for ongoing whānau wellbeing and economic growth.

Climate change and natural disasters pose a threat to rangatiratanga and to all our communities. Mana Whenua will be front and centre in response and planning processes, including for climate change refugees.

This means where people are displaced from their homes, iwi-to-iwi solutions are supported and the coastal retreat and impacts for Māori communities are planned for.

Tikanga provides the basis for how to facilitate these processes, (for example, through manaakitanga and iwitanga) and can be drawn on in conjunction with other resources on climate change and natural disasters, (such as reports by the Intergovernmental Panel on Climate Change).

Pou 2: Mātauranga Māori

Actioning Pou Rua means that Māori worldviews, language, culture, knowledge, customs and cultural heritage in our region are recognised, supported and seen and heard everywhere, every day. The visibility and free expression of Māori identity is foundational to the way our region grows, including

through tikanga (cultural principles) and kawa (cultural practices). This includes respecting and celebrating the diversity of and within each iwi. Cultural identities, stories, and practices vary rohe-by-rohe and look different across the region.

Mātauranga Māori, and all the knowledge, wisdom and understanding passed on through generations, is recognised and valued as a taonga. It is understood that Mana Whenua determine when to share mātauranga and for what purpose and that this sharing of mātauranga has benefits for all communities in our region. Data sovereignty is protected and there is clear understanding of and agreement on which information can be shared, including when, where and for what purpose.

When mātauranga Māori is part of who we are and what we do, te reo Māori is a way of life. This means leaders and public servants in our region respect and understand te reo Māori, Māori culture and society and build our regional systems around this knowledge. Cultural heritage and sites of significance are maintained, protected and, where possible, restored to their original state and form in a way that Mana Whenua determine.

When Mātauranga Māori is visible we see Mana Whenua in the landscapes of our towns and cities. Seeing the stories of local Māori history and culture and the use of te reo this is prevalent in our streets, for example, in place names and other signage, and in the landscape, for example, on storyboards. In addition, urban design in our region includes Māori urban design approaches.

Pou 3: Kotahitanga/ Ōritetanga/ Mana taurite

Actioning Pou Toru means that there are equitable outcomes for Māori in all areas, as emphasised in Article three of *Te Tiriti o Waitangi*. In particular, for Mana Whenua in our region, this includes the following areas:

- Health disparity across all social determinants of health (not just physical) is eliminated;
- There is zero homelessness – no Māori person is homeless;
- Housing is affordable, builds communities and is designed in line with living building principles; and
- All whānau have what they need to grow their own kai.

Achieving unity through diversity under Pou Toru requires both bespoke solutions and collective action. This means that the structures that perpetuate intergenerational poverty of Māori are being deconstructed. Meaningful partnership is also fundamental, specifically:

- Genuine partnership and true intent: government organisations and Mana Whenua listen to (and not just hear) each other; and
- Increased Māori representation in local and central government, collaborative ways of working, and increased opportunities for co-governance.

The successful implementation of Pou Toru means that growth is directed away from areas where it should not be located and towards areas where there are benefits for the community and the environment.

Housing is a key area to achieve equitable solutions that benefit everyone. The location of growth needs to be based on housing affordability and mobility of populations so as not to disadvantage low socio-economic groups from the housing market.

Achieving equity under this pou means that housing, including community housing, is designed to meet the diverse needs of inhabitants including whānau, and elderly or disabled people.

Sites of significance and other areas of Māori cultural heritage are maintained, protected and, where possible, restored to their original state and form in a way that Mana Whenua determine, supporting Mana Whenua links with the whenua and equitable hauora outcomes.

Pou 4: Kaitiakitanga

Actioning Pou Wha means through care and stewardship all people and elements of nature are well and thriving. This is a responsibility shared by Mana Whenua, as Kaitiaki through whakapapa, and by all people in our region. The role of Mana Whenua as Kaitiaki is a broad concept extending beyond the environmental domain into guardianship and protection of all elements of the natural world, including decision-making over activities that could impact on the natural world. Implementing Pou 4 means that this holistic meaning of Kaitiakitanga is recognised and Mana Whenua as Kaitiaki are accordingly involved in the relevant decisions concerning future development in our region, including on infrastructure matters. Sites of significance and other areas of Māori cultural heritage are maintained, protected and, where possible, restored to their original state and form in a way that Mana Whenua determine, as part of kaitiakitanga.

One key area for protection is our fresh water, for example successful implementation can be seen when:

- Te Mana o te Wai, as understood in the National Policy Statement for Freshwater Management (NPS-FM), is fully implemented.¹⁸
- Water is clean (free from pollution), and wetlands are protected, restored and enhanced;
- Water management, including water take, upholds te mana o te wai and te mauri o te wai;
- Developers contain their wastewater/stormwater etc. on the whenua they are developing (and it is not put into rivers and other waterways); and
- Wairarapa water purity and Wairarapa water storage, two issues of significant importance, are addressed.
- The water quality of Waipunahau Lake, Horowhenua, and the surrounding waterways are restored so that cultural activities (e.g mahinga kai) and recreational activities can take place there safely. The water quality is well on its way to being restored to pristine condition.

Through care and stewardship clean fresh water also supports the use of food diversification approaches that reflect the biodiversity of the region. Realising Kaitiakitanga means that whānau access to sufficient, safe, affordable and nutritious food that is produced in harmony with the natural world (referred to as ‘food sovereignty’).

Regional development projects should support Mana Whenua aspirations to develop the land that has been returned to them through Treaty settlement processes, e.g. through the building of papakainga as an expression of tino rangatiratanga.

Putting Pou Wha into action means taking sustainable approaches, including taking a circular economy approach. Consumption is reduced as waste is being designed out, products and materials are kept in circulation, and natural living systems are regenerating.

¹⁸ Te Mana o Te Wai is defined in the NPS-FM as a concept that refers to the fundamental importance of water and recognises that protecting the health of freshwater protects the health and well-being of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment, and the community.

Another strong focus is building and supporting local, sustainable businesses, including manufacturing. Sustainability goals are achieved in a shorter amount of time because of investment in new technology in areas such as innovative housing, energy, and waste treatment.

Developing infrastructure to support people and nature to thrive is a central part of successfully implementing Pou Wha. This means decisions on infrastructure draw on Mana Whenua knowledge, (where agreed by Mana Whenua), and support Treaty partnership approaches and Māori economic development.

Infrastructure is distributed and centred in local neighbourhoods rather than monolithic (i.e. mostly in central locations). To support sustainability, green housing and green infrastructure is used in urban areas. The realisation of rangatiratanga and regional sustainability goals are supported through the provision to communities of individual off-grid technology to redistribute power, water and other utilities.

The development of public transport infrastructure supports the mobility and accessibility of people and communities. This includes access to rural areas and places of cultural significance to Mana Whenua, such as marae or sites where cultural activities take place. The improvement and use of public transport and the ready availability of electric motor vehicles and electric vehicle infrastructure supports the transition to a low carbon economy.

The vision and strategic direction of the Future Development Strategy

The vision and strategic direction for the Future Development Strategy has been directly informed by Te Tirohanga Whakamua and by the engagement between WRLC iwi members and the Future Development Strategy project team, (see Figure 9 below). For example, the te reo phrase from the tuanui or future vision of the whare of Te Tiorhanga Whakamua is also part of the vision for the Future Development Strategy.






| | | | | | | |
|---------------------|--|--|--|---|--|--|
| | | | | | | |
| Vision | <p>Ko te Tiriti o Waitangi te tūapapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi.</p> | | | | | |
| | <p>Let's be responsible ancestors. The Wairarapa-Wellington-Horowhenua Future Development Strategy will provide for growth that is sustainable by meeting the needs of the present without compromising the ability of future generations to meet their own needs. The future for our region is founded on Te Tiriti o Waitangi and realised through the tino rangatiratanga of tangata whenua</p> | | | | | |
| | | | | | | |
| Strategic Direction |  |  |  |  |  |  |
| | Providing for affordable housing that meets our needs, and for compact well-designed towns and cities | Realising iwi and hapū values and aspirations | Promoting a flourishing zero-carbon region | Protecting what we love | Ensuring we have the infrastructure we need to thrive | Providing opportunity for productive, and sustainable local employment |

Figure 3: Vision and strategic direction of the Future Development Strategy

Regional challenges addressed in the Future Development Strategy

General challenges for our region that were in the in the Wellington Regional Growth Framework were assessed and revised for the Future Development Strategy. The challenges are set out in the table below (Figure 10). Of particular interest to iwi and the Future Development Strategy is the continual challenge of housing inequality for Māori (challenge 4 above). This is described in more detail below.

| Topic area | Challenge |
|------------------------------|--|
| Climate change and emissions | <ol style="list-style-type: none"> 1. The current trend of growth becoming more dispersed in the region poses challenges for achieving transport outcomes and emission-reduction targets 2. Many of the urban areas in the region are vulnerable to the impacts of natural hazards and climate change, and as the region grows and becomes more densely settled it will become increasingly important to improve resilience and protect and enhance the region's natural environment |
| Our homes and places | <ol style="list-style-type: none"> 3. The region lacks an affordable and quality housing supply and housing tenure choice, and affordability is declining 4. Mana whenua and Māori in the region have poor access to affordable housing choice |
| Our transport system | <ol style="list-style-type: none"> 5. There is continuing inequitable access to social, educational and economic opportunities within the region |
| Our other infrastructure | <ol style="list-style-type: none"> 6. A significant investment in infrastructure is needed to enable enough housing and quality urban environments, however, we have limited capacity to fund and deliver everything the region needs and wants. |

Figure 4: Key regional challenges from the Wellington Regional Growth Framework assessed and revised for the Future Development Strategy

Access to affordable housing is a significant issue for Māori. The Future Development Strategy provides an important opportunity for regional spatial planning to incorporate Te Ao Māori. It can support mana whenua aspirations and strengthen existing regional partnerships.

The Future Development Strategy reflects the aspirations of mana whenua and the existing work being undertaken in partnership with mana whenua and the Crown, such as the management of state housing in western Porirua by Te Āhuru Mōwai (Ngāti Toa Rangatira's community housing provider). The Future Development Strategy will build on existing partnerships with central government, local government and mana whenua.

Through the Future Development Strategy implementation process the partners will continue to work with mana whenua in the region to identify opportunities for housing, education and the protection of land and water and other taonga, and economic opportunities. We will continue to work with a range of people including mana whenua, Māori health providers, Māori business owners and iwi in the region and others. Ongoing consultation and participation will ensure the aspirations of iwi and hapū are taken into account.

Part E: Future Development Strategy scenario evaluation informed by iwi engagement



Part E sets out key elements of the qualitative Future Development Strategy scenario evaluation from an iwi perspective as informed by *Te Tirohanga Whakamua*. This includes advantages and disadvantages of each scenario and the criteria and limitations for each assessment. This content derives primarily from the Future Development Scenario Evaluation Summary Report, available on the WRLC website (<https://wrlc.org.nz/>).

The NPS-UD requires a Future Development Strategy to be informed by scenario testing. As part of preparing the Future Development Strategy four scenarios were developed and tested against nine objectives as set out below in Figure 11. The four urban form scenarios consisted of:

- A **'baseline scenario'** which assumed that growth is distributed across the region, as enabled by recent District Plan changes and intensification plan changes and with a mix of building typologies.
- A **'dispersed scenario'** which focused growth on enabled and planned greenfield areas.
- A **'Medium Density and Infill'** scenario which focused growth on medium density infill and townhouse development within existing urban areas.
- A **'Centralisation'** scenario which focused high density developments in main urban centres (including apartments and townhouses).



Figure 5: The key objectives for the Future Development Strategy

Objective 9 is most relevant to iwi interests in the Future Development Strategy. As part of the technical reports for the Future Development Strategy a Scenario Evaluation Report has been prepared. The purpose of this report is to summarise the technical assessment undertaken on scenarios of different spatial scenarios for accommodating growth within the Wairarapa-Wellington-Horowhenua region over the next 30 years.

Qualitative assessment against iwi and hapū values and aspirations

A qualitative assessment of the scenarios against objective 9 was undertaken by the Future Development Strategy project team on behalf of WRLC iwi members due to capacity limitations.

The assessment was a separate process from the scenario assessment for objectives 1-8 and was qualitative only. The assessment for objective 9 aimed to apply a te ao Māori lens in considering both the opportunities and challenges associated with each scenario, and to interrogate how well these would provide for iwi and hapū values and aspirations.

The assessment was informed by Te Tirohanga Whakamua – a statement of iwi and hapū values and aspirations for urban development in the Wairarapa-Wellington-Horowhenua region. It was also informed by engagement with WRLC iwi members on the preparation of the draft Future Development Strategy, including discussion of the scenarios at Future Development Strategy workshops in April and July 2023. WRLC iwi members were given an opportunity to comment on this assessment, but no feedback was given. This assessment is therefore limited in its findings due to not being carried out with direct input from WRLC iwi members or other Māori representatives, such as urban Māori. We acknowledge that the assessment approach is therefore not reflective of all Māori or all Mana Whenua views in the Wairarapa-Wellington-Horowhenua region.

The two tables overleaf set out opportunities and challenges for growth to align with mana whenua housing and other values and aspirations for each scenario separately.

| Opportunities for growth to align with mana whenua housing and other values and aspirations. | | | |
|---|---|--|---|
| Baseline | Dispersed | Infill | Centralised |
| <p>With continued growth consistent with the existing locations of growth spread out across the region we can plan choose to better avoid areas of natural hazards and climate change and areas of interest to Mana Whenua, more than with the centralised/infill scenarios</p> <p>In this scenario fewer new roads will need to be developed which means that there is a lower level of risk for adverse effects on cultural sites such as wāhi tapu.</p> <p>Opportunity to build and acknowledge cultural histories in areas where urban development already exists and in new development areas - creative visibility and accessibility of way Māori culture and stories are reflected in the urban landscape – more people will see these cultural histories because growth is more evenly distributed.</p> <p>More options for Mana Whenua to live within the rohe of their affiliated iwi.</p> <p>Growth is more evenly distributed which would reduce the impact of urban development (e.g. construction or higher population impacts such as waste and sewage) to be concentrated on any one natural feature e.g. Wellington Harbour. This would allow more local mitigation to</p> | <p>As development will occur in new places, we can plan to avoid areas of natural hazards and climate change and areas of interest to Mana Whenua.</p> <p>More ability to grow and gather kai in the traditional way – through more space and access for mahinga kai, communal gardens).</p> <p>Could build new self-contained/distributed infrastructure e.g. water into greenfield development, distributed energy generation networks.</p> <p>More options for Mana Whenua to live within the rohe of their affiliated iwi.</p> <p>Options for development around rural/non-urban marae – more central hub including health, education and employment with marae. Might help to retain young iwi members by providing opportunities locally, if education and employment opportunities can be realised.</p> <p>Opportunity to build and acknowledge cultural histories in new development areas.</p> | <p>Allays concerns about displacement of people in undeveloped traditional areas and cost of housing in these areas increasing e.g. Wellington people going to Featherston, as provides housing options in centralised places.</p> <p>Opportunity to build and acknowledge cultural histories in areas where urban development already exists - creative visibility and accessibility of the way Māori culture and stories are reflected in the urban landscape – this scenario will reach more people than greenfield</p> <p>Might attract young iwi members to return to the region (more housing choice in urban areas) if this housing scenario can be packaged with employment opportunities</p> <p>Protects high quality land and undisturbed waterways and improves housing choice and density.</p> <p>In this scenario no new major roads will need to be developed which means that there is a lower level of risk for adverse effects on cultural sites such as wāhi tapu.</p> <p>Reduced reliance on cars can encourage healthier communities through more active transport aligning with aspirations</p> | <p>Allays concerns about displacement of people in undeveloped traditional areas and cost of housing in these areas increasing e.g. Wellington people going to Featherston, as provides housing options in centralised places</p> <p>Opportunity to build and acknowledge cultural histories in areas where urban development already exist – creative visibility and accessibility of the way Māori culture and stories are reflected in the urban landscape – this scenario will reach more people than greenfield</p> <p>Might attract young iwi members to return to the region (more housing choice in urban areas where it is assumed they prefer to live) if this housing scenario can be packaged with employment opportunities.</p> <p>Protects high quality land and undisturbed waterways and improves housing choice and density</p> <p>In this scenario no new roads will need to be developed which means that there is a lower level of risk for adverse effects on cultural sites such as wāhi tapu’</p> <p>Development in Wellington likely to positively affect some Mana Whenua as this is where the population is</p> |

| | | | |
|---|--|--|--|
| <p>protect and enhance many environments.</p> | | <p>around health Development in Wellington and Lower Hutt likely to positively affect some Mana Whenua as this is where the population is concentrated. More options for some Mana Whenua (Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira) to live within their traditional lands.</p> <p>Scenario aligns with a whole system approach (transitioning to a zero-carbon future), benefits health, the broader environment and aligns with te ao Māori and the interconnectedness of things.</p> | <p>concentrated. More options for some Mana Whenua (Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira) to live within their traditional lands.</p> <p>Reduced reliance on cars can encourage healthier communities through more active transport aligning with aspirations around health.</p> <p>Scenario aligns with a whole system approach (transitioning to a zero-carbon future), benefits health, the broader environment and aligns with te ao Māori and the interconnectedness of things.</p> |
|---|--|--|--|

| Challenges for growth to align with mana whenua housing and other values and aspirations. | | | |
|--|---|---|--|
| Baseline | Dispersed | Infill | Centralised |
| <p>Lack of equity at present is likely to continue as greenfield and some urban centres are further out where access to health, education and employment is harder and more expensive - this in particular is related to current public transport offerings.</p> <p>Continual impact on the land through greenfield development throughout the region but mostly in the western corridor which may create high levels of pressure on the coastal environment and impact heavily on cultural values (although less than the dispersed scenario).</p> <p>Not the best option for climate change and emissions as more people in general likely to drive – this impacts long term on the environment including increased air and water pollution.</p> | <p>More impact on the land than previously i.e. in areas where there was previously no development.</p> <p>More people moving to greenfield areas and taking over the land e.g. Ōtaki, Wairarapa and causing the displacement of Mana Whenua and other Māori and/or an increase in housing prices.</p> <p>Likelihood of increased climate change impacts and higher emissions as more people in general likely to drive – this impacts long term on the environment including increased air and water pollution.</p> <p>Worse outcomes for the health of communities, if car dependence increases for new residents in areas not serviced by public transport links that improve access around the region.</p> <p>Lack of equity as greenfield is further out where access to health, education and employment is harder and more expensive - this in particular is related to current public transport offerings.</p> <p>As most of the greenfield growth is in the western corridor (Northern Porirua – Horowhenua and in particular Kāpiti) this will create new pressures on rivers and the</p> | <p>Limits ability to build on ancestral land – particularly in the Wairarapa and Kāpiti/Horowhenua.</p> <p>Less ability to grow kai with limited land per home.</p> <p>Distributed infrastructure e.g. water, if a goal would need to be retrofitted/redeveloped and limited opportunities for this.</p> <p>A focus on infill areas may mean less ability to fund major new regional infrastructure e.g. public transport, outside Wellington and Lower Hutt, resulting in a continued access and equity issue for those further out.</p> <p>As most growth is in areas close to the Wellington and Porirua Harbours and Hutt River, this will create additional pressure on the river and coastal environment which will further impact on the mana, wairua and mauri of te taiao.</p> | <p>Limits ability of some Mana Whenua to build on ancestral land outside of Māori Purpose Zones – particularly in the Wairarapa and Kāpiti/Horowhenua.</p> <p>Limits new housing choice for Mana Whenua to apartment/high density However, if other people sell and move into higher density, then that may free up traditional housing stock.</p> <p>Distributed infrastructure e.g. water, if a goal would need to be retrofitted/redeveloped and limited opportunities for this.</p> <p>Most of the region’s growth in areas of higher risk to the impacts of climate change and natural hazard meaning mana whenua’s development aspirations could be impacted unless mitigated. Iwi to iwi discussions about managed retreat will be needed as required.</p> <p>Less ability to grow kai and with limited or no land per home.</p> <p>A focus on centralised areas (e.g. Wellington City and Lower Hutt City centre) likely to mean less ability to fund regional infrastructure e.g. public transport, outside these areas resulting in a continued access and equity issue for those further out.</p> |

| | | | |
|--|---|--|--|
| | coastal environment, impacting on the mana, wairua and mauri of te taiao. | | As most of the growth is in the Wellington and Lower Hutt this will create additional pressure on freshwater, the harbour and coastal environment which will further impact on the mana, wairua and mauri of te taiao. |
|--|---|--|--|

Key implications for growth

The scenario evaluation report authors have identified key implications for growth in response to the scenario analysis. For objective 9 'align with mana whenua housing and other aspirations' the key implications were summarised as follows:

Housing and other values and aspirations

Growth should implement the values and aspirations of iwi and hapū as set out in *Te Tirohanga Whakamua* and as expressed through regular and ongoing conversations with Mana Whenua and Māori in our region (including urban Māori) over time. This includes (but is not limited to):

- Support both individual iwi and regional Mana Whenua values and aspirations, mana motu hake and tino rangatiratanga as set out in Te Tiriti.
- Maintain cultural heritage sites and sites of importance.
- Support food sovereignty and ability to protect kai.
- Create visibility of stories and identities in urban and rural spaces.
- Plan for climate change and natural disasters, including the movement of coastal iwi and the impacts of migrating people on inland iwi.
- Restore and protect the water and the whenua.
- Support variety of affordable community housing options.
- Support equitable health outcomes and promote economic and employment opportunities.
- Move towards a circular economy and green infrastructure.

Assumptions and limitations

The following key assumptions were made in the qualitative assessment against iwi and hapū values and aspirations:

- That papakainga, including multi-generational housing can be built under any option – it might look different e.g. low density under greenfield option vs apartment/s living under centralised.
- That whilst more people correlate with more jobs and employment patterns/distribution across the region might change, we will not see a wholesale change (a large majority of jobs will still be in Wellington City).
- There will be improved public transport throughout the region, and walking, cycling, and public transport infrastructure will be built.
- Māori Purpose Zones which have been identified in plans (e.g. Hongoeka) will provide for Māori cultural needs, including social, cultural and economic development, and allows whānau to maintain an ongoing relationship with their ancestral land.

The following limitations were part of those recognised in the evaluation scenario assessment:

- WRLC iwi members were engaged in a number of different elements of the Future Development Strategy drafting process, and due to capacity issues were not able to engage in-depth in all elements of the process, including this scenario evaluation.
- This assessment was not undertaken by iwi and hapū, it was based on conversations at a hui and draft content of *Te Tirohanga Whakamua* – statement of iwi and hapū

values and aspirations for urban development for the Wairarapa-Wellington-Horowhenua region.









- and was then sent around to WRLC iwi partners for comment.
- The assessment is undertaken at a regional scale and at a high level, meaning that implications for different rohe, iwi and hapū are not detailed.
- The assessment does not specifically reference the specific iwi and hapū values and aspirations which it its findings are in relation to.
- The scenarios are not designed in sufficient detail to determine in detail how they would align with all of the identified iwi and hapū aspirations and values.
- Urban Māori make up a large proportion of the population in our region and they were not engaged with in this assessment.







Key advantages and disadvantages of the spatial scenarios

Overall, the **centralised scenario** performs best across almost all of the assessment criteria, followed by the **medium density infill scenario**, indicating that more compact and higher density development would deliver better on the project objectives than current growth trends. Generally, the dispersed scenario scored worse than the baseline scenario. We've included the full table here for greater context as other objectives are also important to WRLC iwi partners.










The key advantages and disadvantages of each scenario against the project objectives are summarised in the table below.













Key advantages and disadvantages of the spatial scenarios





| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|---|---|---|
| <i>Baseline - Growth consistent with current policy direction</i> |  Would not cause any issues for housing supply because growth would be in accordance with predicted housing market trends.  More opportunity to locate growth and avoid adverse effects on areas of cultural significance to Mana Whenua and more opportunity for maintaining and developing traditional connections with whanau and whenua. |  No change in transport outcomes without transformative infrastructure investment.  Somewhat worse over the 30-year period in terms of emissions reduction and the likelihood of meeting regional climate change targets.  Could perpetuate existing inequities for Māori where access to health, education and employment is at greater distances, and could increase coastal pressures and emissions causing harm to te taiao. |
| <i>Dispersed - Growth would be focused on greenfield areas</i> |  Would not cause any issues for housing supply because growth would be in accordance with predicted housing market trends |  Highest potential to adversely affect natural environments.  Highest potential to adversely affect areas of highly productive land |

| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|--|---|--|
| <p>(particularly in Kāpiti), with less emphasis on intensification</p> | <p> Potentially lower exposure to natural hazards and climate change risk. However, this is only if new development is able to be designed and located to avoid high risk areas.¹⁹ Scores better than the baseline scenario in terms of fluvial (river) and pluvial (rainfall) flood hazard exposure and growth in well-defined earthquake fault rupture and deformation zones (areas where an earthquake changes the land from how it was before the earthquake). Scores well in terms of other seismic hazards, such as subsidence, ground shaking and liquefaction. However not as well as the medium density infill scenario</p> <p> More flexibility in relation to the location of growth and avoiding adverse effects on areas of cultural significance to Mana Whenua and to grow traditional kai.</p> | <p>(land that is good for growing food and farming)</p> <p> Lowest share of the population living near to existing community services and green spaces. Social access is also worse than the baseline for almost all social destinations under this scenario.</p> <p> This scenario would have the worst transport outcomes of all the 4 scenarios without transformative infrastructure investment. Even with transformative investment (which would likely be prohibitively expensive under this scenario), transport outcomes are generally worse under some metrics (including Vehicle kms travelled VKT – a proxy for emissions from private vehicles) than under all other scenarios. This scenario would be the most expensive to service by public transport infrastructure, the most reliant on state highway access, and the most likely to increase VKT. This scenario would be the most expensive to service by electricity distribution infrastructure and would require significant investment in local council network extensions to service greenfield areas, with higher ongoing costs than under the baseline. In addition, this scenario is not supported by gas and electricity distribution infrastructure providers.</p> <p> Scores worst of the 4 scenarios in terms of lowering overall regional emissions</p> <p> Greater impacts on water quality through increased development in new areas. Possible displacement of local iwi and increases in housing prices (as land is bought up for development). Adverse impacts on te</p> |

¹⁹ The GIS analysis did not take into account regulatory settings i.e. district plan rules.

| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|--|--|--|
| <p><i>Medium Density Infill - Growth is focused on intensification in existing urban areas</i></p> | <p> In general, this scenario has the greatest opportunity for locating housing near transport and jobs and where demand is. It is most likely to improve housing affordability and is likely to reconcile with current developers are willing to build. It strikes the best balance between having housing in the places people want to live and having the kinds of houses that meet diverse community needs.</p> <p> Lower potential to adversely affect natural environments. Likely best at avoiding significant adverse impacts on marine ecosystem extent.</p> <p> Low potential to adversely affect areas of highly productive land and impact on food production</p> <p> Performs better than the baseline and dispersed scenario for accessibility across all social destinations analysed</p> <p> Second best in terms of transport outcomes with transformative infrastructure investment. Supports social access by active and public transport modes and would be comparatively easy to service by bus by enhancing existing networks.</p> <p> Scores second best in terms of lowering overall regional emissions.</p> <p> Scores better than the baseline scenario in terms of fluvial (river) and pluvial (rainfall) flood hazard exposure and growth in well-defined earthquake fault rupture and deformation zones. The latter would be easiest to control under this scenario. Tightly defined infill development is preferable to be able to build away from other seismic hazards.</p> | <p>taiao due to higher transport emissions.</p> <p> Little change in transport outcomes without transformative investment. Would require upgrading existing water supply, wastewater and stormwater infrastructure.</p> <p> Limits ability to build on ancestral lands or to grow kai, due to the increase in smaller housing sections under this scenario. Location of growth could have adverse environmental impacts. Limited infrastructure could lead to equity issues.</p> |

| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|---|---|---|
| | <p> Scores best, along with medium density infill scenario, in terms of creating local sustainable (enduring) employment opportunities.</p> <p> Lower risk of displacement of Māori from housing (for example, where they may be priced out of some markets due to movement of residents from central to more rural areas), protects high quality land, less risk of adverse impacts on sites of significance and less harm to te taiao through lower emissions.</p> | |
| <p><i>Centralisation - Growth is focused on high density developments in main urban centres</i></p> | <p> In general, its most efficient to locate housing in existing urban areas (centralisation/medium density infill), where amenities and access to employment is greatest.</p> <p> This scenario has the lowest potential to adversely affect natural environments. This includes the preservation of plants and animals and natural areas and marine ecosystems condition</p> <p> Highest potential to protect areas of highly productive land and impact on food production.</p> <p> This scenario is also best in terms of social access which means having the greatest share of the population living close to existing community services and green spaces and scoring best in terms of access to day-to-day social destinations by foot and access to hospitals by public transport. This scenario best supports social access by active and public transport modes.</p> <p> Centralisation would result in the best transport outcomes, regardless of the transport future, however transformative infrastructure investment would significantly improve</p> | <p> Less likely to reconcile with market acceptance of risk (willingness to supply).</p> <p> Social access by private vehicle modes may be worse in the region's cities due to congestion.</p> <p> May be more challenging to find land to provide for distribution and logistics infrastructure. Rail improvements on the Hutt Valley line would be required.</p> <p> May have a higher share of projected population located within natural hazard areas, however this may be mitigated by regulations which do not allow development areas prone to high risk as a result of climate change or natural disasters.</p> <p> Challenges to new housing choices due to concentration of population centrally outside of rohe of some iwi and less choice in types of housing. Less ability to grow kai in centralised areas but more protection for food production land in northern areas. With growth centralised potential for development for iwi in other rohe may be compromised.</p> |

| Scenario | Advantages/Opportunities | Disadvantages/Challenges |
|----------|--|--------------------------|
| | <p>these outcomes. This scenario would be the best of all of the scenarios for getting the best transport outcomes using rail. This is the easiest scenario to service by gas distribution, telecommunications and electricity distribution infrastructure. Consolidation of growth would make it easier to prioritise council infrastructure investment.</p> <p> Scores best in terms of lowering overall regional emissions.</p> <p> Centralisation scores best in terms of coastal hazards, when new housing occurs away from coastal hazard areas in line with district plan settings. It also scores best in terms of fluvial (river) and pluvial (rainfall) flood hazards, and is an improvement on the baseline in terms of growth in well-defined earthquake fault rupture and deformation zones</p> <p> Score best, along with medium density infill scenario, in terms of creating local sustainable employment opportunities.</p> <p> Improves housing choice, protects high quality land, decreases risk of adverse effects on cultural sites and less harm to te taiao through lower emissions.</p> | |

Part F: Next steps and implementation plans



Part F sets out next steps with WRLC iwi partners following the preparation of this report. This includes aspirations for the review of Te Tirohanga Whakamua and partnering with iwi on the development of an implementation plan for the Future Development Strategy .

Future use of this report

This report is a collation of all the mahi that occurred during the preparation of the draft Future Development Strategy. Once completed the Future Development Strategy will replace the Wellington Regional Growth Framework and inform future work for the Wellington Regional Leadership Committee. This document will be the primary resource for future work in partnership with WRLC iwi partners on various projects such as the iwi spatial plan.

Delivery and review of Te Tirohanga Whakamua

The WRLC will partner with WRLC iwi members on the delivery, monitoring and review of the statement, including through funding and investment, and on monitoring the success of implementation from a te ao Māori perspective. The WRLC aspires that Te Tirohanga Whakamua should be reviewed annually if the WRLC iwi members determine that it should be (in response to changing cultural, physical, environmental and economic conditions).

Partnering with iwi on an implementation plan for the Future Development Strategy

We will publish an Implementation Plan which will set out the actions that are required to achieve the Future Development Strategy. This will include key projects and measures to monitor our progress and measure our success. Reviews of the Implementation Plan will take place annually, as will reporting.

Implementation of the Future Development Strategy will be informed by Te Tirohanga Whakamua, including the six kōkiri or (design principles). Our monitoring and evaluation framework will be developed in partnership with our mana whenua. The WRLC aspires for the Implementation Plan to be in alignment with Te Tirohanga Whakamua, informed by mātauranga Māori and te ao Māori perspectives where relevant and where determined appropriate by iwi. The Implementation Plan will include measures that test what successful implementation looks like from an iwi partner perspective.

There are a number of key projects that will be key to delivering the Future Development Strategy. These include working in partnership with iwi on the implementation of Te Tirohanga Whakamua and other key projects of interest to iwi, such as an iwi spatial plan.

The Future Development Strategy will be reviewed every 3 years, as required to determine whether or not it needs updating.

Appendix 1. Background Report for Iwi Hui of 11 April 2023.



Appendix 1 is a report that was prepared for WRLC iwi members as background context to inform an initial hui on the development of a statement of iwi and hapū Values and Aspirations for Urban Development in the Wairarapa-Wellington-Horowhenua.



Developing a Future Development Strategy

**What Mana Whenua have already told us about their values and aspirations
for urban development in the Wellington-Wairarapa-Horowhenua region**

**A background report for the Wellington Regional Leadership Committee Future
Development Strategy Workshop with Mana Whenua**

Lower Hutt Events Centre, Wellington

11 April 2023

Contents

| | |
|---|----|
| Overview: Developing a statement of hapū and iwi values and aspirations for urban development as part of our Future Development Strategy | 43 |
| Working with Mana Whenua on a statement for urban development | 43 |
| The concept of ‘urban development’ | 43 |
| Reflecting iwi and hapū values and aspirations | 43 |
| Conversation questions for the hui 11 April 2023 | 44 |
| Thinking about the future – what good could look like for you and your whānau..... | 44 |
| Values and aspirations for urban development in your rohe and the wider Wellington-Wairarapa-Horowhenua region | 44 |
| A collation of existing Mana Whenua values and aspirations..... | 45 |
| Process for the development of the statement | 47 |
| Section A: The need for a Future Development Strategy | 48 |
| (i) Partnering with Mana Whenua on an FDS | 48 |
| (ii) The general requirements of an FDS | 48 |
| (iii) Requirements for Treaty of Waitangi responsibilities and incorporating te ao Māori perspectives in urban planning | 48 |
| Section B: The concept of ‘urban development’, including te ao Māori perspectives | 50 |
| (i) A broad understanding of ‘urban development’ | 50 |
| (ii) Perspectives from te ao Māori on urban planning and urban design | 50 |
| (iii) Objectives in our region’s draft FDS relating to urban planning | 51 |
| Section C: Māori housing challenges in the Wairarapa-Wellington-Horowhenua region, and more broadly in Aotearoa | 52 |
| (i) The United Nations Declaration on the Rights of Indigenous Peoples – housing | 52 |
| (ii) MAIHI Ka Ora – the National Māori Housing Strategy | 52 |
| (iii) Information on Māori housing set out in the Wellington Regional Growth Framework | 52 |
| Section D: Existing information to help inform the inclusion of Mana Whenua values and aspirations for urban planning in the Future Development Strategy..... | 53 |
| (i) The inclusion of te ao Māori concepts in national level resource management regulation. | 53 |
| (ii) Mana Whenua aspirations in the Wellington Regional Growth Framework | 54 |
| (iii) Regional urban planning requirements to provide for iwi and hapū values and aspirations | 55 |
| (iv) Current information on iwi and hapū values and aspirations from local authorities | 56 |
| Appendix 1 – Page 6 of Nelson Tasman Future Development Strategy:..... | 57 |
| Appendix 2. Information provided by the GWRC on Mana Whenua values and aspirations for urban development. | 57 |

Overview: Developing a statement of hapū and iwi values and aspirations for urban development as part of our Future Development Strategy

Working with Mana Whenua on a statement for urban development

The Wellington Regional Leadership Committee (WRLC) is working with its partners on the development of a Future Development Strategy (FDS) for the Wellington-Wairarapa-Horowhenua area. The FDS is a requirement under the National Policy Statement for Urban Development (NPS-UD) and sets out what we envisage a well-functioning urban environment to look like over the next 30 years, and how we will grow towards that over time.

A key part of the FDS is a requirement to include a clear statement of hapū and iwi values and aspirations for urban development. An example of a statement that was produced for the Nelson-Tasman region can be found at Appendix 1. It includes a vision, mission, desired goals and values for urban development in that region.

It's very important to the WRLC that the content for a statement for the Wellington-Wairarapa-Horowhenua region is determined by our Mana Whenua member organisations. We want this statement to be specific to our region, and to allow for the inclusion of values and aspirations that resonate across the Mana Whenua member organisations, as well as allowing for diversity (i.e. values and aspirations that are specific to individual Mana Whenua member organisations).

The concept of 'urban development'

'Urban development' is not just about the way in which a region plans for buildings and roads etc. It's a holistic concept encompassing how we shape the environment based on how people live, work play and see themselves and their stories reflected in a given area. It's also about the values Mana Whenua and local people have for their urban area, both for the present and the future. This broad definition means that urban development also intersects with areas such as climate change and biodiversity. The development of our FDS will help us to identify which urban places are best suited for growth to meet the needs of everyone in our region, as well as future generations. It's important to keep in mind when are looking at a 30-year time span that some areas that we may currently think of as rural, could become urban in the future, depending on the location of growth over time.

Reflecting iwi and hapū values and aspirations

When we think about the future of the development of our region it is important that the environmental, economic, social and cultural values and aspirations of iwi and hapū in the Wellington-Wairarapa- Horowhenua region is central to urban development and future growth planning. The urban landscape often favours colonial settler histories, narratives and cultures.²⁰ We also want to ensure as part of our development for the region, that Māori stories and identities are present and reflected in the design of the urban environment.

²⁰ Māori identity in urban design <https://www.buildmagazine.org.nz/index.php/articles/show/maori-identity-in-urban-design#:~:text=Maori%20values%20in%20design%20outcomes&text=kaitiakitanga%20%E2%80%93%20how%20the%20natural%20environment,depicted%20in%20the%20urban%20design>.

Conversation questions for the hui 11 April 2023

Thinking about the future – what good could look like for you and your whānau

At the hui we would like to begin by doing some blue skies thinking. The first question we will talk about is a broad intergenerational perspective on what you'd like our region to look like in the future.

Conversation questions: our region in the future

The year is 2053. Urban development in our region has included and delivered on iwi and hapū values and aspirations for urban development.

How does this look, feel and sound?

What does this look like economically, socially, culturally, environmentally?

What would you like to see for you, your tamariki and mokopuna in terms of the places in which you and your whānau live, work and play?

Values and aspirations for urban development in your rohe and the wider Wellington-Wairarapa-Horowhenua region

The second question we can have a kōrero about at the hui is trying to focus in on the specific values and aspirations you have for urban development in our region. To support this discussion, we will have two things at hand:

1. Example statement

Page 6 of Nelson Tasman Future Development Strategy (See Appendix 1) is an example of an existing statement of iwi and hapū aspirations and values for urban development. We are interested in your views on whether or not this could be used the basis for a structure for our statement.

2. Collection of values and aspirations

This is a collection of values and aspirations for urban development that appear to be shared among some of our iwi partners, compiled and summarised from existing resources, such as the Wellington regional growth framework.

Conversation questions: Values and aspirations for urban development

Do you think the structure of the Nelson Tasman statement on iwi and hapū values and aspirations for urban development (Appendix 1) would be a good basis for the statement for our region? (It is divided into Te Pai Tawhiti – vision, Te Kaupapa – mission, Ngā Wahinga – desired goals, and Ngā Tikanga – values).

Do you have any other ideas for the structure of the statement?

What are the values and aspirations for urban development that you think are important for the Mana Whenua organisation that you represent, both for your rohe and for the wider Wellington-Wairarapa-Horowhenua region? This includes thinking about the areas how and where growth and development should occur and the values or practices it should support, enable, or provide for.

A collation of existing Mana Whenua values and aspirations

From our research we have found that some values and aspirations for urban development appear to be shared among some of our Mana Whenua member organisations. Below we set out a summary of this based on existing council resources, including the Wellington Regional Growth Framework and our online research into Mana Whenua website documents etc. We are aware that some views may have changed since these documents were produced so you can feel free to tell us what resonates and what does not. When we produce our statement for the FDS we also want to allow for both shared views across the region, as well as the individual diversity among mana whenua organisations.

Governance and relationships

- Mana Whenua becoming self-governing. This includes providing for Mana Whenua needs through business, housing, education and cultural opportunities.
- Regional partnerships and governance are reimagined.
- Urban development supports equitable Te Tiriti partnerships
- Collaborative relationships between mana whenua, councils and central government agencies
- Iwi relationships with Treaty settlement lands is recognised

Growing economic development opportunities to Māori

- Opportunities are improved for Māori economic development, (including in procurement processes)
- Growing the capacity, skills and education of rangatahi and whānau to support their economic wellbeing.
- Whānau centric approaches, business sustainability, whānau resilience.

Housing and Māori land

- Unlocking / developing Māori land
- Improving access to affordable housing in urban and rural areas, including housing for seniors and reducing homelessness
- Providing for Mana Whenua businesses and for papakāinga housing
- Housing options include, supported living, transitional and social housing and supports wider place-based initiatives including recreation, employment and community living
- Housing provides easy access to essential services such as health and social services, infrastructure, and civil services.
- Programme such as financial literacy and financial management and home ownership pathways support home ownership

Planning processes

- Iwi are resourced to participate in council processes
- Development of an iwi-led spatial plan for the region (and sharing technical resources include GIS mapping and planning expertise)
- Ensuring the careful location and implementation of development in relation to freshwater. management and mahinga kai and maintaining customary rights and access.

Kaitiakitanga

- Mana whenua are able to exercise kaitakitanga across their rohe
- Sustainable use of land
- Caring for the mauri of the environment, the people and the community
- Thriving indigenous biodiversity

Cultural heritage

- Wāhi tapu and other taonga and elements of cultural heritage are protected
- Mana whenua have the opportunity to exercise kaitakitanga over cultural heritage

Holistic and relational wellbeing

- Improving health outcomes, spiritual, physical, cultural, wellbeing centred around whanaungatanga

Thriving language and culture

- Better reflection of cultural identities, included through the decolonisation of places and consultation on the naming of places
- Support of the revitalisation of te reo and the expression of culture, (including through Marae -based social, community and cultural hubs)

Customary rights

- Revitalisation of traditional customary practices
- Ability to exercise and maintain customary rights

Climate change

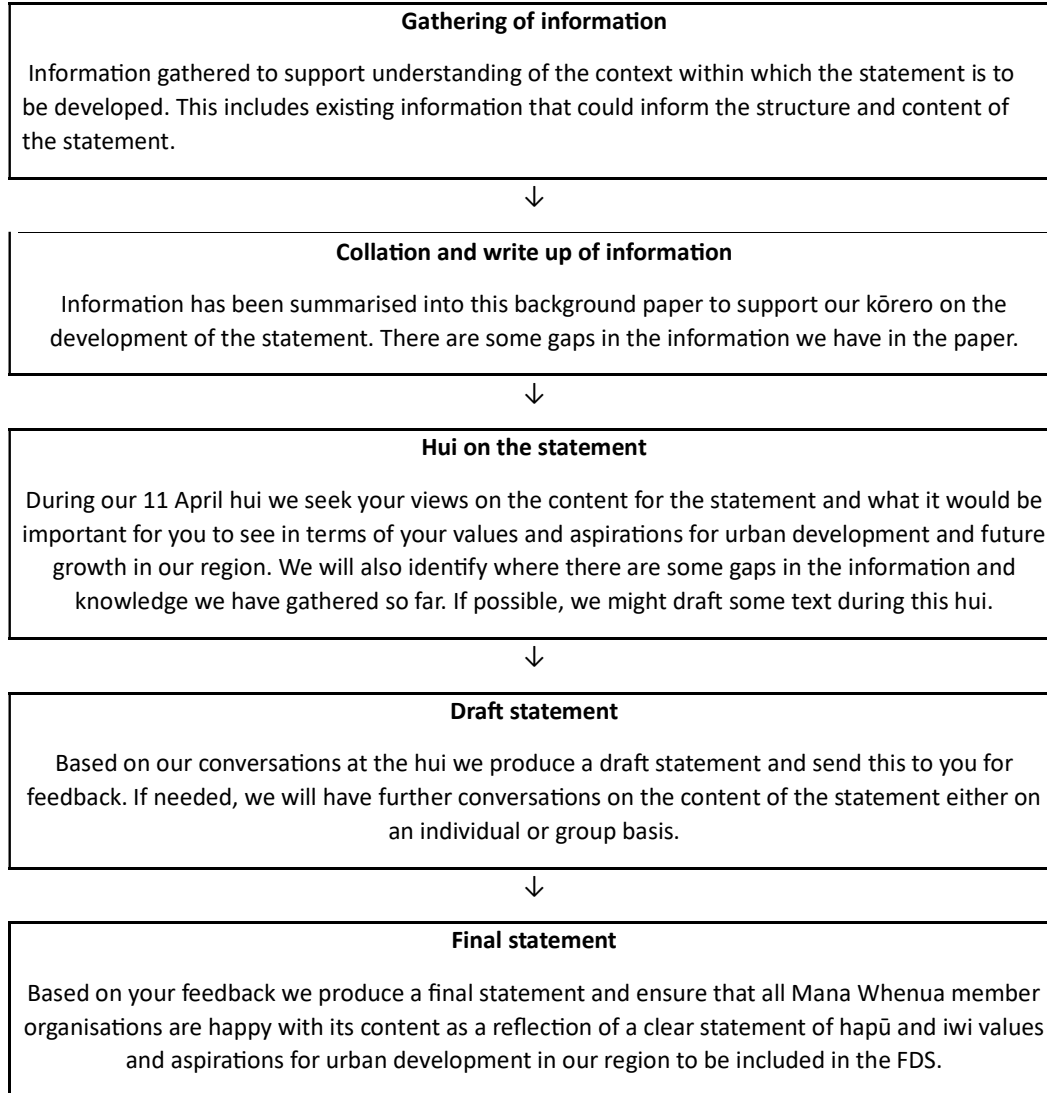
- Climate change mitigation and protecting coastal heritage at risk

Traffic management

- Creating thriving CBDs, including through the reduction of traffic
- Increasing traffic is managed so as not to impact sites of significance or the operations of events such as tangihanga.

Process for the development of the statement

To support the development of this statement, we propose the process set out in the chart below. We welcome your feedback on this process:



Section A: The need for a Future Development Strategy

In Section A we set out (i) the approach to partnering with Mana Whenua in the preparation of an FDS, (ii) the general requirements for an FDS, and (iii) what the National Policy Statement for Urban Development requires in terms of Treaty of Waitangi responsibilities and incorporating te ao Māori perspectives in urban planning

(i) Partnering with Mana Whenua on an FDS

We are currently preparing a Future Development Strategy (FDS) for the Wellington-Wairarapa-Horowhenua region. This is a requirement under the National Policy Statement on Urban Development (NPS-UD)²¹, which comes under the Resource Management Act (RMA)²². Preparation of the Future Development Strategy (FDS) needs to be carried out in partnership with Mana Whenua. The FDS needs to articulate Māori, and in particular Mana Whenua, iwi, hapū values and aspirations for urban development. Specifically, section 3.13 of the NPS-UD has the following requirement for the content of an FDS: 'Every FDS must include a clear statement of hapū and iwi values and aspirations for urban development.' The development of the FDS will be informed by concepts and perspectives from te ao Māori where possible.

(ii) The general requirements of an FDS

The FDS needs to demonstrate that there will be sufficient, feasible development capacity in the medium and long term, in our case, the Wellington-Wairarapa-Horowhenua region. FDSs set out a long-term plan to ensure a 'well-functioning' urban environment, showing where growth will be, in what form, and what infrastructure is needed to support that growth. An FDS helps local authorities set the high-level vision for accommodating urban growth over the long term and identifies strategic priorities to inform other development-related decisions, such as: district plan zoning and related plan changes, priority outcomes in long-term plans and infrastructure strategies, including decisions on funding and financing, and priorities and decisions in regional land transport plans.

Our FDS will update the Wellington Regional Growth Framework (WRGF) and will eventually become part of the new Regional Spatial Strategies required under the new resource management legislative framework. The FDS will inform council 2024-34 Long Term Plans (LTPs), which sets the strategic direction and priorities for the Wellington-Wairarapa-Horowhenua region. FDSs must be reviewed every 6 years.

(iii) Requirements for Treaty of Waitangi responsibilities and incorporating te ao Māori perspectives in urban planning

There are objectives and policies in the NPS-UD which relate to urban environments and Treaty of Waitangi responsibilities and including te ao Māori perspectives and aspirations into the process of planning for urban environments. Objective 5 of the NPS-UD states, 'Planning decisions relating to urban environments, and FDSs take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).' Policy 1(a)(ii) states that 'Planning decisions contribute to well-functioning urban

²¹ National Policy Statement on Urban Development 2020 – Updated May 2022:

<https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020-updated-may-2022/> See Subpart 4 – Future Development Strategy.

²² The Resource Management Act is currently under a reform process in which it will be replaced by 3 Acts, including the Natural and Built Environment Act (NBA) as the main replacements for the RMA, to protect and restore the environment while better enabling development. More information here:

<https://environment.govt.nz/what-government-is-doing/areas-of-work/rma/resource-management-system-reform/pathway-to-reform/>

environments, which are urban environments that, as a minimum: [...] enable Māori to express their cultural traditions and norms'. Policy 9 sets out the ways in which local authorities must, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, involve iwi and hapū.

Section B: The concept of ‘urban development’, including te ao Māori perspectives

In Section B we set out: (i) a broad understanding of ‘urban development’ including what the National Policy Statement for Urban Development says; (ii) Perspectives from te ao Māori on urban planning and urban design; and (iii) Draft objectives in our region’s draft FDS relating to urban planning, including an objective to be redrafted in response to discussions with you.

(i) A broad understanding of ‘urban development’

The concept of ‘urban development’ can mean different things to different people. Taking a broad definition, urban planning is not just about the way in which a city plans buildings and roads etc. It’s a holistic concept that is also about asking questions about how to shape the environment on the basis of how people live, work and play in a given area, and the values they have for their area, both for the present and the future. This means that urban development also intersects with areas such as climate change and biodiversity insofar as these issues affect urban environments. Through the development of our FDS we want to identify which urban places are best suited for growth to meet the needs of everyone in our region, as well as future generations. We will therefore think in terms such as where growth is located, what growth should provide for, and the kinds of activities as well as cultural, social, and wellbeing values growth should support.

Objective 1 of the NPS-UD includes a broad definition of the factors relevant to urban planning: ‘New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, environmental, economic, and cultural wellbeing, and for their health and safety, now and into the future.’

(ii) Perspectives from te ao Māori on urban planning and urban design

Urban planning

A 2016 report review of ‘the Productivity Commission’s ‘Better Urban Planning’ report²³ from the national institutes of Māori design and urban planning professionals and practitioners – Ngā Aho and Papa Pounamu included the following points from a wānanga on urban planning:

Māori communities have strong and varied interests in better urban planning.

- A better urban planning system needs to recognise planning based on mātauranga Māori.
- Better urban planning must focus on holistic outcomes.
- The existing planning framework does not deliver outcomes for Māori communities.
- There is a lack of guidance and capacity.
- Kaitiakitanga is more than ‘preservation’.
- Rangatiratanga is more than ‘consultation’.

The report further stated that a future planning system must:

- a) recognise that Māori values, rights and interests in urban planning are framed by the holistic nature of Māori worldviews, which understand:
 - i. the inter-connected relationship between natural and physical resources within a catchment; and

²³ MĀORI PLANNING FUTURES REVIEW OF PRODUCTIVITY COMMISSION’S “BETTER URBAN PLANNING” DRAFT REPORT (2016) <https://www.productivity.govt.nz/assets/Documents/fd0a67b608/Maori-planning-futures.pdf>

- ii. the intrinsic relationship between cultural, economic, environmental and social well-beings.
- b) provide for these values, rights and interests in a manner that gives effect to the integral relationships between environmental, social, cultural and economic well-beings; and
- c) support the development of urban areas in ways which enable Māori communities to see their culture (values, narratives and aspirations) reflected in the urban landscape, including promoting ahi kā through enabling Māori to occupy ancestral land.

Urban design

A 2019 study²⁴ looked into Māori identity in urban design and the way in which cities and urban centres have often been excluded from the urban environment which has been dominated by European settler narratives. This study outlined the way in which Māori urban design is attempting to bring Māori pūrākau (stories) and identity back to urban centres in New Zealand. Key Māori urban design principles identified in two case studies include the following concepts:

- kaitiakitanga – how the natural environment is cared for and protected
- manaakitanga – how the design of the developments provides for a sense of inclusivity and safety to residents and visitors
- mātauranga – shared stories and cultural heritage depicted in the urban design.

(iii) Objectives in our region’s draft FDS relating to urban planning

The FDS has 9 objectives relating to urban planning in the Wairarapa-Wellington-Horowhenua region.

1. Increase housing supply, and improve housing affordability and quality, and housing and tenure choice.
2. Enable growth that protects and enhances the quality of the natural environment
3. Enable growth that protects highly productive land, safe-guarding food production for future generations.
4. Improve multi-modal access to and between housing, employment, education and services.
5. Ensure development infrastructure is integrated and efficiently uses existing built, social and community infrastructure or can be readily serviced by new infrastructure.
6. Plan development for a zero-carbon future, creating change to rapidly reduce emissions (including emissions from transport) and meet our regional climate change objectives.
7. Ensure development minimizes the impacts of and is resilient to climate change and natural hazards to avoid creating new risks
8. Create local sustainable employment opportunities.
9. Align with Mana Whenua housing and other aspirations

Objective number 10 will be redrafted once we have had an opportunity to engage with Mana Whenua members of the WRLC on what the key values and aspirations and priorities are for urban development and the future growth in our region.

²⁴ Māori identity in urban design <https://www.buildmagazine.org.nz/index.php/articles/show/maori-identity-in-urban-design#:~:text=Maori%20values%20in%20design%20outcomes&text=kaitiakitanga%20%E2%80%93%20how%20the%20natural%20environment,depicted%20in%20the%20urban%20design.>

Section C: Māori housing challenges in the Wairarapa-Wellington-Horowhenua region, and more broadly in Aotearoa

In section C we set out (i) What the UN Declaration on the Rights of Indigenous Peoples says about housing; (ii) information on MAIHI Ka Ora – the National Māori Housing Strategy; and (iii) information on Māori housing set out in the Wellington Regional Growth Strategy.

(i) The United Nations Declaration on the Rights of Indigenous Peoples – housing
New Zealand has signed up to the UN Declaration on the Rights of Indigenous Peoples (UNDRIPS)²⁵ The UN Declaration on the Rights of Indigenous Peoples (the Declaration) is a comprehensive international human rights document on the rights of indigenous peoples. It covers a broad range of rights and freedoms, including the right to self-determination, culture and identity, and rights to education, economic development, religious customs, health and language.

Article 21 of the Declaration states that indigenous peoples have the right to the improvement of their economic and social conditions, including housing. Article 23 states that indigenous peoples have the right to be actively involved in the development and determination of housing, and, as far as possible, to administer such programmes through their own intuitions. Te Puni Kōkiri is leading the development of a Declaration Plan to guide the Government’s progress towards the Declaration’s aspirations.²⁶

(ii) MAIHI Ka Ora – the National Māori Housing Strategy

MAIHI Ka Ora – the National Māori Housing Strategy – elevates the Māori and Iwi Housing Innovation (MAIHI) Framework for Action, providing a strategic direction that puts Māori at the heart of Aotearoa New Zealand's housing system. ⁽¹⁰⁾ The Strategy is administered by the Ministry of Housing and Urban Development.

(iii) Information on Māori housing set out in the Wellington Regional Growth Framework

The WRGF was developed in partnership with most iwi partners in the Wellington-Wairarapa-Horowhenua region. The Framework recognised the challenge of Mana Whenua and Māori having poor access to affordable housing choices in the region.

Māori home ownership rates are lower than those of the overall population of the Wellington-Wairarapa-Horowhenua region. In 2018, nearly 50% of Māori living in the Horowhenua District or Wellington region were living in owner occupied dwellings, compared to 60% of the overall population. Data from 2018 also shows that nationally severe housing deprivation was being experienced by 364 people per 10,000 for Māori, compared to 107 people per 10,000 for Europeans. When the analysis of the 2018 Census is completed, it is expected to show that rates of home ownership among Māori have continued to decline as housing has become less affordable in the region, and that the rate of Māori experiencing severe housing deprivation has increased since 2013. Opportunities to improve Māori housing outcomes are being developed in a range of emerging partnerships between iwi, the Crown and councils in the region, but a much greater focus will be needed if housing disparities are to be addressed.

²⁵ UN Declaration on the Rights of Indigenous Peoples
https://www.un.org/esa/socdev/unpfii/documents/DRIPS_en.pdf

²⁶ Te Puni Kōkiri: UN Declaration on the Rights of Indigenous Peoples
<https://www.tpk.govt.nz/en/a-matou-whakaarotau/te-ao-maori/un-declaration-on-the-rights-of-indigenous-peoples>

Section D: Existing information to help inform the inclusion of Mana Whenua values and aspirations for urban planning in the Future Development Strategy

In Section D we set out background information that could be relevant to the preparation of a statement of hapū and iwi values and aspirations for urban development. This includes: (i) the use of te ao Māori concepts in national level resource management legislation and regulation, (ii) Mana Whenua aspirations currently articulated in the Wellington Regional Growth Framework, and (iii) Regional urban planning requirements to provide for iwi and hapū values and aspirations; and (iv) current information on iwi and hapū values and aspirations from local authorities.

(i) The inclusion of te ao Māori concepts in national level resource management regulation.

There has been a recent move in **national-level resource management legislation** to incorporate Māori values and aspirations. This includes the following three examples:

| Legislation | Concept | Definition/explanation |
|---|---|---|
| Proposed Natural and Built Environment Act (NBEA) ²⁷ | <i>Te Oranga o Te Taiao</i> It emphasises the importance of the health and wellbeing of te taiao for current and future generations. | (a) the health of the natural environment; and (b) the intrinsic relationship between iwi and hapū and te taiao; and (c) the interconnectedness of all parts of the natural environment; (d) the essential relationship between the health of the natural environment and its capacity to sustain all life. |
| National Policy Statement for Freshwater 2020 (superseded) ²⁸ | <i>Te Mana o Te Wai</i> Te Mana o te Wai means the first priority must be to ensure the life-supporting capacity of freshwater. | (1) Te Mana o te Wai is a concept that refers to the fundamental importance of water and recognises that protecting the health of freshwater protects the health and well-being of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment, and the community. (2) Te Mana o te Wai is relevant to all freshwater management and not just to the specific aspects of freshwater management referred to in this National Policy Statement. |
| Proposed National Policy Statement for Indigenous Biodiversity ²⁹ | <i>Te Rito o te Harakeke</i> | Te Rito o te Harakeke comprises six essential elements to guide tangata whenua and local authorities in managing indigenous biodiversity and developing objectives, policies, and methods for giving effect to Te Rito o te Harakeke: |

²⁷ Natural and Built Environments Bill Exposure Draft

²⁸ <https://environment.govt.nz/assets/publications/Files/national-policy-statement-for-freshwater-management-2020.pdf>

²⁹ The Exposure Draft of the National Policy Statement for Indigenous Biodiversity
<https://environment.govt.nz/assets/publications/NPSIB-exposure-draft.pdf>

| | | |
|--|--|--|
| | | <p>(a) the intrinsic value and mauri of indigenous biodiversity: (b) the bond between people and indigenous biodiversity through whakapapa (familial) relationships and mutual interdependence: (c) the responsibility of care that tangata whenua have as kaitiaki, and that other New Zealanders have as stewards, of indigenous biodiversity: (d) the connectivity between indigenous biodiversity and the wider environment: (e) the incorporation of te ao Māori and mātauranga Māori: (f) the requirement for engagement with tangata whenua.</p> |
|--|--|--|

(ii) Mana Whenua aspirations in the Wellington Regional Growth Framework

The Wellington Regional Growth Framework

The Wellington Regional Growth Framework (WRGF) is a spatial plan that describes a long-term vision for how the region will grow, change and respond to key urban development challenges and opportunities in a way that gets the best outcomes and maximises the benefits across the region. It develops and tests possible future scenarios for the region over the next 30 to 100 years (30 years from 2021).

The WRGF sets out Mana Whenua aspirations for the urban environment which encapsulate social, economic and cultural wellbeing elements:

Diagram 7: Mana whenua aspirations regarding this Framework



Key initiatives developed in the WRGF reflecting Mana Whenua perspectives and priorities on urban development

It is recognised that each iwi has their own priorities and perspectives, and that ongoing work is needed to reflect the diverse perspectives of all Mana Whenua. A key initiative identified in the WRGF is the development of an iwi spatial plan, to bring together Mana Whenua values and knowledge to determine their collective aspirations in relation to the spatial form of the region. Work on this spatial plan has not begun yet. The iwi spatial plan, once developed, will directly inform future updates of the Framework. Other key initiatives include:

- Supporting the implementation of the Ruruku report ‘Te Matarau a Mauī: Collaborative Pathways to Prosperous Māori Futures’.
- Establishing capacity-building training to strengthen iwi involvement in regional and local planning.
- Partnering to deliver improved housing, urban development and economic development outcomes for iwi/Māori housing – including papakāinga and affordable housing options.
- Planning and undertaking projects regionally to address the urban development impacts of climate change, including the impacts on coastal heritage.
- Enabling marae to play a strong role in walkable neighbourhoods.

(iii) **Regional urban planning requirements to provide for iwi and hapū values and aspirations**

In a **regional** urban context, two key aspects of urban planning commonly identified by iwi and hapū are the provision of sufficient housing for iwi and hapū and ensuring freshwater and receiving environments are restored to enable cultural activities such as mahinga kai baptisms.

Three key aspects are identified in Greater Wellington Regional Council’s Regional Policy Statement³⁰

- Enabling / providing for Papakāinga
- Enabling / providing for tino rangatiratanga
- Protecting and restoring freshwater/coastal waters and sensitive receiving environments.

Five key issues are identified in the Horizons One Plan (Regional Policy Statement Chapter)³¹ in relation to resource management. Three of these include:

- Water quality and demand (management of quality and quantity; run-off; degradations of lakes and streams; access and availability of clean water for cultural activities; marae groundwater affected by drought; excessive groundwater; water diversion between catchments culturally abhorrent; sewage should be managed on land, not in water)
- Land use and management (riparian planting needed; use of land management plans; land-use effects on food gathering, native habitats; adverse effects to wāhi tapu, wāhi tūpuna)
- Indigenous habitat and biodiversity (transfer of indigenous plants between rohe; threats to indigenous flora and fauna)

Research (i.e. preventing saltwater intrusion into coastal aquifers; funding for biodiversity research and monitoring and enforcement (sometimes insufficient) were also identified as issues of important to iwi and hapū in the Horizons regional policy statement.

³⁰ GWRC Regional Policy Statement <https://www.gw.govt.nz/your-region/plans-policies-and-bylaws/policies/regional-policy-statement/>

³¹ Horizons One Plan: <https://www.horizons.govt.nz/publications-feedback/one-plan>

(iv) Current information on iwi and hapū values and aspirations from local authorities

Iwi rohe do not neatly align with the boundaries of local authorities. Each local authority is having ongoing conversations with the iwi and hapū that hold kaitiaki in their jurisdiction about their aspirations and values for that area.

We have collated detailed information about what Mana Whenua have already told local authorities, through submissions and direct conversations, about what's important to them. Key themes across the region are articulated in the Kapiti Growth Strategy as follows:

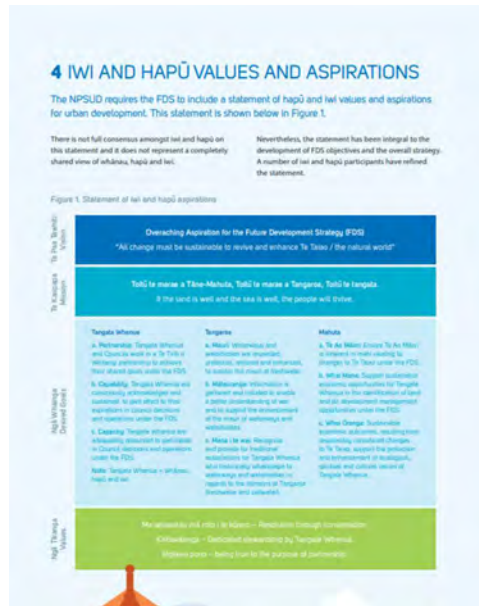
- Mana Whenua becoming self-governing and sustainable, to protect, learn, teach and maintain cultural mātauranga and practices including providing for their own needs through opportunities for business, housing, education and cultural purposes.
- Exercising Kaitiakitanga across their rohe, ensuring the sustainable use of land and caring for the mauri of the environment, the people and the wider community.
- Ensuring wāhi tapu and other taonga are protected.
- Ensuring the careful location and implementation of development in relation to freshwater management and mahinga kai and maintaining customary rights and access.
- Unlocking Māori land and providing for Mana Whenua businesses and for papakāinga housing.
- Growing the capacity and skills of rangatahi and whānau to support their economic wellbeing.

Further information can be found on Page 6 and 7 of Kapiti Coast District Council Sustainable Growth Strategy: <https://www.kapiticoast.govt.nz/media/42mmy4nr/growth-strategy-2022.pdf>

Appendix 1 – Page 6 of Nelson Tasman Future Development Strategy:

<https://www.nelson.govt.nz/assets/Building-Planning/Downloads/city-development/future-development-strategy/fds-2022-2052/Future-Development-Strategy-Sep2022.pdf>

We will discuss this statement from the Nelson Tasman Council and what you think about whether it could be used as a basis for our statement or not.



Appendix 2. Information provided by the GWRC on Mana Whenua values and aspirations for urban development.

The Greater Wellington Regional Council (GWRC) has provided us (the Wellington Regional Leadership Committee (WRLC)) with links to relevant information Mana Whenua / tangata whenua have shared with them:

- Natural Resources Plan, which was notified by Te Upoko Taiao., the Natural Resources Plan Committee of GWRC (which comprises six elected Greater Wellington councillors and six appointed members from the region's Mana Whenua). The guiding principles are a good starting point.
- Whaitua process documents:
 - Ruamāhanga: <https://www.gw.govt.nz/environment/freshwater/protecting-the-waters-of-your-area/ruamahanga-whaitua/>
 - Te Awarua-o-Porirua: <https://www.gw.govt.nz/environment/freshwater/protecting-the-waters-of-your-area/te-awarua-o-porirua-whaitua/>
 - Te Whanganui-a-Tara: <https://www.gw.govt.nz/environment/freshwater/protecting-the-waters-of-your-area/whaitua-te-whanganui-a-tara/>
 - The two Mana Whenua statements are particularly relevant here: Ngāti Toa Rangatira and Te Kāhui Taiao.
- RPS Change 1, which includes some Mana Whenua / tangata whenua statements on what Te Mana o Te Wai Means

Engagement Report

Wairarapa-Wellington-Horowhenua Draft Future Development Strategy

AUGUST 2023



Wellington

Regional Leadership Committee

Table of contents

| | |
|--|----|
| 1. Introduction..... | 3 |
| 2. Summary of themes | 6 |
| 3. Engagement with Iwi | 9 |
| 4. Engagement with Key Stakeholders | 14 |
| 5. Next Steps | 22 |
| Glossary of terms/kupu in this document..... | 23 |

1. Introduction

Ehara taku toa i te toa takitahi,
engari kē he toa takitini

*My success should not be bestowed onto
me alone, it was not individual success
but the success of a collective.*

1.1. Report overview

From September 2022 to August 2023 the Wellington Regional Leadership Committee (WRLC) and its partners carried out engagement as part of the preparation of a draft Future Development Strategy (FDS) for the Wairarapa-Wellington-Horowhenua region. This report sets out a high-level summary of the engagement.

Our engagement involved working with, WRLC members including iwi, local and central government, and other interested parties, such as developers and infrastructure providers. We developed our engagement approach with these parties to ensure it met the requirements of the National Policy Statement on Urban Development (NPS-UD) for preparing a Future Development Strategy (see inset box).

The development of a draft FDS for the Wairarapa-Wellington-Horowhenua region helps us to manage growth through identifying areas best suited to create well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. Engaging widely with iwi, with local and central government, and with stakeholders and the community is the best way to ensure that we take everyone's values, ideas, and aspirations into account to create the best future possible for our current and future generations. A wider range of stakeholders including the public, will be consulted as part of the official consultation period for the draft FDS in late 2023.

CONSULTATION AND ENGAGEMENT REQUIREMENTS FOR THE PREPARATION OF FUTURE DEVELOPMENT STRATEGIES AS SET OUT IN THE NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT

3.15 Consultation and engagement

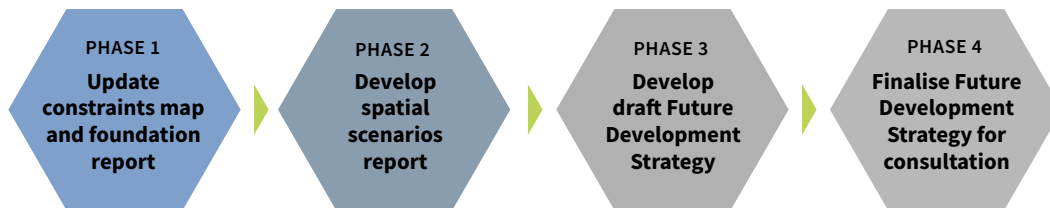
- (1) When preparing or updating an FDS local authorities must use the special consultative procedure in section 83 of the Local Government Act 2002.
- (2) In order to prepare the draft required by that procedure, local authorities must engage with the following:
 - a) other local authorities with whom there are significant connections relating to infrastructure or community
 - b) relevant central government agencies
 - c) relevant hapū and iwi
 - d) providers of additional infrastructure
 - e) relevant providers of nationally significant infrastructure
 - f) the development sector (to identify significant future development opportunities and infrastructure requirements).

1.2. Preparing our Future Development Strategy

The FDS is a requirement under the National Policy Statement for Urban Development (NPS-UD) and sets out what we envisage a well-functioning urban environment to look like over the next 30 years, and how we will grow towards that over time. The FDS is not just about the way in which a region plans for housing, buildings and infrastructure, it is also a holistic plan encompassing how we shape the region based on how people live, work, play and see themselves and their stories reflected in their region. It's also about the values iwi and local people have for their region, both for the present and the future. Our engagement on the draft FDS therefore continues and contributes to an ongoing history of conversations with iwi and with stakeholders and the community about what we want for our region.

Preparation of the draft FDS included carrying out constraints mapping (identifying areas for zero or limited development), identifying key challenges and outcomes for the region, undertaking a housing and business land development capacity assessment, and evaluation of different spatial scenarios for how the region could grow and change. This required engagement throughout the four phases of developing the draft FDS, as shown in Figure 1 below.

Figure 1: The four phases of preparation for the Future Development Strategy



On approval of the draft FDS, a separate public consultation process will begin which will follow the Special Consultative Procedure (SCP) set out in the Local Government Act 2002. A separate summary of submissions report will detail engagement from this consultation.

1.3. Principles and Objectives for Engagement

The WRLC follows an engagement approach encapsulated by the whakatauki, principles and objectives set out below. This includes our work on the development of the draft FDS with iwi and with other partners and stakeholders.

WELLINGTON REGIONAL LEADERSHIP COMMITTEE ENGAGEMENT APPROACH

| | |
|------------------------------|--|
| Guiding Whakatauki | He waka eke noa <i>We are all in this together</i> I orea te tuatara ka puta ki waho <i>A problem is solved by continuing to find solutions</i> |
| Guiding concept | mahi tahi - (verb) <i>to work together, collaborate, cooperate.</i> |
| Engagement principles | <ul style="list-style-type: none"> • We will operate with respect, honesty, transparency, responsiveness and accountability • We will set clear expectations • We will look for opportunities to work together for mutual benefit • We continuously improve and review our approach • We are purpose-driven and keep the 'why' in mind • We will honour te ao Māori values |
| Engagement objectives | <ul style="list-style-type: none"> • Build inclusive governance and regional involvement • Build awareness, understanding and trust between all parties • Build awareness in our audience of what the programme will deliver • Support buy-in and active involvement through a transparent, respectful, two-way approach • Build a 'shared vision', with line of sight to WRLC purpose and objectives • Build better and more efficient ways of working together to avoid duplication, share learnings and shape positive outcomes for the region • Build commitment, sense of responsibility and accountability to programme success |

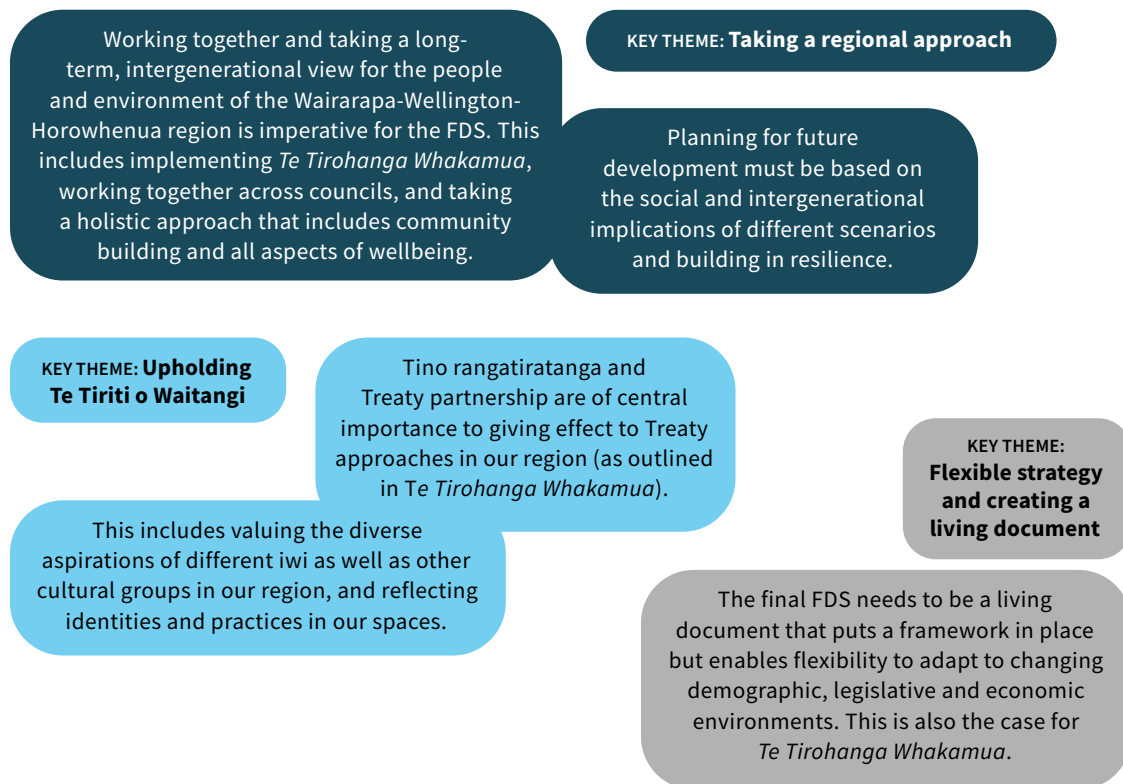
2. Summary of themes

The draft FDS represents a unique opportunity for us to work together across the region towards positive social, cultural, environmental and economic outcomes for our future. Taking a long-term view, and a Treaty-partnership approach that supports Tino Rangatiratanga is fundamental. In Figures 2 and 3 over the page we summarise the ten key themes from what we've

heard to date from a range of stakeholders during our engagement on the preparation of the draft FDS. We also set out how we've responded to each of these key themes in the draft FDS. These themes are not unanimously shared or exhaustive – there are some varying views on the themes summarised below.

KEY THEMES FROM ENGAGEMENT ON THE DEVELOPMENT OF THE DRAFT FUTURE DEVELOPMENT STRATEGY

Figure 2: Summary of points raised through engagement during development of the draft Future Development Strategy



¹ Statement of Iwi hapu values and aspirations prepared for urban development for the Wairarapa-Wellington-Horowhenua region



Figure 3: How we've responded to this in the draft Future Development Strategy.



3. Engagement with Iwi

3.1. Iwi participation on the Wellington Regional Leadership Committee

The WRLC currently consists of local authority members, iwi members, Ministers of the Crown and an independent chair. Iwi members of the WRLC at the time of writing are:

- Rangitāne Tū Mai Rā Trust representing Rangitāne o Wairarapa Inc and Rangitāne o Tamaki nui-a-rua
- Te Rūnanga o Toa Rangatira Inc representing Ngāti Toa Rangatira
- Port Nicholson Block Settlement Trust representing Taranaki Whānui ki Te Upoko o Te Ika
- Muaūpoko Tribal Authority representing the 7 Muaūpoko hapū
- Ngā Hapū o Ōtaki representing Te Rūnanga O Raukawa Inc
- Ngāti Kahungunu ki Wairarapa Tāmaki nui-a-Rua Settlement Trust

Te Ātiawa ki Whakarongotai Charitable Trust were a member of the committee and participated in the WRLC until April 2023.

The WRLC is committed to mahi tahi (collaboration) and honouring te ao Māori values. The way in which the WRLC Secretariat works with WRLC iwi members, and the way in which iwi members as a body work together with the WRLC will evolve over time and is an ongoing journey of continual conversation, commitment, and exchange.

We note that there is a gap in our engagement during this phase in seeking the input of urban Māori who make up a large proportion of Māori in our region. The FDS requires planning decisions to contribute to well-functioning urban environments, that enable Māori to express their cultural traditions and norms (Part 2, 2.2 Policies, Policy 1(a)(ii)). We will seek the views of urban Māori during our public consultation.

3.2. Iwi engagement on the draft Future Development Strategy

Our approach to engagement on the development of the draft FDS included early and ongoing kōrero, engagement and hui with WRLC iwi members from across the Wairarapa-Wellington-Horowhenua region. This is our engagement approach to meet the NPS-UD requirement for a FDS to be informed by “Māori, and in particular tangata whenua, values and aspirations for urban development” (clause 3.14.(1)(d)). The NPS-UD also includes the following requirement, “Every FDS must include a clear statement of hapū and iwi values and aspirations for urban development” (clause 3.13 (3)).

Communication methods for engagement included email, phone calls, online meetings and in-person workshops. At some meetings, only WRLC iwi members and a small number of other WRLC representatives were present. WRLC iwi members were also present at wider WRLC workshops which included local and central government stakeholders. Where relevant, the WRLC Secretariat sent out background reports to WRLC iwi members to support these engagement processes.

We acknowledge that there is a gap in our engagement process for reflecting the voices of Māori who live in the Wairarapa-Wellington-Horowhenua region but are not represented by our WRLC iwi members. We will seek to address this engagement gap in our public consultation on the draft FDS.

The WRLC Secretariat met with representatives of each WRLC iwi member organisation in December 2022 (at the beginning of the Future Development Strategy project) to inform them of the project and how they could be involved. Due to stretched capacity and other priorities, not all WRLC iwi members expressed an interest in being involved or were able to provide representatives to attend all hui. This resulted in the creation of *Te Tirohanga Whakamua* – statement of iwi and hapū values and aspirations for the Wairarapa-Wellington-Horowhenua region.

Tracey Martin (Ngāti Kahungunu) was the Independent Chair of the Wellington Regional Leadership Committee from its inception in 2021 to mid-April 2023. Darrin Apanui (Rangitāne o Wairarapa, Te Ati Haunui a Pāpārangi, Ngāti Porou) then became Interim Chair. In both cases, the Chair took a role as a direct liaison and relationship manager with WRLC iwi members.

The key areas in which WRLC iwi members took part in the development of the draft FDS are:

- The creation of the statement of iwi and hapū values and aspirations for urban development *Te Tirohanga Whakamua*.
- Providing feedback on the draft version of the FDS chapter 'Mana Whenua Values and Aspirations for Urban Development', (which includes *Te Tirohanga Whakamua*)
- Providing feedback on the objectives for the FDS
- Providing feedback on possible future scenarios for the region, which were developed into a preferred scenario set out in the spatial plan.

3.3. Key Themes

Throughout all discussions with WRLC iwi members two things remained clear in planning for our region's future. The first is tino rangatiratanga and Te Tiriti of Waitangi and the principles of partnership are of central importance. The second is that it is imperative to support the distinctive values and practices of each iwi while at the same time working towards outcomes that are beneficial for everyone in Wairarapa-Wellington-Horowhenua region. The vision and aspirations that the WRLC iwi members put forward are inclusive and demonstrate benefits for the people and environment of the region.

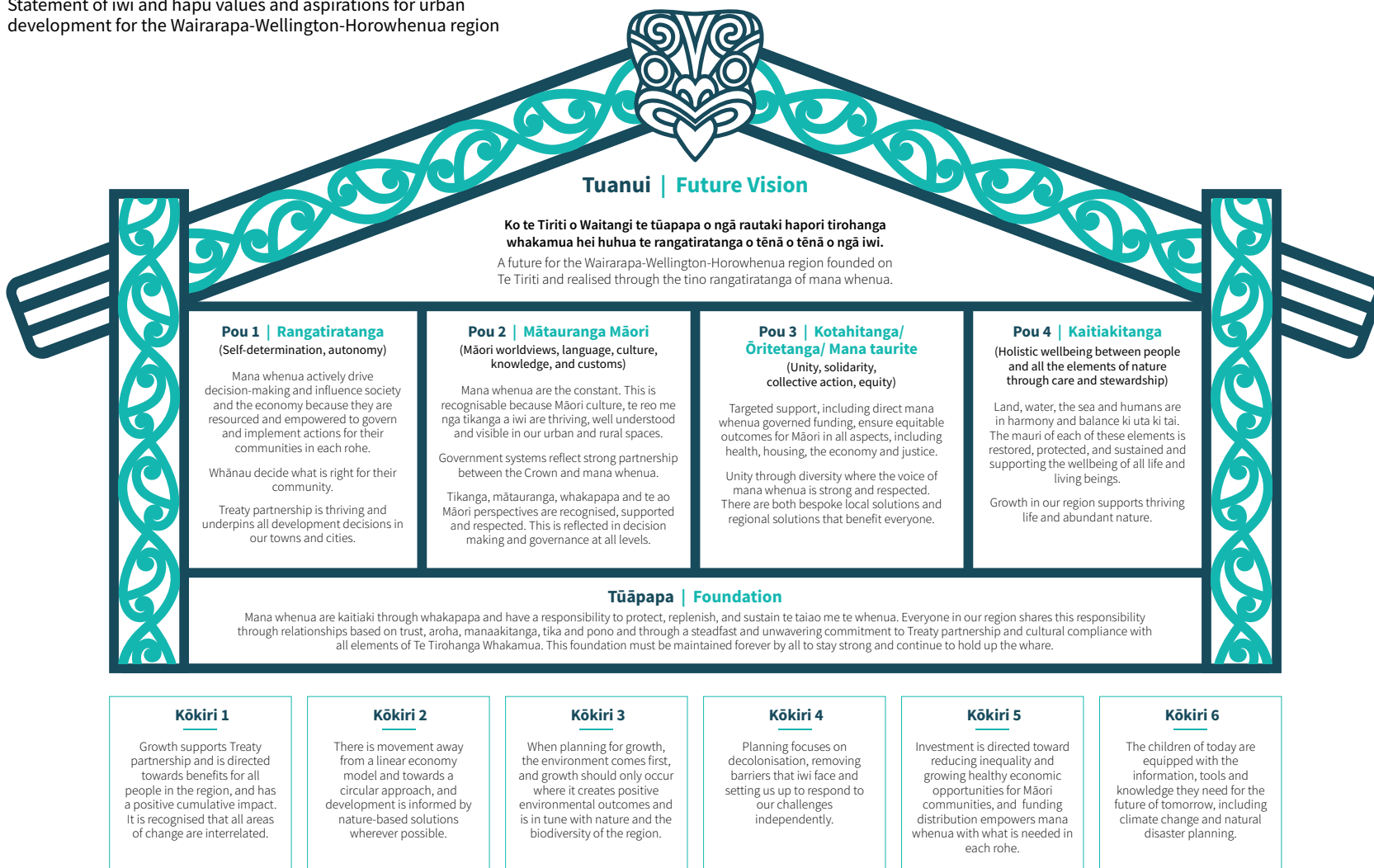
WRLC iwi members emphasised the importance of *Te Tirohanga Whakamua* (Figure 4) as a living document to be adapted over time, and as something not in isolation, but that informs the wider draft FDS and the future direction of our region. For more detail on the values and aspirations for our region's future articulated by WRLC iwi members, please refer to the relevant section describing *Te Tirohanga Whakamua* in the draft FDS.



Figure 4: Te Tirohanga Whakamua – Statement of Iwi values and aspirations prepared for the draft Future Development Strategy

Te Tirohanga Whakamua

Statement of iwi and hapū values and aspirations for urban development for the Wairarapa-Wellington-Horowhenua region



Drawing on holistic te Ao Māori concepts such as 'hauora', in the development of the draft FDS supports consideration of different parts of development in our region as interlinked and interrelated rather than isolated. WRLC iwi members strongly emphasised prioritising nature and the environment in development decisions and taking circular economy approaches.

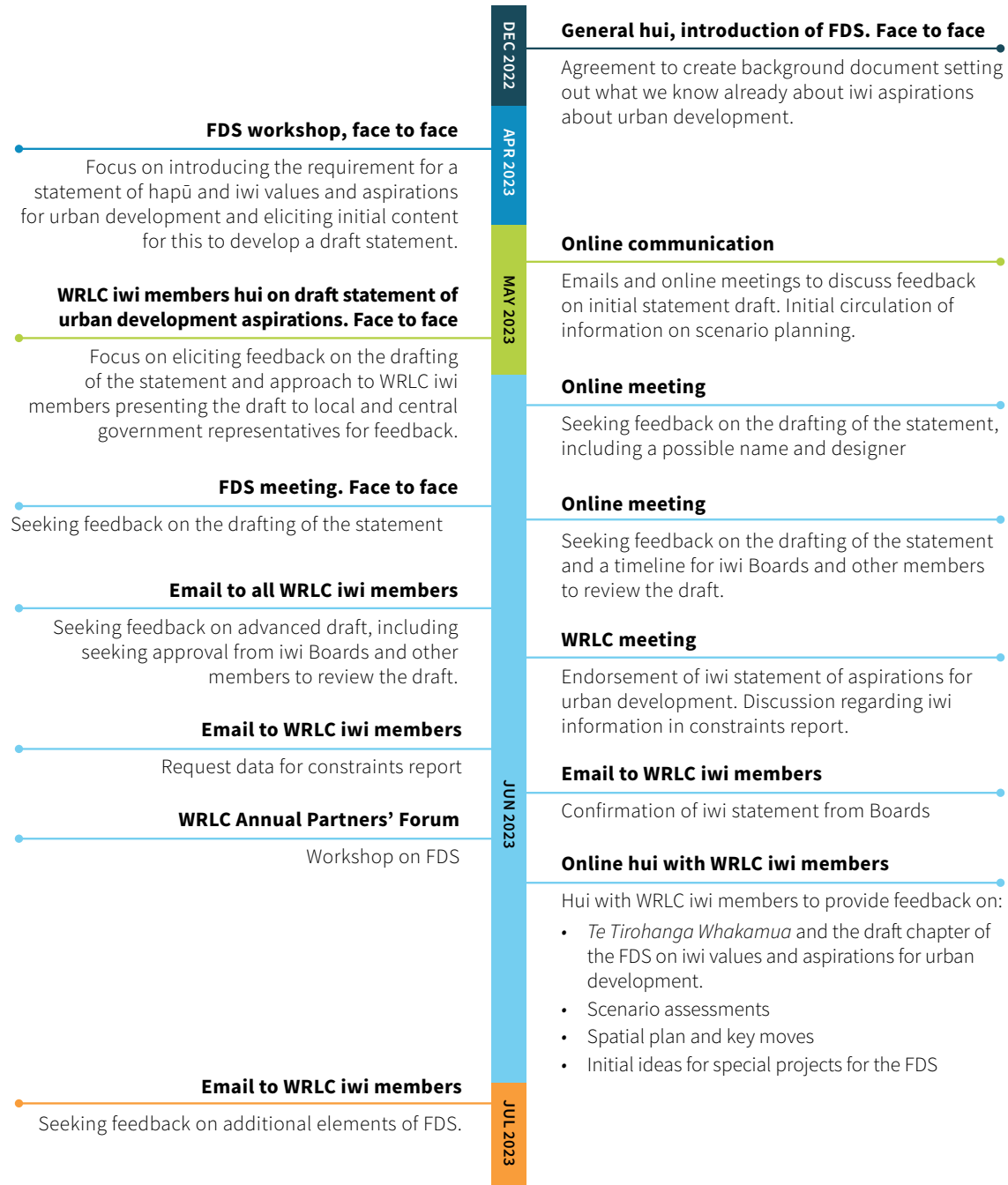
It is important to recognise that while there were some key areas that were shared across WRLC iwi members, there is widespread variation among individuals, whānau, hapū and iwi when it comes to values and aspirations related to what is best for our region.



3.4 Timeline of engagement with WRLC iwi members on the Future Development Strategy

Figure 5 sets out a timeline of key points of engagement with iwi in the development of the draft FDS.

Figure 5: Engagement with WRLC iwi members on the development of the draft Future Development Strategy



4. Engagement with Key Stakeholders

In the preparation of the draft FDS we engaged with the required stakeholders set out in clause 3.15 of the NPS-UD. In addition, we opted to obtain the voice of the youth through participation in the Festival for the Future (see www.FestivalfortheFuture.co) to understand youth aspirations for the future they will inherit. The following section sets out stakeholder group meetings, topics covered, and key themes arising in those meetings. Note this is an indicative rather than exhaustive list of points raised at different meetings.

4.1. Stakeholder overview

Engagement with stakeholders on the development of the FDS included the groups is set out in the table below. All the entities below were invited to participate in the preparation of the Draft FDS, some were more responsive and involved than others.

Stakeholders involved in engagement on the development of the draft Future Development Strategy

Local government (This includes Mayors/Regional Chair, CEOs, and other council representatives.)



Central government agencies (WRLC Partners)



Other central government agencies (contacted for advice/present at workshops)



Infrastructure providers



- Local government infrastructure teams

Development Sector

- Urban Development Institute of New Zealand members
- Key developers and their agents that work in each local council jurisdiction

Youth

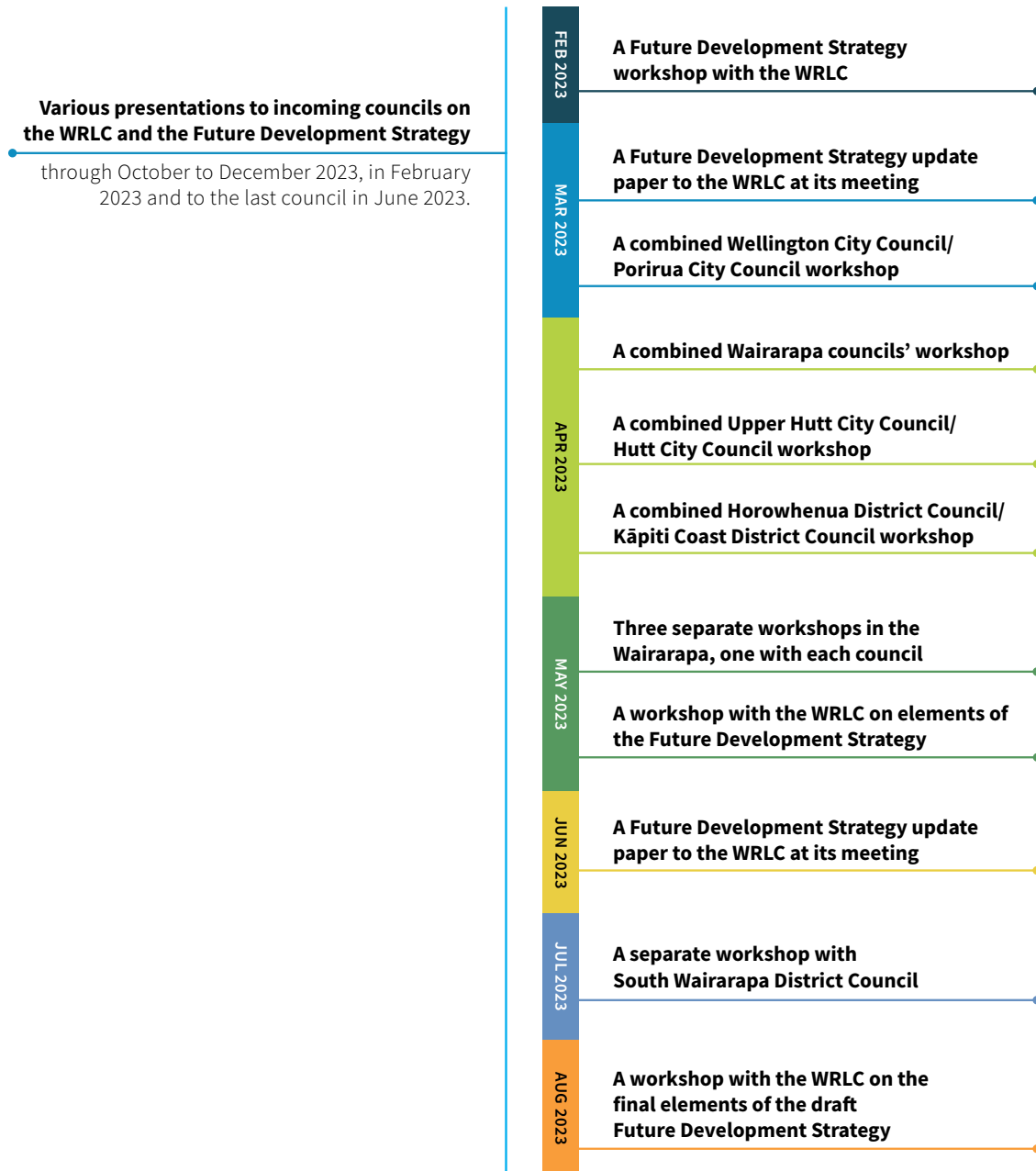
- Attendees of the Festival for the Future 2023

4.2 Timeline of engagement with local/central government partners on the draft Future Development Strategy

Officers from local government and central government have been working on the content of the draft FDS since August 2022.

Figure 6 below outlines workshops and meetings that the FDS team have had with Local and Central Government members to share FDS progress and get input into the development of the strategy.

Figure 6: Engagement with WRLC local and central government members on development of the draft Future Development Strategy



4.2.1 KEY THEMES FROM ENGAGEMENT WITH LOCAL/CENTRAL GOVERNMENT PARTNERS ON THE FDS

The following outlines the key themes identified through the engagement outlined above.

- Support for a regional approach to spatial planning was generally positive – the FDS is an opportunity to work together across councils and with others.
- The FDS needs to be a living document that puts a framework in place but enables flexibility to adapt to changing demographic, legislative and economic environments.
- The need to recognise uncertainty about the rate and distribution of future growth.
- Ensure there is a strong commercial feasibility lens applied to the future distribution of growth and prioritisation of short-medium term development areas.
- Reflect the direction of the NPS-UD at a regional scale.
- The preferred scenario should reconsider the supply of greenfield development capacity.
- Consideration of natural hazards is important.
- The FDS needs to align with key city-shaping infrastructure investments.
- Further detail and guidance on expected outcomes for different areas and part of the region is required.

Figure 7: Wordcloud representing key feedback from all council workshops in March/April 2023 on the development of the draft Future Development Strategy

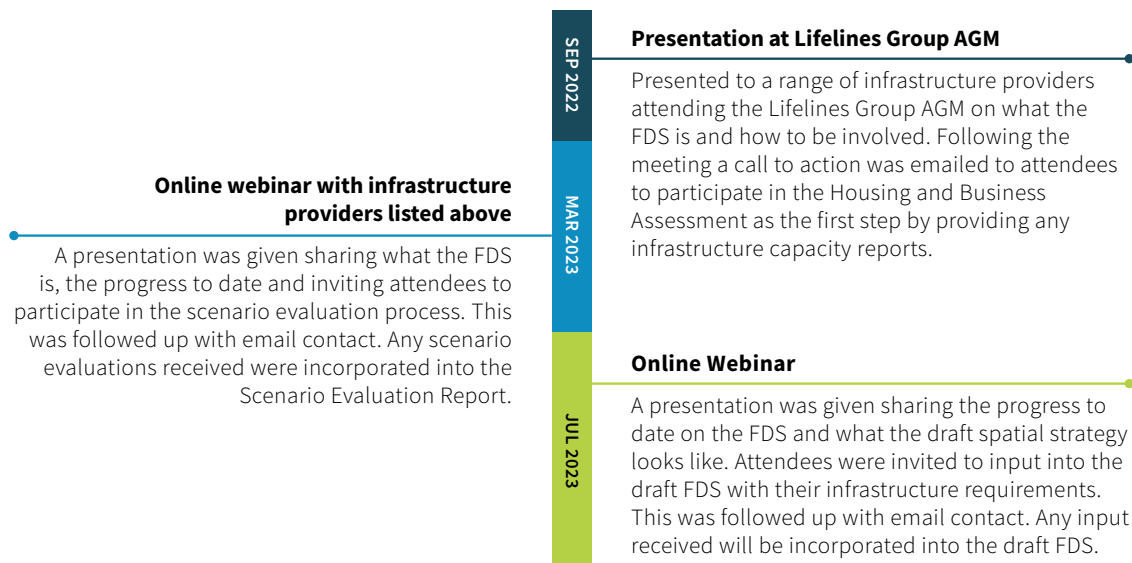


4.3 Timeline of engagement with infrastructure providers on the draft Future Development Strategy

Infrastructure providers are required to be consulted as part of the FDS process to ensure the strategy can identify “the development infrastructure and additional infrastructure required to support or service that development capacity, along with the general location of the corridors and other sites required to provide it.”²

The following sets out a timeline of key points of engagement with infrastructure providers in the development of the draft FDS.

Figure 8: Engagement with infrastructure providers in the preparation of the draft Future Development Strategy



² (clause 3.13(2)(b) of NPS-UD)

4.4 Timeline of engagement with the development sector on the draft Future Development Strategy

The following sets out a timeline of key points of engagement with the development sector in the development of the draft FDS.

Figure 9: Engagement with the development sector on the draft Future Development Strategy

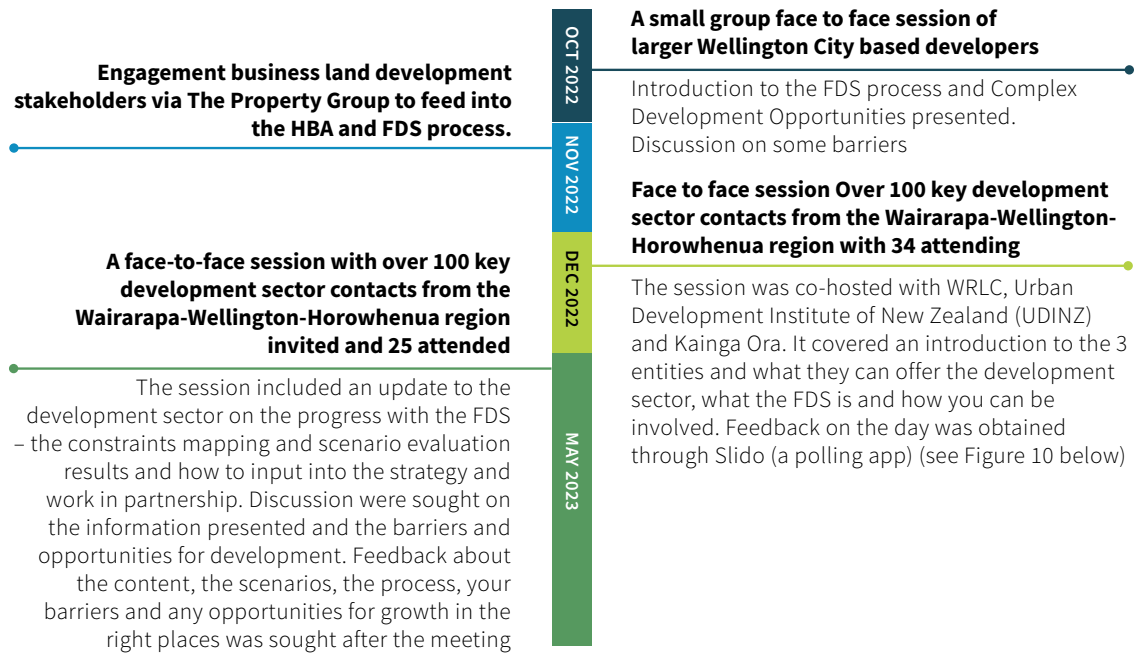
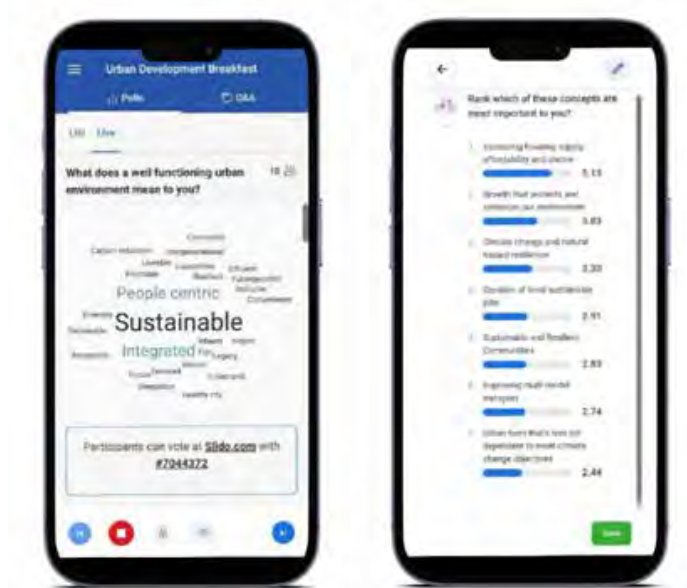


Figure 10: Slido Results from Developers Breakfast 9th December 2022



4.4.1 KEY THEMES FROM ENGAGEMENT WITH THE DEVELOPMENT SECTOR ON THE DRAFT FDS

The following outlines the key themes identified through the engagement outlined above.

- We need to make the best use of our existing assets to ensure best value for money and outcomes.
- Certainty is the most important thing – keen to be involved if the FDS can provide certainty to the development industry.
- There is difficulty with providing affordable housing due to land prices, holding costs and costs of labour.
- Short-term development activity will be slowed due to market conditions.
- Infrastructure constraints – this is the biggest concern and a barrier to implementing any of the scenarios.
- Regional consenting can be difficult and is a risk to getting developments done in a cost-effective timely manner.
- There is a need to enable precinct development – not just development along corridors.
- An incentives programme to support developments in the right place, including companies that build to rent would assist in getting development in the right places.



4.5 Youth feedback at Festival for the Future

A stall was presented in the exhibition space at Festival for the Future 2023 at Tākina (Photo below). This event ran from 8-9th June 2023 and attracted around 1400+ current and future leaders with the majority being between 16-30 years old. The stall gathered feedback for both the FDS and the Regional Emissions Reduction Plan.

4.5.1 KEY THEMES

Feedback was sought from youth and attendees on how they envisioned the future of our region grouped by 5 key themes below. The following outlines the key themes identified through the engagement at Festival for the Future.



| Topic | Key Themes |
|-------------------------------------|---|
| Economy and Waste | We need to be taking circular economy approaches with more transparency around what really happens to waste/recycling. Communities are empowered to solve problems they are closest to. |
| Housing | More cheaper housing, more medium and high density housing in a city full of inclusive spaces. Having 15 minutes cities/towns where everything you need in a local community, and they are well connected to public and active transport. |
| Agriculture and Food | Focus on localised food networks e.g. community gardens, food forests. Move to regenerative and sustainable agriculture, growing plants for local food system, no meat and dairy. Food sovereignty, agriculture that is good for soil, food system resilience and biodiversity. |
| Transport and Infrastructure | Accessible, frequent, affordable, reliable public transport both inter-city and inter regionally. Increased support and implementation of multi-modal transport, on-demand transport services, first and last mile transport options. Green walkable cities with cultural vibrancy. More nature based solutions for infrastructure. |
| Energy | Accelerated investment and enabling technology and regulation for renewable energy projects, proactively for future demand and opportunities. Local decentralised renewable energy generation, capacity to generate energy at home via solar/wind and receive financial support from government to do so |
| Other | Adopting Treaty of Waitangi approaches, acknowledge indigenous practice. Having accessible local democracy. Tino rangatiratanga me mana Motuhake. |

Figure 11: Photo of engagement with Festival of the Future attendees, June 2023



5. Next Steps

We wish to acknowledge the input of everyone who has been involved to date in the engagement process for the development of the draft FDS. The next steps in this process are a public consultation on the draft FDS in which a wider group of people will have the opportunity to attend hui, input submissions and attend hearings on the draft FDS. To stay up to date with this process visit the Wellington Regional Leadership Committee website <https://wrlc.org.nz/> and sign up to our newsletter or follow us on LinkedIn.

Glossary of terms/kupu³ in this document

| Topic | Key Themes |
|--|---|
| Future Development Strategy (FDS) | A Future Development Strategy is a requirement under the National Policy Statement on Urban Development 2020 – updated May 2022 for tier 1 and tier 2 local authorities. https://environment.govt.nz/assets/publications/National-Policy-Statement-Urban-Development-2020-11May2022-v2.pdf . The Wairarapa-Wellington-Horowhenua region are preparing this together under the WRLC Urban Growth Partnership |
| hapū | (noun) kinship group, clan, tribe, subtribe - section of a large kinship group and the primary political unit in traditional Māori society. |
| hauora | (noun) health, vigour; Hauora includes Taha tinana (the physical dimension), Taha hinengaro (the mental dimension); Taha whānau (the family dimension), Taha wairua (the spiritual dimension) and the interactions between these dimensions. |
| iwi | (noun) extended kinship group, tribe, nation, people, nationality, race - often refers to a large group of people descended from a common ancestor and associated with a distinct territory. |
| mahi tahi | (verb) to work together, collaborate, cooperate. |
| Mana motuhake | (noun) separate identity, autonomy, self-government, self-determination, independence, sovereignty, authority - mana through self-determination and control over one's own destiny. |
| mahi tahi | (verb) to work together, collaborate, cooperate. |
| mana whenua | (noun) territorial rights, power from the land, authority over land or territory, jurisdiction over land or territory - power associated with possession and occupation of tribal land. |
| Medium Density Residential Standards | As defined in NPS-UD 2020 |
| National Policy Statement on Urban Development (NPS-UD) | The NPS-UD 2020 is a national policy statement under the Resource Management Act 1991 which recognises the national significance of: <ul style="list-style-type: none"> • having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future • providing sufficient development capacity to meet the different needs of people and communities. |

³ Regarding te reo Māori terms, please be aware that the expression and understanding of these are specific to and require the input of your local mana whenua: iwi, hapū, marae. For the purposes of this document we have drawn on Te Aka, Māori Dictionary, Te Ara, Encyclopedia of New Zealand, and Te Mana o Te Taiao - Aotearoa New Zealand Biodiversity Strategy.

| Topic | Key Themes |
|--|---|
| Regional Emissions Reduction Plan | A WRLC regional project under development to produce a plan to transition to a zero-carbon region that meet community needs and aspirations. It will identify the key shifts and priority actions that need to happen at a regional level to reduce carbon emissions. |
| te Ao Māori | The Māori world; a Māori perspective / world view. |
| mahi tahi | This phrase is often used as a direct translation for 'The Treaty of Waitangi'. However, it is important to acknowledge that the meaning of te tiriti (the treaty) in Māori differed from the meaning of the treaty in English and most Māori signed the document written in te reo Māori. |
| Te Tirohanga Whakamua | This is the name WRLC iwi members selected for the statement of hapū and iwi values and aspirations for urban development (a requirement for the FDS under the NPS-UD). |
| tino rangatiratanga | (noun) self-determination, sovereignty, autonomy, self-government, domination, rule, control, power. |
| Wellington Regional Leadership Committee (WRLC) | The Wellington Regional Leadership Committee is a union of councils, iwi and central government in the Wairarapa-Wellington-Horowhenua region, formed to work together to positively shape the future of the region. For more information see Wellington Regional Leadership Committee (wrlc.org.nz) |
| whakatauki | (noun) proverb, significant saying, |
| whānau | (noun) extended family, family group, a familiar term of address to a number of people - the primary economic unit of traditional Māori society. |



wrlc.org.nz

Wellington Regional Leadership Committee
19 September 2023
Report 23.469



For Decision

**APPROVAL OF DRAFT FUTURE DEVELOPMENT STRATEGY CONSULTATION
AND HEARING PROCESS**

Te take mō te pūrongo

Purpose

1. To share the plan for consultation with public on the Draft Future Development Strategy and the hearing process that is required under section 83 of the Local Government Act 2002.

He tūtohu

Recommendations

That Committee:

- 1 **Approves** the communications and engagement package for the draft Future Development Strategy consultation. This includes:
 - a The Communications and Engagement Plan (Attachment 1)
 - b Draft Consultation Overview Document (Attachment 2) to act as a Statement of Proposal and Summary Report required by section 83 of the Local Government Act 2002
 - c Frequently Asked Questions (Attachment 3) which will be displayed on the Have Your Say Page.
- 2 **Authorises** officers to make any consequential amendments to Attachments 1 - 3 based on direction provided at this meeting and to correct any minor editorial, typographical, arithmetical, or formatting errors that are identified.
- 3 **Approves** consultation on the Draft Future Development Strategy to commence 9 of October 2023 and run for a period of one month.
- 4 **Approves** a hearing be held in the week commencing 11 December 2023 to hear any submitters that wish to be heard by the Wellington Regional Leadership Committee Subcommittee for the Future Development Strategy and that this hearing provide for all those wishing to be heard.

Te tāhū kōrero

Background

2. The Future Development Strategy (FDS) is an update to Wellington Regional Growth Framework (WRGF). Work on the WRGF by our region began before the National Policy Statement on Urban Development (NPS UD) was released as a draft or adopted. Consequently, the WRGF was not prepared as a Future Development Strategy (FDS), which is a requirement of the NPS UD for tier 1 and 2 urban environments. Tier 1 and 2 urban environments in the Wairarapa-Wellington-Horowhenua region include Wellington City, Hutt City, Upper Hutt City, Porirua City, Kāpiti Coast District and Greater Wellington Regional Council.
3. The remaining councils in the region include tier 3 urban environments that are not required to produce a Future Development Strategy by the NPS UD but are required to meet the requirements of a Future Development Strategy with the NPS UD where one is produced. These are Horowhenua District Council, Masterton District Council, Carterton District Council and South Wairarapa District Council.
4. A Future Development Strategy must be completed to inform 2024 Long Terms Plans (LTPs).
5. All councils in this region have actively worked on preparing the Draft Future Development Strategy and its supporting documents as presented in the “Draft Future Development Strategy” a separate report for this Committee.
6. The Draft Future Development Strategy is now ready to be consulted on as required under section 83 of the Local Government Act 2002.

Te tātaritanga

Analysis

Communications and engagement package

7. The Communications and Engagement Plan for the consultation phase of the Draft Future Development Strategy is attached as **Attachment 1**.
8. The approach is to undertake a mostly digital campaign, targeting our hard-to-reach audiences – Māori, Pasifika and youth/rangitahi.
9. As well as social media activity, printed posters will be put up in council facilities and a one-week radio campaign is proposed to kick start the consultation period. A webinar will be held to convey more information directly to interested parties.
10. Submissions will be encouraged to be entered online, through Have Your Say. However, local council officers can arrange any drop-in sessions for public to have their say verbally.
11. The submission period will run from 9 October 2023 to 9 November 2023, after which submissions will be summarised and hearing held for those who wish to be heard.
12. As well as the full Draft Future Development Strategy and associated technical reports outlined in Report 23.468 – Draft Future Development Strategy which is being presented at this meeting, we have prepared a plain English Summary Report meeting

the requirements under the Local Government Act 2002 for a Statement of Proposal. This is included as **Attachment 2**. It should be noted that any amendments to the draft Future Development Strategy at this meeting will be reflected in this Summary Report.

13. Minor amendments such as some higher resolution maps and numbering of diagrams will be completed once the draft is approved.
14. Included as **Attachment 3** are Frequently Asked Questions to help members of the public understand key concepts.

Manner of hearings

15. Consideration has been given to how hearings on the draft Future Development Strategy could be undertaken. These hearings need to be consistent with section 83 of the Local Government Act 2002.
16. Recently we have been advised of the process undertaken for the Auckland Future Development Strategy and have been asked to investigate this as an option. It should be noted that with Auckland being one council, the council was the body that considered the submissions on the Future Development Strategy.
17. The Auckland Future Development Strategy included (amongst other things) holding the following sessions, that were all advertised ahead of time on their Have your Say page:
 - a Six Have Your Say drop-in sessions at venues across Auckland – local board members and councillors were invited to attend some of these. People were able to provide their submissions directly at these events or could just ask questions and then provide their feedback separately.
 - b Two online ‘information sessions’ – one for ‘regional organisations and interest groups’ and one for the general public so they could learn more about the strategy and ask clarifying questions ahead of providing submissions.
 - c Two ‘hearing-style’ events at the Town Hall for submitters to provide verbal feedback. The first of these was an all-day session. The second of these was for two hours. Each submitter had 10 minutes to present and five minutes for questions from councillors. These operated on a first-in, first-served basis. Submitters were able to attend in person or present virtually. They did decline a small number of people speaking slots at the ‘hearing-style’ events once all speaking slots were full.
18. Auckland Council’s legal advice indicated that this process met the requirements of section 83 of the Local Government Act 2002 as it provided opportunities for people to provide feedback in a variety of formats (e.g. via online form, by email, verbally etc). It should be noted that the process outlined above is also the practice for considering submissions on the Auckland Long Term Plan.
19. Legal advice the WRLC Secretariat has received indicates that it could create a significant risk of successful challenge and has not been a consistent practice for Wellington councils. It also has reputational risk by potentially excluding some interested people from hearings processes. As such it is not recommended.

Timing of Hearings

- 20. At present the hearings for the Future Development Strategy are scheduled to be held in the week beginning 11 December 2023. Submitters will be advised of the timing for hearings in the consultation material that goes out with the draft Future Development Strategy i.e., in October 2023. Hearings will be held throughout the region.
- 21. At this stage we do not know how many people will want to be heard but have as a guide the Nelson/Tasman Future Development Strategy hearings which were a week. The Christchurch Spatial Plan (their Future Development Strategy), where 144 wanted to be heard and a week of hearings and 2 days to deliberate/consider all submissions has been planned.
- 22. The timing of the week of 11 December 2023 assumes that:
 - a The draft Future Development Strategy is signed off at the WRLC meeting on 19 September 2023.
 - b The updated WRLC Agreement and Terms of Reference is signed off by all ten councils by this date.
- 23. At a Wellington Regional Leadership Committee (WRLC) workshop in August 2023, the question was raised as to whether this timeframe was problematic or not and whether later would be better. Some analysis of two options is provided below.

| Hearing time options | Advantages | Disadvantages |
|---------------------------------|---|--|
| Week beginning 11 December 2023 | <p>This timeframe has been provided to councils in workshops and to those currently nominated for the hearing subcommittee.</p> <p>This is early enough before people go on holiday for people to be available.</p> <p>At least one member of the hearings subcommittee is only available for this week.</p> <p>Will enable the WRLC to sign off the final FDS in March 2024.</p> | May be perceived as too close to the holiday period. |

| Hearing time options | Advantages | Disadvantages |
|--|--|--|
| Week beginning 12 February 2024 (noting the week before is the week of Waitangi Day) | Gives people longer to prepare to present on their submission. | Based on this date the WRLC will sign off the final FDS at its June 2024 meeting or need to hold an extraordinary meeting between March and June 2024. This will be 3-4 months from when people provided their submission. Close to councils putting out their draft LTP |

Internal engagement on the matters in this paper

24. The matters in this report were discussed at the WRLC Senior Staff (combined with Future Development Strategy steering group and core team) meeting on 30 August 2023. Feedback included:
- a *Communications and Engagement Plan*
 - i In terms of language, making sure we know the audience and plain English is used. It was noted a proof reader will do this check.
 - ii Ensure questions for engagement use digestible language and are palatable so we encourage as many submissions as possible.
 - b *Hearings*
 - i Agreement to proceed with December 2023 hearing date rather than wait to February 2024. Mainly due to the need to move on the Future Development Strategy and make sure it informs Long Term Plans.
 - ii Agreement to ensure people feel heard, and not restrict times available like Auckland did. It was noted also that this is the standard practice in this region.
25. The matters in this paper were discussed at the WRLC CEO Group meeting on 8 September 2023 and the group had the following feedback:
- a *Communications and Engagement Plan*
 - i Support for communications approach outlined. Discussion held about sharing the finding of the consultation and ensuring the story is kept alive. This can be done with follow up social media.
 - b *Hearings*
 - i The CEO group agreed with the conclusions of the senior staff, to keep going with the process, commence consultation, hearing in December 2023 and ensure people feel heard by holding hearings for those that wish to attend rather than restrict numbers.

Ngā hua ahumoni

Financial implications

26. There are no financial implications of the work to date. Funding for the Future Development Strategy and the HBA has been provided by local government partners as part of their annual project funding to the WRLC programme of work.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

27. Iwi/Māori have been a key partner in developing the Future Development Strategy and a Future Development Strategy needs to include a statement of iwi/hapū aspirations for urban development and housing. This has been prepared and incorporated into the Future Development strategy as described above.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

28. Climate change is a key consideration and is interwoven through the FDS including the objectives.

Ngā tikanga whakatau

Decision-making process

29. The matters requiring decision in this report were considered by officers against the decision-making requirements of the Local Government Act 2002.

Te hiranga

Significance

30. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, taking into account Greater Wellington Regional Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines. Officers recommend that the matters are of low significance given their administrative nature.

Te whakatūtakitaki

Engagement

31. For the preparation of the Draft Future Development Strategy active engagement has been held with WRLC members including iwi, local and central government, and other interested parties, such as developers and infrastructure providers as required to by the NPS-UD. In addition, youth voice was obtained through a stall at the Festival for the Future (a youth focused leadership conference).

Ngā tūāoma e whai ake nei

Next steps

32. The next steps with regards to communications and engagement including hearings are:
- a Commence public consultation for a period of one month from the 9 October 2023 as outlined in this report and its attachments.
 - b Organise and run hearings in the week beginning 11 December 2023 as outlined in this report.

Ngā āpitihanga

Attachments

| Number | Title |
|--------|------------------------------------|
| 1 | Communications and Engagement Plan |
| 2 | Draft Summary Document |
| 3 | Frequently Asked Questions |

Ngā kaiwaitohu

Signatories

| | |
|-----------|---|
| Writer | Parvati Rotherham - Project Lead – FDS and HBA |
| Approvers | Kim Kelly – WRLC Programme Director Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy |

| |
|--|
| <p>He whakarāpopoto i ngā huritaonga Summary of considerations</p> |
| <p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>This work fits within the role and terms of reference of the WRLC particularly the regional growth aspect.</p> |
| <p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This aligns with the WRLC’s key strategies and policies.</p> |
| <p><i>Internal consultation</i></p> <p>The matters in the paper have been discussed at a workshops with the project Steering Group, the WRLC Senior Staff Group and WRLC CEO Group.</p> |
| <p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>The Future Development Strategy is a statutory document all “Tier 1” councils must produce in time to inform 2024 Long Term Plans. Tier 1 councils are Wellington City Council, Porirua City Council, Kāpiti Coast District Council, Hutt City Council and Upper Hutt City Council. Failure to produce his document (including producing a draft, undertaking hearings, and producing a final) in time results in non-compliance with the National Policy Statement – Urban Development. This is both a reputational risk and a lost opportunity to inform Council Long Terms Plans to ensure our growth is planned and creates well-functioning urban environments. Legal advice has been obtained to assist with the preparation of this report to reduce our risk.</p> |

Future Development Strategy (FDS) 2023



What we're doing

Purpose

This document outlines how we will engage stakeholders in the consultation process to inform the 2023 Future Development Strategy (FDS), and how the finished Information will be communicated back to the stakeholders.

Background

- The 2023 FDS sets out a long-term plan for housing and business land in the Wairarapa-Wellington-Horowhenua region showing where growth will be, in what form, and what infrastructure is needed to support that growth to create well-functioning urban environments in our region.
- The FDS is prepared as a collective effort by all the local councils in the Wairarapa -Wellington-Horowhenua region, Greater Wellington Regional Council, central government and iwi in partnership under the WRLC umbrella.
- The FDS informs council 2024-34 Long Term Plans (LTP). Ensuring there is funding to support the infrastructure and other initiatives.
- Public consultation will take place from 9 October to 9 November 2023.

Marketing & Comms risks & opportunities

Reputational risk rating-Low

Mitigation:

- Be clear about what this plan is and the dates it applies to; where necessary explain how this complements/relates to other plans e.g. LTP, Infrastructure strategies, Regional Emissions Plan, Regional Policy Statement, District Plans.
- Leverage and collaborate with groups working on projects where audiences may cross over (for example we are running collaborative information's sessions with a group of community stakeholders on a range of upcoming projects and how they fit together (RLTP, RPTP, FDS and LTP))
- Use examples where appropriate for clarity.
- Prepare key messages for any risky or confusing areas-distribute amongst the call centre team and councillors and other community leaders.
- Use images and infographics where appropriate.

Opportunities:

- This is an opportunity for the public to be informed on how the region grows and the impact it has on to where their money. This allows people to contribute to how we invest in the future by planning for a growing and resilient region.
- To link to the other plans and help tell the overarching story of who the WRLC is and what we're doing.
- Create a platform where the public can make a submission on policies that affect them and the region.

Communication objectives

- To ask the public what they think about what we are proposing around how the region should grow? Success will be measured through the online survey 'Have Your Say'. We are preparing to have at least 700 responses including representation in alignment with the regional demographic data.
- Specific target audiences will be Rangatahi/youth, Māori, Pasifika
- The public understands the purpose of the FDS and how it will be used. Measured through engagement on social media.

Mana whenua considerations

- In accordance with our Te Reo policy we will be translating FDS tier one headings
- We are liaising with iwi through the partners on the WRLC with specific sessions for them as part of engagement on the strategy.
- To support a representative portion of the population answering we will make sure we have representative images for social media including Maori and Pasifika and youth.
- We will feed in feedback from iwi on how we can make sure their communities can see themselves in the comms and collateral we are producing.

Key stakeholders & audiences

- The public
- **Specific target audiences:** Rangatahi/youth, Māori, Pasifika
- The WLRC
- Council staff and elected members
- Media outlets
- Infrastructure providers (our contact list)
- Property development industry (our contact list, plus organisations such as UDINZ, Property Council)
- Central government agencies namely – MHud, Waka Kotahi, Kainga Ora, MFE, MEd, Te Whata Ora.
- Our database of previous submitters
- Businesses
- Local Marae e.g. Orongomai through local liaison in councils
- Known community groups & youth councils

How we'll do it

Strategic approach

- Public consultation will run from the 9th October – 9th November 2023.
- Through 'Have Your Say' (WRLC branded) and with the option of written or oral submissions (councils to arrange these two if required).

- Social media-created by Greater Wellington (WRLC branded) on behalf of WRLC and shared by the other organisations working on this project through their channels.
- The social media will link directly to the 'Have Your Say' survey. Supporting material will be available through a link only if the public want to click through to it -this will make the accessibility to the survey as simple as possible.
- The key audiences identified will have targeted posts created based on what element of the FDS is most relevant to them.
- To aid our goal of getting a representative group of respondents we will use imagery that represents the different demographics of our region.
- WRLC media release- with quotes from members of the leadership committee.
- Key information will also be distributed to elected members and the GWRC contact centre.
- This project is in collaboration with the councils, central government and iwi across the regions and we can use their channels and contacts to make amplify engagement –for example work collaboratively with their social media team.

Phase Two: Completed FDS

- Once the FDS is finalised it will be published on the WRLC website and the website of councils and iwi as appropriate.
- This will be promoted similarly to phase one, through internal comms channels, social media, a press release and support documents for elected members and leaders involved and the contact center.

Tactics we'll use

| Tactic | Audience/Segment Reached | Who |
|--|--|--|
| WRLC - Media Release | Mana whenua partners Community Groups Influencer group and Media outlets | GW/WRLC to share with councils, central government and iwi |
| Print Bus/Train posters | GW to share with councils, central government and iwi | GW/WRLC to share with councils, central government and iwi |
| Social channels | Targeted by audience segments. Specific focus on Rangatahi/youth, Māori, Pasifika | GW/WRLC to share with councils, central government and iwi |
| Internal channels | GW & TA's staff including staff networks | GW & councils, central government and iwi |
| Optional: Webinar to Launch consultation | General public | GW & councils, central government and iwi |

| | | |
|--|----------------|---|
| Optional: Facebook/Youtube live chat or pre-recorded panel discussion – video post | General public | GW & councils, central government and iwi |
| FAQs for elected member, & front-line staff (GWRC Contact centre) | All | GW & councils |
| Libraries and community centres. | All | GW & councils |
| Emails to stakeholders | | WRLC Secretariat |
| WRLC Website Banner | All | GW & WRLC Secretariat |
| WRLC LinkedIn Posts | All | WRLC Secretariat |

Key messages

Key messages

These key messages will be adapted in to short and engaging statements for social and print media:

- The population of the Wairarapa-Wellington-Horowhenua region is projected to increase by 200,000 people over the next 30 years.
- The Future Development Strategy (FDS) is the housing and growth plan for our region. It shows where growth will be, in what form, and what infrastructure is needed to support it and create well-functioning urban environments in our region.
- The FDS is prepared as a collective effort by all the councils in the Wairarapa-Wellington-Horowhenua region, central government and iwi in partnership under the WRLC umbrella.
- Stronger together - collaborative planning is required to increase resilience to natural hazards and climate change, improve access to employment, education and housing, reduce carbon emissions, and create a sustainable and prosperous future for our children and their children.
- We're proposing to concentrate most of our growth in existing urban areas and rural towns with good current and future transport links. This will help our population live low carbon lifestyles and get round easily. This also ensures we protect our natural areas and food production land from encroachment.
- The strategy also helps us plan for infrastructure and ensure its funded to enable growth.
- Vision Statement: Lets be responsible ancestors. The Wellington-Wairarapa-Horowhenua Future Development Strategy will provide for growth that is sustainable by meeting the needs of the present without compromising the ability of future generations to meet their own needs. The future for our region is founded on Te Tiriti and realised through the tino rangatiratanga of tangata whenua – Ko te Tiriti o Waitangi te tūapapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi. {note: this is being amalgamated}

Call to action (examples)

- How do you see our region in 30 years? – Have your say
- Future forward 2053 – Have your say on our region’s 30 year strategy.
- Be part of the future thinking for our region – Have your say.

Timing

- Comms plan signed off by steering group/WRLC – (19th September)
- Studio brief (advertising assets, posters etc) (September)
- Social (paid & organic) media calendar (August)
- Build website content & Have Your Say site (September)
- WRLC develop newsletter content (September)
- Consultation – 9th October – 9th November
- Hearings – week of 11th December
- Final FDS document updated (early 2024)
- FDS final signed off (March 2024)
- Promote final FDS document (March 2024)

Budget & resources

Budget for:

- Reo translations
- Social & print media
- \$7-10K

Wairarapa-Wellington-Horowhenua

DRAFT Future Development Strategy

Te Rautaki Whanaketanga ki tua a Wairarapa-Wellington-Horowhenua - HUKI

Consultation Overview Document

September 2023

Wellington Regional Leadership Committee

How do you see our region changing over the next 30 years? – Have your say

This document is an overview of the draft Future Development Strategy. The full document is found at <https://wrlc.org.nz/reports>.

We want your feedback on our approach to how and where the Wairarapa-Wellington-Horowhenua region should grow and change.

| | |
|------------------------|--|
| Ka ora te wai | <i>If the water is healthy.</i> |
| Ka ora te whenua | <i>the land will be nourished.</i> |
| Ka ora te whenua | <i>If the land is nourished.</i> |
| Ka ora te tangata | <i>the people will be provided for</i> |
| Mo te iti - mo te rahi | <i>For the little - for the large</i> |

Why is a Future Development Strategy relevant to you?

We want your feedback on our approach to how and where the Wairarapa-Wellington-Horowhenua region should grow and change over the next 30 years. The draft Future Development Strategy plans for a population increase of 200,000 people over the next 30 years. It is important to plan for where future generations and our new neighbours will live, work and play.

The draft Future Development Strategy looks at the big issues around future development that we need to address as our population increases in the decades ahead, such as housing and business capacity, transport, employment, the environment, building resilience to natural hazards, and making the best use of infrastructure. We need to plan so as to have the best impact on all our wellbeing and the wellbeing of the urban and natural environments around us.

We are stronger together and collaborative planning is required to become more natural hazards and climate change resilient, improve access to employment, education and housing, reduce carbon emissions, and create a sustainable and prosperous future for our children's children.

The draft Future Development Strategy has been prepared as a collective effort by all the councils in the Wairarapa-Wellington-Horowhenua region, WRLC iwi partners and central government - called the Wellington Regional Leadership Committee (WRLC).

With this draft Future Development Strategy we're proposing to concentrate most of our growth in existing urban areas in our towns and cities with good current and future transport links. This will help our population live low carbon lifestyles and get round easily. This also ensures we protect our natural areas and food production land from encroachment. The draft Future Development Strategy also helps us plan for infrastructure and ensure it is funded to enable growth.

The full document is found at <https://wrlc.org.nz/reports>

How you can have your say

- Our preference is for you to submit online by visiting: haveyoursay.gw.govt.nz/FDS
- If you want to fill in a paper form, please scan the feedback form at the back of this report and Email: hello@wrlc.org.nz (ensuring “submission on FDS” is in the subject line.)
- If post is the best option for you, please address to:
Greater Wellington Regional Council
c/o Future Development Strategy Lead
PO Box 11646
Wellington 6011

Feedback must be received by no later than 5pm Thursday 9th November 2023

If you make a submission, you can also speak to the WRLC Hearings Subcommittee in support of your submission.

Hearings on the draft Future Development Strategy are scheduled to be held in the week beginning 11th December 2023.

Key dates

| | |
|-----------------------------------|---|
| Submission Period | Monday 9 th October – Thursday 9 th November 2023 |
| Webinar to find out more | Tuesday 17 th October 2023 |
| Hearings and Deliberations | Week beginning 11 th December 2023 |
| Final Future Development endorsed | March 2024 |

What’s in this Document?

In this document you’ll find:

- a high-level summary of what the Draft Future Development Strategy is.
- key maps and diagrams
- a feedback form where you can provide your views on how this “big picture” approach could be improved and let us know if you want to attend a hearing.

We strongly encourage you to read the information in this document before answering the questions. If you want more detail the full version of the Draft Future Development Strategy and the technical reports listed below contain more information that can help inform your submission. These can be accessed from <https://wrlc.org.nz/reports>

| | |
|--|---|
| Foundation Report | Provides a summary of the context for our strategy, including the strategic and policy context, our current state and the opportunities and challenges facing the region now and into the future. |
| Iwi values and aspirations report | This report acknowledges all the mahi done in partnership with the WRLC iwi partners and provides more detail on the statement of iwi and hapū values and aspirations for urban development in our towns and cities for the Wairarapa-Wellington-Horowhenua region. |
| Housing and Business Assessment (HBA) 2023 | This report assesses the demand for housing and business land and determines how much development capacity is needed to meet that demand. |
| Constraints Report | Identifies constraints on development, updating previous mapping with the latest information. |

| | |
|----------------------------|---|
| Scenario Evaluation Report | Considers the advantages and disadvantages of different spatial scenarios for how the region could grow. |
| Engagement Report | Summarises the engagement undertaken to inform the development of the strategy, including with our iwi partners, developers, infrastructure providers, local and central government, and youth representatives. |

Overview of the Future Development Strategy

This section gives you an overview about what the Future Development Strategy is that can help inform your submission. Full reports can be accessed from <https://wrlc.org.nz/reports>

What is the Future Development Strategy and why are we developing it?

Purpose of the strategy

The Wairarapa-Wellington-Horowhenua Future Development Strategy¹ describes how, through working together we will deliver well-functioning urban environments in our existing and future towns and cities and provide enough development capacity in the next 30 years to meet at least the expected demand. In particular it identifies where future housing and business development should occur by outlining:

- broad locations for homes and businesses, and the social and physical infrastructure needed to support them.
- the areas we should not develop, so that we can limit risks to our communities and infrastructure and protect our taonga.

The Future Development Strategy:

- provides us with a foundation for collaboration across the region in planning and preparing for the future
- provides a shared view of our region's future that will enable partners to undertake detailed planning at a local level
- helps us to align our decision-making and implementation, guides us on where to direct investment, and supports integrated development and infrastructure planning in the region
- draws on the comprehensive planning work undertaken by partners, including as part of District Plans and growth strategies, and detailed engagement with WRLC iwi partners
- can influence regional policy development and Regional and District Plan changes in the future, as well as Land Transport Plans, infrastructure strategies and other plans in the region.

What we need to plan for

Over the next 30 years the Wairarapa-Wellington-Horowhenua region needs to prepare for:



200,000 more people



99,000 more homes



Greater supply of business and industrial land



New community services and amenities in accessible locations

¹ See Section 3.13 of the National Policy Statement Urban Development.



New and upgraded infrastructure to meet our current and growing needs



the region becoming more climate and natural hazard resilient

To address this specifically for this region:

- We have enabled capacity for over 198,000 houses, this is twice as much as we need over the next 30 years – a major shift since our previous spatial plan.
- Our current population, whilst concentrated in some areas, is spread out across the region. Housing development expected over the next 30 years will continue this pattern.
- Additional space for most business types can be accommodated across the region through intensification.
- However, we need to provide for additional land for industrial activity and shift thinking to regional solutions, rather than on a local basis.
- Because of the recent national level policy direction, control over where and when all this housing development occurs is a challenge.
- Various infrastructure plans and budgets identify the supporting infrastructure we can currently afford to support development. These budgets are less than what we need for almost all areas of infrastructure.
- This Future Development Strategy identifies where and when we will collectively prioritise development:
 - The prioritised areas will provide 40% of the total housing development for the region. This prioritised focus makes it easier for us to agree where and when we provide infrastructure to support this growth with our limited funds.
 - The other 60% of the total development for the region is a significant percentage of our regions development and will require alternative ways to fund infrastructure, where shortfalls exist.
- Over the next 30 years we expect 82% of our housing development to be in brownfield areas and 18% to be in greenfield areas.
- We can provide for more housing and business development whilst ensuring that this region continues to become more natural hazard and climate change resilient protect what we love.

BREAKOUT BOX

How much growth to expect?

In 2020 Sense Partners forecast a population increase for the region of around 250,000 by 2051; however, it is now not certain that growth will reach pre-COVID-19 projected expectations. The latest (2023) Sense Partners projections suggest growth of around 184,000 by 2052. Stats NZ projections suggest a more modest population increase, with the median projection at about 79,000 between 2018 and 2048. The extent of the divergence between projections highlights the uncertainty of predicting the future, and how much growth relies on international migration.

The Future Development Strategy is based on the higher rate of growth (i.e. Sense Partners' forecast), but it is acknowledged that for this to occur high net migration needs to be sustained. The Future Development Strategy includes a prioritisation and sequencing of new growth areas, and investments to address this uncertainty.

Planning and policy context

The Future Development Strategy builds on and replaces the Wellington Regional Growth Framework 2021 (WRGF). The WRGF was a spatial plan that provided an agreed long-term vision for regional growth and investment in the region and contained many (but not all) elements of what would be this Future Development Strategy.

Since the WRGF was published, our planning and policy context has changed. For example:

- our region’s development capacity has increased substantially as a result of District Plan changes, including revisions to the Wairarapa Combined District Plan (a new combined District Plan is expected later in 2023)
- a significant proposed plan change to the Wellington Regional Policy Statement has been notified to address freshwater, biodiversity, climate change and urban development issues
- there are new national directions (through National Policy Statements) for freshwater, highly productive land and indigenous biodiversity, as well as plans for emission reductions and climate adaptation.

These changes are significant and have informed the development of this Future Development Strategy.

Legislative requirements

The NPS-UD 2020 includes a statutory requirement for tier 1 councils to prepare Future Development Strategies in time to inform their next LTPs. For our region, this means that the Wellington City, Hutt City, Upper Hutt City, Porirua City, Kāpiti Coast and Greater Wellington Regional councils are required to have Future Development Strategies. The Strategies also includes tier-3 councils – Horowhenua, Masterton, Carterton and South Wairarapa – to which these requirements do not apply.

The Future Development Strategy will also inform our region’s councils’ strategic and planning decision-making processes in relation to their infrastructure strategies, Land Transport Plans, Regional and District Plans, and local plans, as shown in Diagram xx.

Diagram 1: How the Future Development Strategy fits with other council plans and national legislation



Our Implementation plan and review process

We will publish an Implementation Plan which will set out the actions that are required to achieve the Future Development Strategy. This will include key projects and measures to monitor our progress and measure our success. Reviews of the Implementation Plan will take place annually, as will reporting.

Implementation of the Future Development Strategy will be informed by Te Tirohanga Whakamua, including the six kōkiri or (design principles). Our monitoring and evaluation framework will be developed in partnership with our mana whenua. The WRLC aspires for the implementation plan to be in alignment with Te Tirohanga Whakamua, informed by mātauranga Māori and te ao Māori perspectives where relevant and where determined appropriate by iwi. The Implementation Plan will include measures that test what successful implementation looks like from an iwi partner perspective.

The Future Development Strategy will be reviewed every three years as required to determine whether or not it needs updating. Any update that is required of the Future Development Strategy will be completed in time to inform council LTPs.

Future versions of the Future Development Strategy will be informed by updated regional data and information, including housing and business capacity assessments that we must update for tier 1 and 2 councils every three years (in accordance with NPS-UD requirements).

Any review of the Future Development Strategy will also incorporate updated regional approaches to regional challenges and opportunities. For example, work on a Regional Adaptation Plan is soon to commence, and a Regional Emissions Reduction Plan is currently being developed. Neither was sufficiently progressed to feed into the Future Development Strategy.

Our Spatial Strategy at a glance

BREAKOUT BOX

The Future Development Strategy is a picture of where we collectively (as a region) have agreed we want to focus our efforts by working together on housing and business development including supporting infrastructure, based on the vision, strategic direction, priorities and iwi aspirations outlined in this Future Development Strategy.

Whilst we understand that District Plans may allow for development outside these prioritised areas², the Future Development Strategy does not support development that does not meet these prioritised areas.

The Spatial Strategy for this Future Development Strategy is briefly outlined below and explained in more detail in the full strategy document.

Future Development Strategy Vision

Mō ā tātou uri. Ko tā te Rautaki Whakawhanake Anamata a Wairarapa-Te Whanganui a Tara-Horowhenua he whakatutuki i ngā hiahia o nāianei me te aha ka kore ngā uri whakaheke e raru ki te whakatutuki i ō rātou ake hiahia. Ko te Tiriti o Waitangi te tūapapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi.

Let's be responsible ancestors. The Wairarapa-Wellington-Horowhenua Future Development Strategy will provide for growth that is sustainable by meeting the needs of the present without compromising the ability of future generations to meet their own needs. The future for our region is founded on Te Tiriti o Waitangi and realised through the tino rangatiratanga of tangata whenua.

² For instance, the areas prioritised in the Future Development Strategy will provide 40% of our total development for the region. The remaining 60% is expected to be from an uplift in housing as a result of the Medium Density Residential Standards. This is a significant percentage of our region's development over which we will not have much influence unless we indicate the prioritisation of development through things like requiring master planning, and influence through incentives/disincentives.

Strategic Direction

The strategic direction for this Future Development Strategy comprises:

- providing for affordable housing that meets our needs, and for compact well-designed towns and cities
- realising iwi and hapū values and aspirations
- promoting a flourishing zero-carbon region
- protecting what we love
- ensuring we have the infrastructure we need to thrive
- providing opportunity for productive and sustainable local employment.

More detail in the [diagram 2 below](#).

Iwi values and aspirations for urban development

The WRLC iwi partners' statement of iwi and hapū values and aspirations for urban development has been developed and given a name – Te Tirohanga Whakamua. Its main purpose is to inform the Future Development Strategy as required by the National Policy Statement on Urban Development. The statement will also inform future work by the WRLC.

Where will we avoid development and what other parts of the region is development potentially constrained?

Our region experiences various constraints on development and contains areas with precious values that we want to protect. These areas include extensive environmental- and water-supply-protection areas along the central mountainous spine between Wairarapa and the rest of the region, and the various natural hazard risks to which the region is subject. More detailed information on all constraints can be found in the Constraints Report, a supporting document for the Future Development Strategy.

Future development in the region needs to avoid significant hazards and areas with significant constraints or with values that we want to protect. We have identified Wāhi Toitū, shown in Diagram 4, which are the areas in the region with an enduring presence that need to be protected from new development.

How we prioritise development

We will prioritise well designed, well-functioning urban environments in the region's towns and cities in this order:

- a. Areas of importance to iwi for development.
- b. Areas along strategic public transport network corridors with good access to employment, education and 'active mode connections' such as walking, cycling, scootering and skateboarding.
- c. Within 'Priority Development Areas'
- d. Within existing rural towns around current and proposed public transport nodes and strategic active mode connections.
- e. Greenfield developments that are well connected to existing urban areas in our towns and cities and can be easily serviced by existing and currently planned infrastructure, including by public and active transport modes, and where the location and design would maximise climate and natural hazard resilience.

The Future Development Strategy does not support development that does not meet these priorities.

The development areas are shown on Diagrams 5-8 below.

How does it all come together?

The vision, strategic direction, how we prioritise areas for development, and the statement of iwi and hapū values and aspirations for urban development in our region provide the ultimate growth picture for the next 30 years in this region.

However, we also need to account for what is happening with regard to the locations and types of housing being built at present and the current housing demand, and what is enabled (or allowed) by District Plans in the region. For example, we currently have enough greenfield land identified or allowed for, for up to 65,000 homes, or two-thirds of our required growth. So we know that developing all this greenfield land would not meet our strategic direction as set out above.

If we take account of the ultimate growth picture and what is happening now and what is expected to continue, particularly in the first 10 years of the Future Development Strategy, we have a Future Development Strategy that:

- in years 1-10 - we would expect to see 28% of housing development in greenfield land and 72% of housing development in brownfield areas
- in years 10-30 - we would expect to see 12% of housing development in greenfield land and 88% of growth in brownfield land
- in the 30 years of the Future Development Strategy - we would expect to see 18% of housing development in greenfield land and 82% of brownfield land.

The main reasons for the higher percentage of greenfield in the first ten years relates to:

- some large greenfields are District Plan enabled and either work has started or planning is well underway
- the development of large brownfield areas in the region have a long planning phase, or planning to accommodate a large housing development has yet to begin.

Diagram 2: Overview of the Future Development Strategy



| | | | | | | |
|--|---|---|--|--|--|--|
| <p>We will give effect to the Strategic Direction through...</p> | <p>Prioritising most development within existing towns and cities and supporting medium density infill, broadening the choice of housing types close to existing amenities.</p> <p>Continued collective implementation of Priority Development Areas.</p> <p>Supporting mixed used development so that people can live closer to where they work.</p> <p>Placemaking principles outlined in the Future Development Strategy for development that is well designed.</p> <p>Regulatory changes, such as alignment of District and Regional Plans.</p> <p>Financial interventions such as incentives/disincentives and alignment of infrastructure investment.</p> | <p>Te Tirohanga Whakamua is supported by the Future Development Strategy, including a future founded on Te Tiriti and realised through the <u>Wānanga Rangatiranga</u>.</p> <p>Avoiding development on certain sites of cultural and environmental significance.</p> <p>Developments observing statutory acknowledgements and be carefully managed in areas with historical and cultural heritage.</p> <p>Prioritising developments in "Areas of importance to iwi for development".</p> <p>Developing an Iwi Spatial Plan for integration into the next Future Development Strategy.</p> | <p>Prioritising development in areas along strategic public transport network corridors with active mode connections and good access to employment and other services.</p> <p>The majority of growth will be located close to the public transport network.</p> <p>Only prioritising those greenfield developments, that are well connected to existing centres and can be easily serviced by infrastructure including public transport.</p> <p>Fully unlocking the development potential of our strategic public transport system and making the best use of our existing infrastructure assets.</p> <p>Supporting increased electricity generation over the life of the strategy to improve resilience.</p> <p>Finalising the Regional Emissions Reduction Plan.</p> | <p>Avoiding development in Wāhi Toitū areas that are subject to:</p> <ul style="list-style-type: none"> known and understood earthquake fault risks, significant risks from sea level rise, highly productive land protections, natural environmental protections such as parks, indigenous biodiversity areas and freshwater ecosystems. <p>Carefully managing development in Wāhi Toiora areas subject to (or that would impact):</p> <ul style="list-style-type: none"> other natural hazard risks and the effects of climate change, historical and cultural heritage protections, Ecological protections Water limit and stream health protections Special amenity landscape protections Environmental buffer protections, Coastal marine areas and riparian margin protections, Land contamination, Erosion prone soils. <p>Encouraging hydraulic neutrality and nature based solutions.</p> <p>Continued development of a Regional Adaptation Plan and Regional Food Systems Strategy.</p> | <p>Focusing on maintaining and upgrading our existing network infrastructure (including transport, energy, water and social) and making the most efficient use of what we have.</p> <p>Maximising co-investment and planning opportunities such as planning for schools and urban development together.</p> <p>Avoiding development in drinking water protection areas and in locations of significant infrastructure.</p> <p>Fully unlocking the development potential of our strategic public transport network and the significant transport investments that are already planned and underway, such as LGWM, RiverLink and rail and road network improvements.</p> <p>Investigating further improvements to the Metlink bus network and further infrastructure that is required for new development areas greenfields.</p> <p>Signalling our support for the maintenance, upgrade and extensions that are required to infrastructure networks that are privately owned and operated.</p> <p>Advocating to speed up infrastructure investments required, particular public transport.</p> | <p>Planning for the majority of development to be within existing towns and cities which are close to employment centres or have access to key employment centres via public transport.</p> <p>Increased intensity of business uses within existing commercial areas.</p> <p>Undertaking a regional industrial land study to consider options for the shortage of industrial land expected in the next 30 years.</p> <p>New business areas with supporting infrastructure are provided for.</p> <p>Continued implementation of the Regional Economic Development Plan.</p> |
|--|---|---|--|--|--|--|

Diagram 3: Te Tirohanga Whakamua: A statement of iwi and hapū values and aspirations for urban development in the region

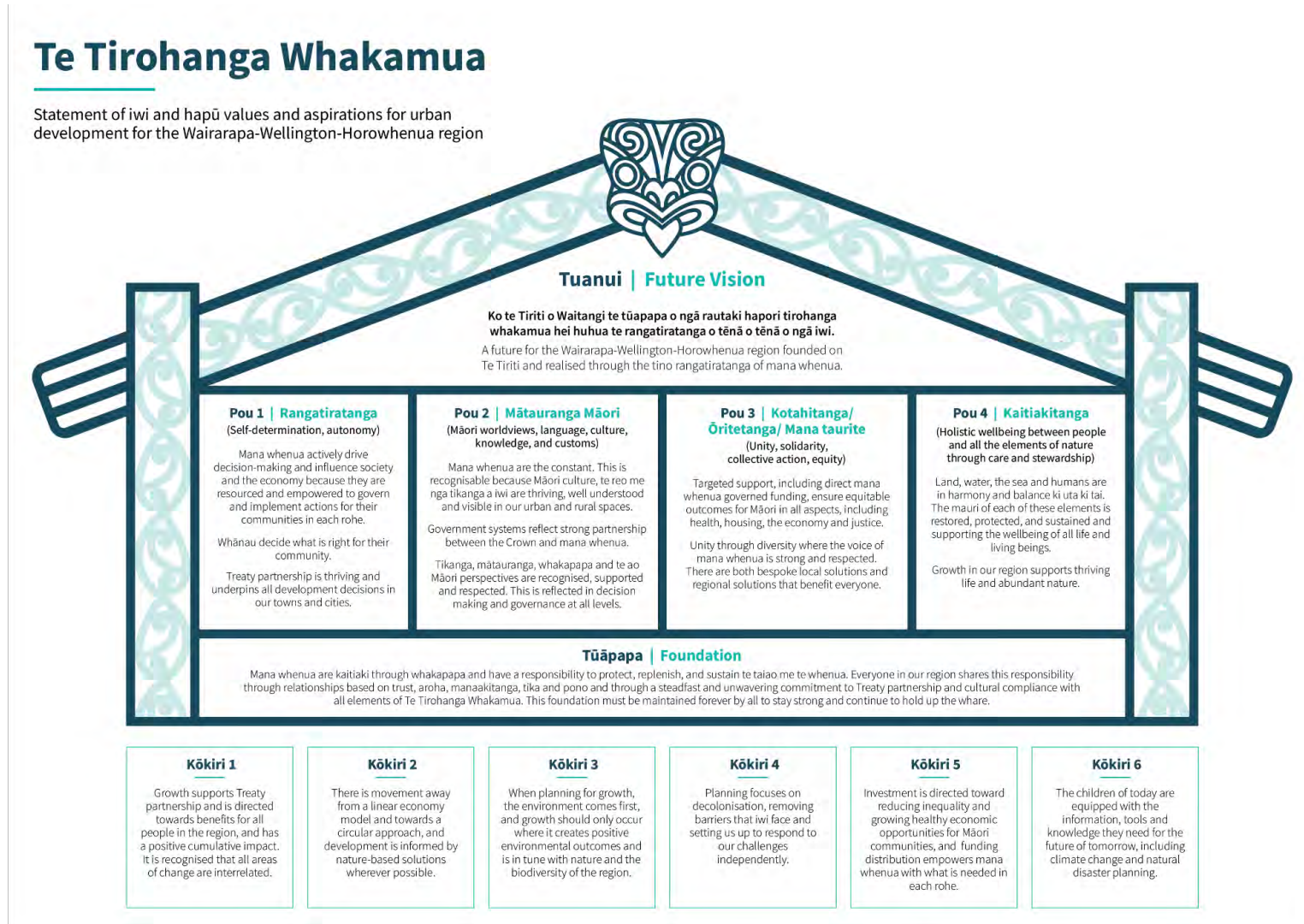


Diagram 4: Wāhi Toitū – areas protected from new development.



Diagram 5: A corridor view of where we will develop.

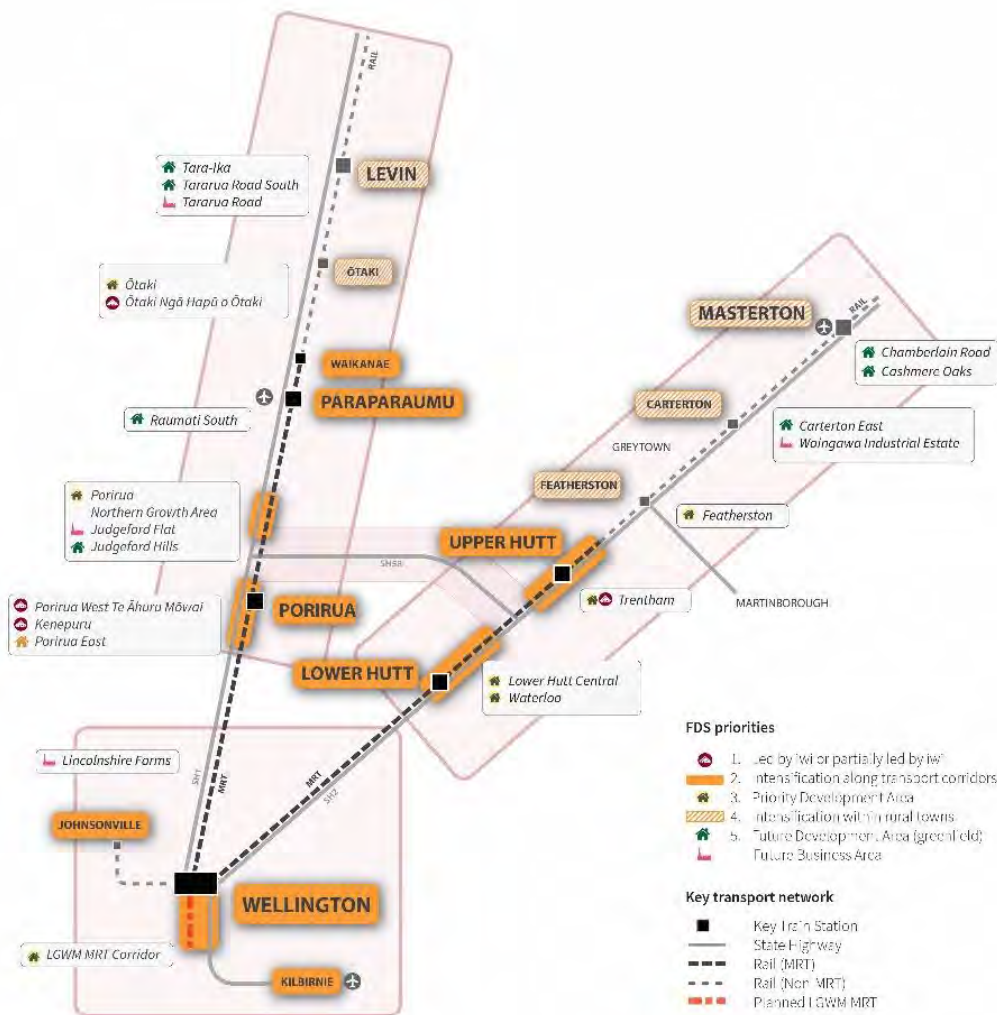


Diagram 6: Prioritised development in the metro areas

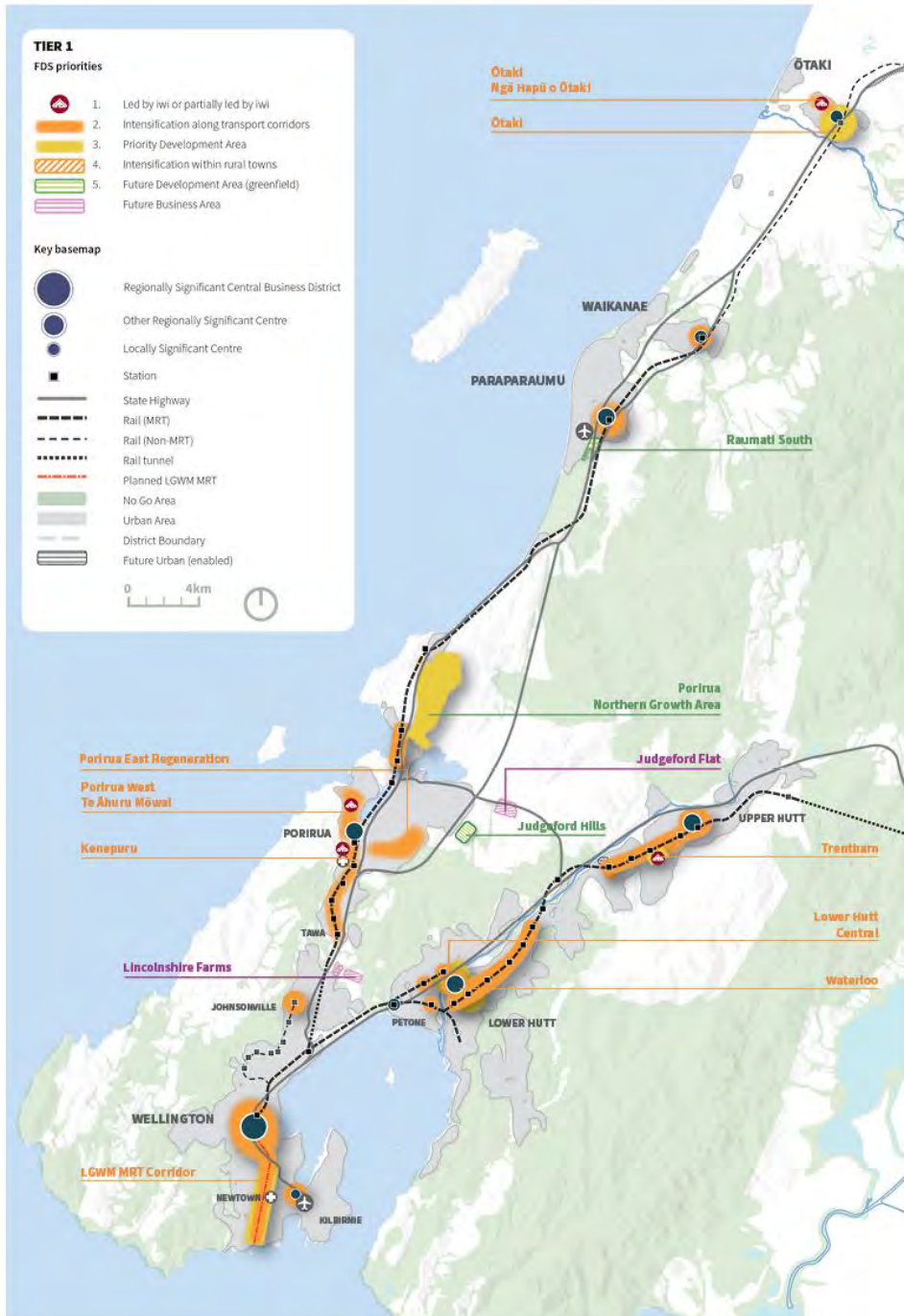


Diagram 7: Prioritised development in Horowhenua

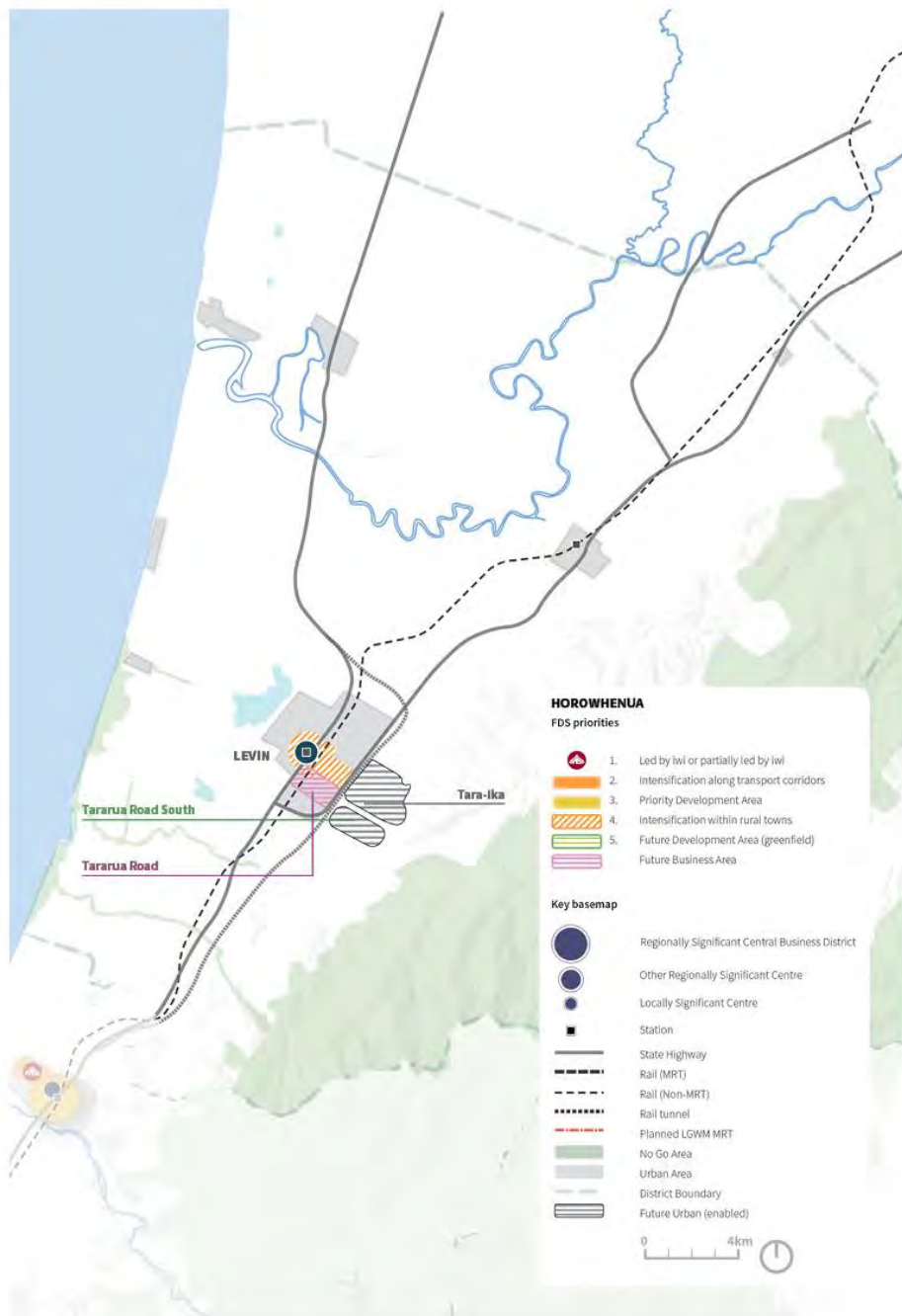
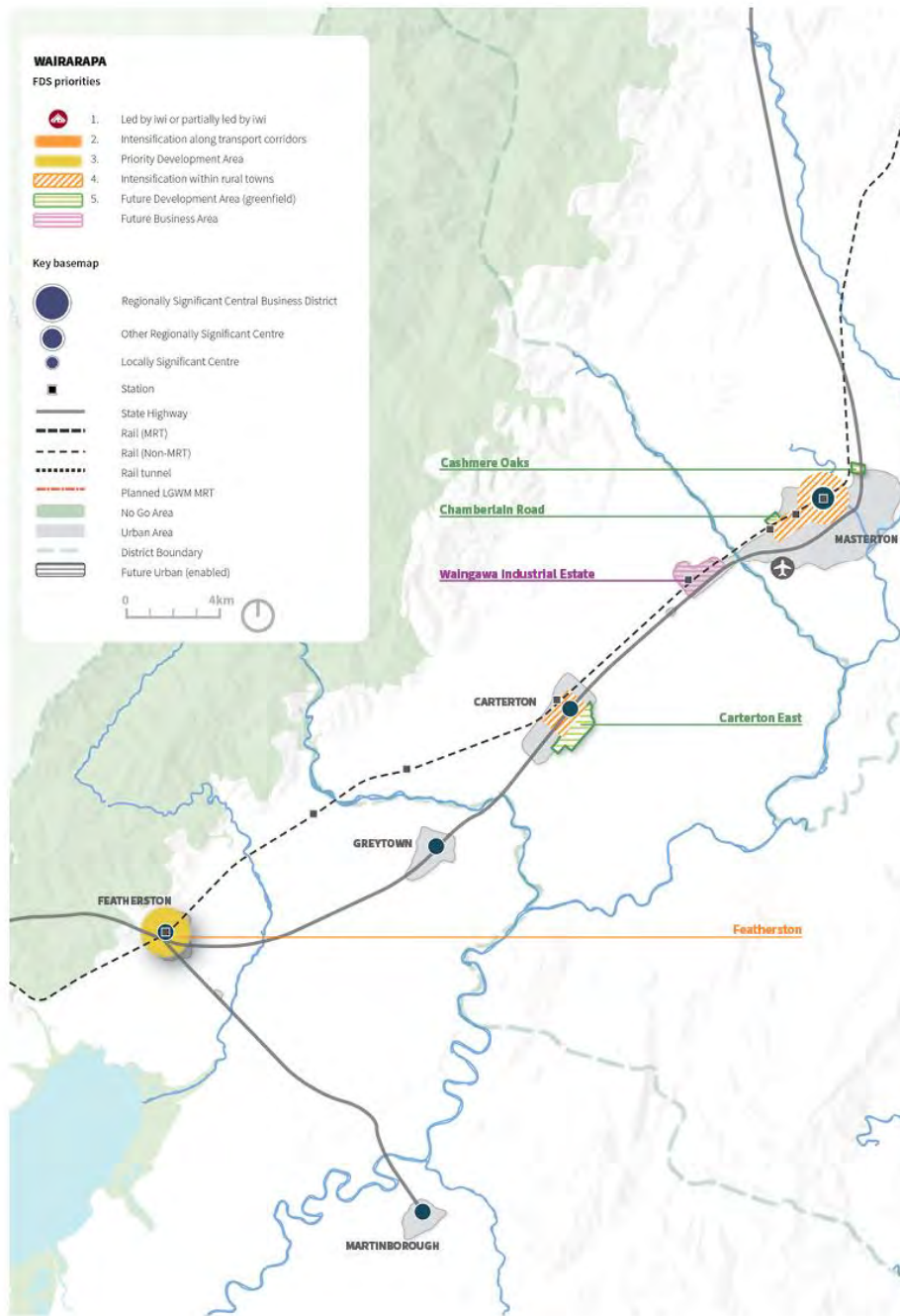


Diagram 8: Prioritised development in the Wairarapa



Infrastructure to support growth.

Over the next 30 years, infrastructure will need to keep pace with our growing population. Existing infrastructure will need to be maintained and strengthened in areas expecting high-density in-fill housing, and new infrastructure will be needed for new development areas.

These activities carry with them significant costs to ratepayers and others such as Waka Kotahi and private sector energy suppliers. As well as costs, key factors such as emission reductions, accessibility issues and the need for climate and natural hazard resilience must be considered.

These are complex regional issues that are best dealt with by all agencies together, not individually. Many cross local council and iwi boundaries (e.g. investments in water and transport) and the maximum benefits when planning and investing can be gained through regional approaches with local and central government and mana whenua.

In turn, different types of infrastructure can work together to provide equitable and sustainable futures for the people and environment of our region.

Councils are responsible for providing community services such as: regional transport (including public transport and the maintenance and upkeep of local road networks); three-water services; waste-management services; public parks and other community facilities; support for the arts and culture; and urban regeneration. Ports (both sea and air), state highways, telecommunications companies, electricity, gas and petroleum suppliers, and health and education providers all contribute infrastructure for our region.

The following are important aspect to remember when making infrastructure decisions to support prioritised housing and business development areas:

- We must maximise the use of our current and planned infrastructure and investments across a range of infrastructure types, including transport, energy, water and social.
- We must fully unlock the development potential of our strategic public transport system, including current and future rapid-transit-oriented corridors to enable mode shift and reduce regional transport emissions.
- We need to look for ways to maximise the leverage of co-investment opportunities.
- Speeding up required infrastructure will be of benefit.
- We cannot currently afford all the infrastructure required.

Key maps are below (Diagrams 9-11) they show the general locations of the corridors and sites of major infrastructure identified in council LTPs in the first decade of the Future Development Strategy. The projects identified have been either committed to and funded or signalled. The timing of these key projects helps to inform a broad understanding of when and where growth at scale is likely to occur. There is particular uncertainty around the timing and delivery of medium- and long-term projects due to the constrained financial environment and current planning underway³.

³ The projects listed are based on currently published information (for example, the 2021 LTP and RLTP) and are not exhaustive. There are also interdependencies that may change as further investigations are completed. Local and regional councils are in the process of developing their updated RLTPs and LTPs for 2024

Diagram 9: General location of the corridors and sites of major infrastructure identified in council Long Term Plans (LTPs) over the first decade of the Future Development Strategy

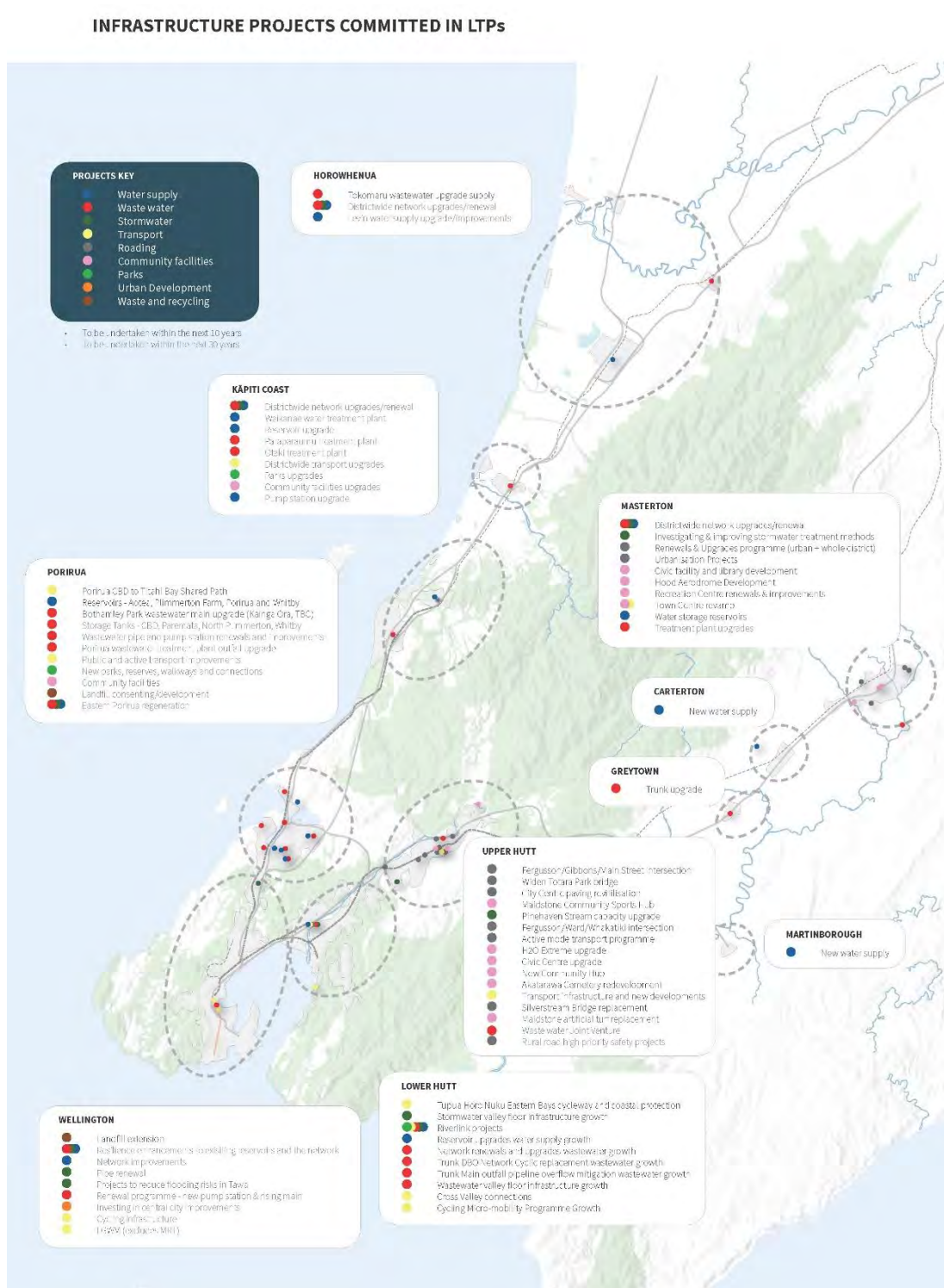


Diagram 10: The Wellington regional strategic transport network

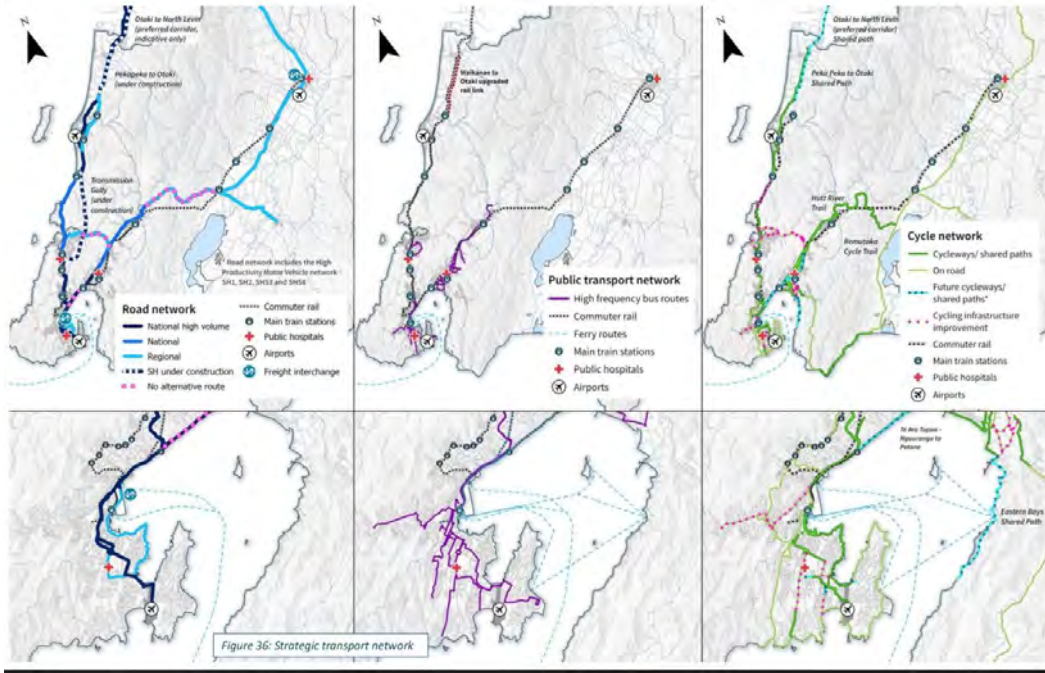
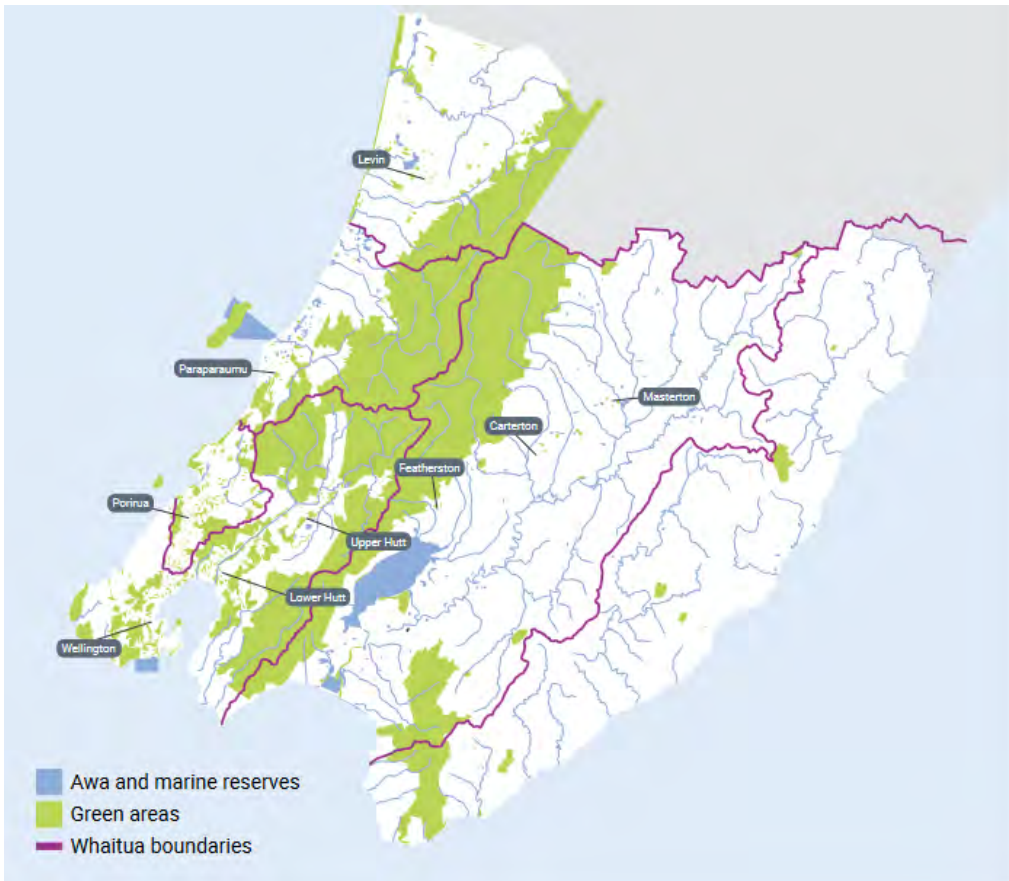


Diagram 11: Blue-green networks in the region



[Note: separate form part of same document]

Have your say on the Draft WRLC Future Development Strategy

Feedback must be received by Thursday 9th November 2023

We want your feedback on our approach to how and where the Wairarapa-Wellington-Horowhenua region should grow and change over the next 30 years. The draft Future Development Strategy plans for a population increase by 200,000 people over the next 30 years.

The Future Development Strategy (FDS) is the housing and growth plan for our region. It shows where growth will be, in what form, and what infrastructure is needed to support it and to create well-functioning urban environments in our region.

The Future Development Strategy is prepared as a collective effort by all the councils in the Wairarapa-Wellington-Horowhenua region, WRLC iwi partners and central government - called the Wellington Regional Leadership Committee – WRLC.

We are stronger together, collaborative planning is required to increase resilience to natural hazards and climate change, improve access to employment, education and housing, reduce carbon emissions, and create a sustainable and prosperous future for our children’s children.

With this Future Development Strategy we’re proposing to concentrate most of our growth in existing urban areas and rural towns with good current and future transport links. This will help our population live low carbon lifestyles and get round easily. This also ensures we protect our natural areas and food production land from encroachment.

The Future Development Strategy also helps us plan for infrastructure and ensure its funded to enable growth.

How you can have your say

- Our preference is for you to submit online by visiting: haveyoursay.gw.govt.nz/FDS
- If you want to fill in a paper form, please scan the feedback form at the back of this report and Email: hello@wrlc.org.nz (ensuring “submission on FDS” is in the subject line.
- If post is the best option for you, please address to:
Greater Wellington Regional Council
c/o Future Development Strategy Lead
PO Box 11646
Wellington 6011

Feedback must be received by no later than 5pm Thursday 9th November 2023

If you make a submission, you can also speak to the WRLC Hearings Subcommittee in support of your submission.

Hearings on the draft Future Development Strategy are scheduled to be held in the week beginning 11th December 2023.

Key dates

| | |
|----------------------------|---|
| Submission Period | Monday 9 th October – Thursday 9 th November 2023 |
| Webinar to find out more | Tuesday 17 th October 2023 |
| Hearings and Deliberations | Week beginning 11 th December 2023 |

| | |
|-----------------------------------|------------|
| Final Future Development endorsed | March 2024 |
|-----------------------------------|------------|

The full document is found at <https://wrlc.org.nz/reports>.

Your details⁴

First Name:

Last Name:

Email address:

Postal address:

Is your feedback on behalf of an organization or business*? (if yes, this confirms you have the authority to submit on the organizations behalf) Yes/No?

Name _____

*Please include your full name, postal address, and email address. If your feedback is on behalf of a group or organisation, you must include your organisation's name and your role in the organisation.

Do you wish to attend a hearing to present your submission? Yes/No. If yes please ensure we have your email address.

These questions are optional but will help us understand which groups of the community are engaging with us.

What gender are you?

Male Female Another gender (please specify): _____

What age group do you belong to?

15-17 18-24 25-34 35-44
 45-54 55-64 65-74 75+

Which ethnic group(s) do you feel you belong to? (Please select as many as apply)

Pākehā/NZ European Other European Māori
 Cook Islands Māori Samoan Tongan
 Indian Chinese Southeast Asian
 Other (please specify): _____

Where in our region do you live?

- Kāpiti Coast
- Te Awa Kairangi ki Tai / Lower Hutt
- Porirua
- Te Awa Kairangi ki Uta / Upper Hutt

⁴ Please note: We require your contact details. Your feedback, name and address are provided to decision makers. Your feedback, with your name only, will be available on our website. However, if requested, we will make feedback, including contact details, publicly available. If you feel there are reasons why your contact details and/or feedback should be kept confidential, please email:

hello@wrlc.org.nz

- Masterton
- Carterton
- South Wairarapa
- Pōneke / Wellington City
- Horowhenua
- I don't live in any of these areas.


Would you like to subscribe to the WRLC newsletter? Yes No

Your Feedback

We want your views on how this “big picture” approach could be improved. We have six questions below and an opportunity to provide more detail. We strongly encourage you to read the proposed approach and accompanying information before answering the following questions.


Question 1: Vision and Strategic direction of the Future Development Strategy

We aspire to be responsible ancestors by ensuring the Wairarapa-Wellington-Horowhenua Future Development Strategy will provide for growth that is sustainable by meeting the needs of the present without compromising the ability of future generations to meet their own needs. We also want the future for our region is founded on Te Tiriti o Waitangi and realised through the tino rangatiratanga of tangata whenua. The vision, strategic direction, how to prioritise areas for development and statement of iwi and hapū values and aspirations for the development in our region provides the ultimate growth picture for the next 30 years in this region. Our plan promotes a flourishing zero-carbon region.

| | | | |
|---|--|--------|--|
| Question 1: | Do you support our vision and strategic direction that guides the draft Future Development Strategy? | | |
|  | For more information see Diagram 2 above and for more detail, see Draft Future Development Strategy Parts 1 and 2. | | |
| Support | Don't support | Unsure | |
| Tell us why... | | | |


Question 2: Our plan for where we develop housing over the next 30 years as our region grows.

We're providing for affordable housing that meets our needs, and for compact well-designed towns and cities. We're proposing to concentrate most of our growth in existing urban areas and rural towns with good current and future transport links. This will help our population live low carbon lifestyles and get round easily. This also ensures we protect our natural areas and food production land from encroachment.

| | | |
|---|--|--------|
| Question 2: | Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? | |
|  | <p>For more information see more maps 4-6 above and more detail see Draft Future Development Strategy Parts 2 –</p> <ul style="list-style-type: none"> ○ Where we will prioritise development ○ What will this prioritised growth look like? ○ Spatial priorities for the East-West Corridor ○ When and where will housing development be phased over the life of the Future Development Strategy? <p>For even more detail see:</p> <ul style="list-style-type: none"> ● Draft Future Development Strategy Appendix 1 and 2 ● Housing and Business Assessment 2023 ● Scenario Evaluation Report | |
| Support | Don't support | Unsure |
| Tell us why... | | |

Question 3: Our plan for where we develop business land over the next 30 years as our region grows.


We're providing opportunity for productive, and sustainable local employment. A growing region means that there will be more people seeking employment here. While the Future Development Strategy cannot require growth in business and employment activity (i.e. more jobs or more businesses), it can support this by making sure that the regulatory settings and infrastructure that is required for businesses to flourish is in place at the right time.

| | | |
|---|--|--------|
| Question 3: | Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? | |
|  | <p>For more information see more maps 4-6 above and more detail see: Draft Future Development Strategy Parts 2 –</p> <ul style="list-style-type: none"> ○ Where we will prioritise development ○ What will this prioritised growth look like? ○ Spatial priorities for the East-West Corridor ○ When and where will business development be phased over the life of the Future Development Strategy? <p>For even more detail see: Draft Future Development Strategy Appendix 1 and 2 Housing and Business Assessment 2023 Scenario Evaluation Report</p> | |
| Support | Don't support | Unsure |

Tell us why...


Question 4: Our plan for key infrastructure to support development in our region.

We’re ensuring we have the infrastructure such as three waters, road, rail, cycleways, electricity and social infrastructure such as schools and hospitals, we need to thrive. The efficient use of current and planned infrastructure is maximised to get the best from our infrastructure investments. This includes fully unlocking the development potential of our current and future strategic public transport corridors. Infrastructure planning and development planning are undertaken together, to improve efficiencies and leverage co-investment opportunities with the public and private sector. We look to speed up infrastructure required to enable us to meet our strategic direction, faster whilst being fiscally responsible.

| | | |
|--|---|--------|
| Question 4: | Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes? | |
|  | For more information see maps 7-9 above and for more detail see: <ul style="list-style-type: none"> • Draft Future Development Strategy Part 4: Infrastructure to support development. For even more detail see: <ul style="list-style-type: none"> • Draft Future Development Strategy Appendix 4 • Foundation Report • Housing and Business Assessment 2023 • Scenario Evaluation Report | |
| Support | Don't support | Unsure |
| Tell us why... | | |

Question 5: Our plan for where to limit or avoid development in our region.

We’re protecting what we love. Our region is subject to various constraints on development and contains areas with precious values which we want to protect. This includes extensive environmental and water-supply protection areas along the central mountainous spine between Wairarapa and the rest of the region, and the various natural hazard risks which the region is subject to. More detailed information on all constraints can be found in the Constraints Report, a supporting document for the Future Development Strategy. Our plan ensures communities are safer from significant natural hazards and are becoming more climate resilient, and regional growth also avoids creating new risks. Its ensures urban development is designed to minimise impacts on the natural environment, our food producing areas and our rich cultural heritage.

| | | |
|---|--|--------|
| Question 5: | Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values? | |
|  | For more information see diagram 2 and maps 10-11 for more detail see: <ul style="list-style-type: none"> • Draft Future Development Strategy Part 2 – Where will we avoid development and what other parts of the region is development potentially constrained? For even more detail see: <ul style="list-style-type: none"> • Foundation Report • Constraints report • Scenario Evaluation Report | |
| Support | Don't support | Unsure |
| Tell us why... | | |


Question area 6: Reflecting iwi and hapū values and aspirations

An important part of the Future Development Strategy is iwi and hapū values and aspirations for urban development in our region. Iwi and hapū in our region have diverse values and aspirations for that are steeped in a holistic worldview that is grounded in tikanga (cultural principles), mātauranga Māori (Māori knowledge) and kawa (cultural practices).

The contribution of our WRLC iwi members who are representatives from mana whenua organisations in the region, has been integral to the development of the Future Development Strategy.

Te Tirohanga Whakamua, created by WRLC iwi members with support from the Future Development Strategy project team, is a collective statement of iwi and hapū values and aspirations for urban development in our region, the first for the Wairarapa-Wellington-Horowhenua region. Te Tirohanga Whakamua has informed the development of our Future Development Strategy. Some content in Te Tirohanga Whakamua goes beyond the scope of what a Future Development Strategy can achieve, so some values and aspirations expressed within it will likely be captured by work outside of the Future Development Strategy.

A significant number of Māori living in our region do not have whakapapa links here. It's important that we hear the views of these individuals and groups on our proposals for the future of our region through the Future Development Strategy. The WRLC will continue to work in partnership with our mana whenua partners and Māori in the region on how the region can give life to their values and aspirations for urban development.

| | | |
|---|---|--|
| Question 6: | How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? | |
|  | For more information see diagram 3 above for more detail see: <ul style="list-style-type: none"> • Draft Future Development Strategy Parts 1 • Iwi values and aspirations report prepared for the Wairarapa-Wellington-Horowhenua Draft Future Development Strategy | |
| Tell us more... | | |

Draft Future Development Strategy – Frequently Asked Questions (FAQs)

What is the draft Future Development Strategy?

The draft Future Development Strategy sets out a long-term vision for how and where the Wairarapa-Wellington-Horowhenua region should grow and what infrastructure will be needed to support that growth over the next 30 years.

The strategy looks at the big issues around future growth that we need to address as our population increases in the decades ahead, such as housing and business capacity, transport, employment, the environment, building resilience to natural hazards, and making the best use of infrastructure.

The purpose of the draft Future Development Strategy is to set a vision for how we best use our land. The strategy also provides guidance for decisions on our region's growth and development through plans, such as Regional and District Plans and each council's 10-year Long Term Plan (LTP).

Why does a Future Development Strategy matter?

Over the next 30 years we are estimating an additional 200,000 people could be living in our region, that's almost as many people as Wellington City to accommodate. We need to plan for where future generations and our new neighbours will live, work and play. When we talk about Future Development and growth, we consider where there will be more houses, business and other urban developments in our cities and towns and how we will connect to those places via transport networks. Planning for this kind of thing has an impact on all of our wellbeing and the wellbeing of the towns and cities and the natural environments around us.

What is the process for public consultation on the draft Future Development Strategy?

The Future Development Strategy is a draft only and is open for public consultation from 9 October 2023 to 9 November 2023. We want to get feedback from the community on the document.

Following public consultation, a subcommittee of the Wellington Regional Leadership Committee (WRLC) will consider all submissions received and the draft strategy, with any amendments, will be considered by the WRLC for adoption in March 2024.

Along with the adoption of the final Future Development Strategy an Implementation Plan will be developed approval.

Who has prepared the draft Future Development Strategy?

In the Wellington region the following councils are required by law to prepare a Future Development Strategy: the Greater Wellington, Wellington City, Porirua, Lower Hutt, Upper Hutt and Kāpiti Coast councils. These councils are classed as tier 1 and tier 2 councils which means they are fast growing cities or districts that need to ensure growth is planned for well. An FDS can also apply to a wider area., This is what has been agreed to in the Wellington Region – the FDS includes the Wairarapa councils and Horowhenua District Council.

The local councils in the Wairarapa-Wellington-Horowhenua region, WRLC iwi members (representatives of local mana whenua organisations) and central government agencies have established the Wellington

Regional Leadership Committee (WRLC) to formalise the relationship between these parties in the region. This is known as an ‘urban growth partnership’.

Urban Growth Partnerships are being progressed as part of the government’s Urban Growth Agenda (a government-wide programme to improve housing affordability by removing barriers to the supply of land and infrastructure and making room for cities to grow up as well as out). These partnerships provide a forum for central government, local government, and iwi members to align decision making processes, collaborate on the strategic direction for New Zealand’s high growth urban areas, and improve coordination across housing, land use and infrastructure planning. Spatial planning a growth strategy for our region that sets out a plan of action for where and how we should grow and develop over a set period of time. is an important tool to drive joint action.

What process did the Wellington Regional Leadership Committee undertake to produce the draft Future Development Strategy?

Our Future Development Strategy is informed by:

- The most recent Housing and Business Development Capacity Assessment (HBA)
- A consideration of the advantages and disadvantages of different spatial scenarios
- Relevant Long-Term Plans and infrastructure strategies (including those under development) and any other relevant strategies and plans.
- Iwi and hapū values and aspirations for urban development and engagement with mana whenua
- Feedback received through stakeholder engagement with iwi partners on the WRLC, developers and infrastructure providers.

More information on these engagement processes can be found in our Engagement Report available on wrlc.govt.nz/reports.

It has also been informed by the following national level policy:

- The Government Policy Statement on Housing and Urban Development
- Government Policy Statement on Land Transport
- The Emissions Reduction Plan
- The National Adaptation Plan
- New Zealand Coastal Policy Statement
- National Policy Statement on Urban Development
- National Policy Statement for Highly Productive Land
- National Policy Statement for Freshwater Management
- National Policy Statement for Indigenous Biodiversity

The final Future Development Strategy will also be informed by your feedback and views.

Why is the Future Development Strategy needed?

It is really important for us to come together, look at our towns and cities and plan for the future based on our changed circumstances and what our values and aspirations are for the future.

The Wairarapa-Wellington- Horowhenua region currently has the Wellington Regional Growth Framework (WRGF) which was nearly complete when the National Policy Statement-Urban Development (NPS-UD)

became operative in August 2020. The WRGF is a non-statutory spatial plan that contains many elements of a Future Development Strategy but was not intended to be one. Analysis was undertaken to identify what was required to adapt the WRGF so that it complied with the requirements of a Future Development Strategy. This Future Development Strategy is being developed to give effect to the NPS-UD 2020.

This changing context means we have needed to re-examine where and how best to accommodate future housing and business needs, determine where infrastructure is needed, and to find ways to adapt to a changing climate and protect our natural environment as we grow and develop.

How is the region expected to grow over 30 years?

The Wairarapa-Wellington-Horowhenua region is anticipated to grow and change significantly over the next 30 years. With the population expected to increase by 200,000 people over this period means we will need an additional 99,000 homes by 2053. Our population projections come from <http://demographics.sensepartners.nz/population>

Why do we need to manage growth?

It's important to carefully manage the region's development to build on the many benefits and opportunities it holds for the future. This means making sure we have a plan for more homes in places where people want to live and closer to jobs, shops, recreation, and public transport, building our resilience to a changing climate and reducing emissions, and providing infrastructure in the right places at the right times.

What's the view on greenfields growth?

Greenfield development forms part of overall strategy for Wairarapa-Wellington-Horowhenua region and ensures people have housing choices available. However, as a region, councils have enabled enough growth within our existing towns and cities to provide for the next 30 years and beyond so we don't need as much greenfield development to house our future population as we previously thought. We will continue to invest in greenfield areas currently under development to ensure they are successful and well-functioning.

Given the amount of development capacity in our existing towns and cities some previously indicated greenfield areas will need further investigation to better understand hazard risks, the relationship between existing and future land uses and the likely levels of vehicle trips and CO2 emissions that would be generated if development were to be concentrated on this kind of land. This does not necessarily mean that these areas cannot be developed in the future, but the risk to people and property and likely level of CO2 emissions generated as a result of longer travel times must be understood in more depth and taken into account in decision-making.

Where does the Future Development Strategy propose that future growth should be located?

It's proposed that most of the future growth of the Wairarapa-Wellington-Horowhenua region in housing and business should be focused in existing towns and cities, near centres, good public transport services and jobs, where most people's daily needs are easy to access by walking, cycling and public transport. It also provides for growth on the periphery in new greenfield areas.

The draft Future Development Strategy prioritises well designed development that can help the region achieve well-functioning urban environments across the towns and cities in the region in this order:

- a. Areas of importance to iwi for development
- b. Along strategic public transport network corridors with good access to employment, education, and active mode connections
- c. Within Priority Development Areas (being Lower Hutt Central , Let's Get Wellington Moving – MRT Suburbs, Trentham Racecourse, Featherston, Porirua Northern Growth Area, Ōtaki Priority Development projects and Waterloo Transit Oriented Development)
- d. Within existing rural towns around current and proposed public transport nodes and strategic active mode connections
- e. Greenfield developments that are well connected to existing urban areas in our towns and cities, can be easily serviced by existing and currently planned infrastructure including by public and active transport modes, and where the location and design would maximise climate and natural hazard resilience.

What role does the draft Future Development Strategy have alongside other council strategies and plans?

The Future Development Strategy replaces the Wellington Regional Growth Framework in providing the high-level vision for how and where the region will accommodate growth and development over the next 30 years, and where investment in infrastructure is needed.

Each Council within the region has a planning rulebook (District/Regional Plan) for how we use our natural and physical resources, including land. It sets the rules for what can be built and where, such as different types of housing. These plans will need to incorporate elements of the Future Development Strategy.

Each Council within the region is required to have an Infrastructure Strategy that sits within the 10-year Long-term Plan and supports good decision-making about investments in new and existing infrastructure.

A detailed Implementation Plan will be approved along with the final Future Development Strategy is adopted. This Implementation Plan will outline the actions needed to achieve the Future Development Strategy vision, strategic direction and priorities. It may include such things as making changes to the local plans, deciding on investments in each council's 10-year Long Term Plan, or conducting further research and advocacy.

What is the relationship between the Future Development Strategy and the Proposed Natural Resource Plan Change 1?

The Future Development Strategy is required by the National Policy Statement on Urban Development. The purpose of the Future Development Strategy is to promote long-term strategic planning to provide housing and business capacity to meet anticipated demand (including industrial) over the next 30 years and to assist with integrating land use planning with infrastructure planning and funding decisions.

The purpose of Plan Change 1 to the Natural Resources Plan (NRP) is to give effect to the National Policy Statement on Freshwater Management. Plan Change 1 implements the regulatory recommendations of the Te Whanganui-a-Tara and Te Awarua-o-Porirua Whaitua processes. You can find out more about

these processes here <https://www.gw.govt.nz/environment/freshwater/protecting-the-waters-of-your-area/>.

The Future Development Strategy doesn't include rules or requirements for resource consents. The Future Development Strategy provides direction for decision-making through the Long-Term Plan process, the Regional Policy Statement and district and regional plans across the region.

The Natural Resources Plan is a regulatory document under the Resource Management Act. The Natural Resources Plan regulates different activities, including discharges, water takes and activities in the coastal marine area, by identifying which activities might require a resource consent. Land use development that is consistent with direction in the Future Development Strategy will still likely require a resource consent before it can go ahead.

What is the relationship between the Future Development Strategy and the Draft Lower Hutt District Plan?

The Future Development Strategy is required by the National Policy Statement on Urban Development. The purpose of the Future Development Strategy is to promote long-term strategic planning to provide housing and business capacity to meet anticipated demand (including industrial) over the next 30 years and to assist with integrating land use planning with infrastructure planning and funding decisions.

The draft Lower Hutt District Plan is part of Hutt City Council's ongoing review of its District Plan. It is effectively a community engagement tool that will give the community an indication of where the review is heading, including the provisions that Hutt City Council is considering for its new proposed District Plan (expected to be complete in mid-2024). Through the engagement on the draft District Plan, the community has an opportunity to provide feedback on what is included in the draft District Plan, which will inform the Council's decisions on what should be included in the proposed District Plan.

In preparing its proposed District Plan (or processing any proposed changes to the District Plan), Hutt City Council must have regard to the Future Development Strategy. As a result, Hutt City Council will have regard to the Future Development Strategy as part of the review of its District Plan.

What is the relationship between the Future Development Strategy and the Proposed Combined Wairarapa District Plan?

The Future Development Strategy is required by the National Policy Statement on Urban Development. The purpose of the FDS is to promote long-term strategic planning to provide housing and business capacity to meet anticipated demand (including industrial) over the next 30 years and to assist with integrating land use planning with infrastructure planning and funding decisions for the Wellington region as a whole, including Wairarapa.

The Proposed Wairarapa Combined District Plan is required by the Resource Management Act and must give effect to the National Policy Statement on Urban Development. The Future Development Strategy has been prepared in parallel with the review of the Operative Wairarapa Combined District Plan by South Wairarapa District Council, Carterton District Council and Masterton District Council. The Combined District Plan includes the zoning of land (e.g. residential, commercial, industrial) and rules and standards on the density and scale of subdivision and development. The Future Development Strategy has informed the zoning, rules and standards in the Proposed Wairarapa Combined District Plan. In the 4th quarter of

2023, the Proposed Wairarapa Combined District Plan will be publicly notified, when the community has an opportunity to provide feedback on the zoning of land and provisions in the Proposed Wairarapa Combined District Plan, which will inform the Councils decisions on what should be included in the Combined District Plan.

In preparing its District Plan (or processing any proposed changes to the District Plan), the three Wairarapa District Councils must have regard to the Future Development Strategy. As a result, the Councils will have regard to the Future Development Strategy as part of the review of its District Plan.

What is the relationship between the Future Development Strategy and the Featherston Master Plan?

The Future Development Strategy is required by the National Policy Statement on Urban Development. The purpose of the FDS is to promote long-term strategic planning to provide housing and business capacity to meet anticipated demand (including industrial) over the next 30 years and to assist with integrating land use planning with infrastructure planning and funding decisions for the Wairarapa-Wellington-Horowhenua region as a whole.

The Featherston Master Plan was identified as a development opportunity in the South Wairarapa Spatial Plan in 2021. This master plan specifically relates to Featherston and sets out the future planned development opportunities, and integrates transport, recreation reserves, infrastructure and community facilities and plans for increased residential densities close to the train station. A draft master plan is proposed to go out for public consultation and hearings in early 2023, after which it will be put forward for adoption and implementation by mid-2023.

As the vision of the Featherston Master Plan aligns with the core principles of the Future Development Strategy this is identified as a Priority Development Area with a regional relevance in the Future Development Strategy.

Won't Private Plan Changes from developers overrule the Future Development Strategy's direction?

The Resource Management Act (RMA) allows anyone to seek changes to a council's district plans through private plan change applications. These will always be challenging for areas earmarked for future urban development (Future Urban Zone) if they are in line with the planned timing and availability of infrastructure.

While a council has limited options to address these plan changes, the draft Future Development Strategy proposes that priority areas for investment should be followed. Once confirmed through council's next 10-year Long Term Plans, funded programmes should be adhered to.

To support the implementation of the draft Future Development Strategy, changes to local district plans will be made to strengthen the statutory decision-making framework for private plan changes in future urban areas.

What happens if the central government changes the planning rules in contrast to the Future Development Strategy which concentrates most growth in existing urban areas with less greenfield development?

Creating a 30-year plan is challenging due to the uncertainty around future changes in policy direction from central government, however, we must work within current legislative requirements, (including the



Medium Density Residential Standards (MDRS). However the Future Development Strategy is our collective view of where and how we would prioritise development – it should be led by our vision not national level direction.

As a result of our research and expertise, we believe striking a balance between building up (mostly) and building out (some) is best for the Wairarapa-Wellington-Horowhenua region, where most future growth occurs in existing urban areas while continuing to plan for growth in greenfield areas staged over time to support essential infrastructure investment.

This balance enables easier access for people to jobs, education, services, and existing infrastructure such as public transport, with more options to spend less time in cars, reducing emissions and transport costs, while better protecting our productive soils and natural environments.

Wellington Regional Leadership Committee
19 September 2023
Report 23.453



For Decision

JOINT COMMITTEE SUBCOMMITTEE FOR THE FUTURE DEVELOPMENT STRATEGY - REMUNERATION FOR IWI MEMBERS AND ANY INDEPENDENT CHAIR

Te take mō te pūrongo
Purpose

1. To advise the Wellington Regional Leadership Committee (the Joint Committee) on the proposed remuneration for iwi members and any independent Chair of the Joint Committee Subcommittee on the Future Development Strategy (the Subcommittee).

He tūtohu
Recommendations

That the Wellington Regional Leadership Committee:

- 1 **Notes** that, on 13 September 2023, the ten local authority parties established the Wellington Regional Leadership Committee's Subcommittee for the Future Development Strategy (the Subcommittee) and approved the related Terms of Reference.
- 2 **Notes** that these Terms of Reference provide that the Wellington Regional Leadership Committee determines the remuneration provisions for iwi members and any independent Chair for Subcommittee activity, including travel, meeting time, and preparation for meetings.
- 3 **Approves** the remuneration for iwi members of the Subcommittee as:
 - a A taxable daily fee of \$235 for meetings or workshops of a duration of four hours or less per day, including breaks;
 - b A taxable daily fee of \$470 for meetings or workshops of a duration of more than four hours per day, including breaks; and
 - c Standard mileage allowance and reimbursement of relevant public transport costs for attendance at meetings or workshops.
- 4 **Approves** the remuneration for any independent Chair of the Subcommittee as:
 - a A taxable daily fee of \$352.50 for meetings or workshops of a duration of four hours or less per day, including breaks;
 - b A taxable daily fee of \$705 for meetings or workshops of a duration of more than four hours per day, including breaks; and

- c Standard mileage allowance and reimbursement of relevant public transport costs for attendance at meetings.

Te horopaki

Context

2. On 13 September 2023, the ten local authority parties to the Wellington Regional Leadership Committee's Joint Committee Agreement established the Subcommittee and approved the Subcommittee's Terms of Reference.
3. These Terms of Reference provide that:
 - a Each local authority is responsible for remunerating its representative(s) on the Subcommittee
 - b Iwi members and any independent Chair of the Subcommittee are eligible to remuneration for Subcommittee activity including travel, meeting time, and preparation for meetings
 - c The related remuneration is determined by the Joint Committee and paid by the Administering Authority (Greater Wellington Regional Council).
4. At this meeting, the Joint Committee is also considering reports to appoint the local authority members (Appointment of Local Authority Members to the Joint Committee Subcommittee for the Future Development Strategy - Report 23.457) and the iwi members (Appointment of Iwi Members to the Joint Committee Subcommittee for the Future Development Strategy Report PE23.439) of the Subcommittee.

Te tātaritanga

Analysis

Remuneration for iwi members

5. Officers propose that iwi members on the Subcommittee receive the following remuneration:
 - a A taxable daily fee of \$235 for meetings or workshops of a duration of four hours or less per day, including breaks;
 - b A taxable daily fee of \$470 for meetings or workshops of a duration of more than four hours per day, including breaks; and
 - c The standard vehicle-kilometre allowance and reimbursement of relevant public transport costs for attendance at meetings (the vehicle allowance rate is the same as specified in the Local Government Members (2023/24) Determination 2023).

Remuneration for any independent Chair

6. Under the Subcommittee's Terms of Reference, the Joint Committee:
 - a Appoints an independent Chair where nominated by the Subcommittee
 - b Determines the remuneration of any independent Chair.

7. As the Subcommittee has yet to meet and decide whether to nominate an independent Chair, the Joint Committee can either:
 - a Wait to see whether a nomination occurs and then make the related appointment and determine the remuneration; or
 - b Determine any independent Chair's remuneration now.
8. Officers support the second option as it may assist any decision to nominate an independent Chair.
9. We propose that the related remuneration for any independent Chair is 50 percent greater than the remuneration proposed for iwi members in paragraph 5 to recognise the additional responsibilities and work of an independent Chair. The proposed remuneration is therefore:
 - a A taxable daily fee of \$352.50 for meetings or workshops of a duration of four hours or less per day, including breaks;
 - b A taxable daily fee of \$705 for meetings or workshops of a duration of more than four hours per day, including breaks; and
 - c Standard vehicle-kilometre allowance and reimbursement of relevant public transport costs for attendance at meetings (these align with the Local Government Members (2023/24) Determination 2023).

Ngā hua ahumoni

Financial implications

10. These remuneration costs have been budgeted.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

11. There are no known implications for mana whenua or Māori arising from this report.

Ngā tikanga whakatau

Decision-making process

12. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga

Significance

13. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*.
14. Officers consider these matters are of low significance, due to their administrative nature.

Te whakatūtakitaki

Engagement

15. Given the significance of the matters for decision, no external engagement was considered necessary.

Ngā tūāoma e whai ake nei

Next steps

16. If the Joint Committee approves the proposed remuneration, officers will provide this information to the:
- a Iwi members (once appointed) and arrange for Greater Wellington to make the applicable payments.
 - b Subcommittee, to assist in its consideration of whether to nominate an independent Chair.

Ngā kaiwaitohu

Signatories

| | |
|-----------|---|
| Writer | Will Ogier – Principal Advisor Democratic Services |
| Approvers | Francis Ryan – Kaiwhakahaere Mana Urungi, Manapori Head of Governance and Democracy Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy |

| He whakarāpopoto i ngā huritaonga Summary of considerations |
|---|
| <i>Fit with Council's roles or with the Joint Committee's terms of reference</i> The Joint Committee's Terms of Reference provide for it to set the remuneration for iwi members and any independent Chair of the Subcommittee for the stated activities. |
| <i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The decisions in this report do not contribute towards these plans, strategies or policies. |
| <i>Internal consultation</i> The proposed remuneration was discussed with the Wellington Regional Leadership Committee Secretariat and Greater Wellington's Strategy Group. |
| <i>Risks and impacts - legal / health and safety etc.</i> There are no known risks arising from these decisions. |

Wellington Regional Leadership Committee
19 September 2023
Report 23.457



For Decision

**APPOINTMENT OF LOCAL AUTHORITY MEMBERS TO THE JOINT COMMITTEE
SUBCOMMITTEE FOR THE FUTURE DEVELOPMENT STRATEGY**

Te take mō te pūrongo

Purpose

1. To advise the Wellington Regional Leadership Committee (WRLC) on the appointment of local authority members to the Joint Committee Subcommittee for the Future Development Strategy (the Subcommittee).

He tūtohu

Recommendations

That the Joint Committee:

- 1 **Appoints** as local authority members to the Subcommittee for the Future Development Strategy:
 - a Councillor Tim Brown, on the nomination of Wellington City Council
 - b Councillor Brady Dyer, on the nomination of Hutt City Council
 - c Councillor Brent Goodwin, on the nomination of Masterton District Council
 - d Councillor Rebecca Gray, on the nomination of South Wairarapa District Council
 - e Councillor David Lee, on the nomination of Greater Wellington Regional Council
 - f Councillor Ross Leggett, on the nomination of Porirua City Council
 - g Deputy Mayor Hellen Swales, on the nomination of Upper Hutt City Council
 - h Mayor Bernie Wanden, on the nomination of Horowhenua District Council
 - i Councillor Nigel Wilson, on the nomination of Kāpiti Coast District Council
 - j ..., on the nomination of Carterton District Council

Te tāhū kōrero

Background

2. The recently amended Wellington Regional Leadership Committee Joint Committee Agreement provides for the establishment of the Subcommittee and sets out the Subcommittee's Terms of Reference. The draft Future Development Strategy (FDS) is

nearing completion and is expected to be presented to the WRLC for consultation at this meeting (Draft Future Development Strategy– Report 23.468).

Te tātaritanga

Analysis

3. At the time of writing this report, nine of the 10 councils that are party to the WRLC Joint Committee Agreement have made their respective appointments to the Subcommittee. The nine councils have put forward the following elected members for appointment to the Subcommittee:
 - a Councillor Tim Brown, on the nomination of Wellington City Council
 - b Councillor Brady Dyer, on the nomination of Hutt City Council
 - c Councillor Brent Goodwin, on the nomination of Masterton District Council
 - d Councillor Rebecca Gray, on the nomination of South Wairarapa District Council
 - e Councillor David Lee, on the nomination of Greater Wellington Regional Council
 - f Councillor Ross Leggett, on the nomination of Porirua City Council
 - g Deputy Mayor Hellen Swales, on the nomination of Upper Hutt City Council
 - h Mayor Bernie Wanden, on the nomination of Horowhenua District Council
 - i Councillor Nigel Wilson, on the nomination of Kāpiti Coast District Council
4. Carterton District Council has a Council meeting between the drafting of this report and the WRLC meeting. Staff will advise the WRLC at the meeting on the proposed member put forward by Carterton District Council.

Ngā hua ahumoni

Financial implications

5. There are no financial implications arising from this report, as local authority members are remunerated by their respective councils.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

6. There are no implications for Māori arising from this report. There is a separate report at this meeting to appoint mana whenua members (Appointment of Iwi Members to the Joint Committee Subcommittee for the Future Development Strategy – Report PE23.454).

Ngā tikanga whakatau

Decision-making process

7. The matters requiring decision in this report were considered by staff against the decision-making requirements of the Local Government Act 2002.

**Te hiranga
Significance**

8. Staff have considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matters for decision, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Staff recommend that the matters are of low significance given their administrative nature.

**Te whakatūtakitaki
Engagement**

9. Because of the low significance of the decision, community engagement was not considered necessary.

**Ngā tūāoma e whai ake nei
Next steps**

10. Greater Wellington Democratic Services will work with the WRLC Secretariat to confirm hearing dates and advise members.

**Ngā kaiwaitohu
Signatories**

| | |
|-----------|--|
| Writer | Lucas Stevenson – Kaitohutohu Ratonga Manapori Democratic Services Advisor |
| Approvers | Francis Ryan – Kaiwhakahaere Mana Urungi, Manapori Head of Governance and Democracy Kim Kelly – Hautū Hōtaka Programme Director Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy |

| |
|--|
| <p style="text-align: center;">He whakarāpopoto i ngā huritaonga Summary of considerations</p> |
| <p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>The WRLC has delegated authority to make the appointments to the Subcommittee.</p> |
| <p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The appointments are to a subcommittee to hear feedback on the Future Development Strategy.</p> |
| <p><i>Internal consultation</i></p> <p>Staff from the WRLC Secretariat were consulted.</p> |
| <p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks or impacts from the proposed decision.</p> |

Wellington Regional Leadership Committee
19 September 2023
Report 23.477



For Decision

RESOLUTION TO EXCLUDE THE PUBLIC

That the Joint Committee excludes the public from the following parts of the proceedings of this meeting, namely:

Appointment of iwi members to the Joint Committee Subcommittee for the Future Development Strategy – Report PE23.439

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

| Appointment of iwi members to the Joint Committee Subcommittee for the Future Development Strategy – Report PE23.439 | |
|---|--|
| <i>Reason for passing this resolution in relation to each matter</i> | <i>Ground(s) under section 48(1) for the passing of this resolution</i> |
| <p>Information contained in this report includes personal and identifying information about candidates for appointment to the Joint Committee Subcommittee for the Future Development Strategy. Release of this information is likely to prejudice the privacy of natural persons (section 7(2)(a) of the Act) as releasing this information would disclose their consideration for appointment as a Committee member.</p> <p>Greater Wellington has considered whether the public interest outweighs the need to withhold the information and has determined that there is no public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p> | <p>The public conduct of the meeting is excluded as per section 7(2)(a) of the Act in order to protect the privacy of natural persons, including that of deceased natural persons.</p> |

This resolution is made in reliance on section 48(1)(a) of the Act and the particular interest or interests protected by section 6 or section 7 of that Act or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public.