



If calling, please ask for Democratic Services

Wellington Regional Leadership Committee

Tuesday 19 March 2024, 9.00am

Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt

Quorum: half of the members, including at least half of the local authority members

Members

Darrin Apanui, Chairperson – Rangitāne Tū Mai Rā Trust
Council Chair Daran Ponter, Deputy Chairperson – Greater Wellington Regional Council

Councils

Mayor Anita Baker	Porirua City Council
Mayor Campbell Barry	Hutt City Council
Mayor Greg Caffell	Masterton District Council
Mayor Martin Connelly	South Wairarapa District Council
Mayor Wayne Guppy	Upper Hutt City Council
Mayor Janet Holborow	Kāpiti Coast District Council
Mayor Ron Mark	Carterton District Council
Mayor Tory Whanau	Wellington City Council
Mayor Bernie Wanden	Horowhenua District Council

Iwi organisations

Denise Hapeta	Raukawa ki te Tonga
Helmut Modlik	Te Rūnanga o Toa Rangatira Inc.
Huia Puketapu	Port Nicholson Block Settlement Trust
Di Rump	Muaūpoko Tribal Authority Inc.
Marama Fox	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 March 2024, 9.00am

Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt

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 meeting on 5 December 2023	23.656	11
5.	Confirmation of the Public Excluded minutes of the Wellington Regional Leadership Committee meeting on Tuesday 5 December 2023	23.657	18
6.	Confirmation of the Public minutes of the Joint Committee Subcommittee for the Future Development Strategy meeting on Monday 11 December 2023 and reconvened on Wednesday 13 December 2023	23.661	20
7.	Report on the Future Development Strategy Hearing	24.16	28
8.	Adoption of the Future Development Strategy	24.17	54
9.	Final Regional Emissions Reduction Plan	24.103	164
10.	Wellington Regional Leadership Committee Priority Development Areas Report	24.102	227
11.	Regional Deal	24.91	236
12.	Wellington Regional Leadership Committee Programme Report	24.105	248
13.	Aggregates Supply Security in the Wellington Region	24.113	271



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

Report 23.656

Public minutes of the Wellington Regional Leadership Committee meeting on 5 December 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 9.06am

Members Present

Councils

Mayor Anita Baker	Porirua City Council
Mayor Campbell Barry	Hutt City Council
Mayor Gary Caffell	Masterton District Council
Mayor Martin Connelly (until 9.59am)	South Wairarapa District Council
Mayor Wayne Guppy	Upper Hutt City Council
Mayor Janet Holborow (from 9.16am)	Kāpiti Coast District Council
Hon. Mayor Ron Mark	Carterton District Council
Council Chair Daran Ponter	Greater Wellington Regional Council
Mayor Tory Whanau	Wellington City Council

Iwi organisations

Darrin Apanui	Rangitāne Tū Mai Rā Trust
Denise Hapeta (from 9.39am)	Te Rūnanga o Raukawa
Helmut Modlik	Te Rūnanga o Toa Rangatira Inc
Huia Puketapu (from 9.11am)	Port Nicholson Block Settlement Trust

Mayor Barry participated at this meeting remotely via MS Teams and counted for the purposes of quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.

Darrin Apanui, as Deputy Chair, presided at the meeting in the absence of a Chair appointed to the Joint Committee, until Agenda Item 7 – Process for the Appointment of the Wellington Regional Leadership Committee Chairperson and Deputy Chairperson – Report 23.645.

Lucas Stevenson, Kaitohutohu Ratonga Manapori | Democratic Services Advisor, chaired the meeting for Agenda Item 7 – Process for the Appointment of the Wellington Regional Leadership Committee Chairperson and Deputy Chairperson – Report 23.645.

Council Chair Ponter, as Deputy Chair of the Committee, chaired the remainder of the meeting in the absence of a Chairperson appointed to the Joint Committee.

Karakia timatanga

The Presiding Member opened the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Darrin Apanui / Council Chair Ponter

That the Joint Committee accepts the apology for absence from Mayor Wanden.

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 19 September 2023 – Report 23.492

Moved: Mayor Baker / Mayor Caffell

That the Joint Committee confirms the Public minutes of the Wellington Regional Leadership Committee meeting on 19 September 2023 – Report 23.492.

The motion was **carried**.

5 Confirmation of the Public Excluded minutes of the Wellington Regional Leadership Committee meeting on 19 September 2023 – Report 23.494

Moved: Mayor Baker / Council Chair Ponter

That the Joint Committee confirms the Public Excluded minutes of the Wellington Regional Leadership Committee meeting on 19 September 2023 – Report 23.494.

The motion was **carried**.

Huia Puketapu arrived at 9.11am at the conclusion of the above item.

6 Wellington Regional Leadership Committee – Dual Chair Options – Report 23.619

Kim Kelly, Programme Director, spoke to the report.

Moved: Council Chair Ponter / Huia Puketapu

That the Joint Committee:

- 1 Agrees that the Chair of the WRLC will not be independent but will be drawn from the local government and iwi members of the Committee.
- 2 Agrees that if the WRLC Chair position is filled by a local government member then the WRLC Deputy Chair position shall be filled by an iwi member, and vice versa.
- 3 Agrees that the iwi member being either the Chair or Deputy Chair will be remunerated for this position in addition to the current member remuneration, with this additional remuneration determined by Greater Wellington as the administering authority.
- 4 Agrees that for the purposes of leading the business of the WRLC (including but not limited to business planning, setting vision and purpose, directing the work programme, monitoring programme performance and WRLC Programme Director performance), the Chair and the Deputy Chair will operate as if they are “dual chairs”.
- 5 Agrees that the Chair will, from time to time, vacate the Chair at WRLC meetings to provide the opportunity for the Deputy Chair to preside at WRLC meetings.
- 6 Recommends to the establishing authorities that the WRLC agreement and terms of reference be amended to provide for dual chairs.

The motion was **carried**.

Mayor Holborow arrived at 9.16am during questions of the above item.

Darrin Apanui vacated the Chair at the end of the above item. Lucas Stevenson, Kaitohutohu Ratonga Manapori | Democratic Services Advisor, chaired the meeting for Agenda Item 7.

7 Process for the Appointment of the Wellington Regional Leadership Committee Chairperson and Deputy Chairperson – Report 23.645

Lucas Stevenson, Democratic Services Advisor, spoke to the report.

Moved: Council Chair Ponter / Mayor Baker

That the Joint Committee:

- 1 Notes that the person nominated by the Committee to fill the role of Committee Chairperson is subject to appointment by Greater Wellington Regional Council, the administering authority of the Committee.
- 2 Notes that the Chairperson and Deputy Chairperson hold office until the next triennial local government elections.
- 3 Adopts, pursuant to Schedule 7 of the Local Government Act 2002, Appointment by statutory voting system A.

- 4 Agrees that any voting that requires a resolution by 'lot' to exclude any person/s will use the procedure where candidates' names (with the same number of votes) are placed in a container and the name of the person drawn out by an independent person is deemed the winner (i.e., elected or not excluded from the next round).
- 5 Adopts the voting system and procedure outlined in recommendations 3 and 4 for the nomination of the Chairperson and appointment of the Deputy Chairperson.

The motion was **carried**.

Denise Hapeta arrived at 9.39am during the above item.

7.1 Appointment of Chairperson

Lucas Stevenson advised that the Joint Committee Agreement outlines the process for the appointment of Chairperson. The Joint Committee nominates a member for the Administering Authority to appoint. Lucas Stevenson called for nominations for the position of Chairperson of the Joint Committee.

Moved: Council Chair Ponter / Mayor Holborow

That the Joint Committee recommends to Greater Wellington Regional Council to appoint Darrin Apanui as Chairperson of the Wellington Regional Leadership Committee.

There being no further nominations, Darrin Apanui was declared to be nominated as Chairperson for appointment by the Administering Authority.

7.2 Appointment of Deputy Chairperson

Lucas Stevenson called for nominations for the position of Deputy Chairperson of the Wellington Regional Leadership Committee:

Moved: Mayor Baker / Huia Puketapu

That the Joint Committee appoints Council Chair Ponter as Deputy Chairperson of the Wellington Regional Leadership Committee.

There being no further nominations, Council Chair Ponter was declared the Deputy Chairperson of the Wellington Regional Leadership Committee.

Council Chair Ponter assumed the Chair at the conclusion of the above item.

The Presiding Member accorded priority to agenda item 9 – Health Check – Report 23.590 in accordance with standing order 3.5.2.

9 Health Check – Report 23.590

Luke Troy, Group Manager Strategy, and Patrick McVeigh, Martin Jenkins, spoke to the report. Updated paragraph 23 and a presentation was tabled.

Moved: Mayor Baker / Darrin Apanui

That the Joint Committee:

- 1 Receives the Health Check Report (Attachment 1).
- 2 Notes the actions proposed to implement the Key Shifts in the Health Check.
- 3 Notes that a set of principles to guide the role and purpose of this Committee will be developed through a further workshop and brought back to a future Committee meeting for approval.
- 4 Agrees to the changes proposed to the format of Committee meetings outlined in paragraphs 14 to 18, to allow discussion of key regional issues and opportunities.
- 5 Agrees to the work programme for the remainder of this year and 2024/26 outlined in paragraph 23.
- 6 Notes the work already underway to prepare an FDS Implementation Plan and the potential opportunity to fold this into a Regional/City Deal.
- 7 Notes the opportunity to talk to incoming Ministers about the purpose of the Committee and the importance of ministerial representation.
- 8 Notes the Regional Food Systems Group will be invited to a future Committee meeting to discuss their work.

The motion was **carried**.

Mayor Connelly departed at 9.59am during questions of the above item and did not return.

8 Wellington Regional Leadership Committee Programme Report – December 2023 – Report 23.643 [For Information]

Allen Yip, Programme Manager, spoke to the report.

10 Iwi Capacity and Capability Project Update – Report 23.620

Kim Kelly, Programme Director, spoke to the report.

Moved: Helmut Modlik / Darrin Apanui

That the Joint Committee:

- 1 Notes the work undertaken to date on the iwi capacity and capability project
- 2 Determines its preference for one of the following options as outlined in this paper:

Option 2: Put the project on hold for 6 months.

The motion was **carried**.

11 Draft Regional Emissions Reduction Plan – For Review – Report 23.621

Arya Franklyn, Project Lead Regional Emissions Reduction Strategy, spoke to the report.

Moved: Mayor Caffell / Mayor Holborow

That the Joint Committee:

- 1 Endorses the draft Regional Emissions Reduction Plan’s four focus areas, being:
 - a transport and urban form
 - b energy
 - c circular economy
 - d productive land use and primary industries.
- 2 Provides feedback on anything that the Committee feels should be added or removed from the proposed list of actions or elsewhere in the Plan.
- 3 Endorses the general direction of the Plan, noting that a final draft with a more detailed action plan will come to the Committee in March 2024.

The motion was **carried**.

Resolution to exclude the public

12 Resolution to exclude the public – Report 23.652

Moved: Mayor Baker / Mayor Caffell

That the Joint Committee excludes the public from the following parts of the proceedings of this meeting, namely:

Appointment of mana whenua member to the Joint Committee Subcommittee on the Future Development Strategy – Report PE23.611

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 ground/s 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 mana whenua member to the Joint Committee Subcommittee on the Future Development Strategy – Report PE23.611	
<i>Reason/s for passing this resolution in relation to each matter</i>	<i>Ground/s under section 48(1) for the passing of this resolution</i>
Information contained in this report includes personal and identifying information about a candidate 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	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>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>	
--	--

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.

The motion was **carried**.

The public part of the meeting closed at 10.20am.

D Apanui

Chair

Date:



The matters referred to in these minutes were considered by Council in Public Excluded business. These minutes do not require confidentiality and may be considered in the public part of the meeting.

Please note these minutes remain unconfirmed until the Wellington Regional Leadership Committee meeting on 19 March 2024.

Report PE23.657

Public Excluded minutes of the Wellington Regional Leadership Committee meeting on Tuesday 5 December 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington at 10.21am.

Members Present

Mayor Anita Baker
Mayor Campbell Barry
Mayor Gary Caffell
Mayor Martin Connelly
Mayor Wayne Guppy
Mayor Janet Holborow
Hon. Mayor Ron Mark
Council Chair Daran Ponter
Mayor Tory Whanau

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

Iwi organisations

Darrin Apanui
Denise Hapeta
Helmut Modlik
Huia Puketapu

Rangitāne Tū Mai Rā Trust
Te Rūnanga o Raukawa
Te Rūnanga o Toa Rangatira Inc
Port Nicholson Block Settlement Trust

Mayor Barry participated at this meeting remotely via MS Teams and counted for the purposes of quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.

Council Chair Ponter, as Deputy Chair, presided at the meeting in the absence of a Chairperson appointed to the Committee.

Public excluded Business

1 Appointment of mana whenua member to the Joint Committee Subcommittee for the Future Development Strategy – Report PE23.611

Kim Kelly, Programme Director, spoke to the report.

Moved: Mayor Caffell / Mayor Apanui

That the Joint Committee:

- 1 Revokes the appointment of Robin Potangaroa to the Joint Committee Subcommittee for the Future Development Strategy.
- 2 Appoints Marama Tuuta, on the nomination of Ngāti Kahungunu ki Wairarapa Tāmaki-a-Rua Settlement Trust, to the Joint Committee Subcommittee for the Future Development Strategy.

The motion was **carried**.

Karakia whakamutunga

The Presiding Member invited Helmut Modlik to close the meeting with a karakia whakamutunga.

The meeting closed at 10.23am.

D Apanui

Chair

Date:



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

Report 23.661

Public minutes of the Joint Committee Subcommittee for the Future Development Strategy meeting on Monday 11 December 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 10.01am

Members Present

Deputy Mayor Hellen Swales (Presiding Member)	Upper Hutt City Council
Councillor Robyn Cherry-Campbell (until 2.19pm)	Carterton District Council
Councillor Brady Dyer (from 1.30pm)	Hutt City Council
Councillor Rebecca Gray	South Wairarapa District Council
Jo Hayes	Rangitāne Tū Mai Rā Trust
Councillor Ross Leggett	Porirua City Council
Councillor David Lee	Greater Wellington Regional Council
Miria Pomare	Te Rūnanga o Toa Rangatira Inc
Marama Tuuta	Ngāti Kahungunu ki Wairarapa Tāmaki-a-Rua Settlement Trust
Mayor Bernie Wanden	Horowhenua District Council

Karakia timatanga

The Presiding member opened the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Deputy Mayor Swales / Mayor Wanden

That the Subcommittee accepts the apology for absence from Councillor Goodwin, and apology for lateness from Councillor Dyer and apology for early departure from Councillor Robyn Cherry-Campbell.

The motion was **carried**.

2 Declarations of conflicts of interest

Deputy Mayor Swales declared a conflict of interest with submissions MAN025 and MAN032.

3 Process for Considering Submissions and Feedback on the Draft Future Development Strategy – Report 23.610

Moved: Cr Cherry-Campbell / Mayor Wanden

That the Subcommittee:

- 1 Agrees to the hearing process as set out in this report.
- 2 Accepts the late submissions and feedback received on the draft Future Development Strategy.

The motion was **carried**.

4 Hearing of oral submissions

A timetable of oral submissions was circulated.

Submitters were scheduled in half hour blocks.

Submitters were heard in the following order:

Hearing order	Submission number	Name and organisation
1.	MAN009	Chris Peterson tabled a handout
2.	MAN012	Oliver Boyd (Summerset Limited)
3.	FDS0060	Alex Dyer
4.	MAN013	Andrew Leslie (Nuku Ora)
5.	MAN025	Pherne Tancock and Michael Hall (Guildford Timber Co), tabled a presentation and handout

The hearing adjourned at 11.03am and resumed at 11.16am.

Hearing order	Submission number	Name and organisation
6.	FDS0061	Laurence Collingbourne (Onslow Residents Association) tabled a handout
7.	MAN022	Paul Turner and Andrew Beatson (Peka Peka farms)
8.	MAN005	Debbie Leyland (United Community Action Network)
9.	MAN014	Felicity Wong (Wellington Character Charitable Trust) tabled a handout
10.	MAN016	Felicity Wong (Historic Places NZ)
11.	MAN017	Jacob Burton and Hus Narsai (Bunnings Limited)

The hearing adjourned at 12.23pm and resumed at 1.30pm.

Councillor Dyer was present when the hearing resumed at 1.30pm.

Hearing order	Submission number	Name and organisation
12.	FDS0059	Gerard Earl and Sandamali Ambepitiya (the Property Council)
13.	FDS0043	Tim Bradley
14.	FDS0031	Steve Crossgrove
15.	FDS0064	Rod Halliday (Lincolnshire farms)
16.	FDS0056	David Murphy (Palmerston North City Council) tabled a presentation

The hearing adjourned at 2.19pm and resumed at 2.30pm.

Councillor Robyn Cherry-Campbell left the hearing at 2.19pm when the hearing adjourned and did not return.

Hearing order	Submission number	Name and organisation
17.	FDS0023	John Ross (Professionals Real Estate), tabled a presentation
18.	MAN002	Richard Burrell
19.	FDS0029	Emily Levenson (Horticulture NZ)
20.	FDS0050	Pat Van Berkel (Forest & Bird Upper Hutt), tabled a handout
21.	MAN032	Pat Van Berkel (Silverstream Railway Inc), tabled a handout

The Presiding Member advised that the hearing would adjourn and reconvene at 10.00am on Wednesday 13 December 2023, at Kāpiti Coast District Council, Civic Building, 175 Rimu Road, Paraparaumu.

Karakia whakamutunga

The Presiding Member closed the session with a karakia whakamutunga.

The meeting adjourned at 3.30pm.

Wednesday 13 December 2023

Council Chamber, Civic Building, Kāpiti Coast District Council
175 Rimu Road, Paraparaumu, at 10.02am.

Members Present

Deputy Mayor Hellen (Presiding Member)	Upper Hutt City Council
Councillor Tim Brown	Wellington City Council
Councillor Robyn Cherry-Campbell	Carterton District Council
Councillor Brady Dyer	Hutt City Council
Councillor Rebecca Gray	South Wairarapa District Council
Jo Hayes	Rangitāne Tū Mai Rā Trust
Councillor Ross Leggett	Porirua City Council
Councillor David Lee	Greater Wellington Regional Council
Miria Pomare	Te Rūnanga o Toa Rangatira Inc
Marama Tuuta	Ngāti Kahungunu ki Wairarapa Tāmaki-a-Rua Settlement Trust
Mayor Bernie Wanden (until 11.45am)	Horowhenua District Council
Councillor Nigel Wilson	Kāpiti Coast District Council

Councillor Brown participated at this meeting remotely and counted for the purpose of quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.

Karakia timatanga

The Presiding Member reconvened the meeting with a karakia timatanga.

5 Apologies

Moved: Marama Tuuta / Jo Hayes

That the Subcommittee accepts the apology for absence from Councillor Goodwin, and the apology for early departure from Mayor Wanden.

The motion was **carried**.

6 Declarations of conflicts of interest

Mayor Wanden declared a conflict with submission MAN024.

Jo Hayes declared a conflict with submission FDS0069.

7 Hearing of oral submitters

An updated timetable of oral submissions was circulated.

Submitters were scheduled in half hour blocks.

Submitters were heard in the following order:

Hearing order	Submission number	Name and organisation
22	FDS0049	Matt Hudson (SM Property), tabled a handout
23	MAN018	Paul Turner (Landlink Consultants), tabled a handout
24	MAN001	Sue and Campbell Ross, tabled a handout
25	FDS0052	Nick Taylor (Cuttris Consultants), tabled a handout
26	MAN024	Deputy Mayor David Allen (Horowhenua District Council)

Matt Hudson (SM Property), FDS0049, provided a handout for tabling in his absence.

The hearing adjourned at 10.46am and resumed at 11.02am.

Hearing order	Submission number	Name and organisation
27	MAN020	Jenny Clafferty spoke on behalf of Mark McIntye (12 Waitohu Valley) and tabled a handout
28	FDS0066	Scott Adams (Carrus), tabled a handout
29	FDS0069	Victoria Bernard (Regional Kai Network)

The hearing adjourned at 11.45am and resumed at 12.50pm. Mayor Wanden left the hearing when it adjourned at 11.45am and did not return.

8 Future Development Strategy – Summary of Submissions – Report 23.577

Parvati Rotherham, Project Lead Future Development Strategy and Housing and Business Development, spoke to the report. Updated Attachment 6 was tabled and circulated to members.

Moved: Cr Lee / Cr Cherry-Campbell

That that Subcommittee:

- 1 Accepts the proposed changes to the draft Future Development Strategy as outlined in updated Attachment 6.

The motion was **carried**.

Parvati Rotherham addressed the questions posed from members on Monday.

Moved: Cr Lee / Marama Tuuta

That that Subcommittee:

- 1 Accepts the proposed changes to the draft Future Development Strategy as outlined in Attachment 5.

The motion was **carried**.

Marama Tuuta left the hearing at 2.14pm at the conclusion of the above item.

Moved: Cr Wilson / Cr Leggett

That that Subcommittee:

- 1 Accepts the proposed changes to the draft Future Development Strategy as outlined in Attachment 4.

The motion was **carried**.

Marama Tuuta returned to the meeting at 2.17pm at the conclusion of the above item and was not present for the vote.

The Subcommittee completed its deliberations and addressed the recommendations below.

Moved: Deputy Mayor Swales / Cr Lee

That the Subcommittee:

- 1 Considers the submissions on the draft Wairarapa-Wellington-Horowhenua Future Development Strategy 2023 (Attachments 1 and 2), together with the officers' comments in determining its findings and recommendations.
- 2 Recommends to the Wellington Regional Leadership Committee (the Committee), following consideration of the submissions/feedback on the draft Wairarapa-Wellington-Horowhenua Future Development Strategy 2023 and officers' advice (Attachment 5), any changes to the Draft Wairarapa-Wellington-Horowhenua Future Development Strategy as agreed by the Subcommittee as outlined in Attachment 4, Attachment 5, and updated Attachment 6.
- 3 Requests officers to approach Waka Kotahi NZ Transport Agency to investigate all options for the East-West Connection, including Porirua to Kelson.
- 4 Requests officers to check the greenfield site list with participating councils, including Greater Wellington Regional Council regarding the Natural Resources Plan Plan Change 1; and update the urban areas shown on relevant maps in the Future Development Strategy.
- 5 Requests officers to:
 - a confirm the data in the constraints maps
 - b update the maps as required, including improvements to the resolution of the maps for clarity

- c publish the final constraints maps to the Wellington Regional Leadership Committee website as an interactive tool.

The motion was **carried**.

Karakia whakamutunga

The Committee Chair closed the meeting with a karakia whakamutunga.

The public meeting closed at 2.23pm.

D Apanui

Chair, Wellington Regional Leadership Committee

Date:

Wellington Regional Leadership Committee
19 March 2024
Report 24.16



For Decision

REPORT ON THE FUTURE DEVELOPMENT STRATEGY HEARING

Te take mō te pūrongo

Purpose

1. To advise the Wellington Regional Leadership Committee (the Committee) of the deliberations and recommendations of the Future Development Strategy Hearing Joint Subcommittee (the Subcommittee).

He tūtohu

Recommendation

That the Committee:

- 1 **Approves** the recommended amendments to the draft Future Development Strategy September 2023 agreed by the Subcommittee as outlined in Attachment 1.

Te horopaki

Context

2. The Future Development Strategy is an update to the Wellington Regional Growth Framework (WRGF). Work on the WRGF for the Wairarapa-Wellington-Horowhenua region began before the National Policy Statement on Urban Development (NPS-UD) was released as a draft or adopted. The NPS-UD requires tier 1 and 2 councils to prepare a Future Development Strategy for well-functioning urban environments and to make this publicly available (Subpart 4 Part 3). This includes additional elements that were not part of the WRGF.
3. Between July 2022 and September 2023, staff from all councils in the Wairarapa-Wellington-Horowhenua region, Wellington Regional Leadership Committee iwi partner organisations and a wide range of central government agencies worked actively on preparing the Draft Future Development Strategy and Housing and Business Development Capacity Assessment (HBA).
4. At its meeting on the 19 September 2023, the Wellington Regional Leadership Committee approved the Draft Future Development Strategy to be released for consultation. Public consultation took place between 9 October and 9 November 2023. This timeframe meets the requirement of section 83 of the Local Government Act 2002.
5. 101 submissions were received during the consultation period of which 31 wanted to present orally to the subcommittee. Weekly updates on submissions received were

emailed to all Committee members, CEOs and Senior Staff during the consultation period.

6. The Subcommittee heard oral submissions on Monday 11 December and Wednesday 13 December 2023. This was followed by deliberation on the submissions and draft recommendations.

Te tātaritanga

Analysis

7. The Subcommittee deliberated following the hearing of oral submissions on 13 December 2023, considering the views and information presented in:
 - a Written submissions
 - b Oral submissions
 - c Summary of submissions and officer comments.
8. The Subcommittee supported the officers recommendations to undertake the minor changes to the draft Future Development Strategy. The main issues that were deliberated on are detailed below.

Constraints Mapping

9. A number of submitters raised concerns about the resolution of the constraints mapping and data used. Officers confirmed mapping has been undertaken using existing council data will be checked to reconfirm its correct. Officers will have worked with GIS teams and illustrators to produce clearer maps before the Future Development Strategy is adopted in March 2024, including an online portal to allow closer inspection of the maps. Officers noted that the mapping is not intended to be at a property specific level, the purpose of this mapping is for regional spatial planning and individual property owners are advised to check with their local council for property specific information.

East-West Links

10. Two submitters presented cases for a East-West link from Kelson in Lower Hutt to Porirua, this could connect State Highway 2 with Transmission Gully and potentially provide new development opportunities.
11. Since the Future Development Strategy Hearings were held in late 2023, a draft Government Policy Statement (GPS) for Transport has been released for consultation and it lists “Petone to Grenada and Cross Valley Link” as a Major Transport Project. The Committee Secretariat is investigating what the geographical location of this project is.
12. Debate was had by the Subcommittee about the importance of having improved east-west connections such as this or recent signalling by central government to reconsider the Petone to Grenada Road. The Kelson to Porirua option has additional resilience benefits compared to Petone to Grenada and the subcommittee recommends officers engage with Waka Kotahi New Zealand Transport Agency to investigate this option further.

Māori Engagement

13. Some subcommittee members raised concerns about the lack of Māori submitters. Three of the 101 submitters identified as Māori (based on optional demographic questions). Due to privacy concerns officers were not able to separate other submissions. The Future Development Strategy recognises the gap in direct engagement with matawaka Māori (as opposed to iwi or hapu who were involved). Further opportunities to involve matawaka Māori will be considered in the implementation phase.

Industrial Land

14. Palmerston North City Council presented on Te Utanganui – Central New Zealand Distribution Hub. This was presented as part of a solution to our regions shortage of industrial land. The subcommittee supported referencing this in the Future Development Strategy and considering this wider area as part of the Industrial Land Study which is currently underway. This consideration is already part of the scope of the Industrial land project.

Highly Productive Land and Food

15. Submissions were heard from Horticulture New Zealand and the Regional Kai Network about the importance of ensure ensuring kai is produced and available locally. The Future Development Strategy classifies all LUC 1-3¹ land as Wahi Toitu (being protected from development) and supports local business which could support access to healthy food. The strategy will be updated to reference food “infrastructure” as important in the health section in Appendix 4.

Greenfield vs Brownfield Developments

16. A number of developers or their representatives presented their concerns about what they view as the restrictiveness of the strategy, in particular limitations on greenfield developments. These developers wanted their specific sites recognised as regional priorities.
17. The subcommittee wanted reassurance that greenfield development is not being ruled out especially developments councils had been working in good faith with developers on.
18. Officers confirmed that the Future Development Strategy does provide for some greenfield development, but over time looks to focus future growth in other areas including intensification. From analysis undertaken as part of scenario work for the Future Development Strategy and, the Housing and Business Capacity Assessment, our regions need for greenfield is not as important as it may have been in the past. Officers have recommended wording that clarify clarities this (recommendation R17 in [Attachment 1](#)) which is supported by the subcommittee. Officers will have also reviewed the greenfield sites and the urban extent shown on the maps and updated for the final Future Development Strategy based on the following methodology:

¹ LUC 1-3 refers to “Land Use Classifications” as defined by Land Information New Zealand. LUC 1-3 are our most productive lands for growing.

- a Reviewed the Natural Resource Plan Plan Change 1 maps and current District Plan urban and future urban zones and the Future Development strategy maps to ensure consistency.
- b If there are any private plan changes being processed (e.g. Shaftesbury Grove), considered adding these into the urban extent.
- c Checked that these areas are not constrained.
- d Updated the urban extent shown on maps to reflect the current zoning of the land (either enabled or zoned Future Urban).

Recommended changes to the plan

19. The Subcommittee’s recommended changes to the plan are collated in **Attachment 1**. In addition, the subcommittee:
- a Requests officers to approach Waka Kotahi NZ Transport Agency to investigate all options for the East-West Connection, including Porirua to Kelson.
 - b Requests officers to check the greenfield site list with participating councils, including Greater Wellington Regional Council regarding the Natural Resources Plan - Plan Change 1; and update the urban areas shown on relevant maps in the Future Development Strategy.
 - c Requests officers to:
 - i confirm the data in the constraints maps
 - ii update the maps as required, including improvements to the resolution of the maps for clarity
 - iii publish the final constraints maps to the Wellington Regional Leadership Committee website as an interactive tool.

Ngā hua ahumoni
Financial implications

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

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

21. The National Policy Statement – Urban Development requires that 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 statement has been prepared and incorporated into the Future Development Strategy as described above with the Committee’s iwi partners taking an active part in its development.
22. The Subcommittee included three members who represented Ngāti Kahungunu ki Wairarapa, Ngāti Toa o Rangatira and Rangitāne o Wairarapa Iwi.

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

23. Climate change is a key consideration and is interwoven through the Future Development Strategy.

Ngā tikanga whakatau
Decision-making process

24. Whilst the preparation of the Future Development Strategy is directed by the Resource Management Act 1991 and the National Policy Statement on Urban Development the decision making for consultation and approval is under the Local Government Act 2002.
25. The matters requiring decision in this report were considered by officers against the decision-making requirements of the Local Government Act 2002.
26. In this case, the Committee has decided to use the special consultative procedure specified in section 83 of the Local Government Act 2002 and run hearings through a joint Subcommittee whose role is to review and hear all submissions and make recommendations to the Wellington Regional Leadership Committee.
27. The Wellington Regional Leadership Committee have the ability to accept this recommendation in full or part of the recommendation.

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.
29. 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

30. All submissions were acknowledged when received and submitters were kept informed about the hearing process. At the hearing all submitters presenting oral submissions were thanked for their attendance and contribution to the planning process.

- 31. Further communication will be sent to submitters after this meeting. All submitters will receive a letter or email outlining the decisions made and directing them to where they can access a copy of the final Future Development Strategy 2024 – 2054.

Ngā tūāoma e whai ake nei

Next steps

- 32. The revised Future Development Strategy is presented for adoption to the Wellington Regional Leadership Committee for Adoption in Report 24.17

Ngā āpitihanga

Attachment

Number	Title
1	Table of all the changes recommended by the joint subcommittee

Ngā kaiwaitohu

Signatory

Writer	Hellen Swales – Deputy Mayor, Upper Hutt Presiding Member of the Joint Subcommittee
--------	--

<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 Committee 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 Committee’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 Committee’s Senior Staff Group and the Committee’s 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.</p> <p>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.</p>

Recommended changes to the Draft Future Development Strategy

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
R1	5	Feedback on reconsidering the heading for the blue box as its a mix of issues and actions	Reword infrastructure point 5 " Infrastructure plans and budgets identify the supporting infrastructure we can currently afford to support development. There is further work to be done to identify a regionally pipeline of infrastructure required over the next 30 years to support growth to direct prioritisation and programming, maximise efficiency and address funding issues"		LGWM
R2	7	Rewording Infrastructure Strategic Direction to better reflect NPS-UD requirement for integrated landuse and infrastructure.	Reword Infrastructure Strategic Direction from "ensuring we have the infrastructure we need to thrive" to "ensuring urban development and infrastructure planning is integrated to create thriving communities"		LGWM
R3	7	A number of submitters suggested the wording of the strategic direction "Protecting what we Love" was too vague.	Officers agree it is not specific and suggest rewording it to be more specific by rewording to "Prioritising nature, climate and culture through protection and restoration" Also change on 10, 27 and elsewhere in the strategy where this is mentioned		
R4	9	"Distribution of Development" diagram 1 and diagrams 14.	It is recommended that Diagrams 1 and 14 are updated to show both the demand as detailed in the Housing and Business Development Capacity Assessment and the supply prioritised in the Future Development Strategy. This means the describing words for this diagram will change on page 8 accordingly.	MAN010	Waka Kotahi
R5	10	Rewording Infrastructure Strategic Direction to better reflect NPS-UD requirement for integrated landuse and infrastructure.	Reword infrastructure SD from "ensuring we have the infrastructure we need to thrive" to "ensuring urban development and infrastructure planning is integrated to create thriving communities" also add under "what does this result in?" the following point "Urban Development is integrated with transport planning so that		LGWM

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
			urban development is located within walking distance of rapid transit corridors, high frequency public transport and supports uptake of active transport modes to maximise mode shift."		
R6	10	Adding resilience focus to "What does this result in section" by amending the last point about "We look to speed up infrastructure required to enable us to meet our strategic direction faster"	New wording "What does this result in section" by amending the last point about "We look to speed up infrastructure required to enable us to meet our strategic direction faster and build resilient infrastructure."		LGWM
R7	10	A number of submitters suggested the wording of the strategic direction "Protecting what we Love" was too vague.	Also update Diagram 2 "Overview of the Future Development Strategy" - adding wording to this: "Land water, the sea and humans are in harmony with and balance ki uta ki tai" to the section "what does this result in?". This change would put more emphasis on restoration and protection. The wording derives from the iwi statement, providing consistent language across the strategy and adding in a Te Ao Māori perspective.		
R8	10	more linking of Te Tirohanga Whakamua and Strategic Direction	Add link to Te Tirohanga Whakamua Pou 4 wording "Land water, the sea and humans are in harmony with and balance ki uta ki tai" to "what does this result in?" section of Diagram 2		
R9	10	Based on submitter feedback the provision of affordable housing and housing to meet diverse needs could be strengthened in the strategic direction Diagram 2 by	By adding to "We will give effect to the strategic direction through" section the following "Supporting the implementation of the Regional Housing Action Plan and housing developments that provide for those that are unable to afford market housing". This supports a pathway toward the development of affordable housing.		
R10	11	There is no mention of high density developments	Add point to how we will give effect to housing direction "Supporting high density developments in Wellington City and Lower Hutt with investment in key projects – Let's Get Wellington Moving and RiverLink"		Kainga Ora

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
R11	11	Update "we will give effect to" emissions section	add to point starting with "fully unlocking...This includes enabling transport and other infrastructure upgrades along these corridors and prioritising intensification within walkable catchments of rapid transit stops. Interventions to support integrated comprehensive urban development in these locations is supported"		LGWM
R12	11	update to "we have the infrastructure we need to thrive" "we will give effect to" section	add an additional point about having a lens of building resilient infrastructure as we upgrade or build new.		LGWM
R13	11	update to "we have the infrastructure we need to thrive" "we will give effect to" section	add to point 2 to say "Infrastructure planning and development planning are undertaken together, to improve efficiencies and leverage co-investment opportunities with the public and private sectors including realising the long-term benefits of well-functioning urban environment, including mode shift and reducing carbon emissions"		LGWM
R14	27	update to "we have the infrastructure we need to thrive"	update to be consistent with reworded Strategic Direction - "ensuring urban development and infrastructure planning is integrated to create thriving communities"		
R15	28	Concerns were raised about the resolution of the constraints maps and the delineation between Wahi Toitu and Wahi Toiora Areas.	adding clarifying wording to the Future Development Strategy on page 28 "Constraints mapping is a point in time process and will be updated as new information becomes available. The constraints mapping is based on existing datasets held by councils across the region and is at a resolution for regional spatial planning. For property specific information please see your local council for more information."		
R16	30	Add clarifying sentence to page 30 explaining that	"Wahi Toiora mapping covers a lot of our region. 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. This will be done through regional or district plan provisions."		

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
R17	33	Given the feedback about responsive planning and being able to be flexible around future changes officers suggest amending wording in Diagram 7 to convey more nuance/ levels of discretion in decision-making in the application of the strategy – “Strategy doesn’t support development that doesn’t meet these criteria”	Replace this sentence with the following wording “Any areas not specifically identified as priorities for development may still be appropriate to develop according to local needs and constraints but will not be prioritised at a regional level.”		
R18	36	Diagram 9 add additional business areas adjacent to port	Recognise the Pipitea/Kaiwharawhara area and the proposed multiuser ferry precinct as a significant area for business redevelopment (this area scored strongly in the MCA criteria in the HBA)	MAN010	CentrePort
R19	39	Dealing with uncertainty in development distribution	From page 39 - 42 add the word “Phase” when talking about the 2 time periods and talk to how these are estimated timeframes and infrastructure investments to be outlined in the implementation plan will consider this phasing and may change if growth happen faster and slower. Growth rates will be monitored to ensure we can pivot as required.	MAN010	Waka Kotahi
R20	39	Dealing with uncertainty in development distribution	Clarifying in paragraph 3 (page 39) “That if developments prioritised in diagrams 8-11 are fully realised, they will supply 46% of the 99,000 homes our region needs over the next 30 years”. This will require the update of the number “60%” to “56%” in the next sentence and similar numbers on page 5 of the draft Future Development Strategy.	MAN010	Waka Kotahi

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
R21	41	Dealing with uncertainty in development distribution	Clarification in section Years 1 – 30 (Page 41). It is recommended that diagram 14 be removed (see next paragraph) and this section be updated for clarity as follows: “The Wairarapa-Wellington-Horowhenua Housing and Business Capacity Assessment, set out a significant oversupply in our region. This surplus development capacity has benefits in terms of housing choice and affordability, but also creates uncertainty about where growth may go, which causes challenges and risks for infrastructure planning and investment. The intent of this section of the Future Development Strategy is to set out the areas we as a region want to focus our efforts on to enable our shared vision to protect what we love, make the best use of our existing infrastructure and move towards a compact urban form. We recognise there are number of developments that are not shown in this phasing section that may occur anyway and some of the developments that we’ve prioritised may occur faster or slower due to various factors.”	MAN010	Waka Kotahi
R22	45	there is no mention of high-density developments	add point about different parts of our region will grow differently under "What does this mean for our subregional areas?" Add sentence at the start - "Our region is diverse and this strategy recognises that different parts of the region will grow differently, with the highest levels density (as illustrated below) expected in Wellington City and Lower Hutt with investment in key projects - Lets Get Wellington Moving and Riverlink"		Kainga Ora
R23	48	more focus needed on resilience especially for nationally significant infrastructure. e.g Port	update text on page 48 to weave resilience throughout the five points.	MAN010	CentrePort
R24	48	To support submissions on nature-based solutions and preparing for climate change, it is recommended to	add to emphasis on nature-based solutions to page 48 under the point “Speeding up required infrastructure will be of benefit”		

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
R25	85	add additional paragraph as a second paragraph to the Energy and telecommunications section as suggested	add the following "Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events."	MAN026	Spark

Changes to the Draft Future Development Strategy for correction or clarification

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
C1	5	Feedback on reconsidering the heading for the blue box as its a mix of issues and actions	Reword "To address this specifically for this region:" to "The specific challenges and opportunities we have in our region are:"		LGWM
C2	7	typo	remove extra "a" from point 4. a. Areas of importance to iwi for development		
C3	10	Based on submitter feedback the provision of affordable housing and housing to meet diverse needs could be strengthened in the strategic direction Diagram 2 by	Amend Diagram 2, under the subtitle 'what does this result in' to provide a definition of "defining diverse house needs" with a footnote: "the availability of different models of ownership and long-term stable rental property options." Including this definition will give more clarity.		
C4	10	Based on submitter feedback the provision of affordable housing and housing to meet diverse needs could be strengthened in the strategic direction Diagram 2 by	Amend Diagram 2, under the subtitle 'what does this result in' section to provide a definition of 'quality housing' with a footnote "homes that are well-insulated and ventilated, with sufficient sunlight and access to green open space for recreation and play"		
C5	14	clarify Key Employments areas diagram	Amend location of the new business area - this should be referring to Lincolnshire Farms (and the other one being Judgeford Flats) but needs to be clearer/align location to avoid miscommunication	MAN021	Kainga Ora
C6	15	key transports projects missing timeframes	update maps to include timeframes	MAN021	Kainga Ora
C7	16	social infrastructure missing off map	add Social infrastructure - Hospitals, prisons, universities etc could be marked on.	MAN021	Kainga Ora

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
C8	27	formatting	Fit strategic direction boxes on one page	MAN021	Kainga Ora
C9	27	Ensure consistency between Diagram 2 and 4	These 2 diagrams should be the same and should be updated to match in final FDS.		LGWM
C10	36	Diagram 9 missing eastern bus priority	Add red line to Kilbirnie for Eastern bus Priority		LGWM
C11	45	recognise interconnectedness of all placemaking principles	add word "interconnected" to second sentence before "placemaking principles"	FDS051	Te Whata ora
C12	45	Update "What does this mean for our sub-regional areas?"	Detailed local level planning is required. The infrastructure requirements for all FDS priority areas are not fully understood, including the cost implications, and there may be a need for these to be reconsidered or reprioritised if the infrastructure costs are found to be unaffordable once further planning and investigation has occurred.	MAN011	Waka Kotahi and KO
C13	47	Diagram 18 add clarity to health infrastructure	Add to end of sentence "by central government, this doesn't preclude private/charity hospitals or detailed health precinct planning"		LGWM
C14	48	add clarity to leveraging co-investment priorities point	add to end of sentence a new sentence "Efficiencies can be achieved in areas such as cost, and network and community disruption, through coordinating the implementation of renewals and upgrades (e.g. upgrading pipes and cables or implementing flood protecting works at the same time as transport infrastructure upgrades"		LGWM
C15	49	The information on Diagram 19 (page 50) is generally unclear as to if it relates to supporting new growth or is just to manage existing issues.	Add update sentence 3 to say "Diagram 19 shows the general locations of the corridors and sites of major infrastructure identified in council LTPs for growth in the first decade of the Future Development Strategy."	MAN021	Kainga Ora
C16	50	missing recognition of the port on both diagram 19 (pg 50) and 20 (pg51)	Add port and the investments to these diagrams	MAN010	Centreport

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
C17	50	Diagram 20 could be updated to show improved connectivity east west.	Given the signally by the new coalition government, it could be good have some flexibility in the strategy by having an indicative road and public transport opportunity as a dotted line. Furthermore, the map should align with the Belmont Regional Park Asset Management Plan[1] by showing a dotted line for the proposed cross-park commuter route through Belmont Regional Park from Porirua to the Hutt Valley and bullet point this.		
C18	50	Diagram 19error	Revised heading "infrastructure projects identified in Long Term Plans/Infrastructure Plans (years 1-10)"	MAN021	Kainga Ora
C19	51	clarify heading of diagram 20	Should be "Key Strategic Transport Projects"		
C20	60	Point 4. Rephrasing the following sentence: '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 planned for'. Unclear what planned for is referring to.	Rephrase '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 planned public transport investments '.	MAN021	Kainga Ora
C21	60	Priority Developments Areas Amend section 3 of Appendix 1 to clarify that PDAs will need to be assessed for consistency with the prioritisation criteria in Appendix 1, or alternative relief to similar effect, and that this will be a collaborative exercise with regional stakeholders.	Add to end of this section "These new areas will need to meet the strategic direction of the Future Development Strategy and the prioritisation framework"	MAN006	MOE
C22	60	The FDS does not currently give any indication of target densities, or even typologies, expected for the PDAs or growth corridors. The key development areas/growth areas	Suggest this detail (where available) be added to page 60 under the Priority Development Area heading and reference to this information being available on page 40 and 41. The wording we have to date is as follows others will be added prior to the final FDS.		Kainga Ora

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
		are identified with indicative housing numbers (page 40, 41) without commentary on density or typology. A targeted density to deliver the total expected yield would allow for consistent monitoring and success measuring over the lifespan of those developments, and support responses via planning and other tools if outcomes are not being met.	<ul style="list-style-type: none"> “In the LGWM - MRT Suburbs we expect around 18,000 new homes over a 30-year period. The majority of new homes will be apartments with expected densities of up to 300dph in the Central City and lower densities in the south.” The Northern Growth Area (NGA) may provide capacity for up to 6,000 homes. This includes approximately 2,000 in the Plimmerton Farm Zone (PFZ) and 1,500 in the Northern Growth Development Area (NGDA). Given the large size of the NGA and the topography and other constraints of the area, the typology and density of future development will likely vary significantly. “In the Lower Hutt Central Priority Development Area we expect some 3,500 new homes to be created over a period of 30 years. These will be primarily medium and high density dwellings, subject to ground conditions, and will be delivered primarily by the private sector.” Ōtaki is forecast to grow significantly and double in population over the next 30 years, requiring approximately 2,500 additional houses. The PDA includes growth associated with the IAF, where approx. 1,000 houses are proposed for development over a 10-year period including a mixture of affordable and Māori housing outcomes. 		
C23	62	error	Suggested rephrasing as follows: ‘A number of towns service the area, including Masterton, Carterton, Greytown, Martinborough and Featherston, as well as several smaller rural and coastal settlements.’	MAN021	Kainga Ora

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
C24	66	Request from MOE to update parts of Appendix 2 of the FDS based on latest information and further work. The following wording or similar will be added to 66	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 of the Porirua District at the projected rate, it is likely there would be a requirement for additional education provision there. If development proceeds as projected for the entire Porirua Northern Growth Area, then it is anticipated that two additional primary schools and an additional secondary school may be required. The Ministry of Education will continue to closely monitor the status of the Porirua Northern Growth Area. The Ministry of Education will monitor the ongoing developments of Porirua East, Porirua West and Kenepuru to see whether any new investments, or changes to existing schools are required within these growth areas. The Ministry of Education has been working with local iwi to establish a new wharekura in Porirua West which will serve the wider Porirua catchment. It is anticipated that this kura will be operational in the near future	MAN006	MOE
C25	70	diagram 24 missing site label	label to St Patricks Greenfield to be added	MAN021	Kainga Ora
C26	72	Request from MOE to update parts of Appendix 2 of the FDS based on latest information and further work. The following wording or similar will be added to 72	Based on the prediction of a significant increase in development around rail stations and in centres in the Hutt Valley, the Ministry of Education will be monitoring the capacity of the schools within the current school network. Although there may be expected student roll growth, there are large numbers of students not attending their local schools in the Hutt Valley, with some schools having large out-of-zone student numbers, or not operating enrolment schemes, meaning students have had choice in terms of schooling. It is likely that the Ministry of Education would introduce new enrolment schemes, or amend existing enrolment schemes, and where necessary, intensify existing provision before looking at establishing new schools in the Hutt Valley.	MAN006	MOE

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
C27	76	Request from MOE to update parts of Appendix 2 of the FDS based on latest information and further work. The following wording or similar will be added to 76	<ul style="list-style-type: none"> • It will be important to ensure that the focus and alignment of planning and implementation is on the areas prioritised for development. The Ministry of Education has identified these growth areas within its National Education Growth Plan 2030 (NEGP) and National Education Network Plans (NENP) and these will influence education investments going forward. • Within the next 10-15 year period, a primary school is anticipated to be provided within the general residential area of Waikanae. • Within the next 10-15 year period, a primary school is anticipated to be provided within the general residential area of Levin. The Ministry of Education has gazetted the proposal for a new kura in Levin (in partnership with the local iwi) and this will be operational within the short to medium term (3-5 years). • The Ministry of Education will continue to monitor the population growth rate and roll growth across all of the educational assets. While the existing network is expected to be able to address educational requirements from the areas prioritised for development, this will need to be carefully monitored if greenfield growth occurs beyond these areas. 	MAN006	MOE
C28	77	Appendix 3 - principles 2 and 3 repeat - this is an error correct text for Principle 2 should be	"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. "	MAN021	Kainga Ora

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
C29	77	Appendix 3 principle 4 - rephrase for grammar	'We want to promote development to incorporate natural systems 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).'	MAN021	Kainga Ora
C30	77	Appendix 3 principle 1 - rephrase for grammar	"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 caters for families, single people, older persons..."	MAN021	Kainga Ora
C31	78	Principle 7 update wording	Replace "race" with "ethnicity" and add specific mention of "disabled people" to this list.	FDS051	Te Whata ora
C32	78	Appendix 3 - Principle 7 to clarify accessibility. Could accessibility for disabilities be more clearly included in this list.	Update wording to mention "disabled people" specifically and add additional sentence "Design considerations should take into account different physical abilities."		LGWM and other submitters
C33	89	The Ministry requests that the overall statement relating to Education infrastructure be updated to reflect the latest network analysis.	The Ministry of Education (MoE) supports the focus on development in existing towns and cities 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 Assessment (HBA). With any intensification in brownfield land with site constraints, this then brings new challenges for where the MoE will establish new schools in areas of existing density. New ways of delivering education assets are likely to be required, such as shared investment, land swaps and the redevelopment of existing sites. The MoE They noted that there is significant residential capacity provided through council plans outside of the prioritised areas as well, and this creates some uncertainty for infrastructure providers as to where growth will occur. The MoE will continue to optimise its capacity within the entire catchment of the education	MAN006	MOE

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
			network. The Ministry of Education will also be monitoring immigration numbers and how this may impact the current network. For example, the Wellington City catchment will be carefully monitored as the school network roll numbers has witnessed a slight decline but it is expected that this will change with a rise in immigration.		
C34	89	add carbon sequestration benefit of parks to paragraph 2 of our "Blue-Green Network"	"Regional Park and other large green spaces have the added benefit of sequestering carbon from our atmosphere and urban trees help cool our cities to lessons the impact of climate change."		
C35	91	add definition of highly productive land to match NPS-HPL	highly productive land is as defined in the National Policy Statement for Highly Productive Land. "means land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land)"	FDS029	Hort NZ
C36	All maps	what is "Intensification along transport corridors"	update all maps to ensure key wording is consistent with priorities as described in diagram 7 update to say "Intensification - Strategic PT Corridor"	MAN021	Kainga Ora
C37	Appendix 2	Not enough detail on infrastructure	Consider making subregional infrastructure maps to put in the subregional section this would include social infrastructure too, such as education and medical.	MAN011/ MAN021	Kainga Ora/Waka Kotahi

Attachment 1 to Report 24.16

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
C38	Diagram 9 and 23	Tawa station has potential for greater development than others in location	consider enlarging the orange shading to the same size as Johnsonville and Kilbirnie.	MAN021	Kainga Ora
C39	Diagram 9 and others	error	should be amended to show the railway line from Upper Hutt as non-MRT. Likewise, the Seaview extension line from Petone should be shown as a non-MRT line.	MAN021	Kainga Ora
C40	whole strategy	Some submitters were concerned about the use of the phrase "Zero-Carbon" being technically not correct.	In response, officers recommend ensuring the strategy only references "low emissions" not "zero carbon". This aligns with the wording used in the Regional Emissions Reduction Plan (currently under development).		
	whole strategy	feedback about the placemaking principles needing to be woven into the strategy more	Make a clearer link throughout document to placemaking principles, for example acknowledging the co-benefits to health and wellbeing of quality, well-connected public and green spaces, nature-based solutions for climate change mitigation and community resilience, and the benefits to hauora Māori particularly of Principle 5 on reflecting te ao Māori in urban design and protection of significant sites.		
C41	Whole Strategy	Uncertainty about the Let's Get Wellington Moving	Given the level of uncertainty of the naming convention of this growth area, officer recommend we change reference to the LGWM programme and the LGWM PDA in line with new titles to be provided by WCC once known		

Supplementary responses tabled for committee 13.12.23

#	Issue	Officer Response	Committee Response
S1	Confirm assumption that there will be updates to mapping	Mapping has been undertaken using existing council data will be checked to ensure its correct. Officers will work with GIS and illustrators to produce clearer maps before FDS endorsed in March, including an online portal to allow closer inspection of maps.	Double check maps while doing map updates.

Attachment 1 to Report 24.16

			<p>Officers to check greenfields lists. Reach out to councils - Anything happened in last 6 months?</p>
<p>S2</p>	<p>Lincolnshire Farms and aligning with WCC Rod Halliday (Lincolnshire Farms and others) Clarify why councils seem to be taking one approach and the FDS another. We need more flexibility on greenfeilds</p>	<p>Upper Stebbings and Lincolnshire Farm both have a Future Urban zoning in the Wellington Proposed District Plan, which was notified in 2022, and both are identified as Development Areas. The Development Area provisions in the PDP for these areas implement the key features of the structure planning work that has been completed including requiring provision of public and active transport. Hearings for the Future Urban Zone of the Wellington PDP will be held in February 2024 and decisions are due in late 2024. These areas are included in the Proposed Natural Resource Plan Change 1 as “planned/existing urban areas” maps 86 - 89. https://www.gw.govt.nz/assets/Documents/2023/10/Full-Plan-Provisions-including-Clause-16-changes-made-on-6-December-2023.pdf We recommend that the urban extent of the maps in the FDS are updated to reflect these areas with another category for consistency. However, no additional priority is given to this development or other new greenfields if they are not meeting our strategic direction and priority matrix.</p>	<p>Shaftesbury should be in FDS. Should be included as a third tier. Need some legitimate reason for being included in this third tier. e.g. Shaftesbury – Hutt growth strategy. Otaihangā – easier. (signed off by Minister).</p>
			<p>FDS – priority areas – high level, wants to recognise some greenfields – lower level. Reassess sites we are aware of – meet strategic direction? Need to put a line in the sand for this.</p>
			<p>Agreed Process 1. Start with what is identified in NRP 2. Add private plan changes that are active 3. Ass anything that has come through plan changes notified in October not notified in NRP 4. Then look at things like size, flooding etc.</p>

Attachment 1 to Report 24.16

			Others to be captured by review of FDS in 3 years' time.
			Support for wording to clarify to greenfields is not ruled out – just lower priority – may be appropriate at local level. (officer R17)
S3	Te Utanganui (Central Distribution Hub/Industrial Area in Palmerston North) – can we include in FDS?	Page 44 Business Section, we can add a sentence referencing this as an example of the wider context for the provision of industrial land and this will be considered in industrial land study.	Committee agree with this response
S4	East West Link and housing development Kilmister Block Sits with FDS – don't want to say go back to council as has been told to come to FDS. Government won't fund if FDS not on board with it. Council won't want to sell land. This is the time to have that conversation	As well as having an investigation corridor for potential east-west connections as per recommended change C17, officers recommend adding wording to page 39 under "spatial priorities for east-west corridors" stating "Previous spatial planning work considered a "West-East access, housing, and resilience investigation". This work has not progressed and given our current oversupply of housing capacity new roads to unlock housing is not necessary, however, should the context change this investigation will be prioritized and a potential corridor is shown on Map 20"	Would like to have wording to leave open to specifically exploring Kelson road. (Kilminster Block) WRLC approach Waka Kotahi that when they look at East-West connections they look at a range of options – March subcommittee meeting
S5	Alignment with Highly Productive Land definitions	Agree with this approach and officers recommend definition in glossary and footnote in Wahi Toitu section.	Committee agree with this response
S6	Are there any tools for protecting small parcels of food producing highly productive land from changing use when they are sold when the owners decide to retire	NPS-HPL restricts development on LUC 1-3 classed soils. This would make it less desirable to sell lots for housing development in theory. Officers had recommended GWRC implement NPS-HPL promptly to give landowners certainty, however, given the uncertainty with the new government, further direction from central government should be considered before proceeding with haste.	Committee agree with this response

Attachment 1 to Report 24.16

		The committee has been supplied with the site analysis report which sets out the rationale for determining the development pattern prioritised in this Future Development Strategy.	
		The following steps were taken.	
		1. Determining demand and capacity. This determined we have an oversupply for housing and business land (except industrial type)	
		2. Scenario analysis against our regions agreed objectives for the FDS. This determined a compact urban form with medium and high density would best meet our objectives.	
		3. The objectives helped develop our vision, strategic direction and prioritization criteria.	
		4. This vision, strategic direction and criteria were then used to determine which sites/areas to put our collective regional effort into.	
S7	Greenfield vs Brownfield Development	This prioritisation of regionally significant growth and associated infrastructure requirements is an essential part of the FDS. The modelling undertaken to support the FDS has indicated that there is an oversupply of housing capacity across the region. Therefore, it is necessary to prioritise those projects that are a) most certain to be delivered within the 30 year timeframe of the FDS, and b) provide development that best fits with the objectives of the FDS. This means that there will be areas of land that are enabled for development through District Plans that are not included in the FDS across the region.	See response above under S2
		The FDS has proposed a mixed approach to growth across the region (greenfields and infill/brownfields development). A number of greenfield sites have been identified, however, the FDS also acknowledges the increasingly permissive environment for infill development in our towns and cities. We therefore need to anticipate a level of infill development occurring, which will naturally decrease the need for greenfields development across the region.	
S8	Identify Māori Submitters	The demographic questions were optional. The reasoning for gathering demographic information, such as ethnicity information, was to get an idea of the broad spread of people who submitted. Privacy reasons prevent us from	Committee agree with this response

Attachment 1 to Report 24.16

		<p>separating out the three submissions from those who identified as Māori. The three submissions have been reviewed to see if there were any particular comments that differ from the general population. Like other submitters there is a general support for the strategy and a mix of views on intensification vs greenfield. In particular about supporting Māori values and aspirations, these comments can be extracted.</p>	
		<p>Ensure Māori are involved in discussions on how to give effect to their values through implementation and provide opportunities for participation by all hapū and iwi .</p>	
		<p>Provide a dedicated voice of local Māori groups (hapū, iwi, settlement bodies) on the WRLC</p>	
<p>S9</p>	<p>Māori values and aspirations (as opposed to Mana Whenua).</p>	<p>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.</p>	
		<p>Page 13 of the FDS states: 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.</p>	<p>Have conversation on how to include matawaka Māori e.g. Consider if there should be a matawaka rep on the WRLC.</p>

Attachment 1 to Report 24.16

		<p>FDS campaign was tasked with reaching a wide range of audiences, across a wide region, over a month-long period. We selected a channel mix of radio, out of home posters and social media advertising to reach a general audience, but with a focus on Māori, Pasifika, and youth audiences. Historically, Māori, Pasifika and youth audiences are difficult to encourage into involved consultation processes. Specifically these methods were used:</p> <ul style="list-style-type: none"> - Radio: 15 sec ads on stations that have these demographics – see screenshots from agency attached. - Imagery: the collateral depicted ethnically diverse youth and families, and these ads were our best performers of the suite on Meta. - Social media: we cannot target groups on social media based on ethnicity, but we targeted people based on interests. <p>A Post Implementation Review describing what went well, what didn't, and recommendations for next time, is underway.</p>	
S10	Industrial Land needs with populations How accessible is it? Being connected to urban areas while avoiding reverse sensitivity issues.	The Housing and Business Assessment takes population projections and uses this to determine our demand for housing and business needs. This determined we need an additional 2-3 Seaview Gracefields, this information is being used in the industrial land project that is underway to determine the actual need and the best places for this demand. No further changes are recommended	Committee agree with this response
S11	Ecological Corridors	GWRC hasn't assessed ecological corridors. It's important to recognize that ecological corridors aren't the answer to everything though. No further action is recommended as there is no readily available information. Should new information come to light, this will be considered in future constraints mapping.	Committee agree with this response
S12	Heritage layers and Miramar open space to be included in FDS	WCC checked layers are consistent.	Committee agree with this response
S13	Food security – how to use infrastructure lens to understand how it moves and not just where it grows.	This will be part of food strategy, add comments in health infrastructure section to talk to the importance of good food.	Request officers should look into this.

Wellington Regional Leadership Committee
19 March 2024
Report 24.17



For Decision

ADOPTION OF THE FUTURE DEVELOPMENT STRATEGY

Te take mō te pūrongo

Purpose

1. To advise the Wellington Regional Leadership Committee (the Committee) of the final Te Rautaki Whanaketanga ki tua a Wairarapa- Wellington- Horowhenua Future Development Strategy (The FDS) as required under the National Policy Statement on Urban Development 2020; and update the Committee on the Future Development Strategy Implementation Plan.

He tūtohu

Recommendations

That the Committee:

- 1 **Adopts** the final Future Development Strategy 2024-2054 in Attachment 1.
- 2 **Endorses** the Draft Implementation Plan priority actions and measures in as set out in Attachment 2.

Te horopaki

Context

2. The Future Development Strategy is an update to the Wellington Regional Growth Framework (WRGF). Work on the WRGF for the Wairarapa-Wellington-Horowhenua region began before the National Policy Statement on Urban Development (NPS-UD) was released as a draft or adopted. The NPS-UD requires tier 1 and 2 councils to prepare a Future Development Strategy for well-functioning urban environments and to make this publicly available (Subpart 4 Part 3). This includes additional elements that were not part of the WRGF.
3. Between July 2022 and September 2023, staff from all councils in the Wairarapa-Wellington-Horowhenua region, Wellington Regional Leadership Committee iwi partner organisations and a wide range of central government agencies worked actively on preparing the Draft Future Development Strategy and Housing and Business Development Capacity Assessment (HBA).
4. At its meeting on the 13 June 2023, the Committee agreed to sign off the Future Development Strategy as a collective by establishing the Joint Committee Subcommittee for the Future Development Strategy (the Joint Committee

Subcommittee) to assist with hearing submissions and providing recommendations to the Committee.

5. At its meeting on the 19 September 2023, the Wellington Regional Leadership Committee (WRLC) approved the Draft Future Development Strategy to be released for consultation. Public consultation took place between 9 October and 9 November 2023. This timeframe meets the requirement of section 83 of the Local Government Act 2002.
6. 101 submissions were received during the consultation period of which 31 wanted to present orally to the subcommittee. Weekly updates on submissions received were emailed to all WRLC members, CEOs and Senior Staff during the consultation period.
7. The Joint Committee Subcommittee heard oral submissions on Monday 11 December and Wednesday 13 December 2023. This was followed by deliberation on the submissions and draft recommendations. The Report on the Future Development Strategy Hearing – Report 24.16 provides the Committee with the hearing process and deliberations.

Te tātaritanga Analysis

8. The Joint Committee Subcommittee was given two lists of changes to the Future Development Strategy:
 - a one was a list of corrections and clarifications and other a list of more substantive matters, which are set out in the hearing report already presented at this meeting. The recommended changes have been implemented and the Final Future Development Strategy is attached as [Attachment 1](#).
9. In addition, the Joint Committee Subcommittee:
 - a Requested officers to approach Waka Kotahi NZ Transport Agency (NZTA) to investigate all options for the East-West Connection, including Porirua to Kelson.
 - b Requested officers to check the greenfield site list with participating councils, including Greater Wellington Regional Council (Greater Wellington) regarding the Natural Resources Plan - Plan Change 1; and update the urban areas shown on relevant maps in the Future Development Strategy.
 - c Requested officers to:
 - i confirm the data behind the constraint maps.
 - ii update the maps as required, including improvements to the resolution of the maps for clarity.
 - iii publish the final constraints maps to the Wellington Regional Leadership Committee website as an interactive tool.
 - d Updates on these matters are discussed in more detail in paragraphs 10-13.

East-West Links

10. Discussions have commenced between WRLC secretariat staff, Greater Wellington's Regional Transport function and NZTA about working on potential east-west links. Further work cannot be carried out until the new government sets their direction.

Greenfield sites

11. Greenfield sites have been reviewed with the core team members and no further sites are being added or removed. The maps however have been updated in the final Future Development Strategy to reflect future urban extent based on current zoning and areas identified as future urban.

Constraints Mapping

12. The core team have double checked the data used for constraints mapping and constraints maps have been updated in the Final Future Development Strategy.
13. The Constraints mapping report presented during consultation is not updated, but the online portal will be available publicly by the end of March 2024. The portal supersedes the constraints report.

Implementation Plan

14. Once adopted by the WRLC, the Future Development Strategy will guide decision making across all the councils in the Wairarapa-Wellington-Horowhenua region in accordance with clause 3.17 of the National Policy Statement on Urban Development. Which states: *Every tier 1 and tier 2 local authority:*
 - a *must have regard to the relevant FDS when preparing or changing RMA planning documents; and*
 - b *is strongly encouraged to use the relevant FDS to inform:*
 - i *long-term plans, and particularly infrastructure strategies; and*
 - ii *regional land transport plans prepared by a local authority under Part 2 of the Land Transport Management Act 2003; and*
 - iii *any other relevant strategies and plans.*
15. Each council will need to undertake their own reviews of plans and strategies to comply with the National Policy Statement on Urban Development Clause 3.17 as set out above.
16. The NPS-UD requires that a comprehensive implementation plan be prepared to support the FDS. This will provide more detail on the scope of the actions described in the strategy and ascribe roles, responsibilities and indicative timeframes. This is required to be updated annually.
17. Work is underway on the Implementation Plan setting out specific actions for how we are going to realise the vision for our region's future set out in Te Rautaki Whanaketanga ki tua a Wairarapa- Wellington- Horowhenua Future Development Strategy is being prepared.

VISION					
<p>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.</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					
 <p>Ensuring urban development and infrastructure planning is integrated to create thriving communities.</p>	 <p>Providing for affordable housing that meets our needs, and for compact well-designed towns and cities</p>	 <p>Realising iwi and hapū values and aspirations</p>	 <p>Plan development for a low-emissions future</p>	 <p>Prioritising nature, climate and culture through protection and restoration</p>	 <p>Providing opportunity for productive, and sustainable local employment</p>

18. A set of priority actions and success measures are set out by strategic direction and attached as [Attachment 2](#). The priority actions were shared with the WRLC at a workshop on the 26 February 2024. The feedback was to ensure alignment with the regional deal and to provide a wide list that could be whittled down.
19. The final Implementation Plan will be ready to approve at the next Committee meeting in June 2024 and can feed into a regional deal.

Internal engagement on the matters in this paper

20. The matters in this report were discussed at the WRLC Senior Staff meeting on 21 February 2024. Feedback included:
 - a No comments on the final Future Development Strategy attached to this report for adoption.
 - b There were mixed opinions on the level of detail in the Implementation Plan. Some thought the plan should be less detailed with more high-level strategic actions and others liked the idea of having all the things required to meet our strategic direction in there.
 - c There was consensus on communicating the priority actions differently. Making it easier to see things that were business as usual and/or underway and the scale and feasibility of the actions that we need to do. Thought was put into this and the priority actions presented in this report reflect this change.
21. The matters in this paper were discussed at the WRLC CEO Group meeting on 23 February 2024 and the group had the following feedback:
 - a No comments on the final Future Development Strategy or the draft priority actions attached to this report.
 - b Feedback was received to make sure we have good communication after its adopted to socialise the Future Development Strategy with key stakeholders such as developers. A media release will be prepared on behalf of WRLC and shared with partner organisations to disseminate.

Ngā hua ahumoni

Financial implications

22. There are no financial implications of the work to date. Funding for the Future Development Strategy and has been provided by local government partners as part of their annual project funding to the WRLC programme of work.
23. It is important to note that implementation of the FDS will require time and resources from across the partner councils together with central government and others to successfully realise the FDS.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

24. The NPS-UD requires that 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 statement has been prepared and incorporated into the Future Development Strategy as described above with WRLC Iwi partners taking an active part in its development.
25. The Joint Subcommittee included three members who represented Ngāti Kahungunu ki Wairarapa, Ngāti Toa o Rangatira and Rangitāne o Wairarapa Iwi.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

26. Climate change is a key consideration and is interwoven through the Future Development 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 high significance because it sets out a strategic framework for how the Wellington Region-Horowhenua District will grow over the next thirty years. The Future Development Strategy will inform councils long term plans, district plans, and infrastructure plans.
29. 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

- 30. 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).
- 31. The key changes to the Future Development Strategy were communicated to the Steering Group after the hearings. The WRLC Committee was advised of the key changes at its workshop on the 26 February 2024.
- 32. Further communication will be sent to submitters after this meeting. All submitters will receive a letter or email outlining the decisions made and directing them to where they can access a copy of the final Future Development Strategy 2024 – 2054.

Ngā tūāoma e whai ake nei

Next steps

- 33. Complete Implementation Plan in time for June 2024 meeting.
- 34. We had been preparing for the next Future Development Strategy to be a “Regional Spatial Strategy” as set out the Spatial Planning Act 2023. As this Act was repealed in December 2023, we revert back to the National Policy Statement on Urban Development and the requirement to review the Future Development Strategy every 3 years and update every 6 years.
- 35. We need to start preparing for next iterations of the Housing and Business Capacity Assessment (which should commence in 2025) and the review of the Future Development Strategy (in 2026) in accordance with National Policy Statement on Urban Development requirements.

Ngā āpitihanga

Attachments

Number	Title
1	Final Future Development Strategy 2024-2054
2	Draft Priority Actions and Measures for the Implementation Plan

**Ngā kaiwaitohu
Signatories**

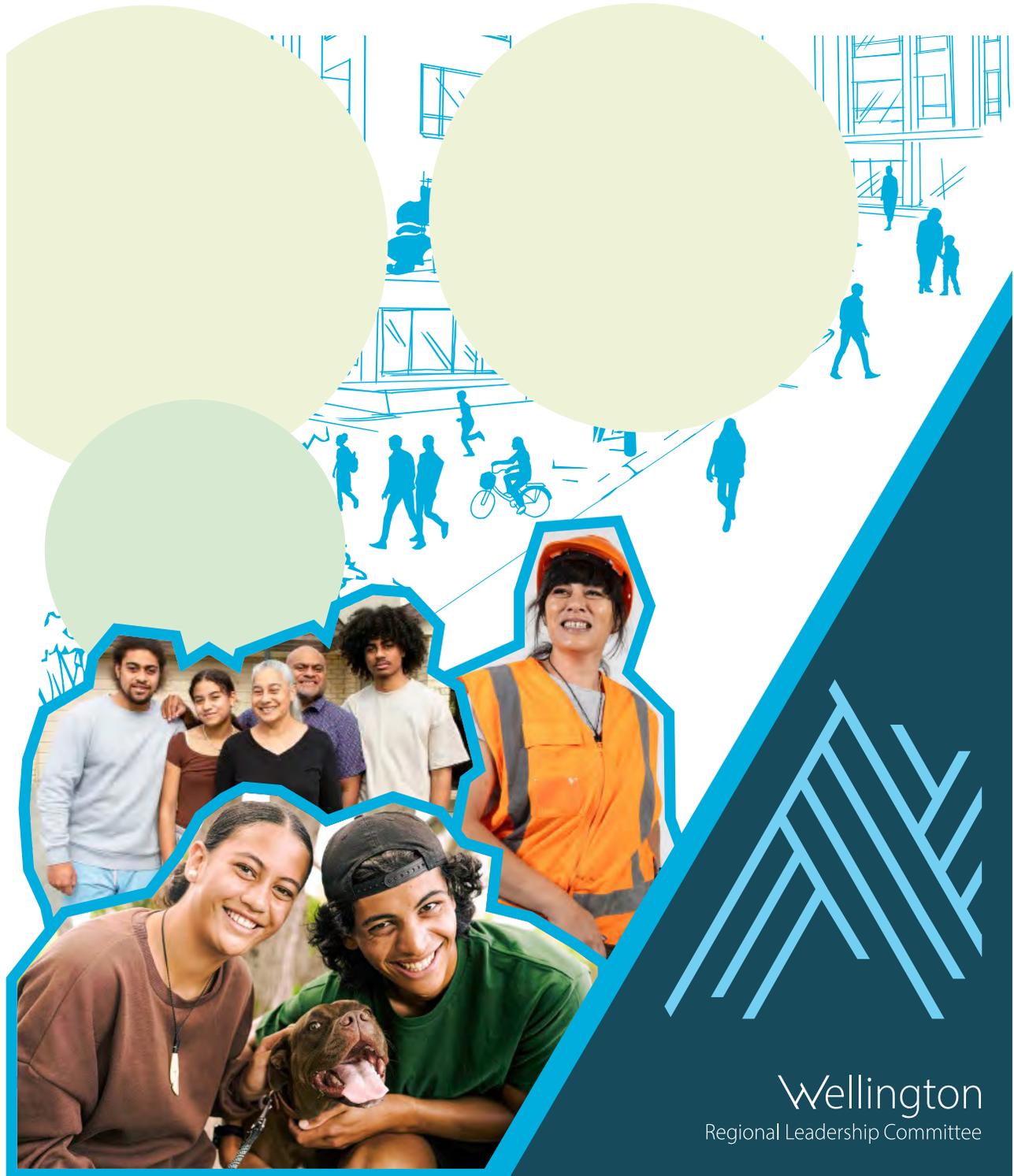
Writer	Parvati Rotherham – Project Lead, Future Development Strategy
Approvers	Kim Kelly – WRLC Programme Director Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

<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 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.</p> <p>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.</p>

Te Rautaki Whanaketanga ki tua a

Wairarapa-Wellington-Horowhenua

Future development Strategy 2024–2054



Mō te Kōmiti Whakahaere ā-Rohe ki Te Whanganui-a-Tara About the Wellington Regional Leadership Committee

The Wellington Regional Leadership Committee (WRLC) is a joint regional partnership that brings mana whenua, local government and central government together to work collaboratively to shape future growth in the Wairarapa-Wellington-Horowhenua region.

The WRLC looks for better ways of working together to cultivate a region where people want to live, work and thrive.

The WRLC projects cover five broad key areas: iwi capacity, housing, climate, transport and economic development. The Regional Emissions Reduction Plan is one of three climate change-related projects, and sits alongside the Regional Adaptation Plan and the Regional Food Systems Strategy.



Rārangi Kaupapa

Table of contents

M? te K?miti Whakahaere ?-Rohe ki Te Whanganui-a-Tara	2
About the Wellington Regional Leadership Committee	2
He kupu arataki n? te Tiamana me te Tiamana Tuarua	5
Foreword from the Chair and Deputy Chair	5
Whakar?popototanga Matua	6
Executive Summary	6
What are we planning for?	7
The specific challenges and opportunities we have in our region are:.....	7
Introduction.....	8
W?hanga 1: Te Tirohanga Whakamua: He tau?k? uara/wawata ?-iwi, ?-hap? hoki m? ng? whanaketanga t?one	20
Part 1: Te Tirohanga Whakamua: a statement of iwi and hap? values and aspirations for urban development	20
He aha r? Te Tirohanga Whakamua, ?, n? wai ia i waihanga?	21
What is Te Tirohanga Whakamua and who was it developed by?	21
Te Whai M?ramatanga ki Te Tirohanga Whakamua.....	22
Understanding Te Tirohanga Whakamua.....	22
M? hea Te Tirohanga Whakamua ?rahi ai i te Rautaki Whanaketanga ki Tua?	23
Kei mua i te aroaro o Te Tirohanga Whakamua.....	23
How is the Future Development Strategy informed by Tirohanga Whakamua?	23
Next steps for Te Tirohanga Whakamua	23
W?hanga 2: Ki hea, ?hea, m? hea t?tou whakawhanake ai?	26
Part 2: Where, when and how will we develop?	26
Our overall vision.....	27
What will we focus on to achieve our vision? Our strategic direction.....	27
Where will we avoid development, and in what other parts of the region is development potentially constrained?	29
Which areas do we want to develop as a region?.....	33
Where we will prioritise development.....	33
What will this prioritised development look like?	35
Spatial priorities for the East-West corridor.....	39
When and where will housing development be phased in during the life of the Future Development Strategy?	39
Phase 1: Years 1-10.....	40
Phase 2: Years 11-30.....	41
At the end of this Strategy.....	41
How will business land development be phased in over the life of the Future Development Strategy?	43
How will we grow? Placemaking principles for achieving ‘well functioning’ urban environments in our towns and cities	45
What does this mean for our sub-regional areas?	45

Attachment 1 to Report 24.17

W?hanga 3: He t??hanga tautoko whanaketanga 46
Part 3: Infrastructure to support development 46
 What does this look like? 49

W?hanga 4 – Te Tutuki i t? t?tou rautaki 52
Part 4 – Delivering our strategy 52
 Our Implementation Plan 53
 Key non-infrastructure projects 53
 Future Development Strategy review 53

W?hanga 5 – T? t?tou tukanga 54
Part 5 – Our process 54
 Why have we developed the Future Development Strategy? 55
 What have we taken into account? 56
 Our technical reports 57

?pitihanga 1 Ng? w?hi Whakaarotau hei whakawhanake 59
Appendix 1 Prioritised areas for development 59
 1. Areas of importance to iwi for development 59
 2. Growth along strategic public transport corridors 59
 3. Priority Development Areas 60
 4. Within existing rural towns around public transport nodes and active mode connections 60
 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. 61

?pitihanga 2 Ka p?hea ki ng? takiw? o t? t?tou rohe? 62
Appendix 2 What does this mean for our sub-regional areas? 62

?pitihanga 3 Ng? m?t?pono whanake w?hi 81
Appendix 3 Placemaking principles 81

?pitihanga 4: He taipitopito ake m? ng? t??hanga tautoko whanaketanga. 83
Appendix 4: More detail on infrastructure to support development 83
 Transport 83
 Three waters infrastructure 85
 Energy and Telecommunications 86
 Social and community infrastructure 91

?pitihanga 5: He kuputaka m? ng? kupu o t?nei tuhinga 93
Appendix 5: Glossary of terms/kupu in this document 93

He kupu arataki nā te Tiamana me te Tiamana Tuarua Foreword from the Chair and Deputy Chair

We are pleased to present the first Future Development Strategy for the Wairarapa-Wellington-Horowhenua region. Our region is growing, we're expecting an additional 200,000 people to come live here over the next 30 years. Careful planning is needed to ensure we have enough affordable homes, decent jobs, resilient infrastructure, quality open space and community services to create thriving, well-functioning urban environments.

Māori have an important role to play in building our future urban environments. This is part of their role as kaitiaki through whakapapa, with a responsibility to protect, replenish, and sustain te taiao me te whenua. The role of mana whenua as kaitiaki extends beyond the environmental domain into guardianship and protection of all elements of our natural world, including decision-making over activities that could impact te taiao.

Together with the iwi partners on the WRLC we have created Te Tirohanga Whakamua, a Statement of iwi and hapū values that guides urban development and future work by the WRLC. Whilst this is a joint statement, we recognise iwi and hapū in this region each have their own unique sets of values and aspirations and have built relationships with central and 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 strengthen the connection of the hauora or physical, spiritual, social and mental well-being of the people and the environment.

The Future Development Strategy is a statutory document will help us achieve our region's strategic goals:

- Ensuring we have the infrastructure we need to thrive.
- Providing affordable housing and compact well-designed towns and cities
- Realising iwi and hapū values and aspirations
- Supporting low emission lifestyles
- Protecting our natural environment and other places we love
- Providing opportunities for productive sustainable local employment

It sets out our shared priorities for housing and business development that we can work on together as a region. To enable our work, our next step is to develop an implementation plan to detail more actions and ensure this strategy has a pathway for funding to support the growth we are expecting.

With this strategy we will create a region that allows us to be responsible ancestors ensuring our mokopuna can enjoy what we have today by planning and building back better.



**Darrin Apanui |
Rangitāne o Wairarapa,
Te Ati Haunui a Pāpārangi,
Ngāti Porou
Chair, Wellington Regional
Leadership Committee**



**Daran Ponter
Deputy Chair,
Wellington Regional
Leadership Committee**

Whakarāpopototanga Matua

Executive Summary

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 Strategy 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 areas, the Future Development Strategy has wider objectives – affordable homes, decent jobs and the infrastructure, including community services protecting our natural environment and supporting low emission lifestyles to create thriving, well-functioning urban environments. The Future Development Strategy prioritises regionally important development that supports these objectives.

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.

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.

What are we planning for?

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.

The specific challenges and opportunities we have in our region are:

 We have enabled capacity for over 206,000 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.

 The need to provide for additional land for industrial activity. To do this we need to look at solutions across council boundaries in our region and are not only focused on local areas.

 Infrastructure plans and budgets identify the supporting infrastructure we can currently afford to support development. There is further work to be done to identify a regional pipeline of infrastructure required over the next 30 years to support growth to direct prioritisation and programming, maximise efficiency and address funding issues.

 Recent national level policy direction reduces our control over where and when all this housing development occurs, the strategy tries to address through prioritisation.

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

- The prioritised development areas will provide 46% 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 54% of the total housing development for the region, reflects an uplift as a result of medium density residential standards. This 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 and protect what we love.

Introduction

PREDICTING OUR FUTURE POPULATION

In 2020 Sense Partners¹ 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. For context, 212,000 people were living in Wellington City in June 2022.

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. To address this uncertainty, it prioritises and sequences new growth areas and investments.

ESTIMATING HOUSING AND BUSINESS NEEDS

Recent zoning changes in the region (such as those allowing for higher buildings in many existing towns and cities) means that we now have plenty of options to meet new housing demands, with over 206,000 more homes now enabled through District Plans. This is more than double the 99,000² more homes required to meet projected population growth in the next 30 years. This is a positive for the region, and not something many others can report. It is primarily due to the increased development now permitted within walking distance of our 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.

¹ A boutique consultancy with expertise in regulatory economics, cost benefit analysis, economic modelling, energy, climate change policy, and housing and urban development.

² This demand number from our [2023 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.

An analysis of business land requirements has shown that, throughout the region, we may 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.

MAKING THE BEST USE OF OUR INFRASTRUCTURE

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.

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 Part 3. 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.

We have got infrastructure coming but not fast enough and it is costly, so we also need to make the most efficient use of existing infrastructure. Our critical infrastructure will also need to be protected against the challenges of climate change and the increased risk of natural hazards.

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.

THE SPATIAL STRATEGY

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

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

- ensuring urban development and infrastructure planning is integrated to create thriving communities
- providing for affordable housing that meets our needs, and for compact well-designed towns and cities
- realising iwi and hapū values and aspirations
- plan development for a low-emissions future
- prioritising nature, climate and culture through protection and restoration
- providing opportunity for productive and sustainable local employment.

3. Iwi aspirations for urban development

The WRLC iwi partners' have developed a statement of iwi and hapū values and aspirations for urban development (called 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 in the supplementary report [‘Iwi values and aspirations report prepared for the Wellington-Wairarapa-Horowhenua Future Development Strategy’](#).

4. 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. 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 supporting low-carbon lifestyles.

Any areas not specifically identified as priorities for development may still be appropriate to develop according to local needs and constraints but will not be prioritised at a regional level. More information can be found in Appendix 1.

Attachment 1 to Report 24.17

HOW IT ALL COMES 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. 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 where:

Phase 1

In years 1-10 - we would expect to see 21% of housing development in greenfield land and 79% of housing development in brownfield land

Phase 2

In years 10-30 - we would expect to see 16% of housing development in greenfield land and 84% of housing development in brownfield land

At the end of this strategy

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 1 shows the planned distribution of development at the end of the 30-year period of the Future Development Strategy and the demand (based on Sense Partners 2022 projections). This diagram illustrates the range in the amount of housing development that could occur over the next 30 years. We recognise that demand is dynamic and is expected to change within urban areas due to factors like climate change and housing affordability.

Following Diagram 1, key elements of the Future Development Strategy are presented including:

- An 'at-a-glance' overview of the Future Development Strategy (Diagram 2). The key elements are outlined in more detail later in this document in Part 2
- Key spatial plan maps – a series of maps is provided here and in later parts of this document.

STRUCTURE OF THE FUTURE DEVELOPMENT STRATEGY

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:** Infrastructure to support our development.
- **Part 4:** Delivering our strategy.
- **Part 5:** Our Process

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

Diagram 1: Distribution of development over 30 years of the Future Development Strategy

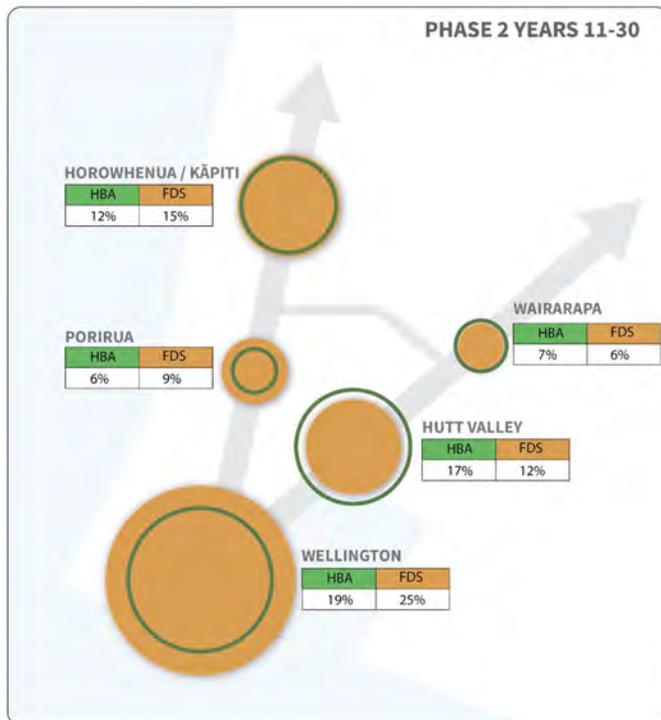
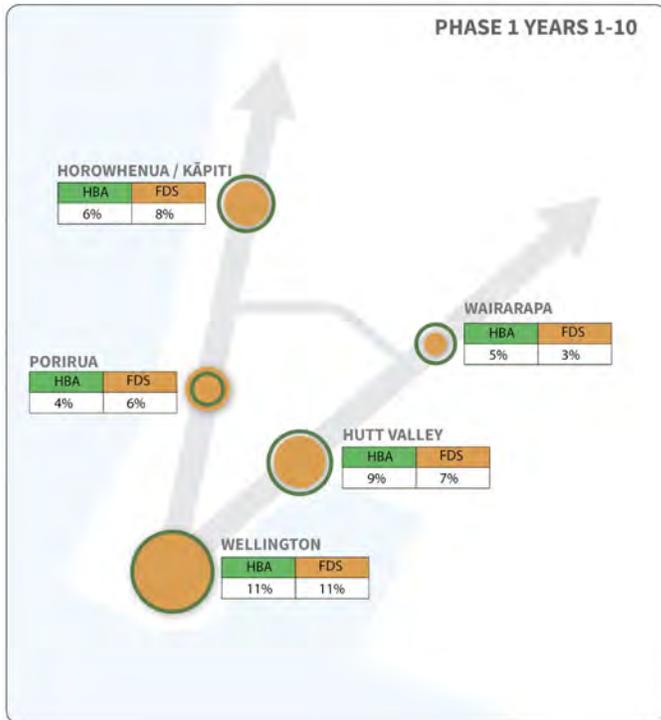
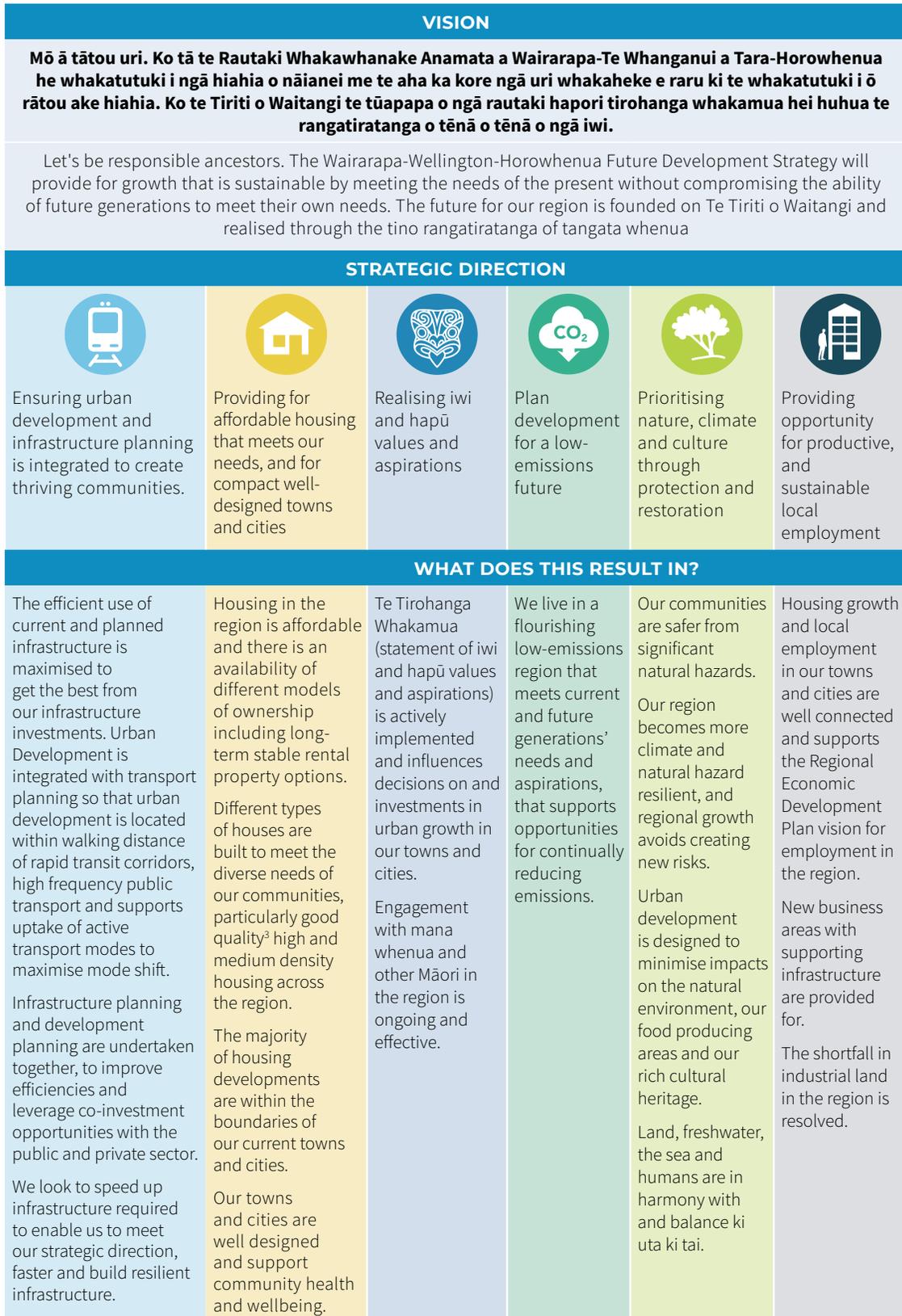


Diagram 2: Overview of the Future Development Strategy



³ quality means homes that are well-insulated and ventilated, with sufficient sunlight and access to green open space for recreation and play

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

	<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>Building back better, new or upgraded infrastructure investments are made with future resilience in mind, particularly from the impacts of climate change</p> <p>Infrastructure planning and development planning are undertaken together, to improve efficiencies and leverage co-investment opportunities with the public and private sectors including realising the long-term benefits of well-functioning urban environment, including social infrastructure like schools, and encouraging mode shift and reducing carbon emissions</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 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 greenfield developments.</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>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>Supporting the implementation of the Regional Housing Action Plan and housing developments that provide for those that are unable to afford market housing.</p> <p>Supporting high density developments in Wellington City and Lower Hutt with investment in key projects - Te Aro Growth Corridor and Riverlink.</p>
	<p>Te Tirohanga Whakamua is supported by the Future Development Strategy, including a future founded on Te Tiriti and realised through the tino rangatiratanga.</p> <p>Avoiding development on certain sites of cultural and environmental significance.</p> <p>Developments observing statutory acknowledgements</p>	<p>and to 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 housing development 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</p>	<p>public transport system and making the best use of our existing infrastructure assets. This includes enabling transport and other infrastructure upgrades along these corridors and prioritising intensification within walkable catchments of rapid transit stops. Intervention to support integrated comprehensive urban development in these locations is supported.</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, 	<ul style="list-style-type: none"> • 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>Planning for the majority of housing 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>

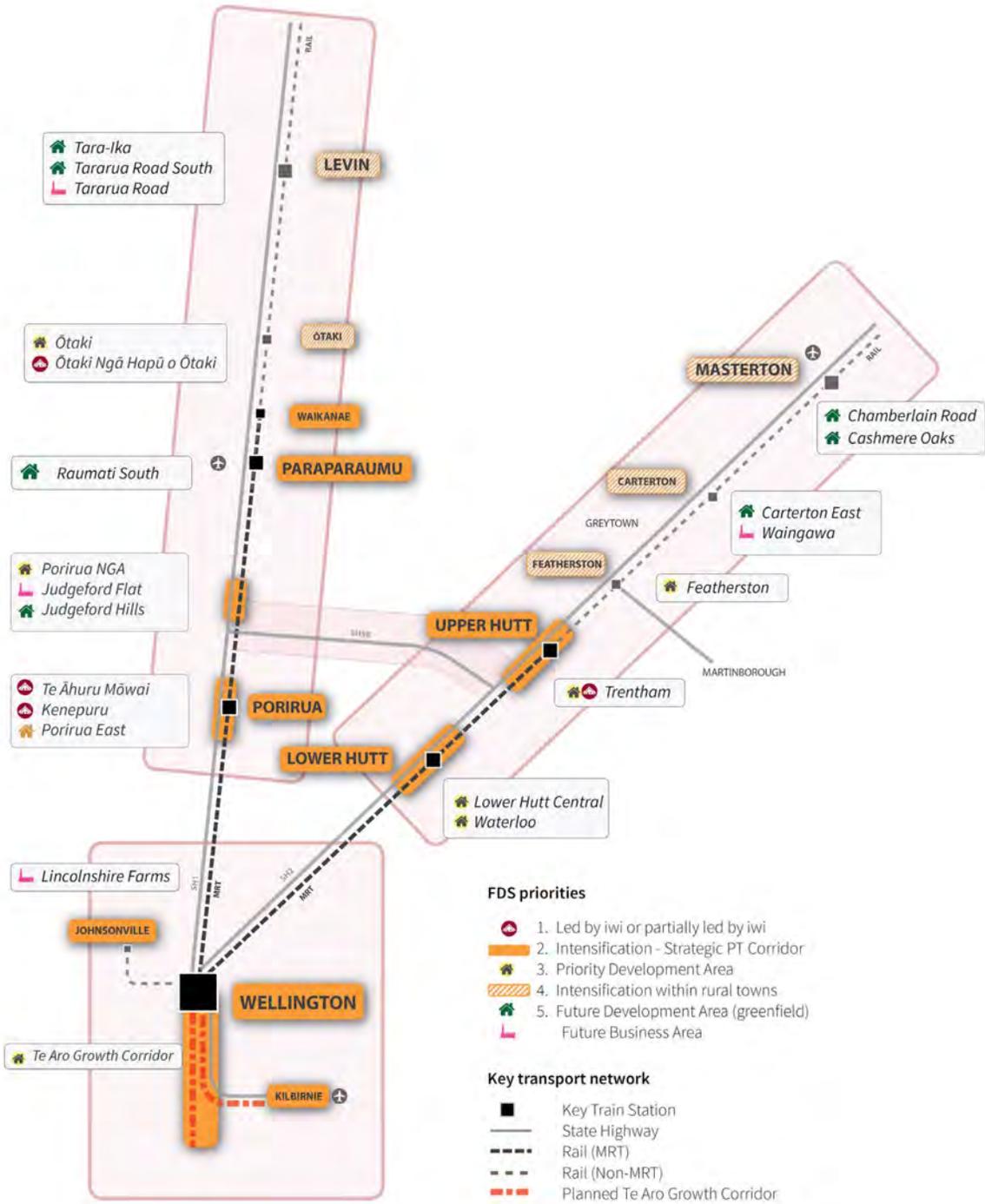
Key spatial maps

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

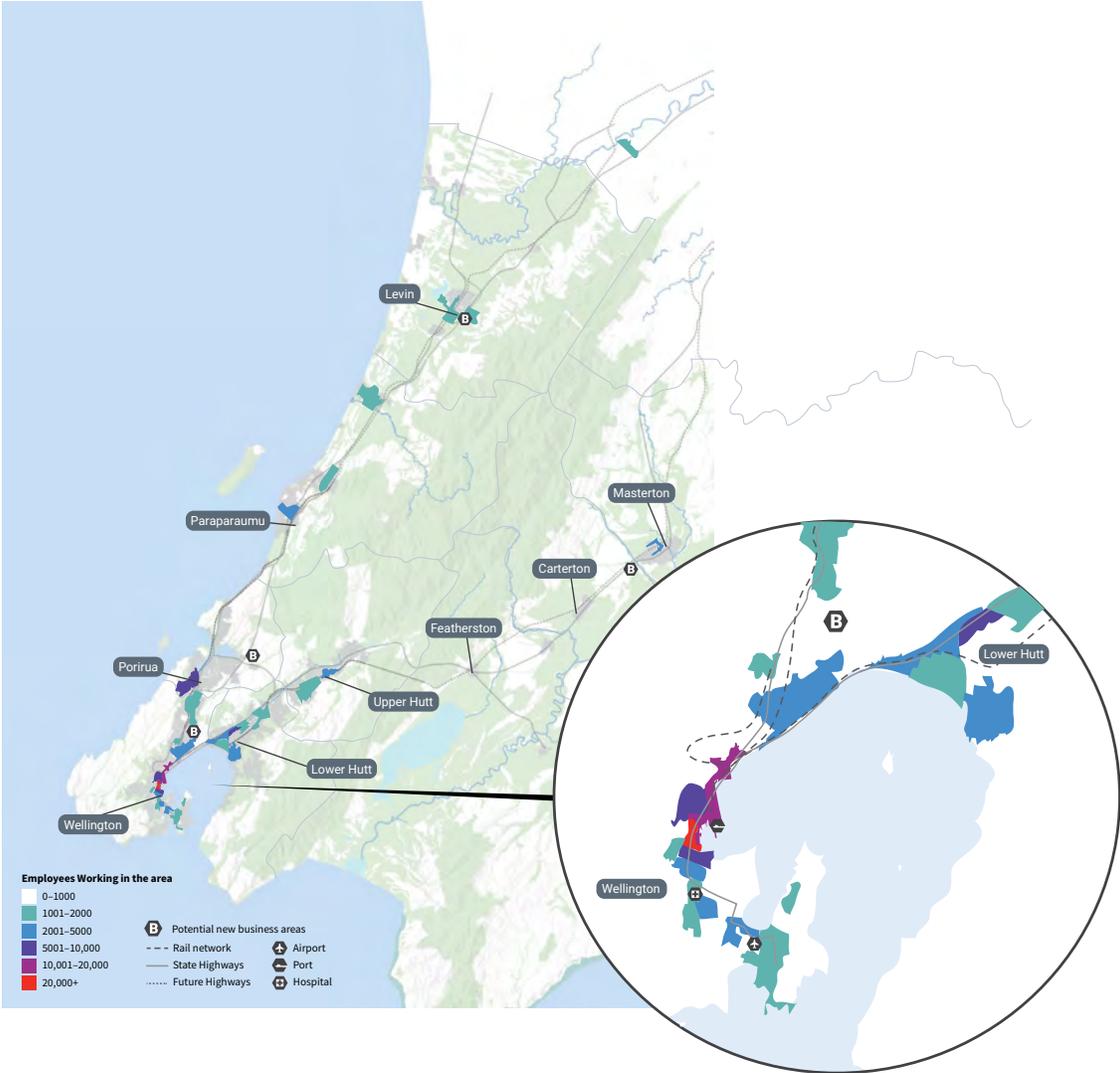
Where we won't grow



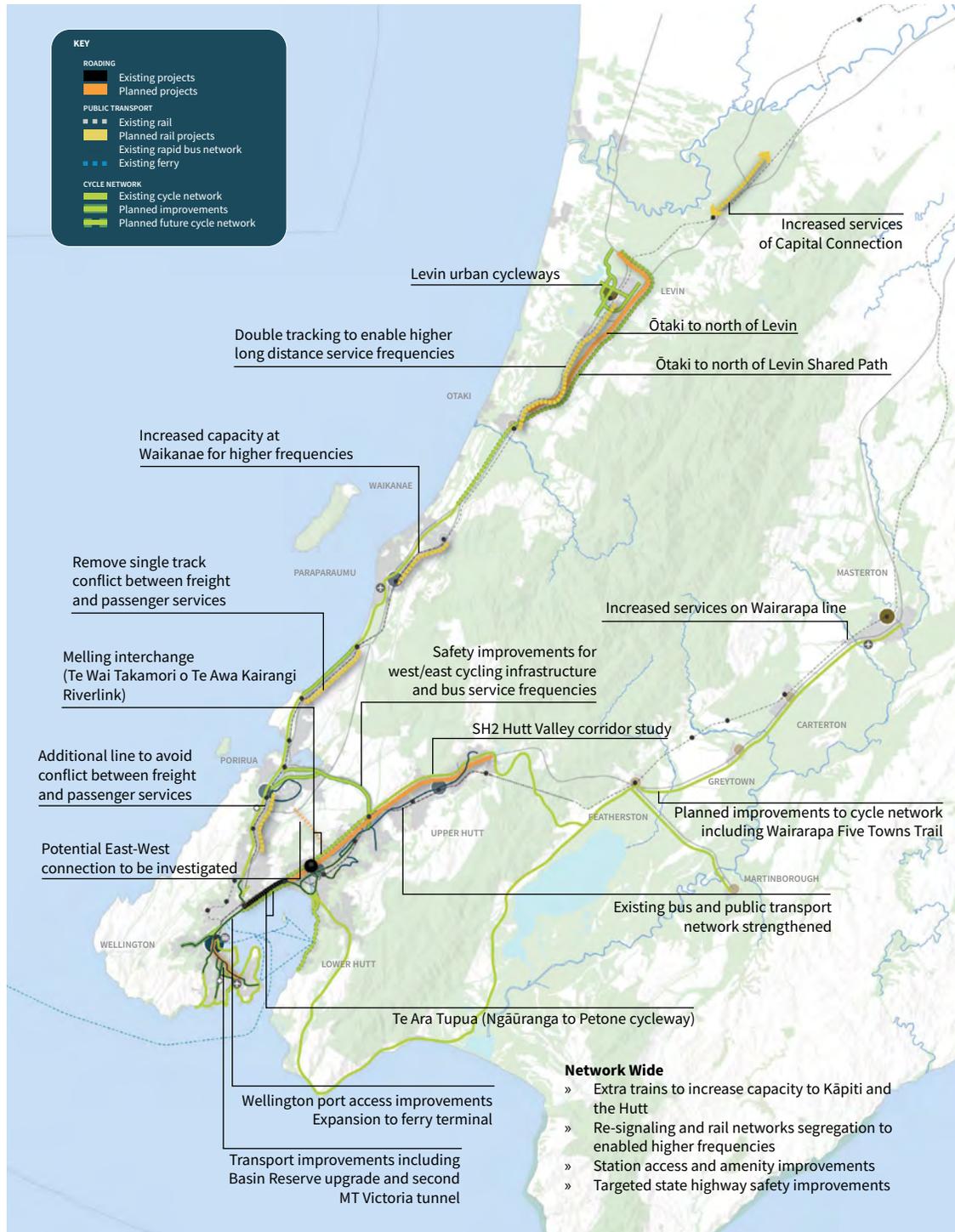
Where we will grow



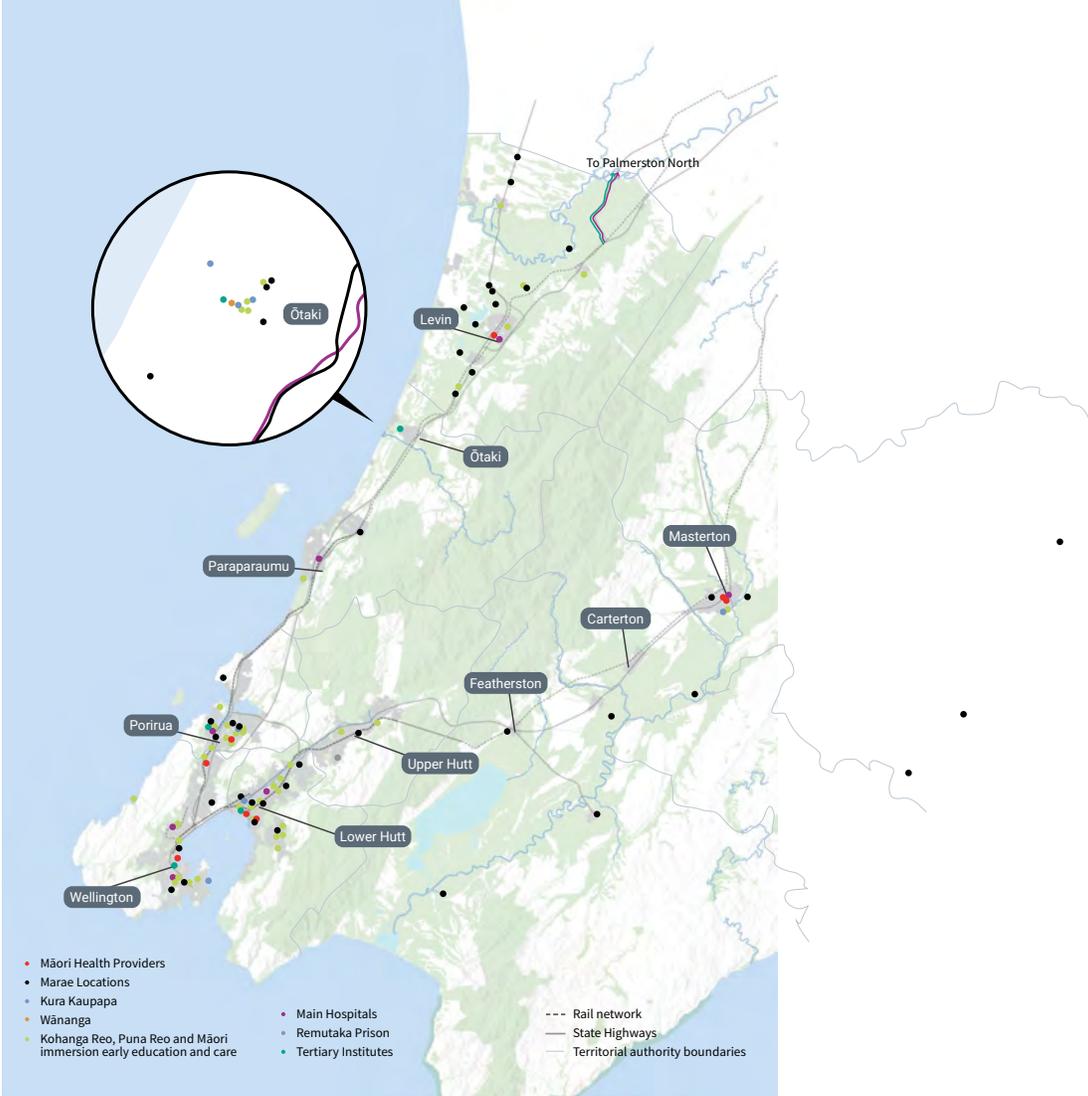
Key employment areas



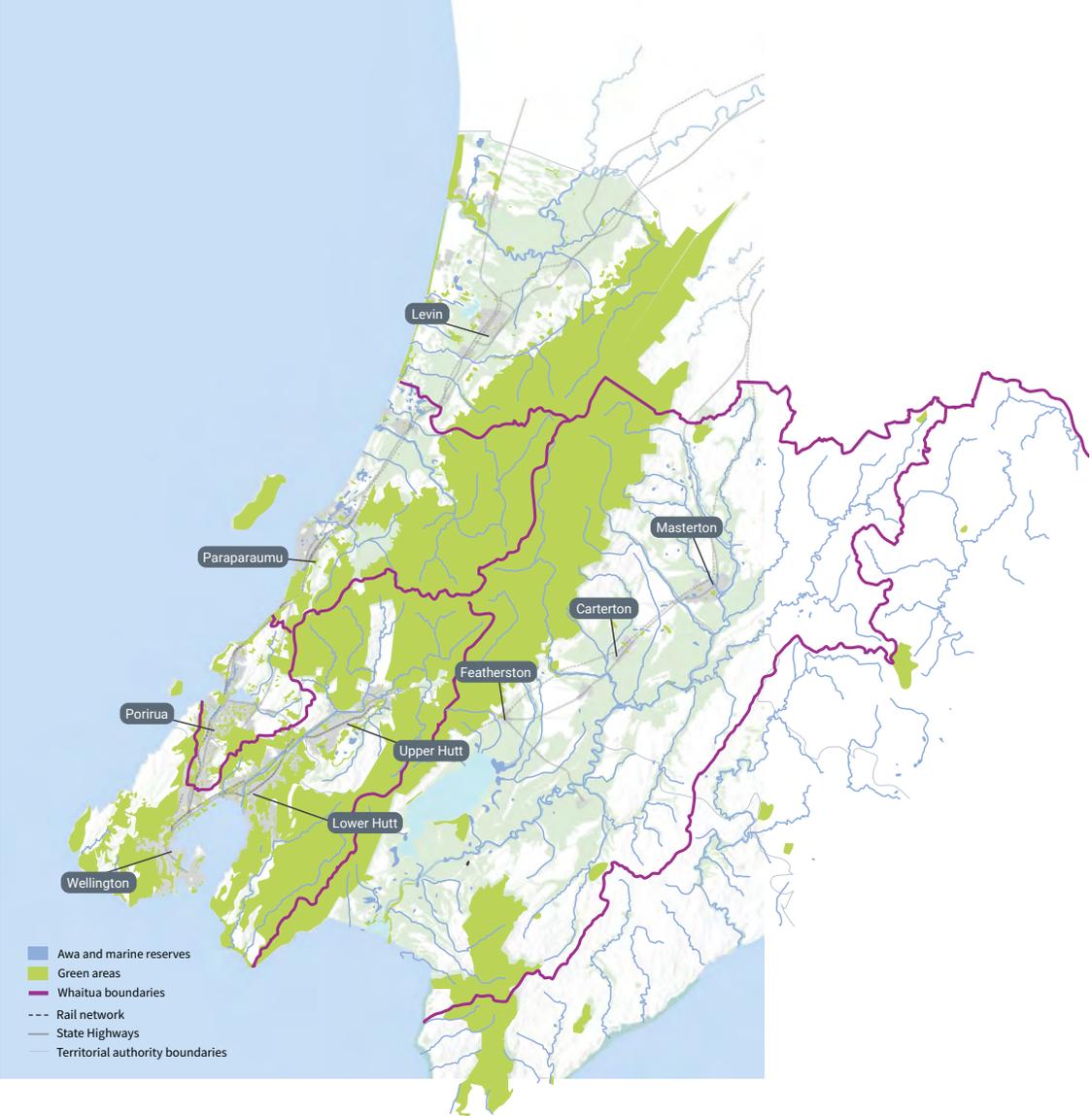
Key parts of our strategic transport network



Key parts of our regional social and cultural infrastructure network



Key parts of the blue green network



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

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

He aha rā Te Tirohanga Whakamua, ā, nā wai ia i waihanga?

Nā ngā rourou a ō tātou iwi i tika ai te waihanga o tēnei Rautaki Whanaketanga ki Tua. Kei ngā iwi me ngā hapū i tō tātou rohe ō rātou ake uara, wawata hoki mō te whakawhanake tāone, ka mutu, e hāngai kau ana ki tō rātou ao, ko tana tūāpapa he tikanga, he mātauranga Māori, he kawa hoki.

He tauākī uara/wawata hoki a te whakaminenga o ngā iwi me ngā hapū mō te whakanaketanga taone i tō tātou rohe, he tuatahitanga ki te rohe o Wairarapa-Te Whanganui a Tara-Horowhenua. Ko te pūtake matua o Te Tirohanga Whakamua he ārahi i te rautaki whanaketanga ki tua, hei tā ngā hiahia a te National Policy Statement on Urban Development (NPS-UD).

Mā te tauākī nei e ārahi ngā mahi e tū mai a te Wellington Regional Leadership Committee. He mauri ake tō te tauākī, ka mutu, he taonga ki tō tātou rohe. He mea tautoko kia mārama ai me pēhea tātou e ū ki ā tātou haepapa Tiriti, ā, kia pai ake ngā hua ka whakaratohia e mātou ki te katoa o ō tātou tāngata, hāpori, taiao hoki hei te wā whakarite ai mō ngā whanaketanga o āpōpō ki tō tātou rohe. He mea hihiri, he mea ora hoki Te Tirohanga Whakamua, he mea panoni, āpitihia hoki ā tōna wā.

Ko ngā rōpū e ono i tākoha rourou ki te putanga o te tauākī nei, ko:

- Rangitāne Tū Mai Rā e whakakanohi ana i a Rangitāne o Wairarapa Inc me Rangitāne o Tamaki nui a rua,
- Te Rūnanga o Toa Rangatira Inc e whakakanohi ana i a Ngāti Toa Rangatira,
- Port Nicholson Block Settlement Trust e whakakanohi ana i a Taranaki Whānui ki Te Upoko o Te Ika,
- Ngā Hapū o Ōtaki e whakakanohi ana i Te Rūnanga O Raukawa Inc,
- Ngāti Kahungunu ki Wairarapa Tāmaki nui-a-Rua Settlement Trust, me
- Muaūpoko Tribal Authority e whakakanohi ana i ngā hapū e 7 o Muaūpoko.

I whai wāhi atu a Te Ātiawa ki Whakarongotai Charitable Trust hei mema o te kōmiti WRLC tae noa ki Āperira 2023

What is Te Tirohanga Whakamua and who was it developed by?

The contribution of our iwi partners has been integral to the development of this 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 of 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.

The six organisations who contributed to the development of the statement 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,
- Ngā Hapū o Ōtaki representing Te Rūnanga O Raukawa Inc,
- Ngāti Kahungunu ki Wairarapa Tāmaki nui-a-Rua Settlement Trust, and
- Muaūpoko Tribal Authority representing the 7 Muaūpoko hapū.

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

Te Whai Māramatanga ki Te Tirohanga Whakamua

Kua waihangatia Te Tirohanga Whakamua ki te āhua o te whare nui. He hononga, he tautoko hoki tō ia wāhanga o te whare ki tērā atu, ā, mā te katoa e tū pai ai ia. He mea nui ēnei mea katoa kia puta ai ngā wawata me ngā uara o ngā mana whenua mō tō tātou rohe. Ko ngā wāhanga o te whare:

- *Ko tā Te tūāpapa* o te whare he whakapuaki i te tūranga a te Mana Whenua hei Kaitiaki o tō tātou rohe me te haepapa a te katoa kia tiakina, kia whakarauorahia, kia whakapūmautia hoki te taiao me te whenua.
- Kī runga tonu i te tūāpapa tū ai ngā pou e whā o te whare: Pou tahi: Rangatiratanga, Pou rua: Mātauranga Māori, Pou toru: Kotahitanga/ Ōritetanga/Mana taurite, Pou Whā: Kaitiakitanga. Katoa ēnei pou he mea nui ki te ao Māori, hāngai tonu ki ngā āhuatanga pēnei me te tino rangatiratanga, te mātauranga Māori, te mana taurite me te kotahitanga, te orange torowhārahi anō hoki. He mea nui ēnei pou hei whakapūmau, hei hiki hoki i te Mana Whenua me tō tātou hapori ki te āpōpō.
- Rewa ake kī runga o ngā pou e whā, ko te tuanui, te tirohanga kī tua. 'Ko te Tiriti o Waitangi te tūāpapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi'. Ko tā te kōrero nei he whakapuaki i ngā wawata o te Mana Whenua mō te āpōpō o tō tātou, kia tū tō tātou āpōpō i runga tonu i te tūāpapa o Te Tiriti o Waitangi, ā, hua mai ai i te tino rangatiratanga o te tangata whenua.
- E ono ngā kōkiri, ngā mātāpono rānei hei tautoko i te whare. He tauākī ēnei hei ārahi i te āhua o tā tātou whakarite, whakatau rānei i te āpōpō o tō tātou rohe. Pēnei me te tautokotia o te hononga Tiriti, ngā tauira ōhanga āmiomio, tipuranga toitū, te unu i ngā taupā a ngā iwi, ngā haumitanga e heke iho ai te manarite-kore, ka mutu, he whakatairanga i te tipuranga ōhanga me te para i te ara mō ngā uri whakaheke kia karo ai i ngā taumahatanga, pēnei i te āhuarangi hurihuri.

Understanding Te Tirohanga Whakamua

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

- Te tūāpapa 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 Whā: 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 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 tūāpapa 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.

Attachment 1 to Report 24.17

Ko te roanga o tā tātou mahitahi ki ngā hononga iwi WRLC mō te whanaketanga o te rautaki kei te rīpoata e kīia ana ko 'Iwi values and aspirations report prepared for the Wellington-Wairarapa-Horowhenua Future Development Strategy'. He tautohu i ngā mahi ki te taha o ngā hononga iwi WRLC me te tīma Rautaki Whanaketanga ki Tua. Ko ngā hua o roto:

- He āta whakamārama i Te Tirohanga Whakamua
- He taipitopito nō roto i ā tātou rīpoata hāngai ki te iwi me te Māori

Mā hea Te Tirohanga Whakamua ārahi ai i te Rautaki Whanaketanga ki Tua?

Kua ārahitia e Te Tirohanga Whakamua te ahunga mai a tā tātou Rautaki Whanaketanga ki Tua, ā, he mea tautoko e te rautaki ngā tauākī me ngā uara o ngā iwi me ngā hapū mō ngā wawata whakawhanake tāone. Heoi, tā te tauākī he puta ki tua o te aronga a te Rautaki Whanaketanga ki Tua mō ngā hua ka taea e ia, nā runga i tēnei, kei kapohia ētahi o ngā uara me ngā wawata e ngā mahi o waho i te Rautaki Whanaketanga ki Tua. Ka mahi tahi tonu te WRLC ki ō tātou hononga mana whenua mō te āhua o te whakatō mauri ā te rohe ki ōna uara, ki ōna wawata hoki mō ngā whanaketanga tāone.

Kei mua i te aroaro o Te Tirohanga Whakamua

Ka mahitahi te WRLC ki ngā hononga iwi WRLC mō te tutukitanga, te aroturuki, te arotakenga hoki o te tauākī (pēnei me te tahua, te haumitanga hoki), te aroturuki hoki i te angitu o te tutuki mā te tirohanga ao Māori. Ko tā te WRLC hiahia he arotake i Te Tirohanga Whakamua i ia tau mēnā e whakaae hoki ana ngā hononga iwi WRLC (hei urupare ki ngā huringa ahurea, ā-kiko, ā-taiao, ā-ōhanga hoki).

Hei āpiti atu ki ngā uara me ngā wawata e kitea ana ki te pikitia o te whareniui kei te Hoahoa 3, mō ētahi atu whakamāramatanga o ngā pou me te ara e whakatinana ai tō tātou rohe i ngā uara me ngā wawata nei, tirohia te rīpoata Iwi values and aspirations detail report prepared for the Wairarapa-Wellington-Horowhenua Draft Future Development Strategy, tērā i tohua i runga ake.

More details on the full extent of our collaboration with WRLC iwi partners on the development of the strategy are included in a supplementary report called '[Iwi values and aspirations report prepared for the Wellington-Wairarapa-Horowhenua Future Development Strategy](#)'. It recognises all the mahi with 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 of 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

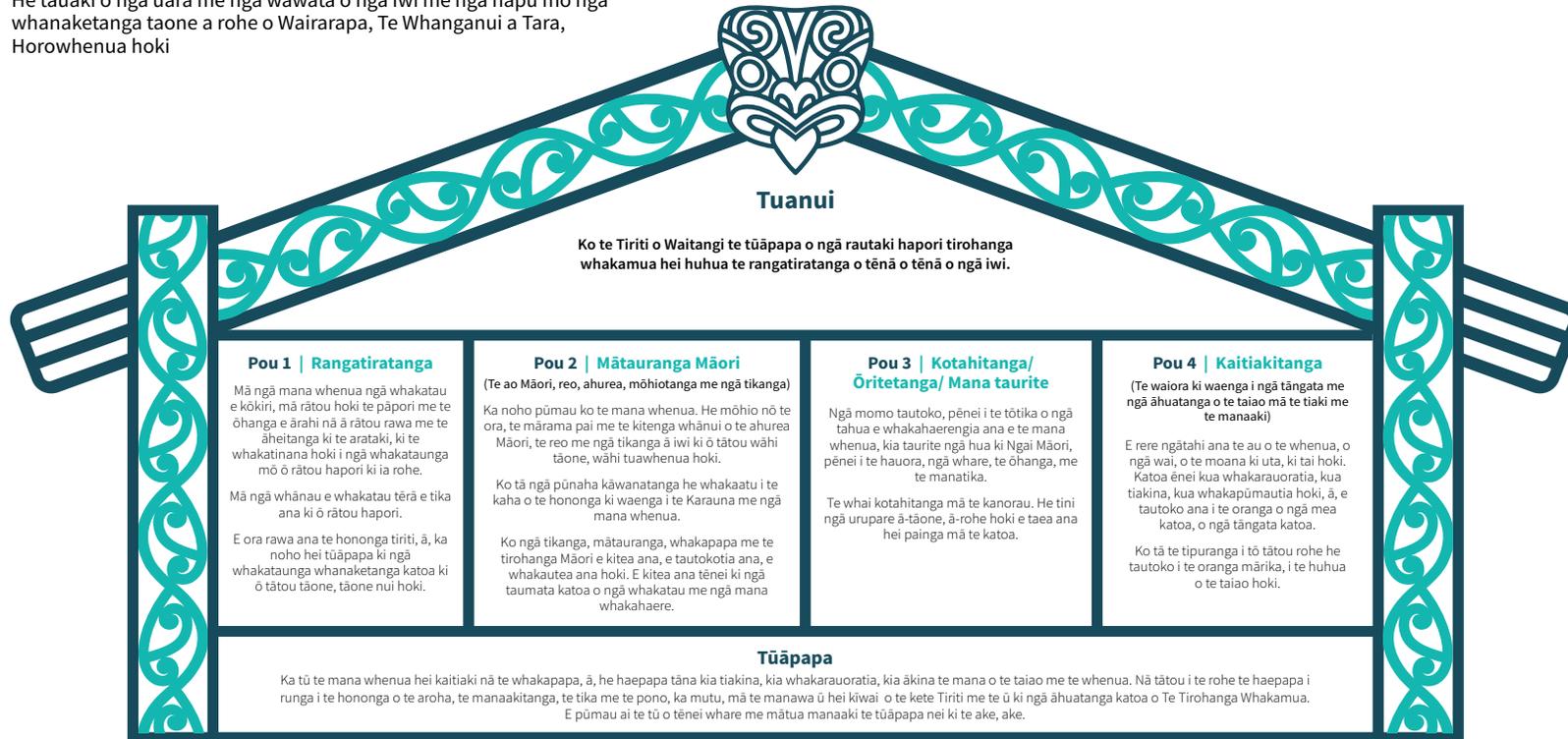
The WRLC will partner with WRLC iwi members on the delivery, monitoring and review of the statement, (including through funding and investment), and on monitoring the success of implementation from a te ao Māori perspective. The WRLC aspires that Te Tirohanga Whakamua should be reviewed annually if the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

In addition to the values and aspirations set out in the whare image in Diagram 3, below more details explaining the pou and about what it means to put these values and aspirations into action for our region can be found in the Iwi values and aspirations detail report prepared for the Wairarapa-Wellington-Horowhenua Draft Future Development Strategy mentioned above.

Te Hoahoa 3: Te Tirohanga Whakamua: He tauākī o ngā uara me ngā wawata o ngā iwi me ngā hapū mō ngā whanaketanga tāone ā-rohe

Te Tirohanga Whakamua

He tauākī o ngā uara me ngā wawata o ngā iwi me ngā hapū mō ngā whanaketanga taone a rohe o Wairarapa, Te Whanganui a Tara, Horowhenua hoki



Kōkiri 1
Ko tā te whanaketanga he tautoko i te mahitahi ā-Tiriti, he aro hoki ki ngā hua mō te katoa i te rohe, ā, he huhua āna pānga angitu. Kei te mārāma, he hononga tō ngā wāhanga katoa e huri ana.

Kōkiri 2
E nuku atu ana i te taurira ōhanga torotika, e whakatata ana ki tētahi ara āmio kē, ka mutu ko ngā whanaketanga he mea whakamōhio e ngā whakataunga ā-taiao mēnā e taea ana.

Kōkiri 3
Ki te whakamahere i ngā whanaketanga, me noho mātāmua ko te taiao, ka mutu, e tika ai ngā whanaketanga me nui ōna hua ki te taiao, me rere ngātahi hoki ki te taiao me te kanorau koira o te rohe.

Kōkiri 4
Ko tā te whakamahere he wete tāmitanga, he wete ārai e pāngia ana e ngā iwi, ā, he whakakaha i a tātou anō kia takitahi ai te kauparetia o ngā wero.

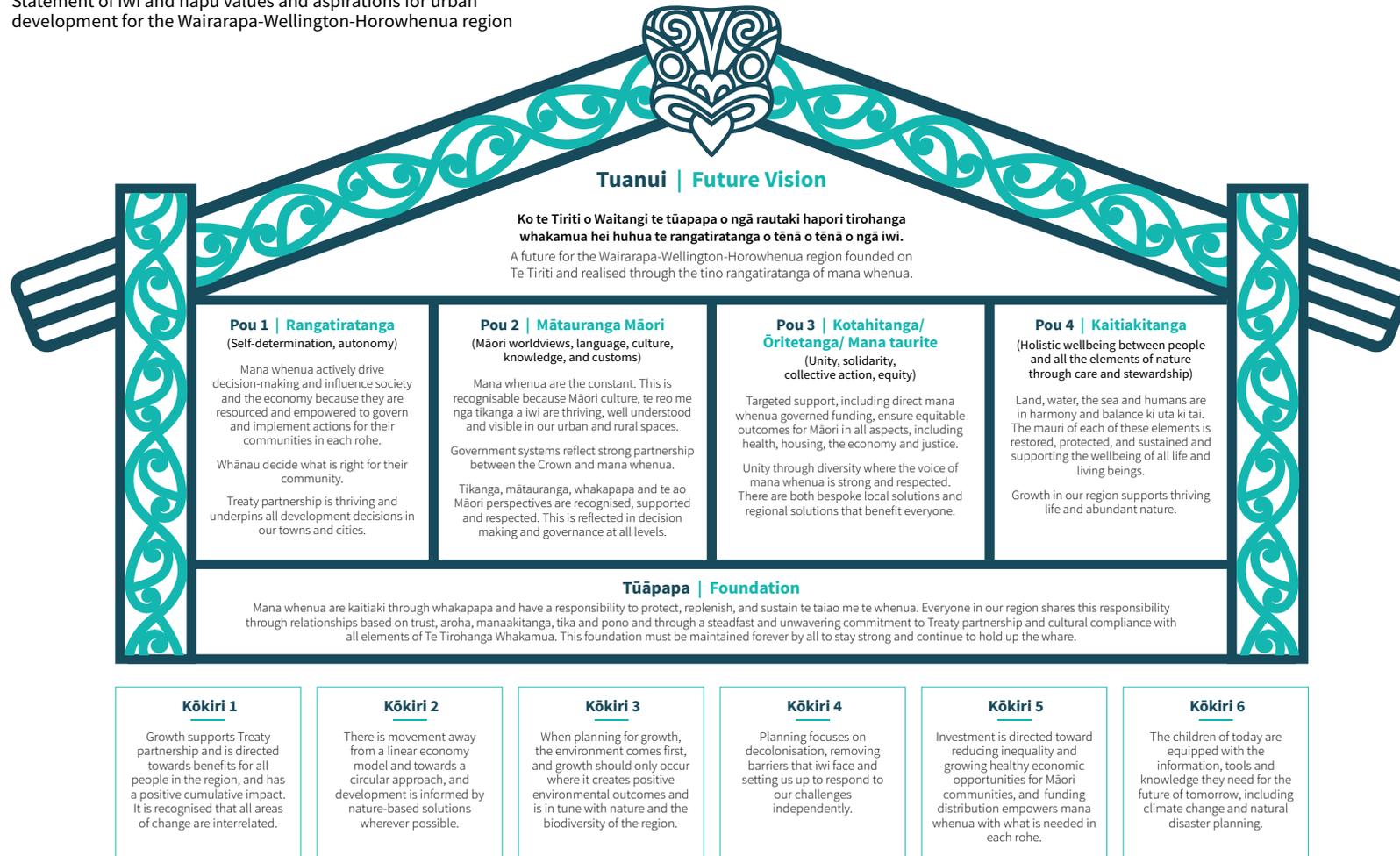
Kōkiri 5
Ko tā te haumitanga he whakaheke taurite-kore, he whakapiki hoki i ngā āheinga ōhanga pai mā ngā hapori Māori, ā, ko tā te tuari pūtea he whakakahanga ngā mana whenua ki ngā hiahia o ia rohe.

Kōkiri 6
Kua whakaritea ngā tamariki o ēnei wā ki ngā taipitopito, ngā taputapu me te mōhiohio e tika ana mō ngā rā e tū mai, pēnei i te āhuarangi hurihuri me te whakamahere aituā Māori.

Diagram 3: Te Tirohanga Whakamua: A statement of iwi and hapū values and aspirations for urban development in the region

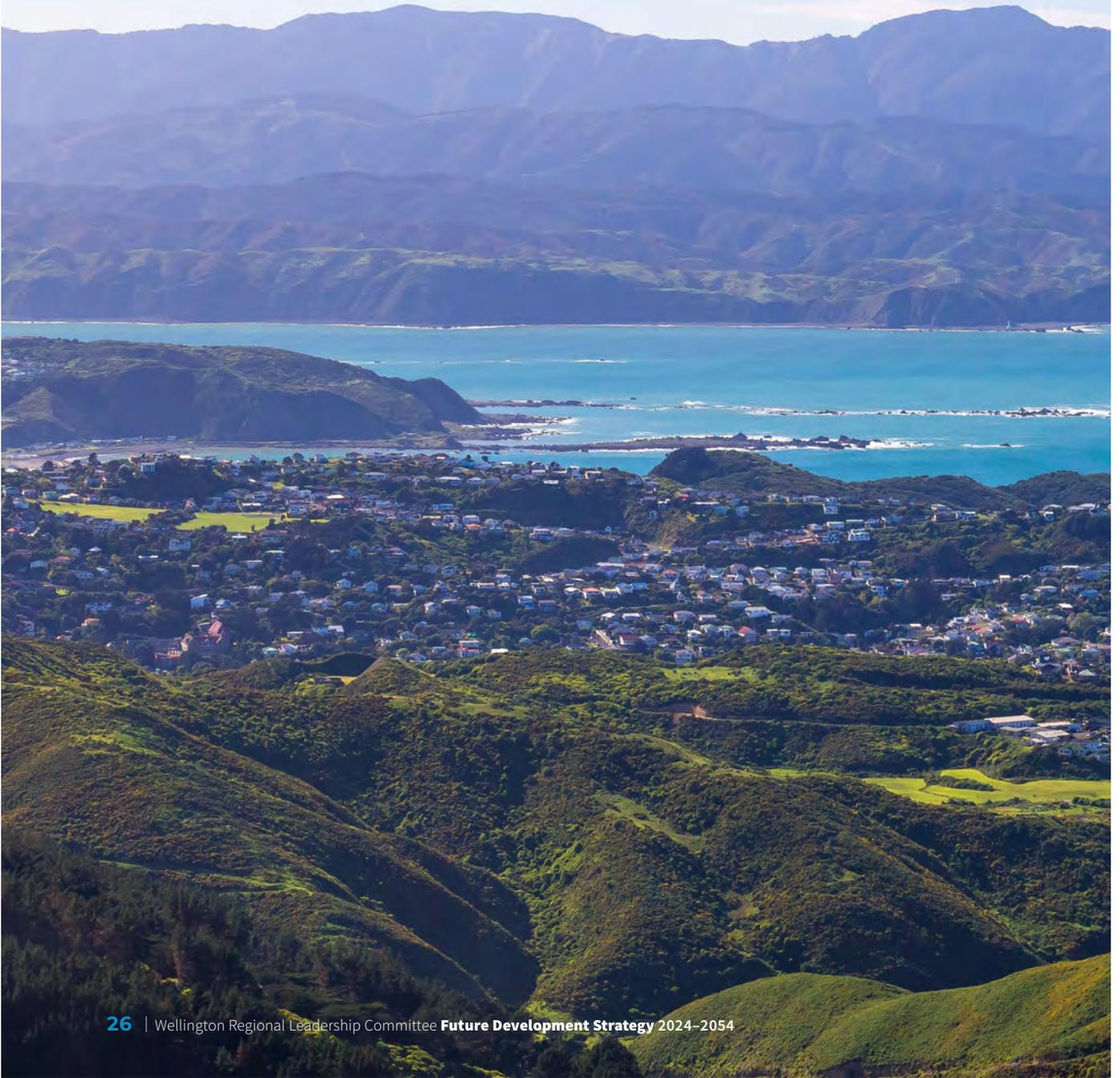
Te Tirohanga Whakamua

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



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

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



This part of the Future Development Strategy outlines the main elements of the Future Development Strategy and includes our prioritisation 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 tūpapapa o ngā rautaki hāpori 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. 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 4 sets this out in more detail.



Diagram 4: Our strategic direction



⁴ quality means homes that are well-insulated and ventilated, with sufficient sunlight and access to green open space for recreation and play

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 values and water supply protection areas along the central mountainous spine between the 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 5, which are the areas in the region with an enduring presence that need to be protected from new development.

Constraints mapping is a point in time process and will be updated as new information becomes available. The constraints mapping is based on existing datasets held by councils across the region and is at a resolution for regional spatial planning. For property specific information please see your local council for more information.

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 region
- **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 production⁷
- **significant infrastructure** – the national transmission network, the roading network, airports, ports, the rail network, telecommunications facilities, stormwater systems and other key, regionally important utilities.

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 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 5: Wāhi Toitū – areas protected from new development



Attachment 1 to Report 24.17

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 6) where potential future housing and business development must be carefully planned with local councils to ensure values are protected and risks are adequately mitigated or managed. Wāhi Toiora mapping does cover a lot of our region. 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. This will be done through regional or district plan provisions.

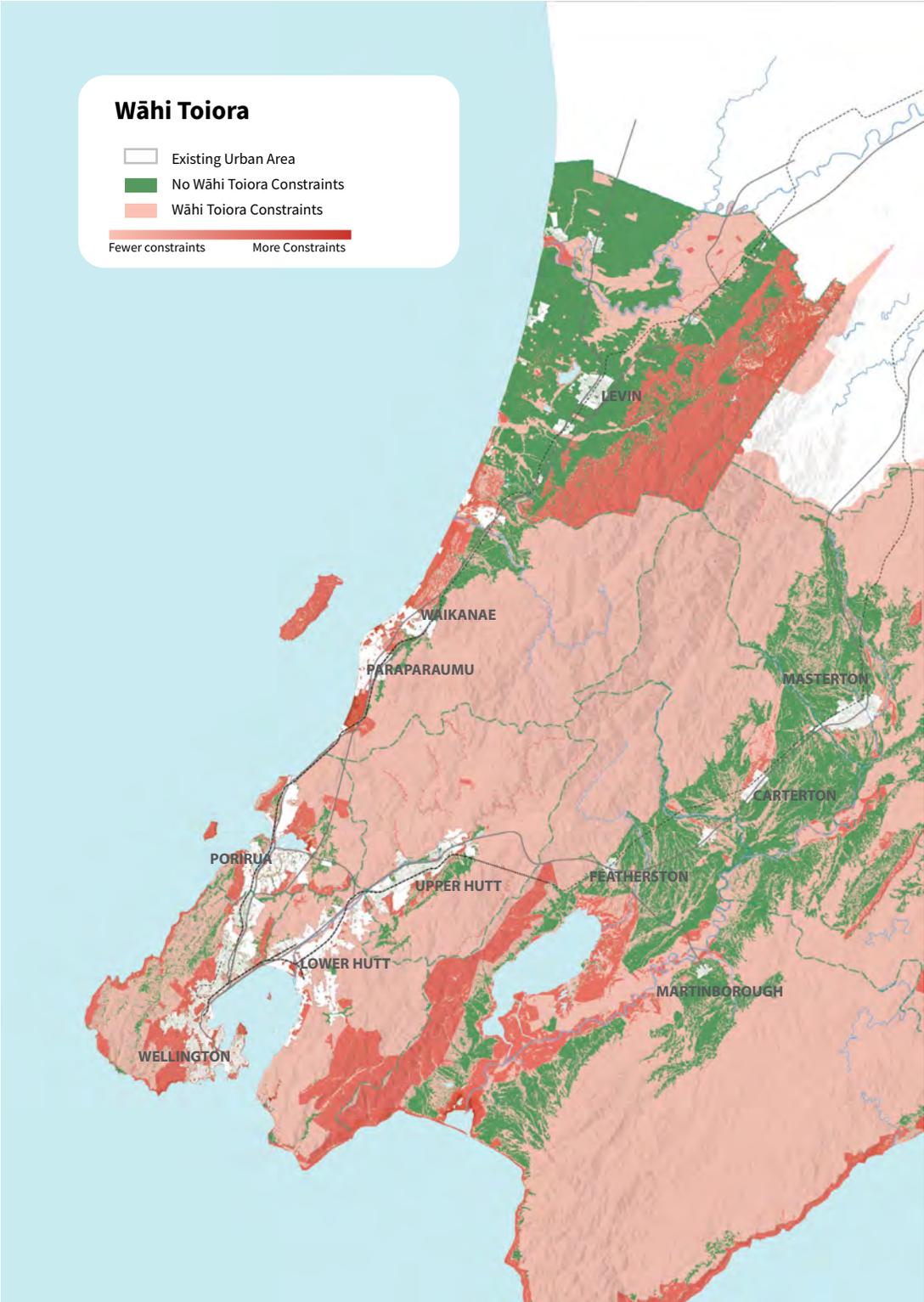
Both the Wāhi Toitū and Wāhi Toiora maps will be updated throughout the life of the Future Development Strategy, as more information becomes available through research. This information will inform any future updates of our Future Development Strategy.

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, tsunamis), 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.

Diagram 6: Wāhi Toiora – areas that we need to go carefully when we develop



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-emissions 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 in Diagram 7.

We acknowledge that housing 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 footprint 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 7 lists the criteria for how 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 5.

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 7: 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.

Any areas not specifically identified as priorities for development may still be appropriate to develop according to local needs and constraints but will not be prioritised at a regional level.

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 developments, such as semi-detached and duplex dwellings, terraced housing and apartments for housing and mixed use developments. 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 and can easily connect into existing urban areas to access key services by a range of modes. Well-connected greenfield can access current or future planned public and active transport in order to create a low-emissions future.

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).

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. This means people can live close to their daily needs.

What will this prioritised development look like?

With this prioritisation of development we expect 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, housing 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 that we can collectively support as a region to achieve our strategic direction.

The locations where growth is prioritised in the Future Development Strategy are shown in Diagrams 8, 9, 10, and 11. More detail on the locations of developments within sub-regional ‘corridors’ is provided in Appendix 2.

Diagram 8: A corridor view of where we will develop

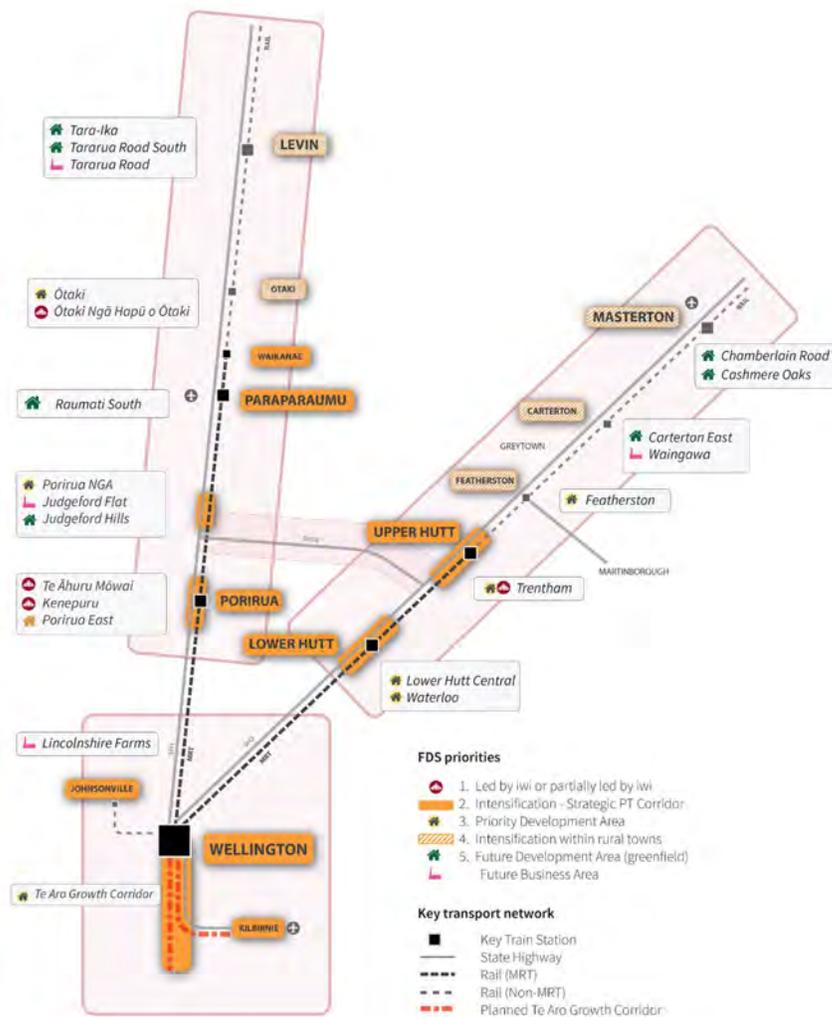


Diagram 9: Prioritised development in the metro areas (Hutt Valley, Wellington, Porirua and Kāpiti (excluding Ōtaki))

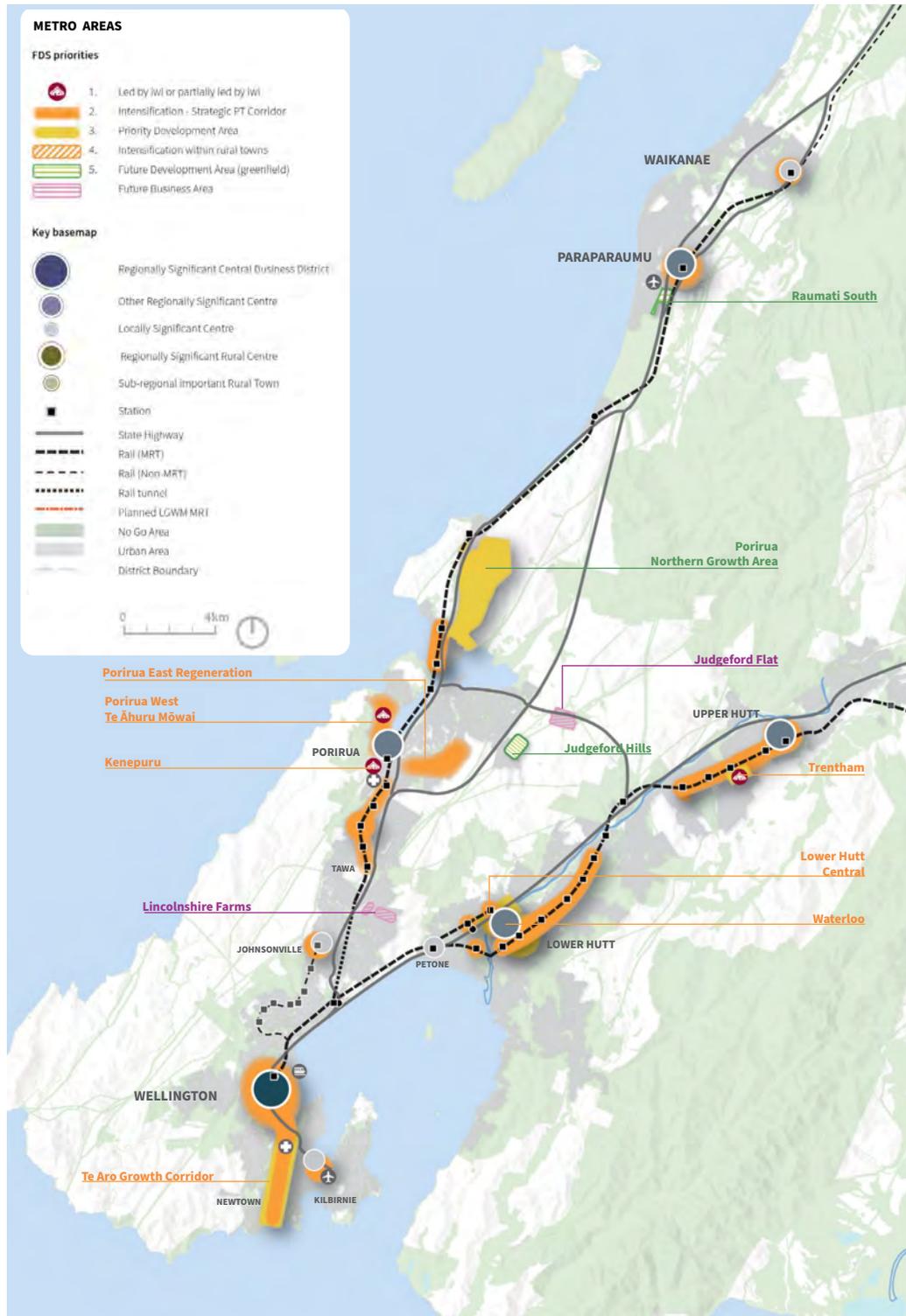


Diagram 10: Prioritised development in Horowhenua and Ōtaki

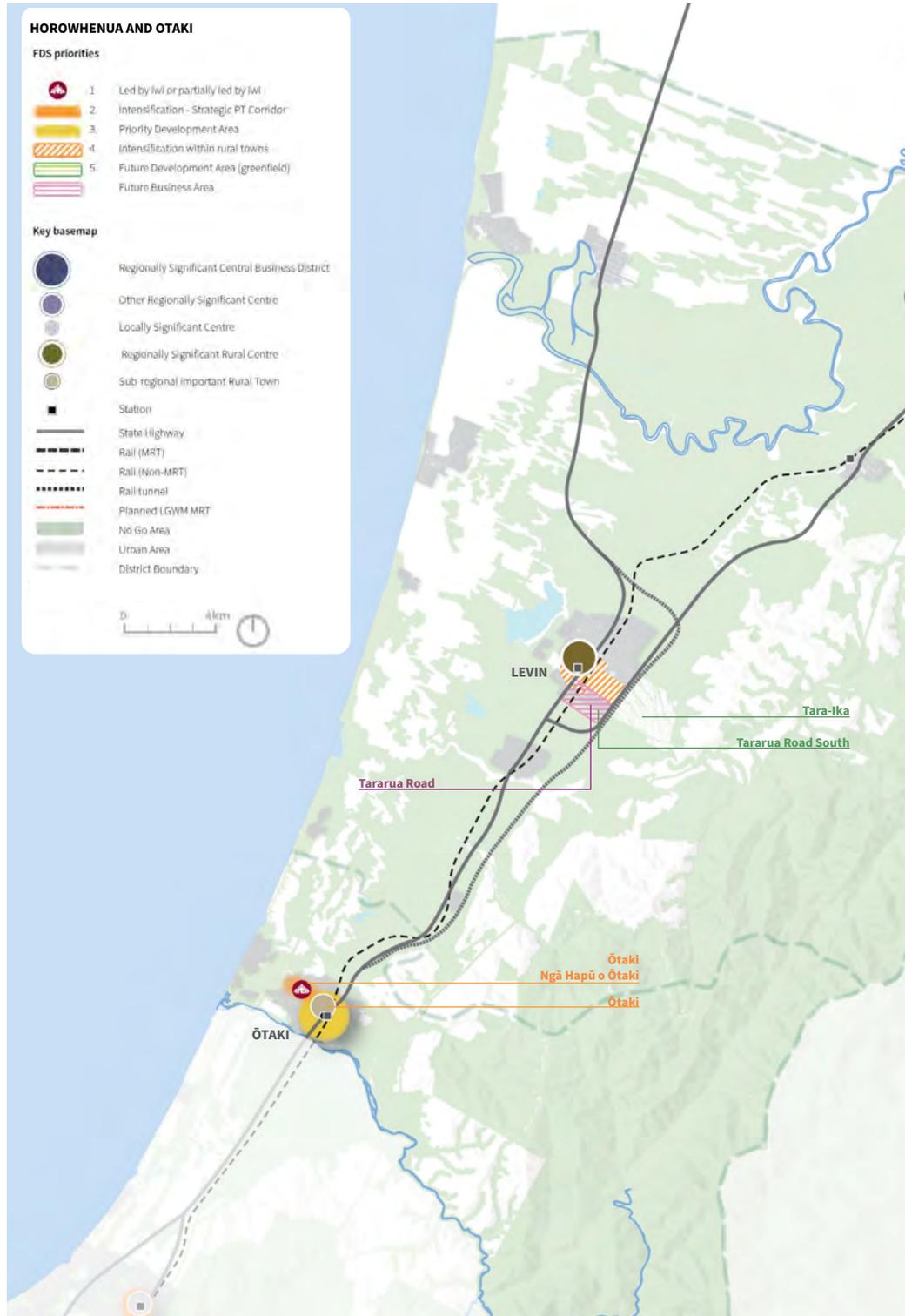
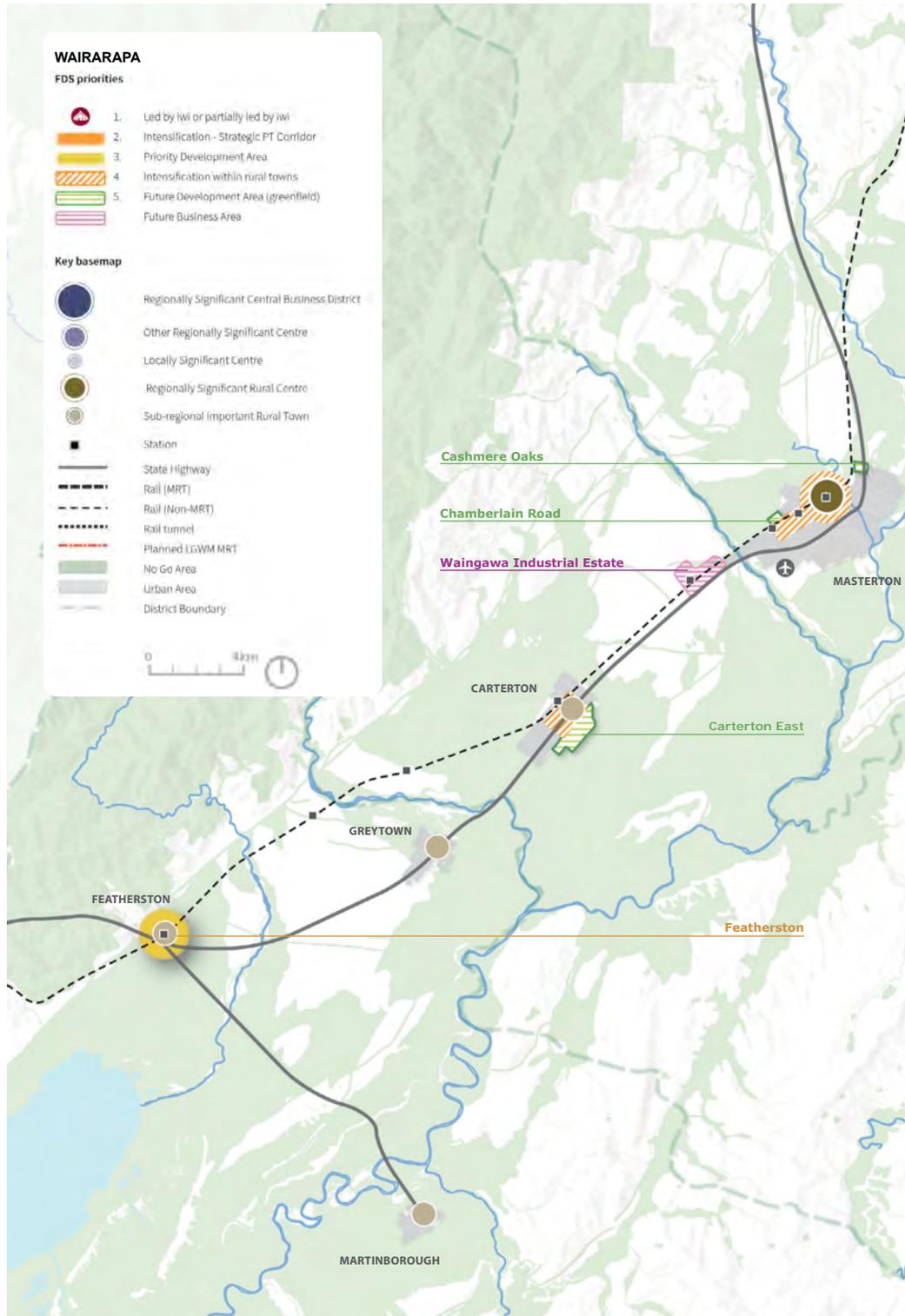


Diagram 11: Prioritised development in Wairarapa



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. The Regional Land Transport Plan invests in a Wellington Resilience Programme which will strengthen this corridor.

Our east-west connections are also important for regional resilience, for efficient freight movements and for our communities to access social, educational and economic opportunities across the region.

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 the 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.

Some of these routes, such as Akatarawa Road are not designed for large volumes of traffic, and Remutaka Hill road is primarily a north-south route. The mountain range restricts direct access east-west to/from Wairarapa and Horowhenua.

Furthermore, there are few options for travelling east-west in the region by public transport or cycling. More public transport links and cycling infrastructure along key east-west routes, for example bus and cycling infrastructure along State Highway 58, would support more sustainable travel options that would improve regional accessibility and support emission reductions from transport.

The Wellington Regional Growth Framework considered a “West-East access, housing, and resilience investigation”. This work has not progressed and given our current oversupply of housing capacity new roads

to unlock housing is not necessary. However, with the recent change in government talks have restarted on new East-West Corridors such as Petone to Grenada. This strategy supports an investigation a multi-modal East-West corridor that builds resilience. A potential corridor investigation project is indicated on Map 20.

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

As expected, there is more certainty that housing development and supporting infrastructure will happen in the first 10 years (Phase 1) than there is happening in a 10- to 30-year (Phase 2) 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.

That if the developments prioritised in diagrams 8-11 are fully realised, they will supply 46% of the 99,000 homes our region needs over the next 30 years. Approximately 56% 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.

Phase 1: 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 infrastructure (e.g. through the three waters infrastructure included in councils' Long Term Plans [LTPs]) is provided for.

In years 1-10 we expect to see 21% growth in greenfield and 79% 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 on the back of RiverLink in Hutt Central and the Te Aro Growth 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 Phase 1 along with the estimated number of new houses is in Diagram 12 below.

Diagram 12 Prioritised Housing developments – Phase 1: years 1-10

Housing development area	Estimated number of houses
Tara-ika Greenfield	500
Levin Greenfield - Tararua Road South	500
Otaki (PDA)	1000
Raumati South	100
Porirua Northern Growth Area	2550
Eastern Porirua	1270
Western Porirua (Te Āhuru Mōwai)	900
Kenepuru (Porirua)	880
Te Aro Growth Corridor	2500
Lower Hutt Central	1000
Trentham Mixed Use	860
St Patricks (Upper Hutt)	530
Cashmere Oaks (Masterton)	400
Chamberlain Rd (Masterton)	530
Carterton East	330
Featherston (PDA)	500

Phase 2: Years 11-30

Phasing beyond the first 10 years carries some uncertainty in terms of both housing 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 to see 16% growth in greenfield and 84% 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 large housing development is planned for Wellington City 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 to enable these developments.
- 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 stations 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 Phase 1 will have been completed.

The areas prioritised in the Future Development Strategy for Phase 2 along with the estimated number of new houses is in Diagram 13 below.

Diagram 13 Prioritised Housing developments – Phase 2: years 11-30

Housing development area	Estimated number of houses
Tara-ika Greenfield	3000
Levin Greenfield - Tararua Road South	2000
Otaki (PDA)	1100
Raumati South	220
Porirua Northern Growth Area	3450
Eastern Porirua	730
Western Porirua (Te Āhuru Mōwai)	600
Judgeford Hills (Porirua)	450
Te Aro Growth Corridor	16500
Lower Hutt Central	2500
St Patricks (Upper Hutt)	70
Chamberlain Rd (Masterton)	520
Carterton East	670

At the end of this Strategy

The intent of this section of the Future Development Strategy is to set out the areas we as a region want to focus our efforts on to enable our shared vision to protect what we love, make the best use of our existing infrastructure and move towards a compact urban form. The Wairarapa-Wellington-Horowhenua Housing and Business Capacity Assessment, set out a significant oversupply in our region. This surplus development capacity has benefits in terms of housing choice and affordability, but also creates uncertainty about where growth may go, which causes challenges and risks for infrastructure planning and investment. We recognise there are number of developments that are not shown in this phasing section that may occur anyway and some of the developments that we've prioritised may occur faster or slower due to various factors. Diagram 14 sets out the demand and capacity from the Housing and Business Assessment and the prioritised development areas.

Diagram 14: Distribution of development at 1-10 years and 10-30 years

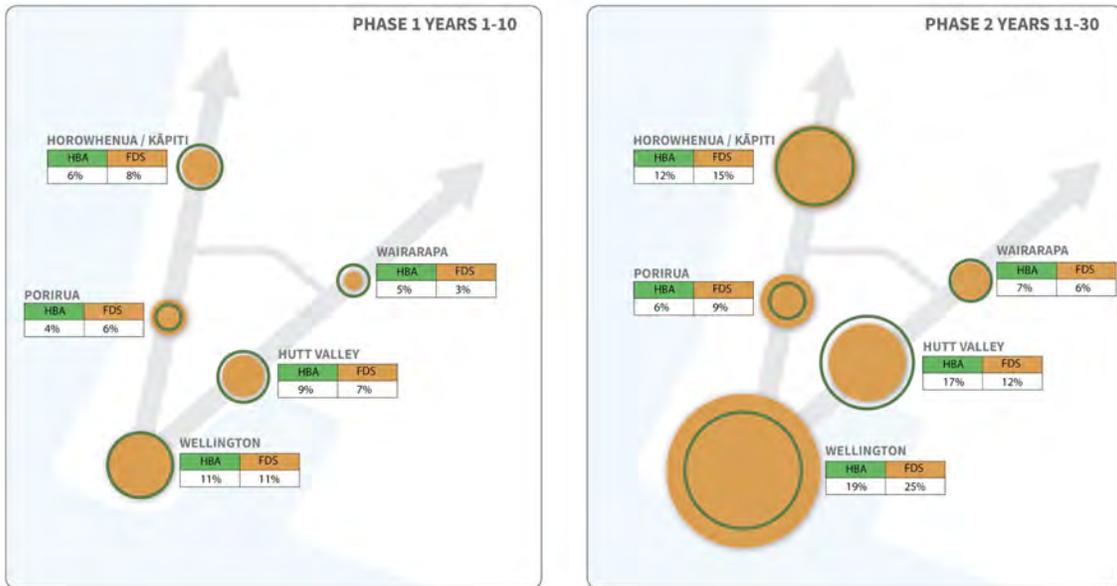
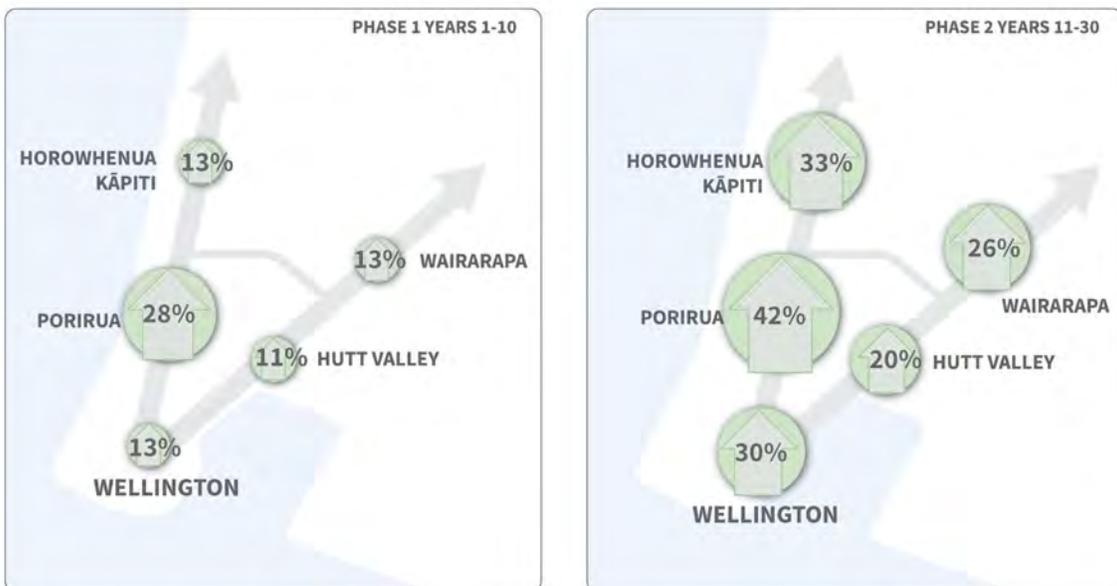


Diagram 15 shows the planned development for each subregion relative to the number of existing dwellings in each subregion in 2021. It highlights that even though Wellington and Lower Hutt appear to experience most of the growth when considered

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 15: Distribution of development relative to 2021 dwelling numbers



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

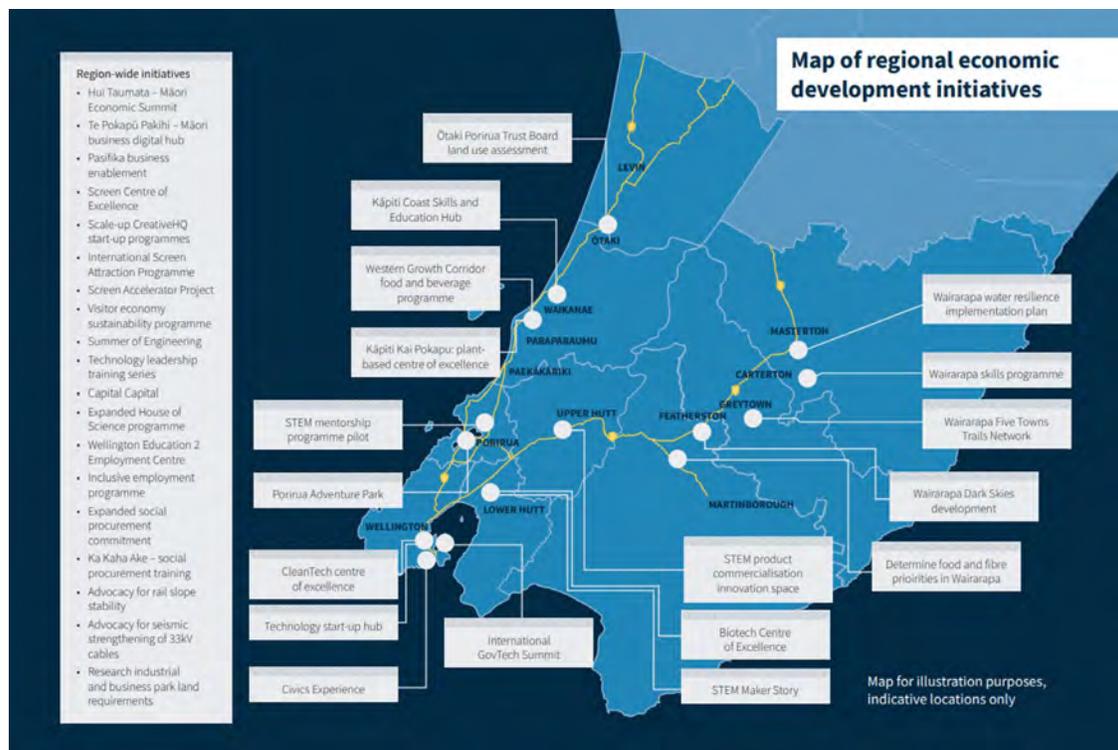
In a growing region, more people will seek employment. So while the Future Development Strategy cannot require growth in business and employment activity (i.e. require more jobs or more businesses), it can support it by ensuring that the regulatory settings and infrastructure required for businesses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

To help enable this, the [Wellington Regional Economic Development Plan 2022 – 2032 \(REDP\)](#) 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 16 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 16: Map of regional economic development initiatives



Our existing retail, commercial and industrial land will be important for employment in the region for the life of the Future Development Strategy. As well as intensification of existing business areas, we expect to see the development of local commercial enterprises in those areas prioritised for development in Diagram 17, to service both existing populations and areas where development will be accommodated.

Diagram 17 Prioritised business development areas – years 1-30

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

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 2023 Housing and business land assessment](#)⁸ showed that our region has enough retail and commercial land to meet our growing needs, if the use of these areas intensifies. Councils in the region have recently updated their District Plans to allow for increased density in commercial zones with the aim of providing capacity. 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.

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. The study will be considering opportunities that are occurring outside our region too such as Te Utanganui hub in Palmerston North and how they may impact demand in our region. 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. Where we choose to locate future industry could draw people to those areas of the region and will be considered in the next Future Development Strategy.

⁸ See technical document list in Part 5 –Housing and Business Development Capacity Assessment

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 interconnected 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 developments, 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.

What does this mean for our sub-regional areas?

Our region is diverse and this strategy recognises that different parts of the region will grow differently, with the highest levels density (as illustrated below) expected in Wellington City and Lower Hutt with investment in key projects such as Riverlink. 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 means for each sub-regional area. The results can be found in Appendix 2.

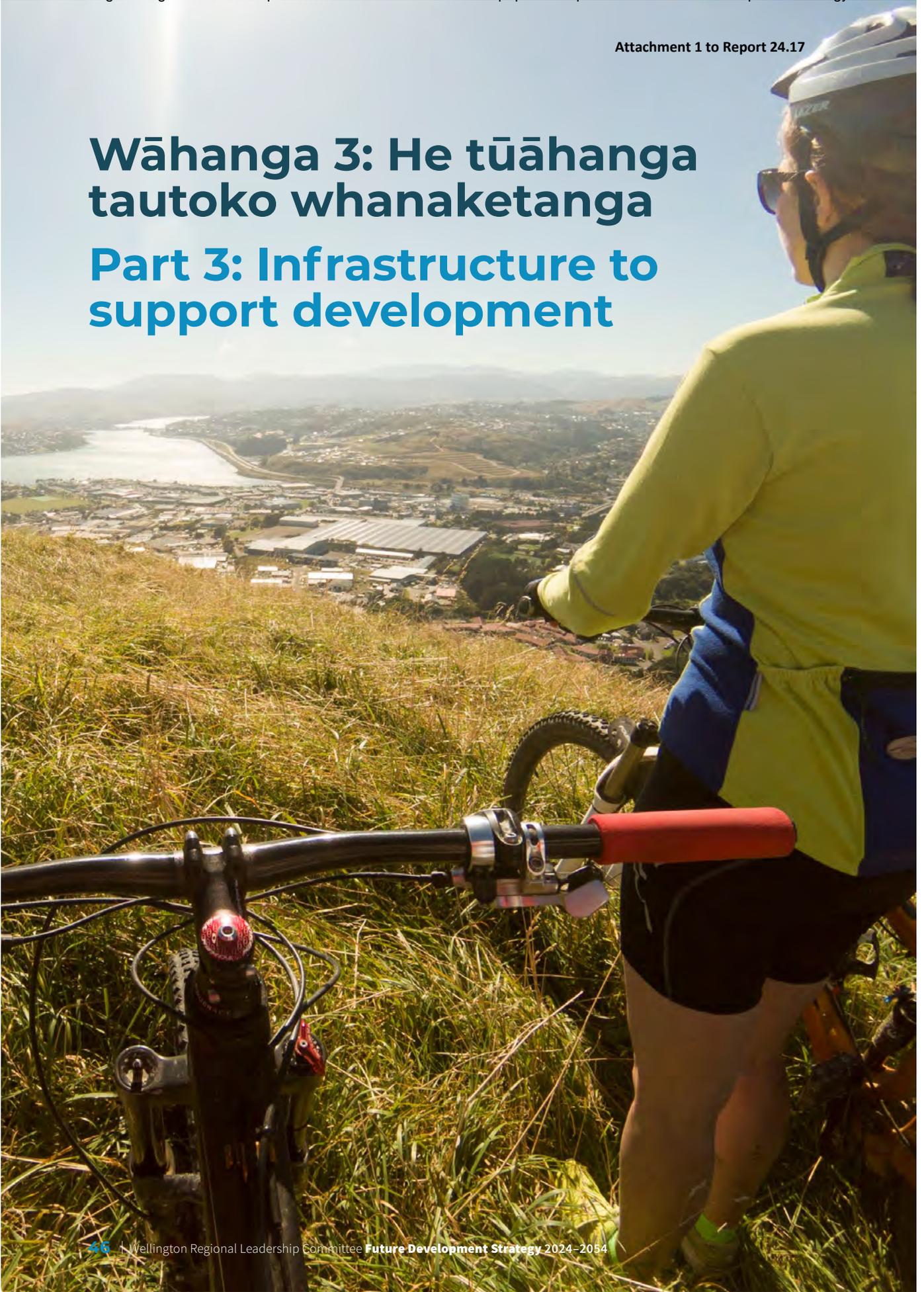
Once the Future Development Strategy has taken legal effect, detailed planning will be undertaken at a local level. In particular, the infrastructure requirements for some priority areas are not fully understood, including the cost implications, and there may be a need for these to be reconsidered or reprioritised if the infrastructure costs are found to be unaffordable once further planning and investigation has occurred.

Our local 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).



Wāhanga 3: He tūāhanga tautoko whanaketanga

Part 3: Infrastructure to support development



Attachment 1 to Report 24.17

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 higher 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 all together, not individually. Many infrastructure requirements 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.

Diagram 18: Infrastructure gaps high level view

Infrastructure type	Gaps
Three waters	<p>Council Long Term Plans identify the level of three waters infrastructure spend 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> <p>There is also uncertainty created by three waters reform.</p>
Transport	<p>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</p>
Education	<p>Whilst MoE have identified potential education requirements in areas prioritised in the Future Development Strategy, it is acknowledged that there is significant potential for housing development outside these areas as well and this creates uncertainty regarding where and when investment occurs.</p>
Energy and telecommunications	<p>There is a need for electricity and telecommunications network upgrades to accommodate not only more housing and business development, but to improve our energy resilience and accommodate more renewable electricity generation in the region.</p>
Health	<p>At this stage no further hospitals are planned for this region by central government, this doesn't preclude private/charity hospitals or detailed health precinct planning</p>
Blue green network eg parks	<p>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. Nature based solutions will be needed to be invested in support our blue network and support stormwater management.</p>

Attachment 1 to Report 24.17

The following five points are important aspects 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 infrastructure⁹. 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 potential 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 higher 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 accessible, low-emission, liveable cities and co-benefits for health and wellbeing.

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 will enable the low-emissions lifestyles to which we aspire.

- **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. Efficiencies can be achieved in areas such as cost, and network and community disruption, through coordinating the implementation of renewals and upgrades (e.g. upgrading pipes and cables or implementing flood protecting works at the same time as transport infrastructure upgrades).

- **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 improvements and nature based solutions, the sooner we can build resilience, lower our emissions and provide better access to housing for people in the region.

- **We cannot afford all the infrastructure required.**

Councils, central government and the private sector identify their infrastructure spend to support development within the region in a variety of plans. These documents often state what we can afford to spend on infrastructure, not necessarily what we need to spend. This highlights a funding gap. The Diagram 18 above provides a high level view of these funding gaps

⁹ <https://www.treasury.govt.nz/sites/default/files/2023-05/infrastructure-action-plan-2023.pdf>

What does this look like?

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

Diagrams 19 and 20 outline key council and transport infrastructure. More information on infrastructure, including electricity, can be found in Appendix 4.

Diagram 19 shows the general locations of the corridors and sites of major infrastructure identified in council LTPs for growth 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 underway¹⁰.

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 20. 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.



¹⁰ 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 19: Infrastructure projects identified in Long Term Plans/Infrastructure Plans

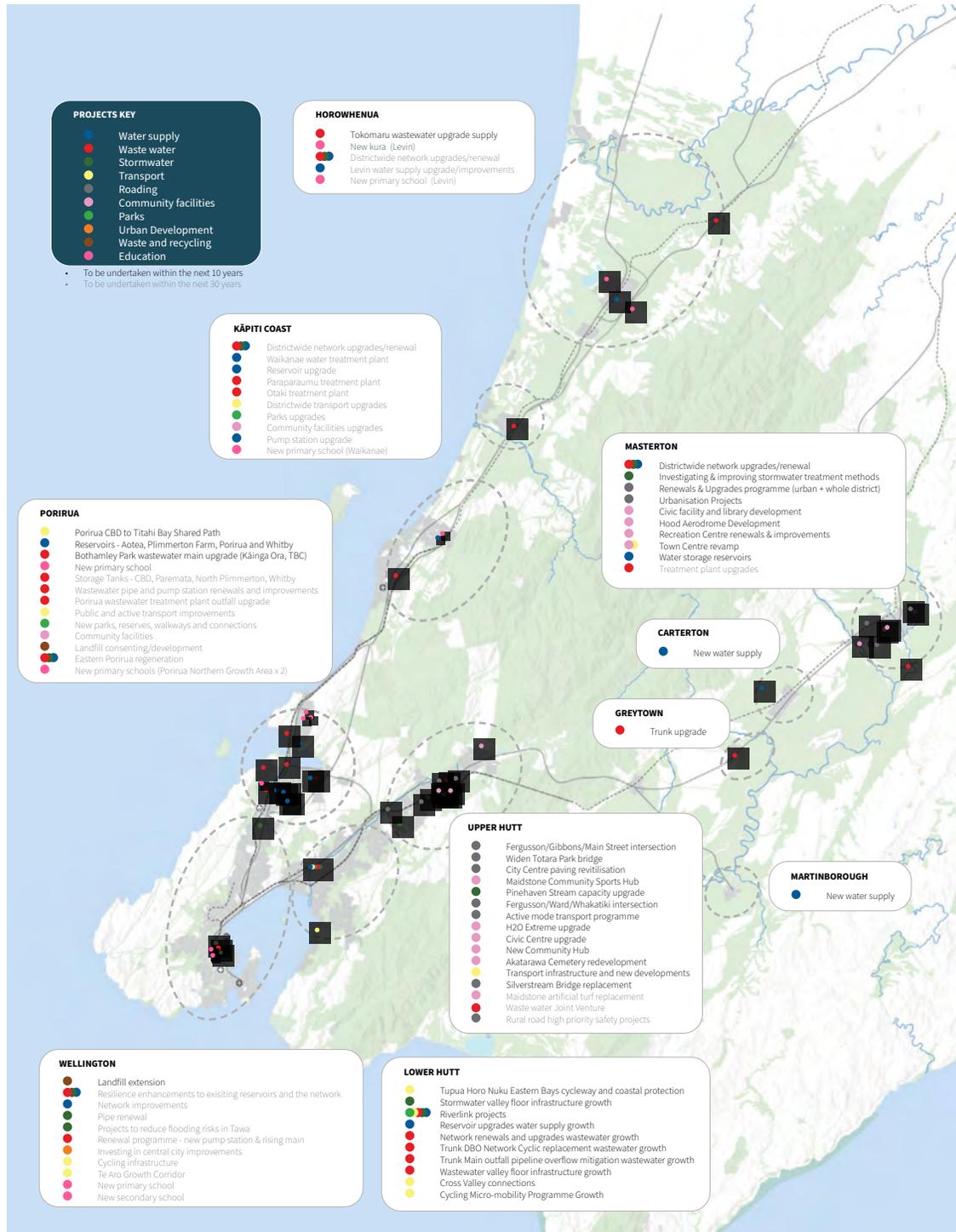
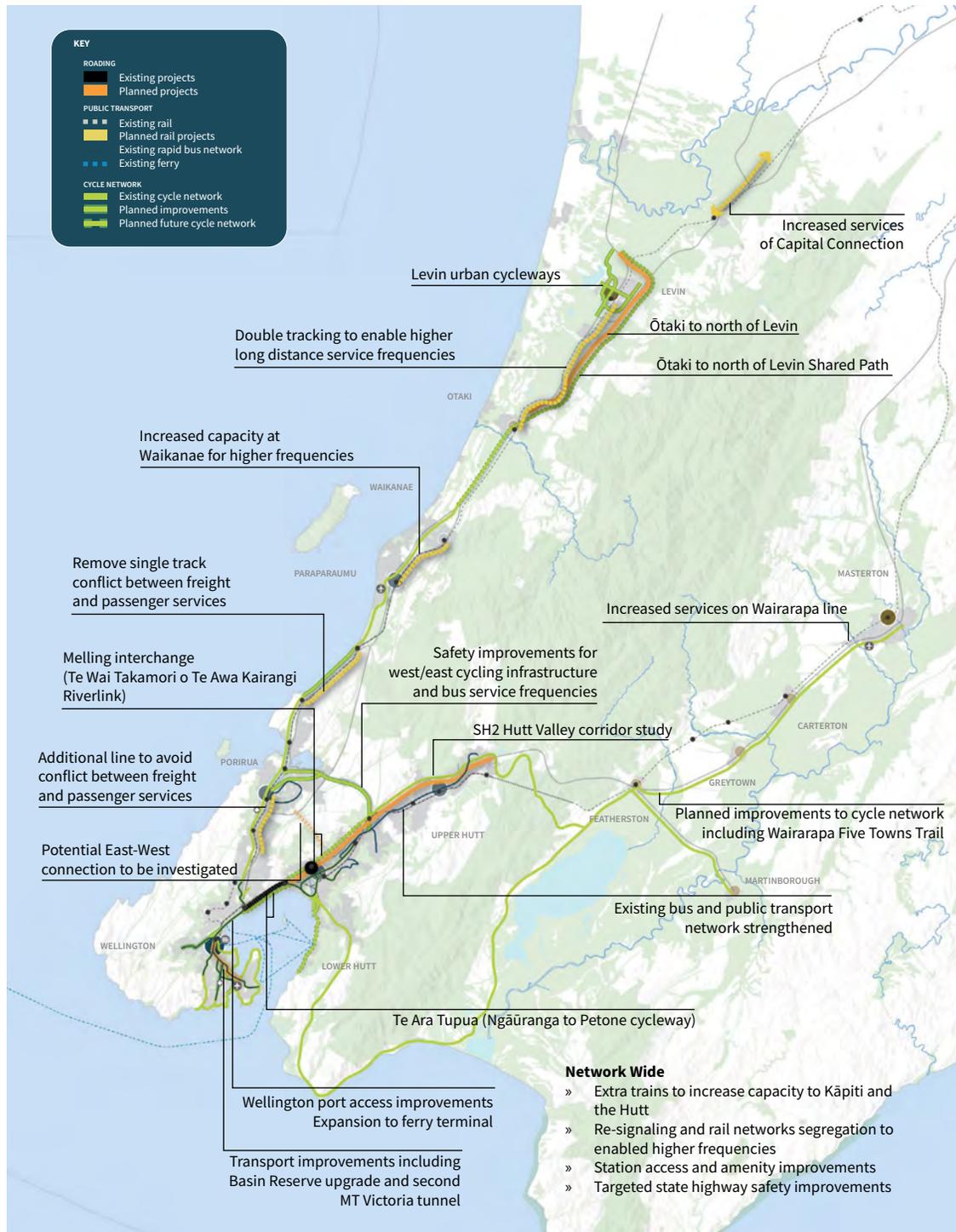


Diagram 20: Key Strategic Transport Projects



Wāhanga 4 – Te Tutuki i tā tātou rautaki

Part 4 – Delivering our strategy



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 3 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 finalised. Neither was sufficiently progressed to feed into the Future Development Strategy.

Wāhanga 5 – Tā tātou tukanga

Part 5 – Our process



Why have we developed the Future Development 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 housing development capacity has increased substantially as a result of District Plan changes, including revisions to the Wairarapa Combined District Plan

- 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 National Policy Statement on Urban Development 2020 (NPS-UD) includes a statutory requirement for tier 1 councils to prepare future development strategies in time to inform their next Long Term Plans (LTP). The tier 1 councils in our region are Wellington City, Hutt City, Upper Hutt City, Porirua City, Kāpiti Coast District and Greater Wellington Regional. Our Future Development Strategy also includes the following tier-3 councils in our region, even though they are not required by the NPS-UD to have a Future Development Strategy: – Horowhenua, Masterton, Carterton and South Wairarapa. This allows us to plan effectively together for the future.

The Future Development Strategy will also inform the strategic and planning decision-making processes of all the councils in our region, including in relation to their infrastructure strategies, Land Transport Plans, Regional and District Plans, and local plans, as shown in Diagram 21.

Diagram 21: 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 including existing local growth strategies
- iwi and hapū values and aspirations for urban development, and engagement with mana whenua
- feedback received through stakeholder engagement with developers and infrastructure providers
- public consultation in accordance with s83 of the Local Government Act 2002 between October - December 2023.

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.



Our technical reports

Key technical reports and documents that have been prepared for and inform this Future Development Strategy are summarised in Diagram 22. They can be accessed from wrlc.org.nz/future-development-strategy.

Diagram 22: Key technical reports and documents prepared to inform the Future Development Strategy

Name	Description	How its informed the Future Development Strategy?
Foundation Report 	<p>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.</p>	<p>The research undertaken to develop the foundation report has been used to inform the direction in the Draft 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. The scenario evaluation is detailed in a separate report noted below.</p>
Iwi values and aspirations report 	<p>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:</p> <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 	<p>The WRLC iwi partners have been active in the preparation of the Draft Future Development Strategy. The statement of iwi and hapu values and aspirations has been used to inform the vision about being responsible ancestors, strategic directions and areas prioritized for development. Key projects that are iwi led are prioritised to ensure better housing outcomes for Māori. 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.</p>
Housing and Business Assessment (HBA) 2023 	<p>This report assesses the demand for housing and business land and determines how much development capacity is needed to meet that demand.</p>	<p>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.</p> <p>This report concludes that there is sufficient capacity in our region for new houses. This is more than double the 99,000 additional homes required to meet projected population growth over the next 30 years. Given the surplus, the strategy has the opportunity to prioritise growth where it can have the best outcomes for our region – in our existing urban areas close to transport networks.</p> <p>There is capacity in our region for most types of business land. However, there is a potential shortfall in industrial land. The Future Development Strategy prioritises known opportunities for new industrial land.</p>

Name	Description	How its informed the Future Development Strategy?
<p>Constraints Report</p> 	<p>Identifies constraints on development, updating previous mapping with the latest information. This document is a point in time and our mapping is regularly being updated as new information comes to light.</p>	<p>The Wāhi Toitū and Wāhi Toiora areas have informed where development shouldn't happen. It locates development outside of identified Wāhi Toitū areas which include:</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>There are many 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. This risk will be managed through consenting processes as it currently does.</p>
<p>Scenario Evaluation Report</p> 	<p>Considers the advantages and disadvantages of different spatial scenarios for how the region could grow.</p>	<p>The scenario evaluation concluded that 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. This has informed our work so that the Future Development Strategy prioritises housing development within our existing urban areas and along our strategic transport networks to align with this analysis.</p>
<p>Engagement Report</p> 	<p>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.</p>	<p>The conversations and early feedback we received from these key stakeholders has helped set the direction of the strategy. Ensuring we protect what we love and provide affordable and enough housing for our population. Ensuring iwi values are reflected and that they are adequately resourced to participate effectively in this work and by prioritizing where growth can occur to create a compact urban form and use our infrastructure wisely. Input from a wide range of infrastructure providers has informed the infrastructure requirements for the Future Development Strategy.</p>

Āpitianga 1 Ngā wāhi Whakaarotau hei whakawhanake

Appendix 1 Prioritised areas for development

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-owned¹¹ land 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, opportunities for localised kai 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 and in the Porirua Northern Growth Area.

¹¹ In our region, the arrival of Europeans and subsequent conflicts saw the alienation of the majority of 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 transport improvements in Wellington City. Therefore, it also includes Kilbirnie as a growth area as it will have enhanced services.

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). This would then prioritise housing development in these expanded areas.

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

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

- **Lower Hutt Central** – some 3,500 new homes are expected to be created over a period of 30 years. These will be primarily medium and high density dwellings, subject to ground conditions, and will be delivered primarily by the private sector.
- **Te Aro Growth Corridor** – around 18,000 new homes over a 30-year period are expected. The majority of new homes will be apartments with expected densities of up to 300 homes per hectare in the Central City with lower densities in the south.
- **Trentham** – 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.
- **Featherston** – focuses on ensuring housing of mixed densities and choice to provide for the increasing demand on housing. It also includes main street activation, and delivery of fit for purpose and resilient infrastructure to connect businesses, services, housing, character, amenities, walkability, and development of the station. It will also connect Featherston to Wairarapa Moana and enhance the presence of Maori.
- **Porirua Northern Growth Area** – there is capacity for up to 6,000 homes. This includes approximately 2,000 in the Plimmerton Farm Zone (PFZ) and 1,500 in the Northern Growth Development Area (NGDA). Given the large size of the NGA and the topography and other constraints of the area, the typology and density of future development will likely vary significantly.

- **Ōtaki** – is forecast to grow significantly and double in population over the next 30 years, requiring approximately 2,500 additional houses. The PDA includes growth associated with the IAF, where approx. 1,000 houses are proposed for development over a 10-year period including a mixture of affordable and Māori housing outcomes.
- **Waterloo** – 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.

These are the region's currently identified opportunities for large mixed-use housing and commercial development. Priority Development Areas are complex in nature, where partnership between local and central government and mana whenua is essential due to scale, pace, 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. These new areas will need to meet the strategic direction of the Future Development Strategy and the prioritisation framework.

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

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.

Attachment 1 to Report 24.17

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 planned public transport investments.

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 housing development capacity in the region, unlocking the potential within existing rural towns is a lower priority of this Future Development Strategy. But this could change should rapid transport links be built or our population grows much faster than expected, these areas could be elevated as higher priority in the future

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.

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. Furthermore, 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 housing 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, given that transport is the regions second largest source of regional greenhouse gas emissions and that historically in our region residents of greenfield developments have often needed to get into their cars and leave their communities to get their daily needs met. For most of the greenfield areas in the region, this easy access to public transport is probably one of the biggest area 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 which 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 the following housing areas Cashmere Oaks, Chamberlain Road, Carterton East, Judgeford Hills and St Patricks Upper Hutt. And the following business areas - Tararua Road, Levin, expansion of Waingawa Industrial Estate, Carterton and Judgeford Flats, Porirua.

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

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

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 subregions 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. The Future Development Strategy focuses on the urban areas of the major towns in the Wairarapa. 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.
- Kāpiti – 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 Kāpiti 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.

Key prioritised developments in the region

WELLINGTON

-  Te Aro Growth Corridor
-  Lincolnshire Farms (Business)

PORIRUA

-  Porirua Northern Growth Area
-  Judgeford Flat (Industrial)
-  Judgeford Hills
-  Western Porirua (Te Āhuru Mōwai)
-  Kenepuru
-  Eastern Porirua Regeneration

HUTT VALLEY

-  Lower Hutt Central
-  Waterloo
-   Trentham

WAIRARAPA

-  Chamberlain Road
-  Cashmere Oaks
-  Carterton East
-  Waingawa Industrial Estate
-  Featherston

HOROWHENUA

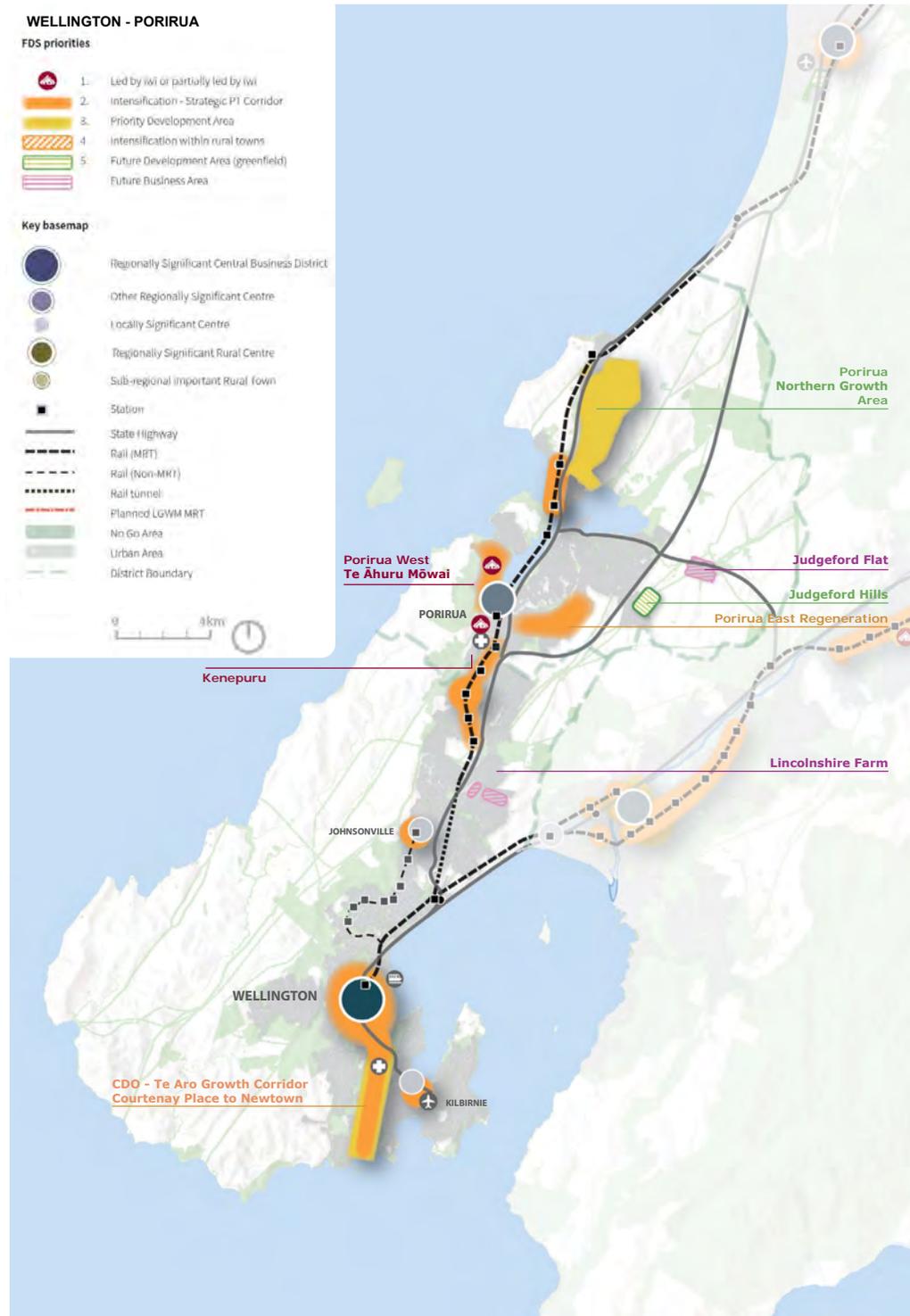
-  Tara-Ika
-  Tararua Road South
-  Tararua Road (Industrial)

KĀPITI

-  Ōtaki
-  Ōtaki Ngā Hapū o Ōtaki
-  Raumati South

SPATIAL PRIORITIES FOR WELLINGTON AND PORIRUA

Diagram 23 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 the 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 would be required to fully enable housing development in the MRT corridor. 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 Wellington and 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
-  Te Aro Growth 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 Proposed District Plan 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.

Diagram 24: Wahi Toiora Constraints Wellington-Porirua

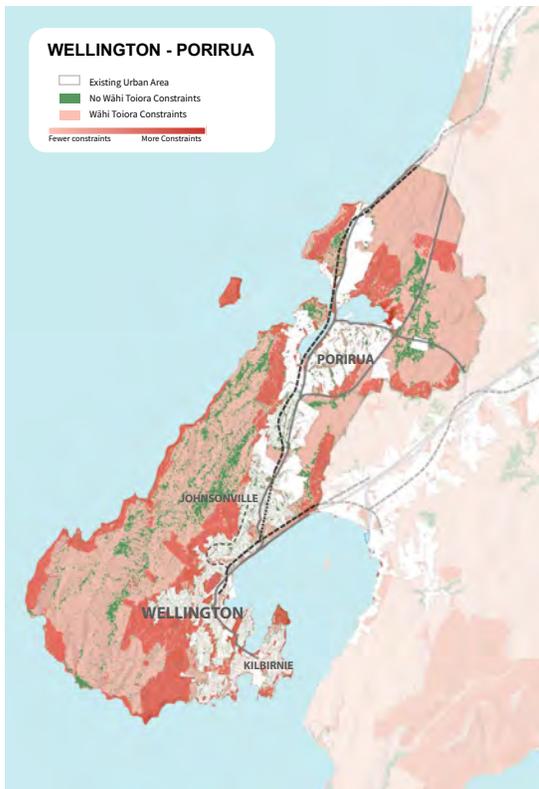


Diagram 25: Wahi Toitu constraints Wellington Porirua





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.

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.

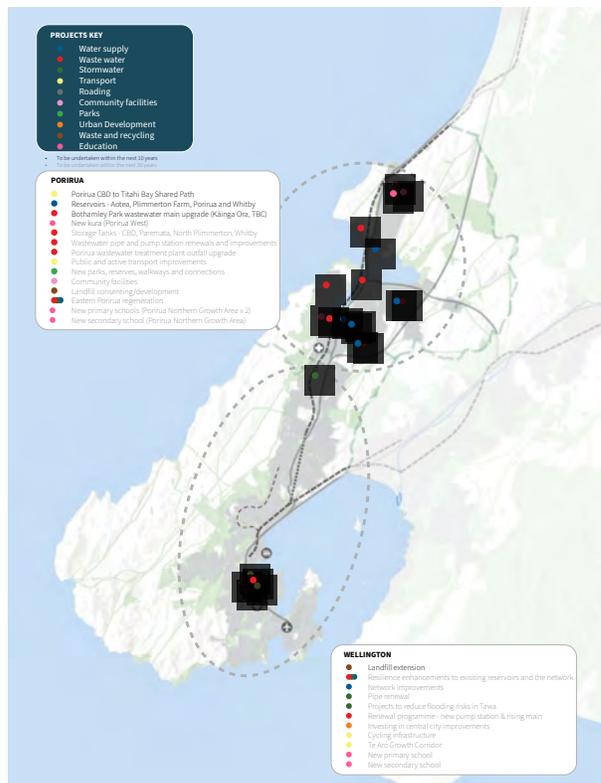
If development was to occur in prioritised areas of the Porirua District at the projected rate, it is likely there would be a requirement for additional education provision. If development proceeds as

projected for the entire Porirua Northern Growth Area, then it is anticipated that two additional primary schools and an additional secondary school may be required. The Ministry of Education will continue to closely monitor the status of the Porirua Northern Growth Area.

The Ministry of Education will monitor the ongoing developments of Porirua East, Porirua West and Kenepuru to see whether any new investments, or changes to existing schools are required within these growth areas. The Ministry of Education has been working with local iwi to establish a new wharekura in Porirua West which will serve the wider Porirua catchment. It is anticipated that this kura will be operational in the near future.

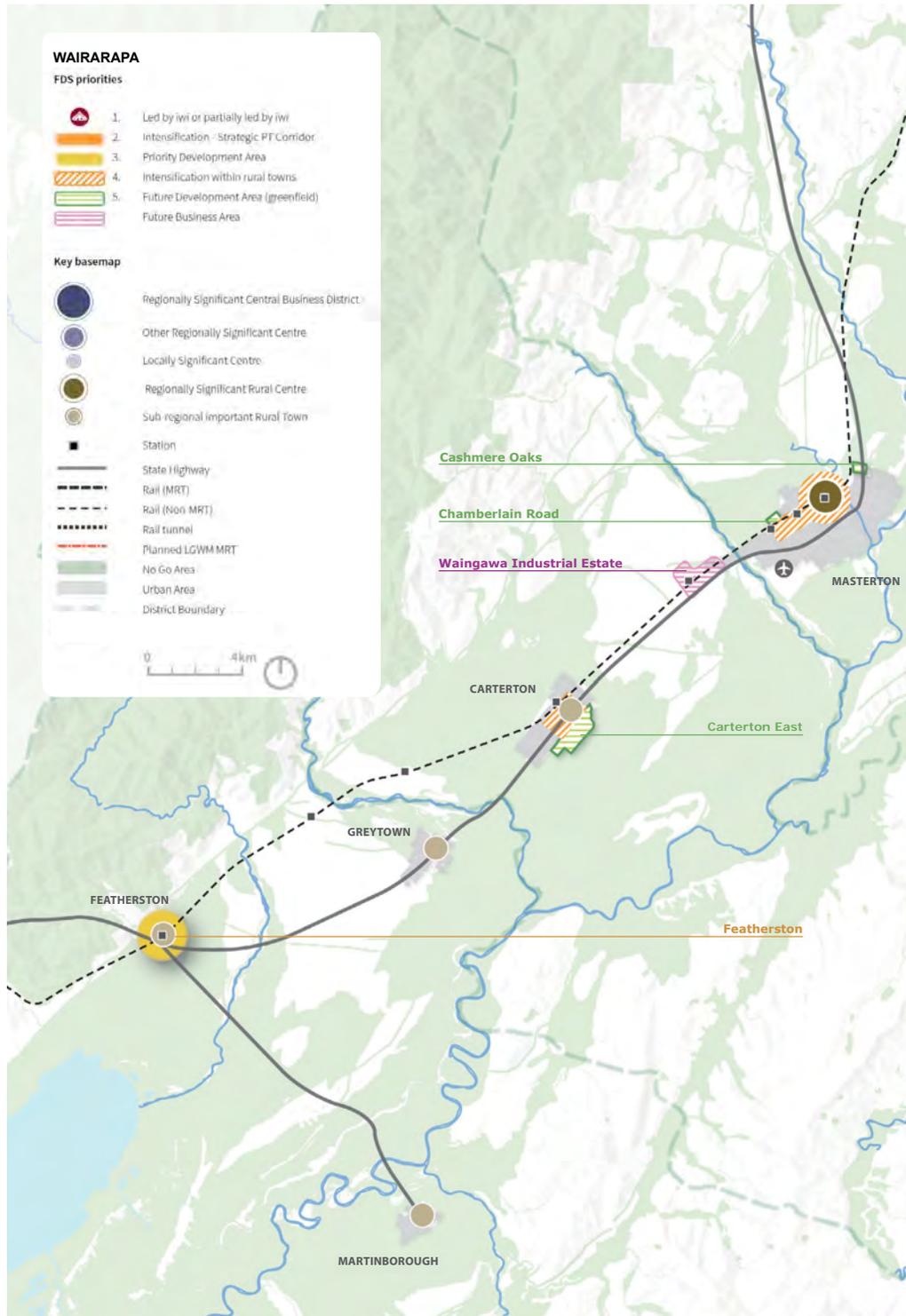
A range of telecommunications infrastructure investments are either underway or planned to support the prioritised areas for development in the Wellington and Porirua areas.

Diagram 26: Infrastructure projects identified – Wellington-Porirua



SPATIAL PRIORITIES FOR THE WAIRARAPA

Diagram 24 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 Masterplan 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 housing development 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.

Diagram 27: Wahi Toiora Constraints Wairarapa

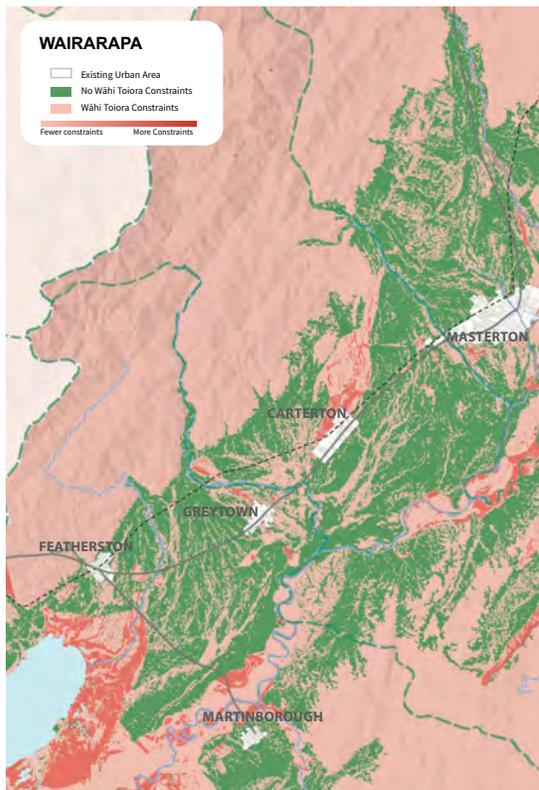
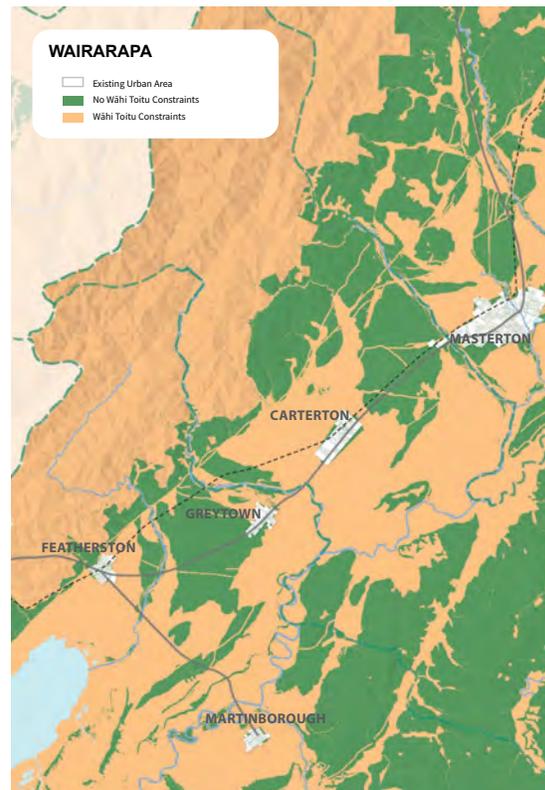


Diagram 28: Wahi Toitu constraints Wairarapa





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 present some challenges. Capacity upgrades are planned for rail services in the near future, which will improve reliability and travel time, but there will still be a relatively low frequency train service compared to other areas. The Remutaka pass that connects the Wairarapa with the wider region via State Highway 2 remains a perceived barrier to

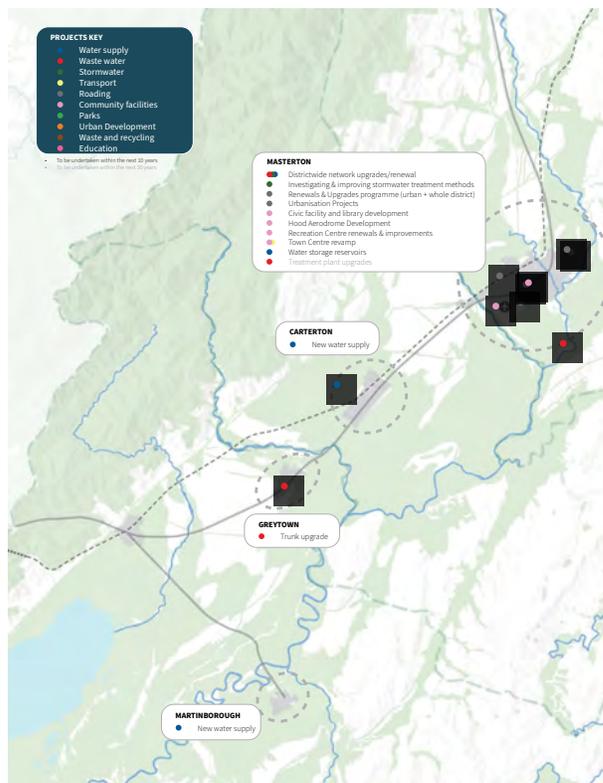
growth in the Wairarapa. Despite these potential barriers, the Wairarapa has been experiencing strong growth.

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 development areas prioritised in the Future Development Strategy, this will need to be carefully monitored, especially if greenfield development occurs beyond these areas.

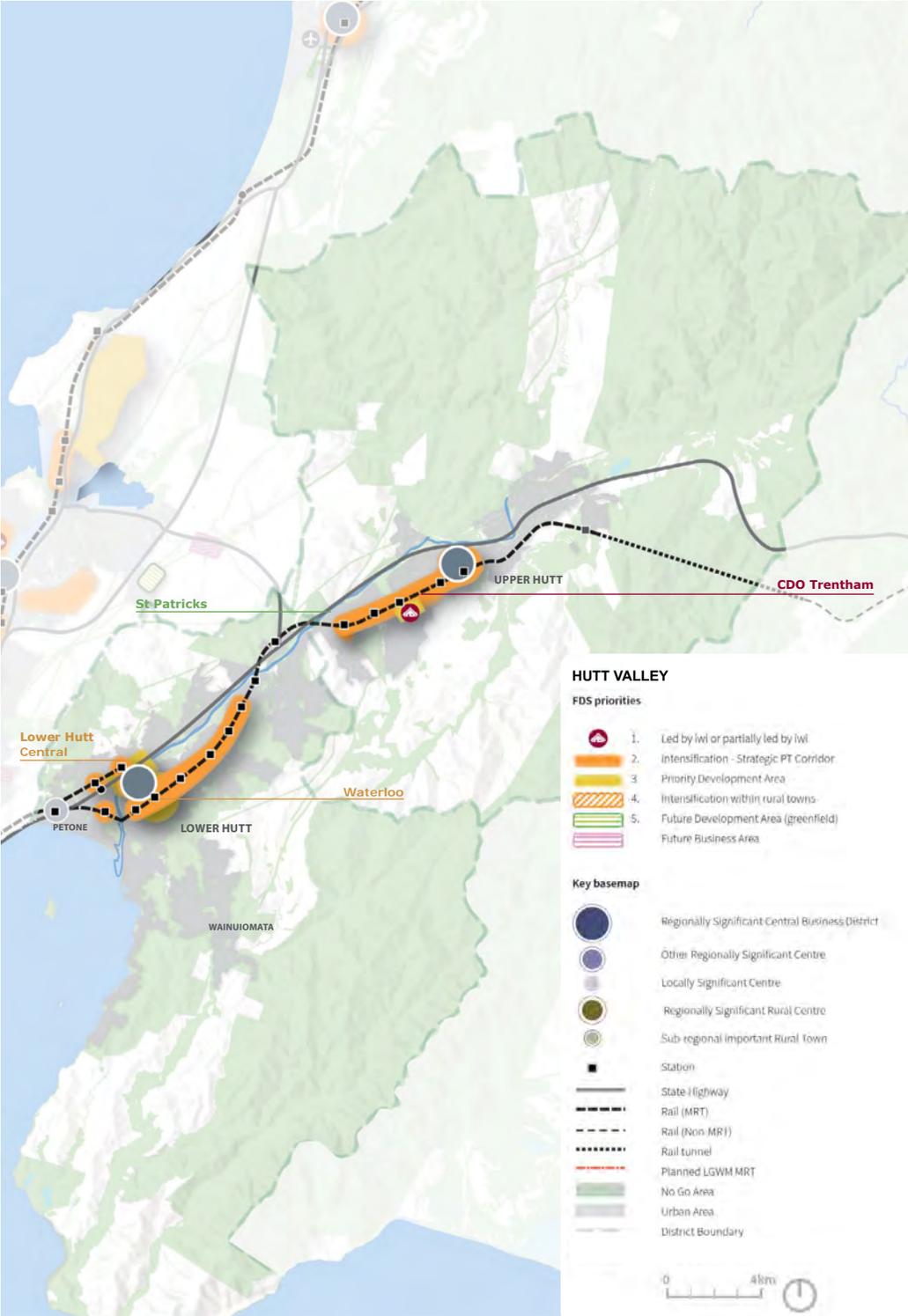
A range of telecommunications infrastructure investments are either underway or planned to support the Wairarapa’s prioritised areas for development.

Diagram 29: Infrastructure projects identified – Wairarapa



SPATIAL PRIORITIES FOR THE HUTT VALLEY

Diagram 25 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 housing 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.



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
-  Lower Hutt Central Urban Renewal Programme in conjunction with RiverLink
-  Trentham Mixed Use Priority Development Area
-  St Patricks 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.

Diagram 30: Wahi Toiora Constraints Hutt Valley

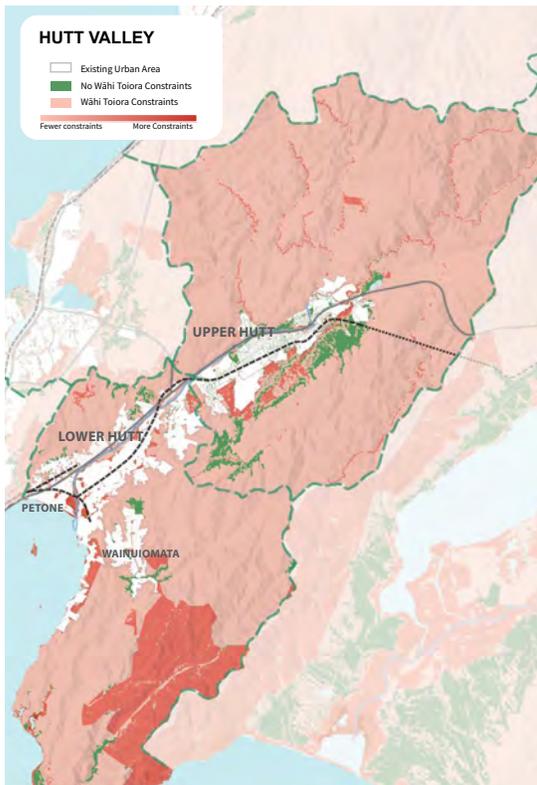


Diagram 31: Wahi Toitu constraints Hutt Valley





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 housing and business development 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.

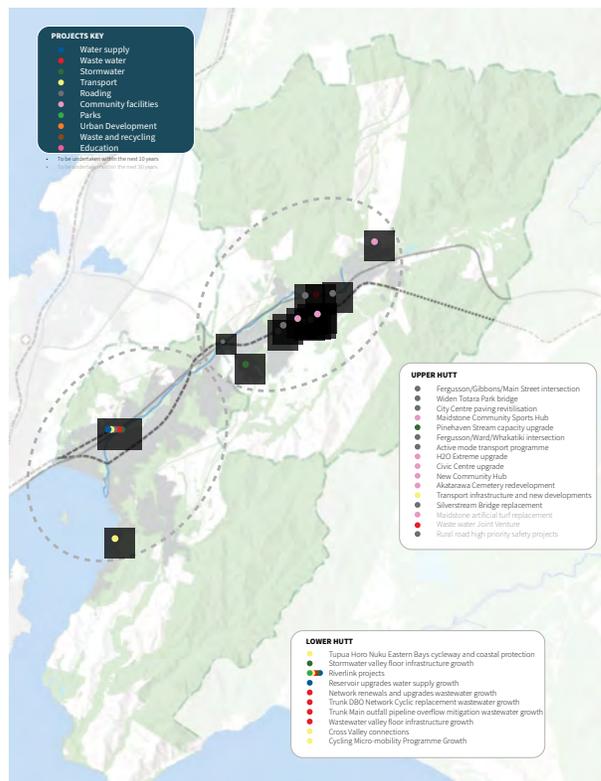
There are fewer water security issues in Upper Hutt (which has a bore-fed supply) than Lower Hutt. There are a number of challenges facing our water network to accommodate existing demand and future growth around the capacity, affordability and efficiency of the drinking water and wastewater networks. 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 will be monitoring the capacity of the schools within the current school network. Although there may be expected student roll growth, there are large numbers of students not attending their local schools in the Hutt Valley, with some schools having large out-of-zone student numbers, or not operating enrolment schemes, meaning students have had choice in terms of schooling. It is likely that the Ministry of Education would introduce new enrolment schemes, or amend existing enrolment schemes, and where necessary, intensify existing provision before looking at establishing new schools in the Hutt Valley.

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

Diagram 32: Infrastructure projects identified – Hutt Valley



SPATIAL PRIORITIES FOR THE KĀPITI AND HOROWHENUA

Diagram 26 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).

The Horowhenua District has an outstanding natural environment featuring coastline, plains, ranges, rivers and lakes. It is valued for its relaxed living, sunny climate, rich soils and recreational opportunities. These are protected in the Future Development Strategy by prioritising development 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 for the Environment (MfE) guidance.

Diagram 33: Wahi Toiora Constraints Kāpiti-Horowhenua

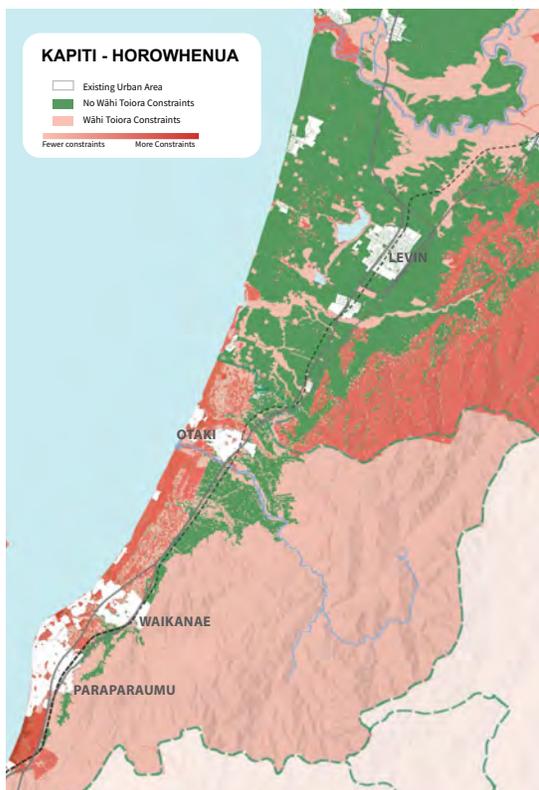


Diagram 34: Wahi Toitu constraints Kāpiti-Horowhenua





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.

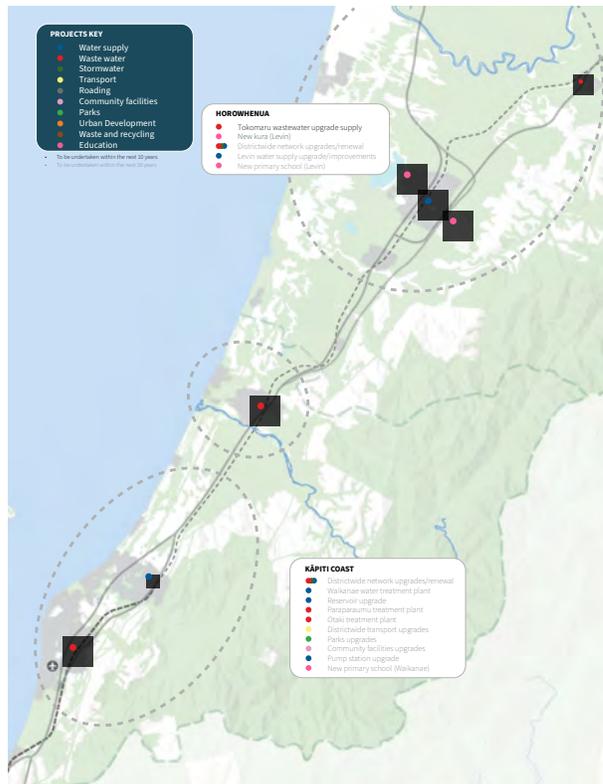
Regarding education requirements:

- It will be important to ensure that the focus and alignment of planning and implementation is on the areas prioritised for development. The Ministry of Education has identified these growth areas within its National Education Growth Plan 2030 (NEGP) and National Education Network Plans (NENP) and these will influence education investments going forward.

- Within the next 10-15 year period, a primary school is anticipated to be provided within the general residential area of Waikanae.
- Within the next 10-15 year period, a primary school is anticipated to be provided within the general residential area of Levin. The Ministry of Education has gazetted the proposal for a new kura in Levin (in partnership with the local iwi) and this will be operational within the short to medium term (3-5 years).
- The Ministry of Education will continue to monitor the population growth rate and roll growth across all of the educational assets. While the existing network is expected to be able to address educational requirements from the areas prioritised for development, 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 in Appendix 4.

Diagram 35: Infrastructure projects identified – Kāpiti-Horowhenua



Āpitianga 3 Ngā mātāpono whanake wāhi

Appendix 3 Placemaking principles



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 means we efficiently use our land resource and better caters 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-emissions 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 space.

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 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 to avoid flood risk.

Attachment 1 to Report 24.17



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.



7. Utilise inclusive and accessible design principles to be usable and safe for people of all ages and stages.

This means a people friendly city, considering all kinds of people and their needs. Inclusive design celebrates difference and is meant for all, regardless of age, culture, gender or ethnicity. Inclusive design removed barriers, ensuring everyone no matter their physical or mental ability has equal comfort and access. Examples of designing for inclusiveness include building homes that are useable and safe for all stages and ages, well-connected by active modes to amenities through clear wayfinding.



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.



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.

Āpiti hanga 4: He taipitopito ake mō ngā tūāhanga tautoko whanaketanga.

Appendix 4: More detail on infrastructure to support development.

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 society. 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 Te Aro Growth 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.

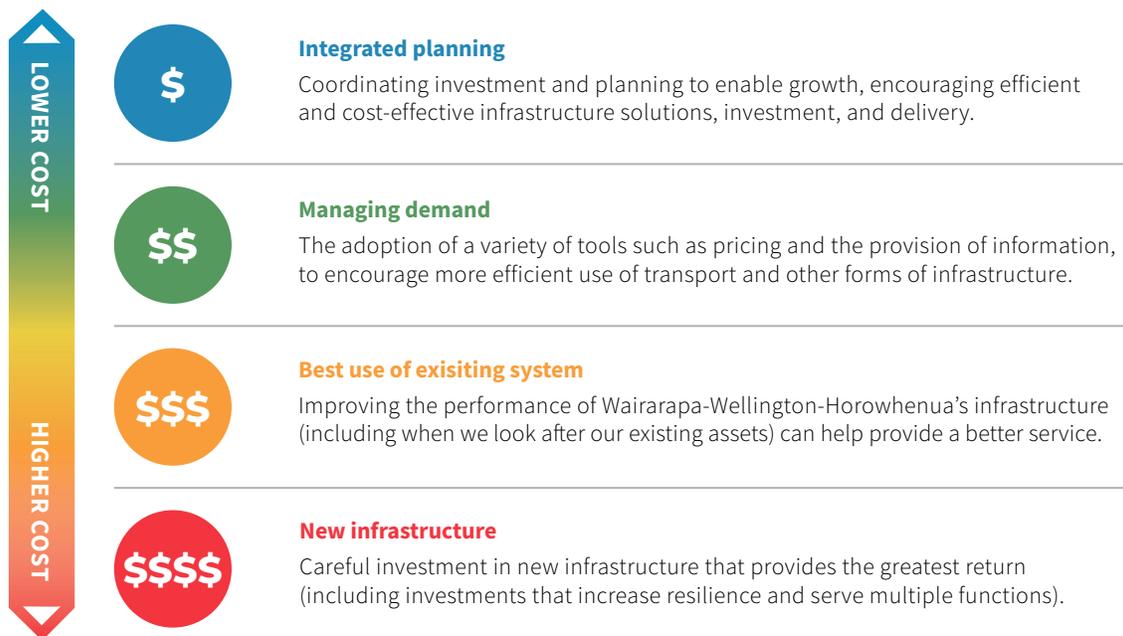
Improved opportunities to move freight by rail and coastal shipping will also increase the resilience of our region and nation's critical supply chains.

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 Horowhenua.

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 27 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 27: Infrastructure investment continuum (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 developments. 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.

Where significant new infrastructure is considered (such as potential new east-west links), these will be viewed through a lens of equitable investment as well as resilience and our strategic direction.

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 our growing region is putting pressure on aging infrastructure. This poses a challenge to investment for housing and business 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 housing and business 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 29) or are underway we don't have a complete 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.

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 housing and business 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 electric vehicles and electric public transport also needs to be factored in when planning for the future of the region as this will draw 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 years¹², 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. This project will be included in the Implementation Plan of the Future Development Strategy.

As an example, a response on the infrastructure required to support our region’s development were received from Electra who services the northern parts of our region. Diagram 30 shows information that was supplied for publishing in the Future Development.

Diagram 30: Key network project Electra 2021-2031



¹² Wellington Electricity’s Asset Management Plan.

Attachment 1 to Report 24.17

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 (220-350kV) lines running on the western side of the region, and the 110kV 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, as an example stationary energy emissions (particularly from electricity, natural gas and petrol/diesel generators) are the third highest source of emissions in the Wellington region¹³. While these fell by 18% between 2001 and 2019¹⁴, 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 low-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 Greytown 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 Wairarapa¹⁵.

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 region¹⁶.

¹³ <https://www.gw.govt.nz/assets/Uploads/ghg-summary-report-wellington2019wrfinal.pdf>.

¹⁴ <https://www.gw.govt.nz/assets/Uploads/ghg-summary-report-wellington2019wrfinal.pdf>.

¹⁵ <https://www.mbie.govt.nz/assets/wind-generation-stack-update.pdf>.

¹⁶ <https://www.mbie.govt.nz/assets/embedded-hydro-generation-opportunities-in-new-zealand.pdf>.

Attachment 1 to Report 24.17**GAS**

The Government is developing a national plan to transition the 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)¹⁰. 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 gases 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 located.¹⁷

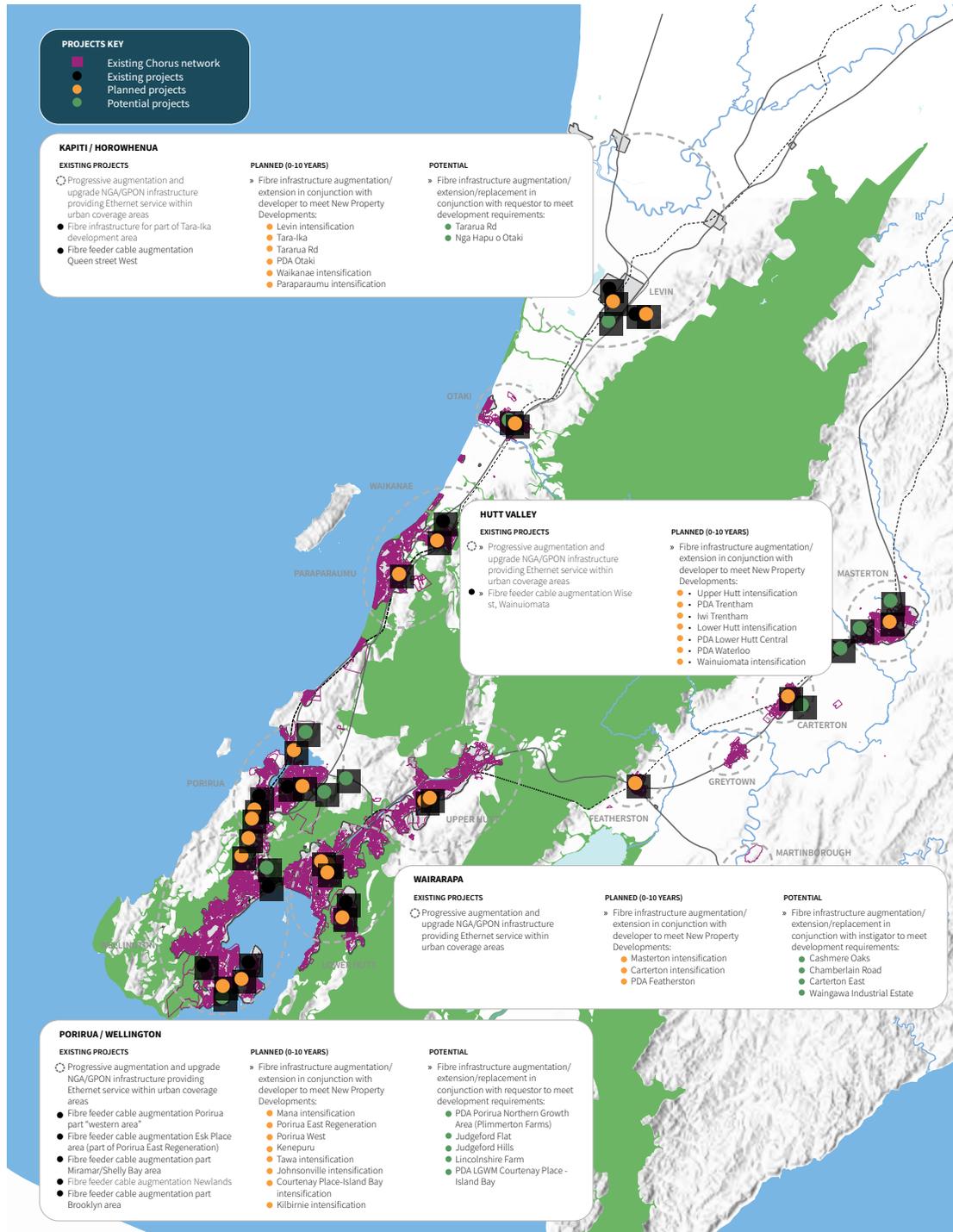
Telecommunications infrastructure needs to be coordinated alongside other infrastructure investments to facilitate forward planning and 'trench sharing'.

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 as an example. This is detailed in Diagram 31.

¹⁷ Publicly available information on 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 31: Chorus projects



Social and community infrastructure

EDUCATION

The Ministry of Education (MoE) supports the focus on development in existing towns and cities 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 Assessment (HBA). With any intensification in brownfield land with site constraints, this then brings new challenges for where the MoE will establish new schools in areas of existing density. New ways of delivering education assets are likely to be required, such as shared investment, land swaps and the redevelopment of existing sites. The MoE noted that there is significant residential capacity provided through council plans outside of the prioritised areas as well, and this creates some uncertainty for infrastructure providers as to where growth will occur. The MoE will continue to optimise its capacity within the entire catchment of the education network.

The Ministry of Education will also be monitoring immigration numbers and how this may impact the current network. For example, the Wellington City catchment will be carefully monitored as the school network roll numbers has witnessed a slight decline but it is expected that this will change with a rise in immigration.

The Future Development Strategy advocates for a continued close working relationship with MoE as part of the WRLC Urban Growth Partnership

More detail is provided in Appendix 2 where commentary is provided for each subregional area.

HEALTH

The region has hospitals in Wellington, Kenepuru, the Hutt and Masterton, with Wellington Hospital in Newtown being the main hospital for our region. Ōtaki and Horowhenua is serviced by Palmerston North Hospital. There is currently inequitable access to hospitals in some parts of our wider 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 by central government for this region. Te Whatu Ora endorse the approach to have walkable neighbourhoods that have the potential to improve health outcomes. The strategy recognises the co-benefits to health and wellbeing of quality, well-connected public and green spaces, nature-based solutions for climate change mitigation and community resilience, and the benefits to hauora Māori. Further discussions will be held as part of the development of the Future Development Strategy Implementation Plan.

The strategy recognises the importance of access to healthy kai as a means to supporting a healthy population and our health infrastructure needs. It does this through protection of highly productive land and support for the Regional Economic Development Plan and its initiatives for kai based business and the Food Systems Strategy which is currently underway.

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 housing 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.

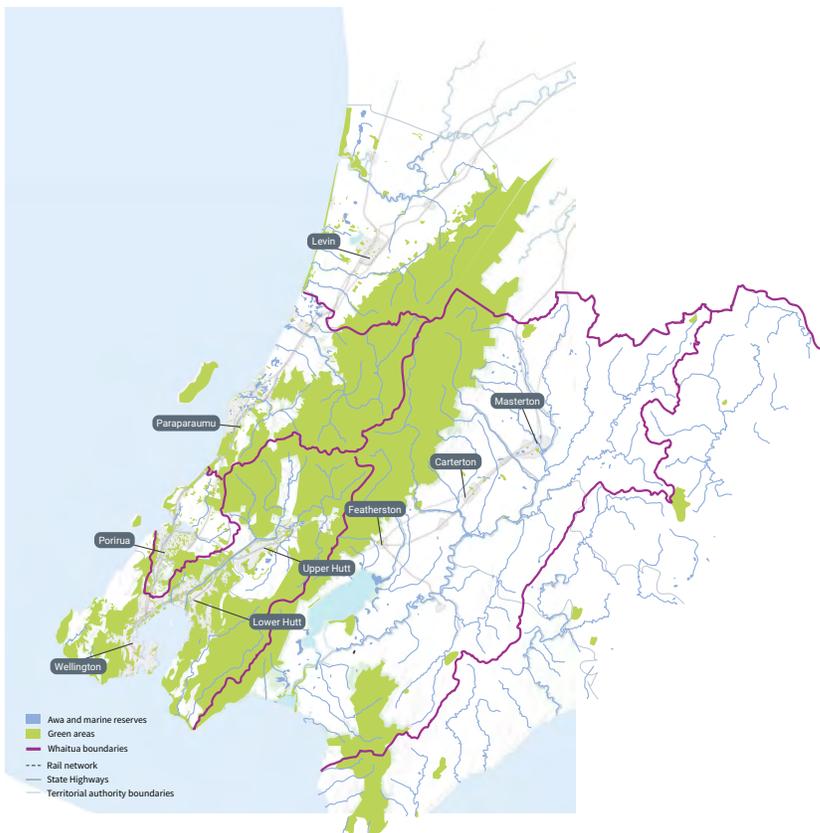
We want to value, protect and enhance our existing waterways (blue) and parks and open spaces (green) networks across the region (see Diagram 32).

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. Other benefits of the blue-green networks include carbon sequestration and cooling our urban environments.

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 32: Blue-green networks in the region



Āpiti hanga 5: He kuputaka mō ngā kupu o tēnei tuhinga

Appendix 5: Glossary of terms/kupu¹⁸ in this document

Term	Definition
corridor	This is a planning concept that refers to a particular area in a region on which councils are focusing in developing a strategy, e.g. how to make transport better.
Future Development Strategy (FDS)	This 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 Wairarapa-Wellington-Horowhenua region is 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.
Highly Productive Land	means land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land)
Implementation Plan	The NPD-UD requires that an Implementation Plan for the Future Development Strategy is prepared and reviewed annually.
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	This 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 Rangitira.
local authority	Local government and local authority(ies) are terms used to describe any or all of New Zealand's regional, district, city and 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 in 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.

¹⁸ Regarding te reo Māori terms, please be aware that the expression and understanding of these are specific to and require input from 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, 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>.

Attachment 1 to Report 24.17

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.
mode shift	Refers to people changing their travel behaviour, generally from cars to methods such as walking, cycling, using public transport (bus or train) and other active modes such as scooters.
National Policy Statement on Urban Development (NPS-UD)	<p>The NPS-UD 2020 is a national policy statement under the Resource Management Act 1991 that 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 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.
Regional Emissions Reduction Plan	The Regional Emissions Reduction Plan is a WRLC regional project under development to produce a plan to transition to a zero-emissions region that meets community needs and aspirations. It will identify the key shifts and priority actions that are needed 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. It covers issues such as soil conservation, water quality and quantity, aquatic ecosystems, biodiversity, natural hazards, discharge of contaminants, allocation of natural resources, and development capacity in relation to 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 Policy Statement (RPS)	Regional councils are obliged to prepare regional policy statements. A regional strategy provides an overview of the resource-management issues of a 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: https://www.riverlink.co.nz/ . It will also focus on housing development in the Hutt City CBD and wider.
spatial plan	A spatial plan is a growth strategy for our region. It describes 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.

Attachment 1 to Report 24.17

Term	Definition
te ao Māori	The Māori world; a Māori perspective/world view.
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 differs 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 that 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 of 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 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. For more information, see Wellington Regional Leadership Committee (wrlc.org.nz) .
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

Attachment 2 to Report 24.17

Priority Actions and measures

Summary Tables of Priority Implementation Actions

Table 1: This table sets out the priority actions for the Wellington Regional Leadership Committee to consider with suggested timeframes. Some projects are ongoing and some are underway already as set out on page 5.

	Key Action/s	Lead	2024	2027	2030	2033	2043	2054
SD1: Infrastructure	Prepare Energy Road Map as set out in RERP	WRLC						
SD2: Housing	Review current PDA's and support the implementation deliver our housing goals	WRLC						
	Investigate a regionally consistent approach to the use of incentives/disincentives to support development of housing of the right type/place	WRLC						
	Investigate regional housing models that could assist in delivering housing to meet the diverse needs of our communities.	WRLC						
	Develop common data, analysis and evidence sets, potentially set up a housing analytics unit	WRLC						
	Promote housing development opportunities	WRLC						
SD3: Iwi and hapū values and aspirations	Include Iwi Spatial Plan aspects into the next Future Development Strategy. Coordinate with local authorities iwi reps to develop rohe based approach.	WRLC						
SD4: Emissions and climate change	Get regional agreement on adaptation requirements for climate change in conjunction with local authorities and other entities e.g. insurance	WRLC						
SD5: Prioritising nature, climate and culture	Refine mapping of Wāhi Toitū and Wāhi Toiora. Ensure regionally consistent approach, improve information sharing and increase awareness of how to protect and restore nature, climate and culture.	WRLC						
	Resilience projects prioritised from adaptation plan implemented	TBC						
SD6: Business and Employment	Understand where and how to provide industrial land required in the next 30 years (as per the HBA)	WRLC						
	Housing and Business Assessment	WRLC						

Attachment 2 to Report 24.17

Priority Actions and measures

Monitoring and review	WRLC Annual Report – include FDS monitoring	WRLC						
Review Future Development Strategy		WRLC						
Update Future Development Strategy		WRLC						

Attachment 2 to Report 24.17

Priority Actions and measures

Table 2: This table sets out the priority actions for partners to implement with suggested timeframes. Some projects are ongoing and some are underway already as set out on page 3.

	Key Action/s	Lead	2024	2027	2030	2033	2043	2054
SD1: Infrastructure	Fill infrastructure capacity gap – finish growth strategies, develop a common practice group to have a consistent approach. Have detailed understanding of the gaps (potential to replicate WCC work) – use information for regional deal.	TAs						
	Investigate the implementation of water demand management tools such as water meters in council areas where they currently don't exist	TAs						
	Investigate the benefits of a region wide water entity as part of "Local water Done Well"	Mayoral Forum						
	Investigate improved East-West Connections especially by PT and Active Modes	Waka Kotahi						
	Implement Wellington's Rail Strategic Plan	GWRC						
SD3: Iwi and hapū values and aspirations	Increase Māori housing in the region through Māori-led developments	Iwi						
SD4: Emissions and climate change	Work regionally to enable us to reduce emissions quicker and in a coordinated manner through actions in the RERP such as WTERP	GWRC						
SD5: Prioritising nature, climate and culture	Develop regional guidance on the use of Nature Based solutions	GWRC						
SD6: Business and Employment	Promote and support localised co-working hubs, central government employment hubs. Advocate for increased intensity of business uses within existing commercial areas and mixed use throughout the region	ALL						
	Investigate and understand our need for cleanfills/aggregates and waste disposal over the long term. Find relevant regional sites for these activities	GWRC						
Long Term Plan (LTP) delivery and Preparation		TAs						

Priority Actions and measures

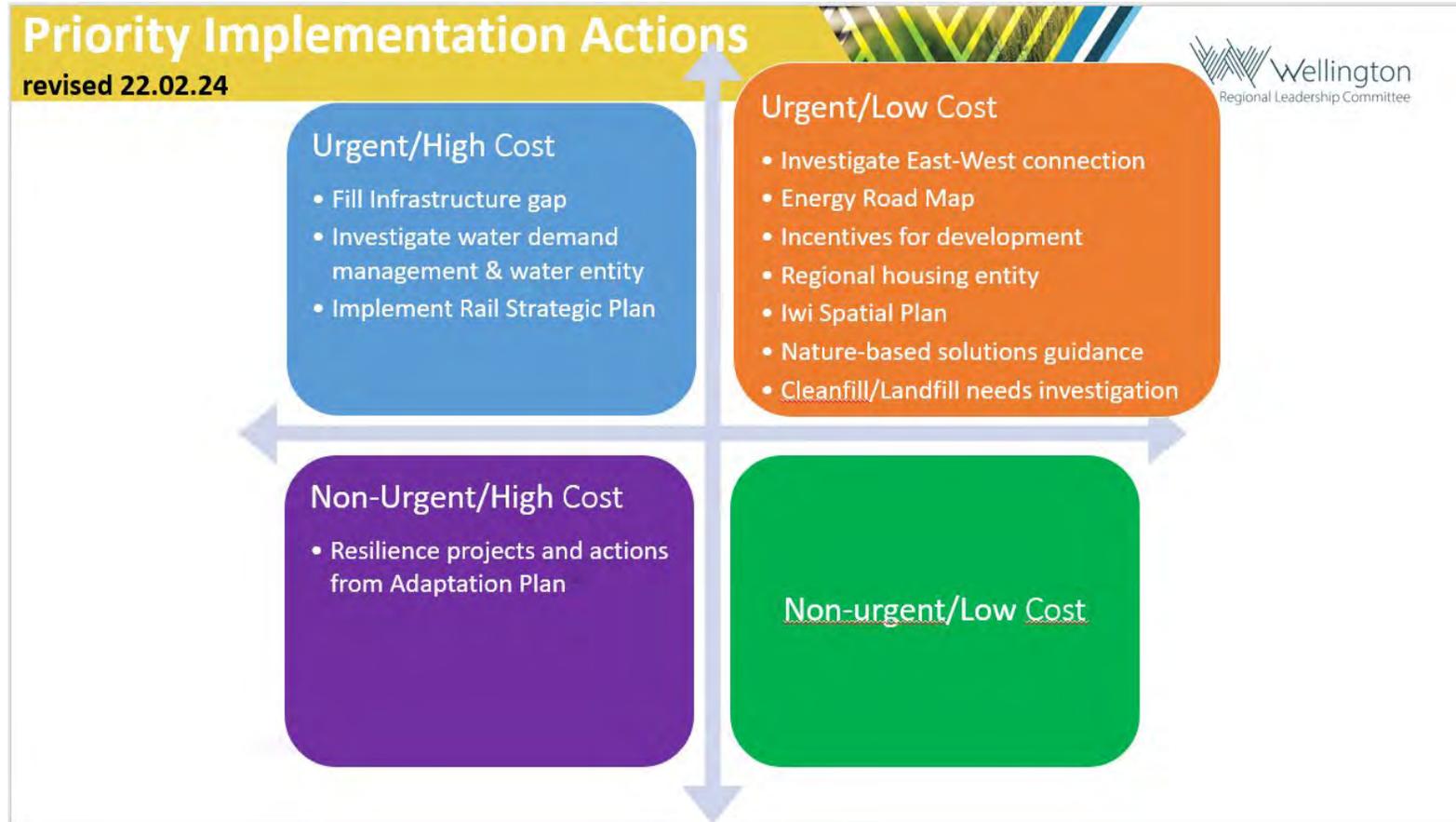
Slides from Presentation showing the same actions above but illustrated to show **1. What's underway** and **2. the potential, costs and urgency** for those that are not underway.

Implementation actions underway

Wellington Regional Leadership Committee

	Infrastructure	
	Housing	<ul style="list-style-type: none"> Review current PDA's and support the implementation Develop common data, analysis and evidence sets Promote housing development opportunities
	Iwi and hapu values and aspirations	<ul style="list-style-type: none"> Increase Māori housing in the region
	Emissions and climate change	<ul style="list-style-type: none"> Get regional agreement on adaptation requirements for climate change
	Prioritise nature, climate and culture	<ul style="list-style-type: none"> Improve information sharing and increase awareness of how to protect and restore nature, climate and culture.
	Business and Employment	<ul style="list-style-type: none"> Understand where and how to provide industrial land required in the next 30 years Advocacy to intensify business areas and promote local working

Priority Actions and measures



Attachment 2 to Report 24.17

Priority Actions and measures

Monitoring Measures

These are suggested monitoring measures to track the progress of meeting our Future Development Strategy.

	Suggested Headline Measures	Target	Quarterly	Annually	Biennially	Triennially	5 years
SD1: Infrastructure	Align with RLTP – mode shift indicators - decreased per capita use of private vehicles or increase of total trips by active mode and PT	Decrease Increase					
	New dwellings within walkable catchments or locations close to PT and Centres	Increase					
	Infrastructure requirements known, planned and funded.	Increase					
SD2: Housing	Number of new houses built in PDA's	Increase					
	Total number of houses built and type	% to 99K					
	Percentage of stressed (>30% Income spent on housing) households	Decrease					
SD3: Iwi and hapū values and aspirations	Te Tirohanga Whakamua is actively implemented and influences decisions on and investments in urban growth in our towns and cities.	Qualitative					
	Māori housing opportunities increased	Increase					
SD4: Emissions and climate change	Align with RLTP – Emissions Indicator - declining per capita emissions	Decrease					
	Reduction in emissions, on track to be net zero by 2050 (GW GHG inventory)	Decrease					
SD5: Prioritising nature, climate and culture	State of the Environment Monitoring	As per SoE targets					
SD6: Business and Employment	% of workforce employed locally	Diversification					
	AVI (All vacancies Index)	Decrease					
	Sufficient commercial real-estate capacity to meet business demand.	Increase					

Wellington Regional Leadership Committee
19 March 2024
Report 24.103



For Decision

FINAL REGIONAL EMISSIONS REDUCTION PLAN

Te take mō te pūrongo

Purpose

1. To advise the Wellington Regional Leadership Committee (WRLC) of the Final Regional Emissions Reduction Plan ([Attachment 1](#)).

He tūtohu

Recommendations

That the Committee:

- 1 **Approves** the Final Regional Emissions Reduction Plan.
- 2 **Endorses** the plan for action that supports the outcomes of the Regional Emissions Reduction Plan and notes that this work will be prioritised alongside other work programmes.

Te tāhū kōrero

Background

2. The Regional Emissions Reduction Plan (the Plan) is part of the WRLC's work programme aimed at developing a regional plan to reduce greenhouse gas emissions.
3. The Plan was developed collaboratively by WRLC partners and stakeholders, including iwi, sector leaders, and central government. It targets halving emissions by 2030 while planning for 2050 targets.
4. The Plan focuses on identifying cross-region opportunities and removing obstacles, highlighting specific actions requiring collective ownership or advocacy.
5. It is the first of its kind for our Region and supports the Future Development Strategy's objective of planning for a zero-carbon future.
6. It acknowledges existing climate efforts by central and local governments, iwi, sectors, and the community, aiming to address regional gaps rather than duplicate existing work.

Te tātaritanga

Analysis

7. The Plan in draft was presented for feedback at the December 2023 cycle of the Committee meeting. The discussion on the draft also included presentations to the WRLC Senior Staff and WRLC CEO groups.
8. Feedback from these meetings have been incorporated into this final document. The feedback did not substantively alter the Plan.
9. The Plan was developed in collaboration between officers from councils, Kāinga Ora and NZ Transport Agency Waka Kotahi (NZTA); Electra and Wellington Electricity representatives; the Future Development Strategy Project Lead, and youth representatives.
10. A Steering Group provided direction. It comprised specific sector and central government perspectives including representatives from Transpower, Energy Efficiency and Conservation Authority (EECA), NZTA, Ministry of Primary Industries, Ministry for the Environment, councils, and Ngāti Kahungunu ki Wairarapa.
11. Māori consultancy firm Te Amokura facilitated iwi input into the Plan, including how the Future Development Strategy's Te Tirohanga Whakamua iwi aspirations framework could guide the Plan.
12. The Plan and actions demonstrate the Committee's leadership in reducing greenhouse gas emissions at a regional level, through coordination, advocacy and direct action. Actions are focussed on amplifying opportunities at a regional scale to deliver meaningful outcomes, to make connections between community aspiration and national direction.
13. Within the Plan, a "plan for action" sets out initiatives to address emissions reduction that the WRLC in collaboration with others should commit to. The "plan for action" lists specific actions and:
 - a assesses their potential impact to reduce emissions and timeframes,
 - b identifies potential lead, partner agencies and required resources.
14. This Plan is an opportunity for the Region to focus on making a big difference to emissions reduction. It also highlights and supports work that is already underway.
15. The Committee has provided direct input into the Plan via workshops in May 2023 and June 2023.

Ngā hua ahumoni

Financial implications

16. The Project has been delivered within the agreed budget.
17. There may be financial implications for implementing some of the actions, and these will be estimated as part of the prioritisation and implementation phase.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

18. Iwi have signalled the importance of Te Tirohanga Whakamua, developed during the Future Development Strategy process as a strategic framework for the Plan, and in particular, the principle of genuine mana whenua partnership through Tino Rangatiratanga.
19. In the context of emissions reduction, Tino Rangatiratanga means recognising and respecting the right for Mana Whenua to exercise control over their traditional lands, resources, and cultural practices. Mātauranga Māori, and all the knowledge, wisdom and understanding passed on through generations, is recognised and valued as a taonga. The visibility and free expression of Māori identity is foundational to the way our Region reduces its emissions, including through tikanga (cultural principles) and kawa (cultural practices).
20. Iwi have also signalled the importance of the circular economy focus area in the Plan.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

21. The Plan helps to deliver on the Future Development Strategy and national and regional emissions reduction targets. It lays out a direction, focus areas and actions that can be undertaken straight away to play a part in meeting national and (draft) regional emissions reduction targets.

Ngā tikanga whakatau

Decision-making process

22. 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

23. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, considering Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*.
24. Officers recommend that the matters are of low significance. It is likely to have a positive impact on future social, economic, environmental and cultural well-being of the Wellington Region, but it does not meet any other of the considerations in the *Significance and Engagement Policy*.

**Te whakatūtakitaki
Engagement**

25. Stakeholder and partner engagement has been carried out in a number of ways. This input helped to shape the focus areas and draft actions.
- a 1:1 and small group meetings with stakeholders, partners and subject-matter experts.
 - b Participation at Wellington’s Festival for the Future (a youth focused leadership conference).
 - c A one-day Forum attended by 116 people from local and central government, elected members, iwi, sectors, community groups and industry. Participants workshopped the benefits of a regional approach and discussed the opportunities and barriers to reducing emissions in particular sectors.
 - d Iwi participated in a hui and a number of 1:1 interviews.

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

26. The next step will be to commence prioritisation and implementation activities.

**Ngā āpitihanga
Attachment**

Number	Title
1	Final WRLC Regional Emissions Reduction Plan

**Ngā kaiwaitohu
Signatories**

Writer	Allen Yip – WRLC Programme Manager
Approvers	Kim Kelly – WRLC Programme Director Zofia Miliszewska – Kaiwhakahaere Matua Rautaki Group Manager Strategy (acting)

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Committee's responsibilities include the implementation of Wellington Regional Growth Framework, which includes the Regional Emissions Reduction Plan in its work programme.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The Regional Emissions Reduction Plan is one of the Committee's key climate change strategies.
<i>Internal consultation</i> Draft Plan viewed by WRLC Senior Staff Group and WRLC CEO's group. Focus areas and draft actions workshopped with WRLC on 30 October.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks arising from this report.

Wairarapa-Wellington-Horowhenua Regional Emissions Reduction Plan Te Mahere ā-Rohe Whakaheke Tukunga 2024–2030



Wellington
Regional Leadership Committee

About the Wellington Regional Leadership Committee Mō te Kōmiti Whakahaere ā-Rohe ki Te Whanganui-a-Tara

The Wellington Regional Leadership Committee (WRLC) is a joint regional partnership that brings mana whenua, local government and central government together to work collaboratively to shape future growth in the Wairarapa-Wellington-Horowhenua region. See Figure 1 for all partners.

The WRLC looks for better ways of working together to cultivate a region where people want to live, work and thrive.

The WRLC projects cover five broad key areas: iwi capacity, housing, climate, transport and economic development. The Regional Emissions Reduction Plan is one of three climate change-related projects, and sits alongside the Regional Adaptation Plan and the Regional Food Systems Strategy.

Figure 1: WRLC Partners



Table of contents

Ihirangi

About the Wellington Regional Leadership Committee	2
M? te K?miti Whakahaere ?-Rohe ki Te Whanganui-a-Tara	2
Executive summary.....	6
Whakar?popototanga matua	6
About the Regional Emissions Reduction Plan	9
Mō te Māhere ā-Rohe Whakaheke Tukunga.....	9
How Te Tirohanga Whakamua links to the Regional Emissions Reduction Plan.....	12
Te hononga a Te Tirohanga Whakamua ki te Mahere ?-Rohe Whakaheke Tukunga	12
Our climate is changing	14
E huri ana te tai āhuarangi	14
The climate crisis	15
Te tairaru o te ?huarangi	15
Why we need to act now	16
N?ianeī t?tou k?kiri ai	16
What could our future hold?	16
He aha r? kei tua o n?ianeī?	16
Our emissions, targets and modelling	17
Ā tātou tukunga , whāinga me ngā whakatauiratanga.....	17
Our strategic approach	20
Tā Tātou Ahunga Whānui	20
We have clear objectives for this plan.....	21
M?rama p? ana ? t?tou wh?inga m? te mahere nei	21
Principles guide our decisions.....	22
E arahina ana t?tou e ng? m?t?pono	22
Our focus for action: Making things happen together	23
Tā tātou aronga: Kia kotahi ai te whakatutukitanga	23
Transport and urban form	25
Te ao huarahi, n?hanga hoki	25
Energy	29
P?ngao	29
Circular economy.....	32
He ?hanga ?mio	32
Productive land use and primary industries	36
Te ahu whenua hua nui me ng? ahu matua	36
Tracking our progress	39
Arotake i te kokenga	39

<u>Appendix One: Our emissions, targets and carbon modelling</u>	<u>40</u>
<u>Āpitianga tahi: Ā tātou Putanga Haurehu, whāinga me ngā whakatauiratanga waro</u>	<u>40</u>
<u>Our region’s emissions.....</u>	<u>41</u>
<u>Ng? tukunga a t? t?tou rohe</u>	<u>41</u>
<u>Appendix Two: Our plan for action</u>	<u>47</u>
<u>Āpitianga rua:Tā tātou mahere kōkiri</u>	<u>47</u>
<u>Regional Emissions actions – Transport & urban form.....</u>	<u>48</u>
<u>Regional Emissions actions – Energy</u>	<u>51</u>
<u>Regional Emissions actions – Circular economy.....</u>	<u>53</u>
<u>Regional Emissions actions – Productive land and primary industries.....</u>	<u>56</u>

Foreword from the Chair and Deputy Chair

He kupu arataki nā te Tiamana me te Tiamana Tuarua

We are delighted to present the first Emissions Reduction Plan for the Wairarapa-Wellington-Horowhenua region. This Plan draws attention to the issues and opportunities for our region to reduce greenhouse gas emissions and sets out what actions the WRLC in collaboration with others have committed to.

The Plan supports the region's Future Development Strategy which includes an objective to "plan development for a low-carbon future, creating change to rapidly reduce emissions (including emissions from transport) and meet our regional climate change objectives." The Plan helps the Future Development Strategy achieve its objectives by accelerating emissions reduction through developing cross-boundary consensus on the most impactful strategic actions the WRLC can take together.

The WRLC recognises the imperative of working together across the region for a better future. In order to reduce our emissions, we need to reshape many of the systems that drive how we do things to reduce our impact on Papatūānuku, Mother Earth. Working together means we can build the systems we need to thrive in a low emissions future and set the course for an equitable transition, rather than reacting to increasing adverse weather events that are costly and reduce our quality of life.

Mana whenua have an important role to play in supporting the reduction of emissions as they are kaitiaki through whakapapa, with a responsibility to protect, replenish, and sustain te taiao me te

whenua. The role of mana whenua as kaitiaki extends beyond the environmental domain into guardianship and protection of all elements of the natural world, including decision-making over activities that could impact the natural world. 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 strengthen the connection of the hauora or physical, spiritual, social and mental well-being of the people and the environment.

Along with iwi in the region, groups such as central government, local government, community, and sectors are working hard to reduce emissions. The focus areas outlined in the Plan ensure that we don't replicate this work, but instead focus on the areas where we can make the most impact on emission reduction at a regional level. It will take our collective efforts to make these opportunities a reality.



Darrin Apanui |
Rangitāne o Wairarapa,
Te Ati Haunui a Pāpārangi,
Ngāti Porou
Chair, Wellington Regional
Leadership Committee



Daran Ponter
Deputy Chair,
Wellington Regional
Leadership Committee

Executive summary

Whakarāpopototanga matua

The climate crisis is here and is already affecting our region. Every fraction of a degree of warming matters to how climate change will continue to affect our people and places across our landscapes and communities. We need to act decisively now to pick up the pace of change while we are within the brief window of opportunity to make a difference. Taking action to reduce emissions can improve our health, enhance our connections to te taiao (environment), boost the local economy and provide greater levels of resilience.

The WRLC is taking bold steps as laid out in this Regional Emissions Reduction Plan to contribute to the global effort to prevent the worse impacts of the climate crisis. For context about what we need to achieve and why reducing emissions is important for this region:

- Globally we need to halve emissions by 2030 if we are to have a 50% chance of staying within 1.5°C above pre-industrial levels. Accordingly, the timeline of this Plan is 2024-30.
- According to the Intergovernmental Panel on Climate Change (IPCC), all pathways to limit warming to 1.5°C involve rapid and deep, and in most cases, immediate greenhouse gas emissions reductions in all sectors this decade.
- In one year, the Wairarapa-Wellington region emits 3,852,625 tCO₂e and the Horowhenua district emits 819,053 tCO₂e¹. Our main emissions sources are from primary industries, transport and energy.
- Delay in taking action will lock in high-emissions infrastructure, raise risks of stranded assets and cost-escalation, reduce feasibility, and increase losses and damage.

Work is currently being done at both the national and local levels to reduce emissions. This Plan outlines the strategic actions and shifts that will make the most difference in the Wairarapa-Wellington-Horowhenua region.



¹ Gross greenhouse gas emissions measured in carbon dioxide, and carbon dioxide equivalents. The Wairarapa-Wellington figure is from the 2021-2022 reporting year and the Horowhenua reporting year is from 2018-2019 as this was the latest year with comparable data.

The focus of the Regional Emissions Reduction Plan is on sectors and areas that provide significant opportunities for regional approaches. These are:



Transport and urban form – Planning for sustainable transport and urban form on a regional level is necessary. Local government has significant levers available to make the key shifts we need to reduce emissions. Transport is the second largest source of emissions in our region and has the highest potential for co-benefits to our health and well-being through cleaner air, more liveable cities and healthier communities.



Energy – Energy underpins everything we do. We need to reduce energy use as well as electrify many activities currently powered by fossil fuels if we are to collectively reduce emissions. Energy's role in decarbonising other sectors means that regional energy emissions are tipped to grow faster than other sources of regional emissions unless action is taken.



Circular economy – Circular approaches reduce GHG emissions by increasing the efficiency of resources used within the economy. Solid waste makes up a small portion of our region's emissions, but overconsumption sits at the root of our climate change and ecological crises. Circular economy principles include:

- Design out waste and pollution,
- Keep products and materials in use.
- Regenerate natural living systems.



Productive land use and primary industries – Agricultural emissions are the largest source of our region's emissions. We will work with farmers and growers to increase farming practices that help reduce emissions and increase resilience to grow food for the future that is climate-friendly, reduces emissions and is of high value.

The four focus areas have different levels of priority across the region. Reducing agricultural emissions is particularly important for Kāpiti, Horowhenua and Wairarapa. Conversely, the larger urban centres can have more of an impact by reducing transport emissions. This plan is informed by the aspirations and interests Māori have across all these focus areas.

Underpinning the focus areas are a combination of quick actions that can be started right away to reduce emissions out to 2030, as well as enabling actions to set us up to reach a net zero emissions future by 2050. The actions in the Plan will be reviewed every three years.

This work helps to fill any gaps in emissions reduction that are not filled by local and national scale actions and will be delivered collectively through the WRLC partnership which includes WRLC iwi members, local government, and central government.

Having iwi as partners is a crucial part of making progress in emissions reduction in our region. Reports indicate that Māori will be disproportionately impacted by climate change, which can contribute to social, economic and health inequality outcomes. Māori take a holistic view across te taiao, taking into consideration the holistic wellbeing between people and all the elements of nature through care and stewardship. WRLC iwi partner interests and aspirations are referenced in Te Tirohanga Whakamua, a statement of iwi and hapū values and aspirations for the Wairarapa-Wellington-Horowhenua region. Te Tirohanga Whakamua therefore serves as the basis of our partnership with iwi in this Plan.

The Plan will be useful for policymakers, people in sectors for which climate change is having or will have an impact, climate activists and the wider community.

Figure 2, over the page, provides an overview of the strategic framework for this Plan. Further information can be found later in this document.

Figure 2. The strategic framework for the Regional Emissions Reduction Plan at a glance



About the Regional Emissions Reduction Plan

Mō te Māhere ā-Rohe Whakaheke Tukunga



Attachment 1 to Report 24.103



HOW THE PLAN WAS DEVELOPED

The Regional Emissions Reduction Plan has been developed by a collation of council representatives, industry experts, central government representatives, community members, and WRLC iwi members.

The Plan's core project team consisted of officers from all councils across the Wairarapa-Wellington-Horowhenua region, bringing climate change, regional transport and land management expertise and by representatives from Waka Kotahi, Kāinga Ora, Wellington Electricity, Electra, and a number of youth representatives.

To develop this Plan we:

- Looked at the regional greenhouse gas emissions stocktakes for 2018/19 and 2022/23.
- Developed modelling of current and future emissions scenarios.
- Workshopped regional opportunities and sector-specific barriers and opportunities at a stakeholder and partner forum in July 2023 attended by over 100 people including iwi partner representatives, council officers, elected members, central government, community, and sector representatives.
- Heard from young people via a stall at Wellington's Festival for the Future in June 2023.
- Heard from iwi representatives via a hui and one-to-one discussions.
- Further developed the ideas raised at the forum into key actions by workshopping with project and steering group members, the WRLC, and seeking advice from sector experts.

At the public forum in July 2023, hosted by the WRLC, there was strong support for working together as a region to tackle climate change. Opportunities identified included the power of galvanised leadership to advocate for national direction and support, unlocking funding opportunities, and taking a regionally planned approach to action. A regionally focussed emissions reduction plan was also seen as a vehicle to lift contributions from all councils, engaging with sector stakeholders and local iwi and community initiatives. There was an appetite for providing opportunities to demonstrate effective innovation to the rest of New Zealand.

Attachment 1 to Report 24.103



PARTNERING WITH IWI

WRLC iwi partners representatives for the Wairarapa-Wellington-Horowhenua region are:

- Rangitāne Tū Mai Rā Trust representing Rangitāne o Wairarapa Inc and Rangitāne o Tamakī 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 seven Muaūpoko hapū
- Ngā Hapū o Ōtaki representing Te Rūnanga O Raukawa Inc
- Ngāti Kahungunu ki Wairarapa Tāmaki nui-a-Rua Settlement Trust

A project steering group provided additional sector-specific guidance to the project team and were made up of senior staff from Greater Wellington Regional Council, Wellington City Council, EECA, Transpower, Te Manatū Waka, Waka Kotahi, Kāinga Ora, the Wairarapa Economic Development Programme, and the Ministry for the Environment.

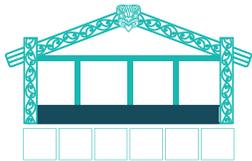
The Plan includes te ao Māori perspectives from the outset of the Plan's development. Conversations were initiated with WRLC iwi partners from March 2023. WRLC iwi partner representatives took part in the May 2023 WRLC workshop on the Plan, the WRLC Annual Partners Forum in June 2023, and in the partner and stakeholder public forum in July 2023. A facilitated workshop with WRLC iwi partners and one on one meetings were undertaken from October 2023.

WRLC iwi partners have recommended that their perspectives and involvement in the Regional Emissions Reduction Plan be based on Te Tirohanga Whakamua: statement of iwi and hapū values and aspirations for the Wairarapa-Wellington-Horowhenua region. Te Tirohanga Whakamua was originally created for the regional Future Development Strategy and is a dynamic, living document, to be altered and added to over time. While it was originally developed in a context focused on urban development, Te Tirohanga Whakamua provides a holistic lens across all aspects of the wellbeing of people and the environment. For that reason, WRLC iwi partners were of the view that it could equally be applied to this Regional Emissions Reduction Plan.

How Te Tirohanga Whakamua links to the Regional Emissions Reduction Plan

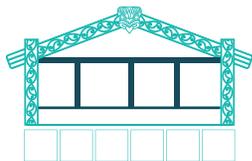
Te hononga a Te Tirohanga Whakamua ki te Mahere ā-Rohe Whakaheke Tukunga

Te Tirohanga Whakamua (see the full statement on the next page, Figure 3) shows how perspectives shared by iwi in our region can be organised from a te ao Māori worldview. From that starting point it is possible to see the links or connecting threads between the Māori perspectives set out in the statement and the focus areas in this Plan that are seen as important by other representatives and groups.



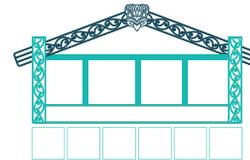
Whare element: Te tuāpapa or the foundation of the whare emphasises the role of mana whenua as Kaitiaki for our region and the responsibility everyone has to protect, replenish and sustain te taiao me te whenua, the environment and the land.

Connecting thread: This foundation can be used as a basis for envisaging the way we partner with iwi and collaborate with all communities across our region on emissions reduction for the wellbeing of the people and the environment.



Whare element: 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.

Connecting thread: Reducing emissions is a vital part of ensuring the wellbeing of mana whenua, our communities and te taiao into the future.



Whare element: 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

Connecting thread: These pou stem from the mātauranga Māori and intergenerational wisdom passed on to WRLC iwi partners through whakapapa and shared as a taonga. The pou provide a te ao Māori framing to deepen the knowledge, tools and expertise we as a community have available to draw on to help reduce emissions in our region.



Whare element: The whare is supported by six **kōkiri** or design principles. These are value statements to guide and provide consistency in the way we plan for and make decisions on the future of our region.

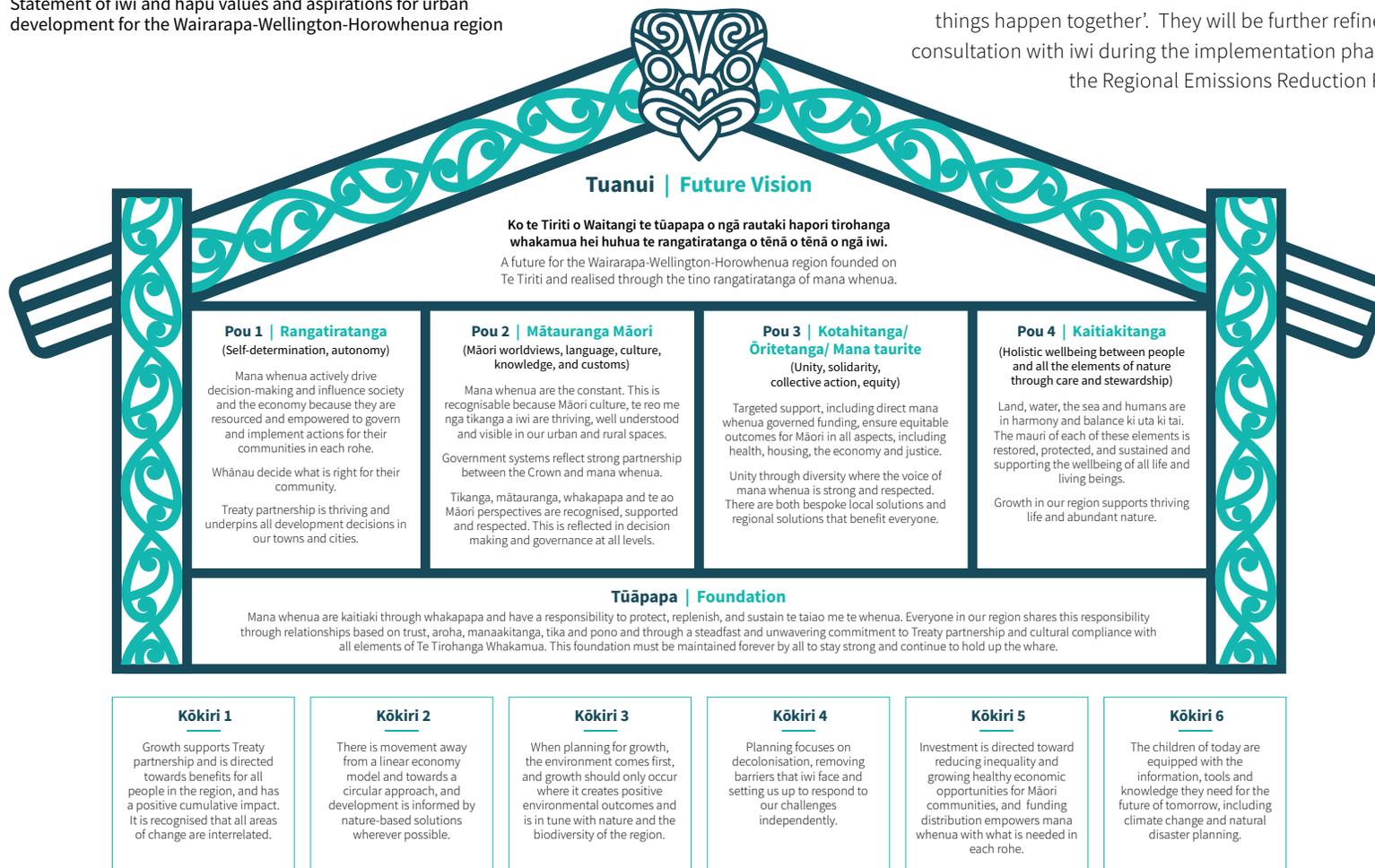
Connecting thread: The kōkiri include elements that contribute to emissions reductions initiatives, including supporting Treaty partnership, circular economy models, sustainable growth, removing barriers that iwi face, investment that reduces inequality and promotes economic growth and equipping future generations to face challenges, such as climate change.

Figure 3. Statement of iwi and hapu values and aspirations developed by iwi Leaders and the Wellington Regional Leadership Committee

Te Tirohanga Whakamua

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

High-level ideas for how we can translate and apply these elements of Te Tirohanga Whakamua into action can be found in section entitled ‘Our focus for action: Making things happen together’. They will be further refined in consultation with iwi during the implementation phase of the Regional Emissions Reduction Plan.



Our climate is changing E huri ana te tai āhuarangi



The climate crisis

Te tairaru o te āhuarangi

The dominant cause of our rapidly changing climate over recent decades is human-caused global warming². Most of the human-caused climate change has been generated in the last century and global emissions are continuing to rise.

Climate change worsens climate extremes, making our heatwaves hotter, flooding more severe, droughts longer and cyclones more intense. The climate crisis is and will continue to have wide-ranging impacts including on our food supply, availability of safe drinking water, infrastructure, livelihoods, finance and geopolitics. A stable climate and thriving natural environment are the basis for every aspect of our lives including the economy. Everyone in our region will be affected by climate change in the coming years and decades. It is already having a significant impact on many lives. Reports indicate that Māori will be disproportionately impacted by climate change, which can contribute to social, economic and health inequality outcomes.

In our region, we are anticipating a higher frequency and severity of weather events such as floods and droughts. It is expected that the Wairarapa will become

drier, while the west coast including Kāpiti will become wetter. Communities like Petone and Seaview will face increasing pressure from sea level rise. As these impacts are already beginning to happen, we need to work on emissions reduction in a committed way while also starting the process of adapting to the impacts that we're experiencing and are likely to see accelerate into the future.

A Wellington Regional Climate Change Impact Assessment has been completed bringing together a consistent regional evidence base of the climate change risks and impacts over the next century. The assessment will provide findings regarding impacts to our communities, infrastructure, natural ecosystems, economy, and governance systems. A Regional Climate Adaptation Plan will be developed in response to the Assessment findings.



² <https://www.ipcc.ch/report/ar6/wg1/chapter/chapter-3/>

Why we need to act now

Nāianeī tātou kōkiri ai

What we do now matters a great deal to the kind of future our tamariki (children) will have.

The Intergovernmental Panel on Climate Change has concluded that we are in a brief and rapidly closing window to secure a liveable future for humanity. Every year of delay requires deeper cuts to emissions in future years if we are to meet Paris Agreement targets of staying below 1.5oC of warming above pre-industrial levels. We are already witnessing climate impacts at 1.1oC of global warming - every fraction of a degree matters. At a sustained 1.5oC of warming, we risk reaching 'tipping points' in the climate system that may cause significant warming that human actions cannot control. These feedback loops do not bode well for our future. Taking bold, sustained action now is necessary if we are to secure a liveable future for the coming generations.

While New Zealand is small in terms of population and landmass, our per-person emissions are significant, three times our share of global emissions based on population (we emit 0.17% of global emissions for a population size of 0.06% of the global community)³. We are part of a global community of smaller countries that make up 38.4% of worldwide emissions collectively after accounting for the seven largest emitting countries (plus international shipping and aviation)⁴. A combination of overseas supplier demands and NZ consumer expectations means that many NZ industries and sectors are ramping up their emissions reduction activities to remain competitive.

As the latest Intergovernmental Panel on Climate Change report AR6⁵ states:

*Every bit of warming matters...
Every year matters and every choice matters.*

What could our future hold?

He aha rā kei tua o nāianeī?

Our future is up to us. The more work we do now to enable and live low emissions lifestyles the better off we are likely to be in the future.

Fortunately, many of the activities we do that fuel climate change and are reliant on fossil fuels have cleaner, greener alternatives or are not required for us to live good lives. That is, we can provide what we need to live well and meet our needs without causing climate breakdown, among other catastrophic risks like biodiversity collapse.

Taking the opportunity to enable low emissions lives can improve our health and wellbeing as many climate actions have significant co-benefits such as cleaner air to breathe, thriving wildlife and more resilient communities. If planned well, we can improve our energy security, create meaningful green jobs and reduce poverty. Not only is taking action the right thing to do but it is in our interest as increasingly international trade agreements require New Zealand to reduce emissions to remain a viable trading partner, and access to fossil fuels becomes more challenging.

If we act now, we can set our region up for the future while improving our communities' lives.

³ <https://environment.govt.nz/publications/new-zealands-greenhouse-gas-inventory-1990-2020-snapshot/#:~:text=In%202020%2C%20the%20share%20of,of%20the%20world's%20gross%20emissions.>

⁴ <https://genless.govt.nz/stories/new-zealand-isnt-too-small-to-make-a-difference/>
<https://www.ipcc.ch/sr15/about/foreword/>

⁵ <https://www.ipcc.ch/sr15/about/foreword/>

Our emissions, targets and modelling

Ā tātou tukunga , whāinga me ngā whakatauiratanga

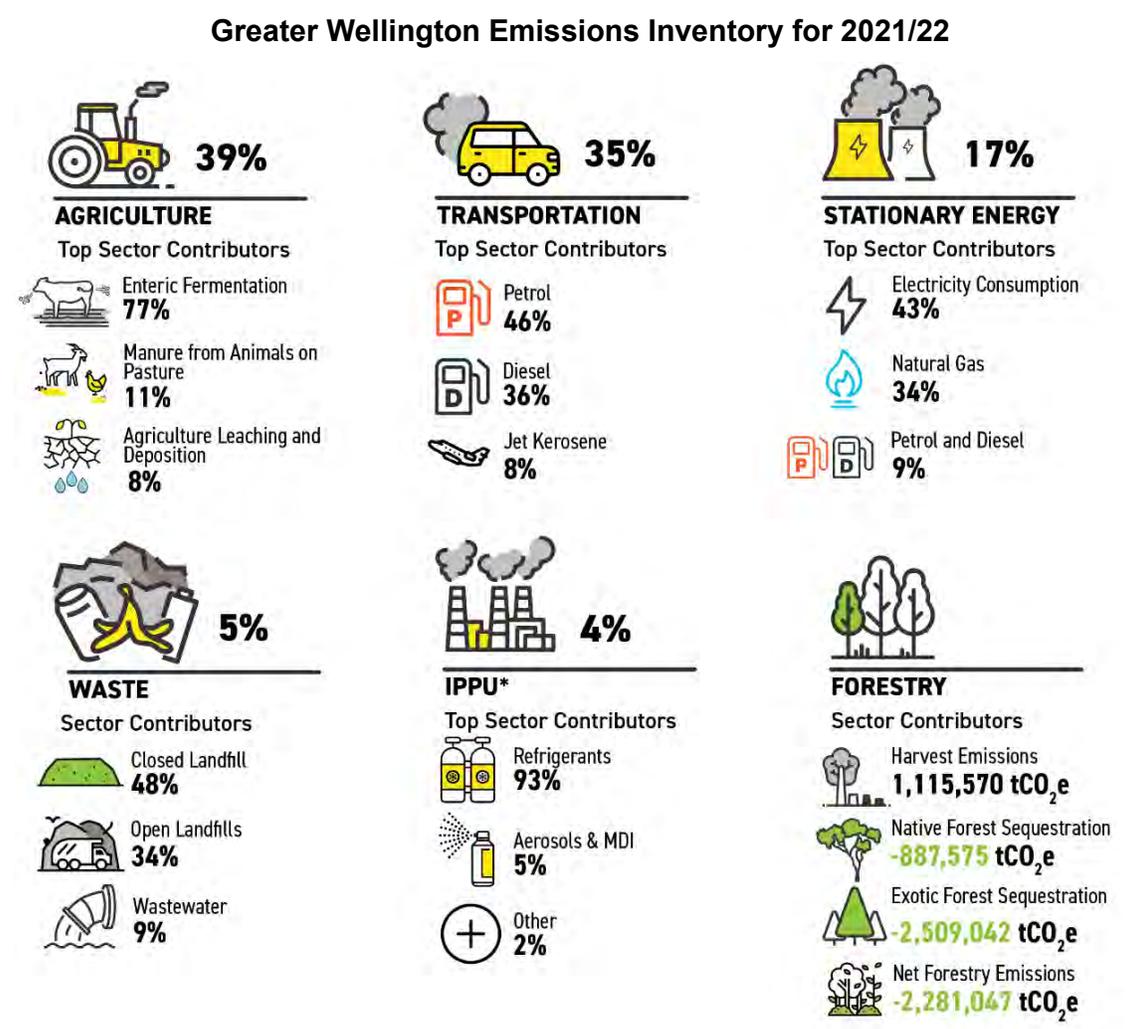


Our region’s two major sources of emissions are from burning petrol and diesel as energy to power vehicles, as well as from animals we farm (through their digestive processes). Electricity and gas to power our economy and homes are the next largest sources of emissions. Waste, in particular landfill emissions, is a sizeable source of emissions though this is decreasing following actions such as the installation of methane capture systems by several councils in the region. Industrial processes, aviation, and marine shipping all contribute to our overall emissions profile. The Wellington regional emissions profile is outlined in Figure 4 and explained

in Appendix One. This information is only available at a regional level and does not include Horowhenua.

This Regional Emissions Reduction Plan uses existing emissions reduction targets. For the purposes of modelling, we have used both national and regional targets to show us where the gaps are between committed actions and targets. The modelling was then used alongside stakeholder and partner input to guide our focus areas and prioritise actions for this Regional Emissions Reduction Plan. Both the modelling and targets are outlined in Appendix One.

Figure 4. Wellington region gross greenhouse gas emissions 2021-2022 by source



* Data for the Greater Wellington region’s data (Wellington-Wairarapa) has been used.

HOW OUR EMISSIONS ARE CHANGING

Scientific analysis and technological improvements over several decades have given us information and tools to reduce emissions. As a region, we have been taking action to reduce emissions and have seen some success.

Our emissions reduced from the 2018-2019 year to the 2021-2022 year by 9%.⁷ However, a significant amount of this reduction was from transport emissions including aviation which were affected by COVID-19 lockdowns.

For example, aviation emissions reduced from 16.4% of transport emissions for 2018/19 to 8% of transport emissions in 2021/22. Without continued focus on reducing transport emissions we can expect reductions like these to rebound.

Emissions from waste decreased by 15% between 2018/19 and 2021/22. This is in part because councils including Wellington, Porirua and Hutt City have installed methane gas capture systems in landfills.

We are making progress, but we need to move further and faster to reach our targets.



⁷ https://www.gw.govt.nz/assets/Documents/2023/06/GWRC_EmissionsInventory_2022_Region_230609_Final.pdf

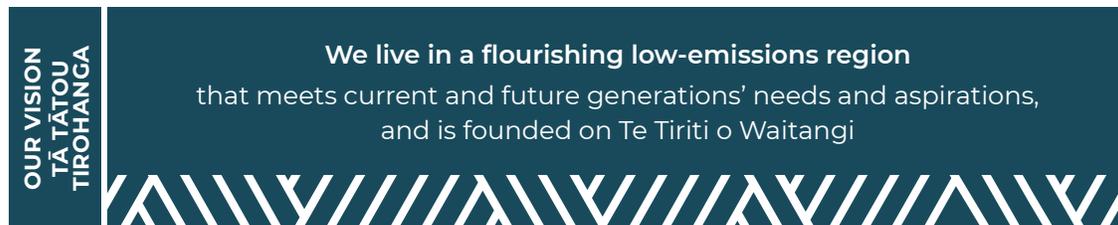
Our strategic approach

Tā Tātou Ahunga Whānui



This Plan is a contribution to wider efforts to take climate action and is focused at a regional level on the areas in which we can drive for change through leadership and taking a collaborative, regional approach.

In the sections below, we set out our vision and objectives for regional emissions reduction.



We have clear objectives for this plan

Mārama pū ana ā tātou whāinga mō te mahere nei

With this plan, we will

PROTECT TE TAIAO THROUGH KAITIAKITANGA AND THE REALISATION OF TINO RANGATIRATANGA.

Working towards a flourishing low-emissions region for our communities and for their mokopuna (future descendants) requires an ongoing relationships based on Te Tiriti and realised through the tino rangatiratanga of the tangata whenua of our region.

GALVANISE LEADERSHIP TO MAKE TOUGH DECISIONS AT A PACE THAT SETS US UP FOR THE FUTURE

Bold action is required to get us on the right track to emissions reduction in our region. Choices need to be made by leaders that balance trade-offs and create new opportunities. Some of these are better tackled together and the WRLC can provide the support, focus and consistency that embolden leadership to make important calls.

ENABLE SYSTEMS CHANGE THAT MAKES CLIMATE-POSITIVE BEHAVIOUR THE EASY CHOICE

Some of the ways our systems and plans work make it harder for our community to “do the right thing” and make choices that reduce emissions. We must acknowledge the interconnections of different systems that all together play a part in how we live. While we all need to contribute, our leaders can help drive the system

change that creates the environment for behaviour change. This should inspire and empower community action and initiatives by others, not replace them.

PRIORITISE ACTIONS THAT PROVIDE CO-BENEFITS FOR OUR COMMUNITIES

Acting on climate change can have significant co-benefits for health, resilience, household costs, biodiversity and more. We can choose to take actions that have the most benefit, particularly for those who are in the greatest need.

SUPPORT EVIDENCE-BASED REGIONAL ACTIONS THAT BRIDGE THE GAP BETWEEN NATIONAL AND LOCAL ACTION

Work to reduce emissions is already underway at a national and local level, as well as through community-based initiatives. This plan complements these actions at a regional level.

REDUCE REGIONAL EMISSIONS WITH A FOCUS ON DECARBONISING SECTORS, AND INCORPORATING CIRCULAR ECONOMY PRINCIPLES.

The Plan focuses largely on emissions reduction within the region’s high-emitting sectors, rather than on carbon sequestration. Alongside of this, shifting from linear thinking to using circular economy principles will help to create a system that is good for people and the environment.

Principles guide our decisions E arahina ana tātou e ngā mātāpono

We will apply guiding principles to decisions we make across this plan and any resulting projects.

GENUINE PARTNERSHIP WITH MANA WHENUA, INCLUDING THROUGH THE IMPLEMENTATION OF TE TIROHANGA WHAKAMUA.

Empowering mana whenua through genuine partnership serves as a guiding beacon through this transition. Tino Rangatiratanga, as a guiding principle, encompasses more than decision-making authority; it embodies the broader concept of self-determination and autonomy for mana whenua.

In the context of emissions reduction, it means recognising and respecting the right for mana whenua to exercise control over their traditional lands, resources, and cultural practices. Mātauranga Māori, and all the knowledge, wisdom and understanding passed on through generations, is recognised and valued as a taonga. The visibility and free expression of Māori identity is foundational to the way our region reduces its emissions, including through tikanga (cultural principles) and kawa (cultural practices).

This is the foundation for an ongoing collaborative and equitable relationship between mana whenua and local government and central government, and is expressed through the wording of Te Tirohanga Whakamua.

RECOGNISE WE ARE PART OF NATURE

We recognise the kaitiaki of our region and the responsibility everyone has to protect, replenish and sustain te taiao me te whenua, the environment and the land.

If we are to live sustainably, we must acknowledge that we are part of the natural world, sustained, and also limited by our planet's resources. Climate change is one of many interconnected issues we face including biodiversity loss, plastic pollution, and environmental degradation. Only if nature is well, can we thrive.

ENABLE AN EQUITABLE TRANSITION

We are in a period of great transformation and disruption – we can use this transition to address past and ongoing injustices and work towards our shared goal of wellbeing for all.

COLLABORATE AS A REGION TO DRIVE THE BIG SHIFTS

Making impactful change requires collaboration at a regional scale between councils, central government, iwi, community and sectors. Together we can create system shifts that are above and beyond what we could do alone.



Our focus for action: Making things happen together

Tā tātou aronga: Kia kotahi ai te whakatutukitanga



We have identified key shifts and priority actions at a regional level to reduce carbon emissions across key sectors or focus areas.

The key shifts include:



System-wide change to provide more sustainable transport options for more people and support the building of communities where people can get around without relying on fossil-fuel-based transport.



Collaborate as a region to understand current and future energy infrastructure needs and reduce demand.



Embed circular economy approaches into our region to design out waste and pollution to create greater efficiencies and economic growth through innovation and design.



Supporting central government and industry emissions reduction efforts in primary industries, and at a regional level helping farmers learn more about on-farm de-carbonisation options and increasing resilience of the landscapes used for food production.

Across these key shifts we take into account opportunities for emissions reduction, wider impacts on other planetary boundaries, and co-benefits for action. We also understand that evolving the way we make decisions around climate change mitigation can empower communities and enable tino rangatiratanga (self-determination for Māori).

In the following sections, we outline our plans for making the shifts across focus areas and set out priority actions for each.

These actions have been rated either high, medium or low in terms of the potential to directly reduce emissions, and to enable future emissions reduction activities to be carried out.





Transport and urban form Te ao huarahi, nōhanga hoki

The region is currently home to over half a million people with an estimated 200,000 more people expected to call this place home over the next 30 years.

The way we live in communities and how we move about is deeply linked. The more concentrated our urban areas are, the easier it is to provide connecting infrastructure, the further away, the longer we have to travel. This makes urban form – what our towns and cities look and feel like – a key driver for reducing emissions. The Wairarapa-Wellington-Horowhenua Future Development Strategy and Wellington Transport Emissions Reduction Pathway are key documents that augment this Plan. These documents support each other and together support action to reduce emissions by shaping how and where we live, our work and travel.

A sustainable transport system can reduce our transport emissions while improving wellbeing through enabling better health outcomes, cleaner air and more connected communities. Making urgent system changes in transport is key to meeting our overall emissions reduction targets as it can deliver quick wins while we work on sectors that take longer to deliver reductions.

The Wairarapa-Wellington-Horowhenua region has many urban towns and cities that are served to varying degrees by public transport. These towns and cities can be enhanced to create dense clusters of walkable communities within existing railway and bus routes with improved services. Well-connected networks of bike lanes, enjoyable walking routes, and fast and frequent public transport are important to provide people with choices for how to get around that continue to protect our planet.

In the last few years changes to central government policy have encouraged more dense housing near public transport nodes including the National Policy Statement on Urban Development 2020 (updated May 2022)⁸. This legislation required councils to produce a Future Development Strategy (FDS) to plan for accommodating future population growth.

The FDS prioritises development in areas along strategic public transport network corridors (to reduce reliance on cars) over greenfield development (which is more emissions-intensive). This region's FDS also notes that we will need to provide more services, amenities and spaces for our communities including green spaces, parks and educational, health and community facilities.

The FDS will have an implementation plan that will include the infrastructure needed to support our population growth whilst moving towards a low emissions region. The FDS is required to be reviewed every three years. In order to further reduce emissions, the next iteration of the FDS should incorporate:

- even more integrated public transport and urban form, and
- a continued focus on development and density along public transport networks.

The first National Emissions Reduction Plan, released in May 2022 sets a target for Aotearoa New Zealand to reduce transport sector emissions by 41% by 2035⁹. In response to this target, the Greater Wellington Regional Council is developing a Wellington Transport Emissions Reduction Pathway (WTERP). This is a significant piece of work that will create the conditions for a more liveable, low-emissions region in the coming years and decades. The WTERP aims to make it easier to get around without a car, help people make the shift to electric vehicles and encourage low emissions freight.

⁸ <https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020-updated-may-2022/>

⁹ <https://environment.govt.nz/what-government-is-doing/areas-of-work/climate-change/emissions-reduction-plan/>

Attachment 1 to Report 24.103



Councils and central governments are already investing in large-scale transformative projects such as investment in new trains, bike networks and pedestrian improvements to reduce dependency on private vehicles.

Iwi in our region support the improvement and use of public transport and the ready availability of electric motor vehicles and electric vehicle infrastructure to facilitate the transition to a low emissions economy. 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. When rangatiratanga is realised, regional growth is planned so that mana whenua are able to maintain traditional settlement patterns and activities. A thriving future means housing is affordable, builds communities, and is designed in line with living building principles. It also means urban design in our region includes Māori urban design approaches.

Beyond land transport, aviation and coastal shipping also contribute to our regions' emissions. Aviation is an area where the technology to enable the sector to reduce emissions is still being developed, including developing biofuel infrastructure and the technology for electric planes. Alternatives to flying in our region could include the provision of long-distance train travel. Better integration of coastal shipping with rail could play a role in reducing our emissions. Organisations like CentrePort are working on reducing emissions from transport through micro-grids, using electric container transfer vehicles and providing an on-shore power source for ferries.

To take action and reduce emissions in transport and urban form the WRLC will:

<p style="text-align: center;">1</p>	<p>Endorse and implement (through member organisations) the Wellington Transport Emissions Reduction Pathway (WTERP)</p>
<p><i>Directly reduce emissions: High</i></p>  <p><i>Enable future emissions reduction: High</i></p> 	<p>Land transport is our highest source of transport emissions. The WTERP once approved by the Regional Land Transport Committee, will provide a comprehensive pathway for reducing emissions in this area. The Regional Land Transport Plan already has an ambitious target of a 35% reduction in transport emissions from 2018 levels by 2035.</p> <p>The WTERP interventions fall into three broad areas:</p> <ul style="list-style-type: none"> - Less car-centric cities and towns (covering public transport investment, urban form and travel demand management) - Cleaner vehicle fleet - Smarter freight
<p style="text-align: center;">2</p>	<p>Develop a best practice urban design toolkit for more resilient, low-carbon towns and cities.</p>
<p><i>Directly reduce emissions: Medium</i></p>  <p><i>Enable future emissions reduction: High</i></p> 	<p>Urban form is key to reducing car dependency and land transport emissions. The toolkit will take best practice and apply it to our local context, from cities to rural towns. It will be able to address multiple challenges, and wide-ranging co-benefits from thriving economies to nature-based solutions.</p> <p>This accessible, visual toolkit will help elected members, planners, developers, community members, iwi/hapu, and stakeholders to actively engage in conversations on good urban design for enhanced liveability and reduced car dependency.</p>
<p style="text-align: center;">3</p>	<p>Develop and undertake a pilot that reduces transport emissions at a neighbourhood level by ensuring quick and easy access to amenities, public transport and active travel options.</p>
<p><i>Directly reduce emissions: Medium</i></p>  <p><i>Enable future emissions reduction: Medium</i></p> 	<p>If people can access important amenities (e.g. library, supermarket, GP) close to where they live including active modes and public transport, this reduces transport emissions.</p> <p>We will identify a suitable neighbourhood linked to the Future Development Strategy to run the pilot in. The pilot would be undertaken with councils, iwi, community, and other key stakeholders. Learnings can be applied across the region.</p>
<p style="text-align: center;">4</p>	<p>Promote and support localised co-working hubs.</p>
<p><i>Directly reduce emissions: Low</i></p>  <p><i>Enable future emissions reduction: Low-Medium</i></p> 	<p>This action aims to reduce commuter demand on transport infrastructure by making better use of underutilised buildings and/or new developments in local centres.</p>

5 Facilitate local economic development and job creation through the increased provision of suitable industrial land.

Directly reduce emissions: *Low-Medium*



Encourage dispersed employment locations leading to reduced travel time and distance to and from work.

Enable future emissions reduction: *Medium*



6 Advocate for re-instating intra-regional long-distance rail services.

Directly reduce emissions: *High*



Providing lower emissions alternatives to flying and driving can reduce transport emissions. Several intra-regional routes could replace or provide alternatives to flying or driving that could be advocated for by the WRLC.

Enable future emissions reduction: *High*



7 Advocate for upgrades to the electricity network so that Wellington Airport and Centreport can continue to enable their decarbonisation plans.

Directly reduce emissions: *Medium*



Advocate to the electricity sector to provide these organisations with adequate infrastructure. These organisations are also investigating other fuel sources such as hydrogen.

Enable future emissions reduction: *High*



CentrePort aims to create a micro-grid that will enable shore power to large ships to reduce fuel consumption by these ships while they are in port. This will require investment in electricity network assets.

Wellington Airport requires certainty of supply for EV chargers, helping hire car companies electrify, getting rid of gas boilers etc. In the future, high volumes of electricity may be needed for electric planes.



Energy Pūngao

Energy underpins everything we do in our lives. Energy is required to move our bodies, heat and cool buildings, power appliances, manufacture goods, transport people and freight.

In New Zealand, approximately 60% of our primary energy (meaning energy created directly from the actual resource) is non-renewable¹⁰. The largest overall source of energy emissions is fossil fuel (petrol and diesel) which is used in vehicles and machines.

87% of electricity was generated from renewable sources; hydroelectric, geothermal, and wind in 2022. There was record generation from both wind and geothermal along with above average hydro lakes inflows.

To reduce impacts from climate change and air pollution we need to reduce energy use as well as shift from fossil fuels to renewable energy, also called decarbonisation. Moving away from fossil fuels to renewable sources will build resilience by reducing exposure to the global supply and price shock of fossil fuels and addressing our declining domestic gas reserves.

It is important that the national grid supplying our region can service demand. The level of future demand is somewhat uncertain as we can create efficiencies in activities where energy is wasted (i.e. heat escaping from uninsulated buildings), while some activities which traditionally use fossil fuels (i.e. powering buses and cars) may require more electricity which will increase demand.

Electrification and planning for other energy sources are key to decarbonising the region at pace. Defining infrastructure requirements and location (some infrastructure will require sizeable real estate and investment) at a regional scale will make it quicker and easier to electrify. There is an important coordination opportunity here to identify where to plan and invest in order for the region to grow, rapidly decarbonise, and avoid energy hardship. Iwi participation and inclusion of NGOs to represent the community and ensure a socially equitable approach is taken are key to this regionally coordinated approach.

The WRLC could support the energy transition by contributing to the increased wind and solar capacity as well as solid biofuels to provide process heat. There is also a potential role to play in supporting small-scale distributed renewable energy generation like micro-grids alongside government ministries and agencies like the Ministry of Business Innovation and Employment and ECCA (Energy Efficiency & Conservation Authority).

Per capita energy consumption in NZ has more than tripled since 1960¹¹. This is despite all the energy-efficient technologies we have adopted. This also points to over-consumption being the root cause of climate change and other environmental harm.

We need to be efficient in our energy use and try to reduce demand. One way to reduce energy is to improve our buildings. Residential buildings in particular need to be well-insulated to reduce reliance on coal during winter peaks. Retrofitting homes and ensuring high energy efficiency in new buildings can provide dry healthy housing improving our community's health.

Housing is an issue of great importance to iwi our region. Well-functioning energy infrastructure supports meeting the objective of all Māori and all communities in our region being housed in a warm, safe environment. The realisation of rangatiratanga and regional sustainability goals are also supported through the provision to communities of individual off-grid technology to redistribute power, water and other utilities.

¹⁰ <https://www.mbie.govt.nz/assets/energy-in-new-zealand-2023.pdf>

¹¹ <https://data.worldbank.org/indicator/EG.USE.ELEC.KH.PC?locations=NZ>

To take action to reduce our emissions and make the big shifts needed for energy the WRLC will:

8 Develop an Energy Roadmap for the region.

Directly reduce emissions: Low-Medium



Enable future emissions reduction:

Medium



This project includes:

Part 1: removing roadblocks to council electrification by creating a council/sector Energy Coordination group to document needs and requirements. Connection with EECA and Transpower will help remove roadblocks for local councils to decarbonise through electrification, including the roll-out of EV chargers, EV bus depots, and gas boiler replacement. Planning together with Electricity Distribution Businesses (EDBs) will create efficiencies.

Part 2: The development of a Multi-Sector Regional Energy Roadmap. This would outline energy users' long term energy requirements, aspirations and roadblocks so that central government and EDBs know where to plan and invest for the region to grow and rapidly decarbonise, and to coordinate energy demand reduction efforts.

Part 3: Additionally, the group can help fast-track local implementation of central government programmes e.g. National EV charging network, and Regional Energy Transition Accelerator.

9 Investigate local energy generation and community micro-grids.

Directly reduce emissions: Medium



Enable future emissions reduction:

Medium



Investigate investment into local generation such as community-level micro-grids (including storage) via funds like MBIE's Community Renewable Energy Fund. Investigate supporting developers to implement microgrids in developments, especially in a denser-housing context.

Kāinga Ora and Wellington Electricity could share learnings from their Wellington Energy Sharing Pilot. Local energy sharing can increase resilience and alleviate pressure on the national grid while large-scale renewable energy is being developed.

10

Make a move to reduce reliance on gas by avoiding demand growth and phasing out existing use.*Directly reduce emissions: Medium**Enable future emissions reduction: Medium*

This action aligns with the Climate Change Commission's 2021 advice. Fossil gas makes up 34% of emissions from our region's Stationary Energy emissions. There is estimated to be less than ten years' worth of gas reserves left in NZ¹², and renewable gas alternatives are in their infancy. The transition away from fossil gas use needs to be timed so that the energy sector has the capacity to manage the increased demand.

We will investigate opportunities to avoid additional/new demand for fossil gas from new residential and commercial users while supporting the phase-out of existing fossil gas use through education and support packages.

Gas should be used as a transition fuel where an alternative energy source is not cost-efficient, to protect network resiliency and customers from sudden changes as the region decarbonises. This would need to be paired with encouraging and incentivising network-controlled devices to shift unnecessary peak demand load.

11

Support more energy-efficient homes.*Directly reduce emissions: Medium**Enable future emissions reduction: Medium*

We need to make sure our houses are warm and dry while using as little energy as possible. We plan to advocate to central government to fund larger-scale residential retrofit programmes, and Eco Design Advisors at councils, while also expanding current work (e.g Warmer Kiwi Homes programme) to reduce energy demand from household heating in winter peak, along with incentivizing new smart devices that can be controllable for flexibility. These measures will:

- create energy efficiencies
- help with capacity constraints, and provide the ability to shift flexible energy usage to times of day when there is less demand on non-renewable energy sources.
- reduce our energy emissions.

¹² <https://www.mbie.govt.nz/about/news/petroleum-reserves-data-shows-decline-in-gas-reserves/#:~:text=Estimated%20gas%20reserves%20have%20now,2021%20and%20183PJs%20for%202020.>



Circular economy He ōhanga āmio

Adopting approaches to support a more circular economy and efficient resource use sets us up for a low-emissions future, is a high priority for iwi, and has multiple co-benefits.

In a circular economy, waste and pollution are designed out to keep resources in use for as long as possible. Materials are then recovered or regenerated to be used again or for other products. Circular economy principles include

- Design out waste and pollution,
- Keep products and materials in use.
- Regenerate natural living systems.

The way resources are used can have a big impact on our emissions. Emissions are generated throughout our supply chain and waste significantly contributes to our emissions profile. Taking a more circular approach to our economy means that we need to re-design many of our production, manufacturing and processing systems.

Circular approaches reduce greenhouse gas emissions by increasing the efficiency of resources used within the economy. In general, circular approaches favour activities that preserve energy, labour, and materials, which means products are designed for durability, reuse, remanufacturing, and recycling to keep products, components, and materials circulating in the economy.

Transitioning to a circular economy is seen as a crucial strategy for addressing the environmental challenges associated with climate change and resource depletion. It can also drive innovation and investment in more climate-friendly industries and encourage economic development that does not increase our emissions overall. This way, circular approaches can provide new business and job opportunities while introducing stronger environmental credentials.

The essence of circular thinking has been part of te ao Māori for centuries – from viewing all things as interconnected, to preserving the earth’s natural resources for future generations. Iwi in our region support circular economy approaches, in part, as a way to transition to a lower emissions future. This means there is movement away from a linear economy model towards a circular approach, and development is informed by nature-based solutions wherever possible. A thriving future means consumption is reduced as waste is being designed out, products and materials are kept in circulation, and natural living systems are regenerating. It also means that to support sustainability, green housing and green infrastructure is used in urban areas.

Individuals can send a message about their sustainability preferences by voting with their wallets. However, it is large organisations, such as government, who can set ethical and environmental standards for procurement, and drive competition and innovation with their spending power. Procurement practices that favour low carbon and sustainable products contribute to the responsible management of natural resources, ensuring their availability for future generations, reducing greenhouse gas emissions associated with the production and use of goods and services.

The first National Emissions Reduction Plan¹³ sets out actions led by central government, which starts by developing a circular economy and bioeconomy strategy and investing in data collection and research. It will then seek to integrate circular practices across government, communities and businesses. Key actions include supporting households and businesses to reduce organic waste and diverting organic and construction waste from landfills.

¹³ <https://environment.govt.nz/publications/aotearoa-new-zealands-first-emissions-reduction-plan/>



Attachment 1 to Report 24.103

Much of our waste emissions come from biogenic methane – largely generated by the decomposition of organic waste (such as food, garden, wood and paper waste). While waste contributes a small percentage of our total emissions, biogenic methane has a warming effect 28 times greater than carbon dioxide. Under the Waste Minimisation Act 2008, councils hold the responsibility to promote effective and efficient waste management within each district.

Taking steps to reduce, recycle and recover greater volumes of organic waste – and improve services and infrastructure – will also create opportunities. These steps will support the shift to a circular economy, create new employment and business opportunities, improve the ability to dispose of waste responsibly and generate cost savings for households and businesses.

In our region, we are working hard to reduce waste and manage it better. But there is more we can do. The Wellington and Wairarapa councils of the region have collaborated to produce a proposed Waste Management and Minimisation Plan (WMMP) 2024-29. This plan agrees objectives and policies for effective and efficient forms of minimising waste. One of the key objectives of the Wellington Regions WMMP is to increase circularity through waste and resource recovery infrastructure and services. Horowhenua District Council will also be renewing their WMMP shortly with the current version identifying avoiding the creation of waste as a top priority.

There are opportunities to significantly increase and upgrade infrastructure, facilities and services to enable solid progress towards minimising waste and improving our drive towards a circular economy in the region. Two new facilities and services are in development – one for food and green waste and one for construction and demolition waste. These two waste sources make up two-thirds of waste going to landfill¹⁴. Key to the success of these facilities will be a change in behaviour so that the construction and demolition industry put in place processes to sort and transport their waste to the appropriate facility.

A number of recycling, repairing, local production and waste reduction initiatives are happening at a local level. This includes local community composting facilities, upcycling shops and repair workshops.

There is a regional opportunity to get more value out of biological waste and products. For example, organic waste from farms and horticulture as well as woody biomass, or slash from forestry can be turned into energy. Wood pellets can help replace heating with fossil fuels.

¹⁴ <https://environment.govt.nz/assets/Emissions-reduction-plan-chapter-15-waste.pdf>

Attachment 1 to Report 24.103

To ensure we benefit from more efficient resource use and innovation of a circular economy while reducing waste the WRLC will:

12 Facilitate WRLC partners to change their procurement policies or practices to include a requirement for a vendor emissions reduction plan as part of major projects (e.g a roading project, new stop banks).

Directly reduce emissions: Medium



Enable future emissions reduction: Medium



Across WRLC partners there are many big operational and capital spend projects that involve contracts with key industry players. WRLC partner organisations requiring vendor Emissions Reduction Plans can create a system shift in the market whereby vendors focus more effort on how they may reduce emissions including in their supply chain.

13 Work with EECA to investigate feasibility of circular principles in organic waste-to-energy.

Directly reduce emissions: Low



Enable future emissions reduction: Medium



Making better use of organic waste by using it for innovative products or turning it into renewable energy reduces energy emissions and uses circular economy principles that support economic development. We support EECA's Regional Energy Transition Accelerator work, which includes using biomass to support the phasing out of fossil-fuel-based energy sources. By linking a waste source to an industry need we can reduce emissions in waste as well as energy and support local job creation.

14 Support further development of and investment in infrastructure and facilities to encourage waste diversion.

Directly reduce emissions: Low-Medium



Enable future emissions reduction: Medium



Diverting waste to be reused helps stimulate the bioeconomy and is more resource efficient especially for materials that can provide valuable feedstock such as woody biomass for bioenergy or other products that reduce reliance on fossil fuels. This is of particular importance for:

- plastic waste
- organic waste which is particularly high in methane emissions and can be turned into compost
- woody biomass from forestry which can be turned into energy, and also
- timber from construction and demolition waste which often can be re-used

15 Advocate for waste management initiatives which encourage behaviour change and product stewardship.

Directly reduce emissions: Low



Enable future emissions reduction: Medium



Many initiatives relating to how products are produced or imported and how waste is managed go beyond regional boundaries. We can advocate on behalf of the Regional Waste Management and Minimisation Committee to support initiatives which encourage behaviour change in how we manage waste, and provide leadership in encouraging product stewardship to support the development and strengthening of a more circular economy.

16 Support regional pilot projects that promote collaboration and skills sharing between different community groups working in the waste reduction space.

Directly reduce emissions: Low



Enable future emissions reduction: Low-Medium



There is an opportunity to help coordinate funding and accelerate innovation from our community to help reduce waste and create higher-value products. These initiatives get community engaged and can provide educational opportunities on topics like composting and repairing. This plays an important role in reducing waste emissions and promoting circular economy principles.



Productive land use and primary industries Te ahu whenua hua nui me ngā ahu matua

Our region is rich in diverse soils providing opportunities for primary industries to thrive, support our growing urban population, and provide goods for the export market. From the vegetables grown in Horowhenua to agriculture and wine in the Wairarapa, our region encompasses diverse primary industries. The native and exotic forests across the region help close the gap between our regional emissions and our targets.

Emissions from food production are significant. In our region, agricultural emissions make up 39% of the Wellington and Wairarapa region's emissions. This is slightly lower than the national level, with agricultural emissions making up 50% of Aotearoa New Zealand's gross greenhouse gas emissions, including most of our nitrous oxide and biogenic methane emissions¹⁵.

Agricultural operations impact climate change directly through emissions, including biogenic methane, nitrous oxide and carbon dioxide, and indirectly through its value chain when produce is processed and transported. Operations are also impacted by climate change directly through the changing physical climate and indirectly through changing markets, society and policy responses. The impacts of climate change on our farms, people and animals are not evenly distributed. The breadth and diversity of land use and farm types mean some are more exposed while others can harness opportunities.

A changing climate already impacts what we can grow, where and how. Severe weather events are set to increase, fluctuating between flooding and drought. We need to encourage practices that lower emissions and ensure our productive land use is resilient in a changing climate.

Reduction in agricultural emissions is an important part of meeting New Zealand's 2050 target, including the requirement to reduce biogenic methane emissions by 24–47% by 2050 nationwide¹⁶. Reducing agricultural emissions will also enhance Aotearoa New Zealand's reputation as a low-emissions and trusted provider of agricultural products. The industry is experiencing overseas supply chain pressures. For example, Fonterra and other large industry representatives are working on improving the emission profile across the industry through decarbonising industrial plants and supporting farmers to make operational improvements.

The first National Emissions Reduction Plan outlines actions to build on the efforts of farmers, growers, businesses, sector bodies and government agencies to deliver a low-emissions future and resilient rural communities. These actions are seen to work in line with other key initiatives aimed at improving productivity, environmental performance and overall resilience in the primary sector. Key actions in the National Emissions Reduction Plan relating to primary industries include accelerating mitigation technologies, and supporting producers to make changes through advice and building of knowledge.

¹⁵ <https://environment.govt.nz/publications/aotearoa-new-zealands-first-emissions-reduction-plan/agriculture/#::-:text=Agricultural%20emissions%20make%20up%2050,47%20per%20cent%20by%202050>.

¹⁶ <https://www.legislation.govt.nz/act/public/2002/0040/latest/LMS282014.html>

Attachment 1 to Report 24.103



The regional focus is currently on supporting farmers with land management advice through the Greater Wellington Regional Council. This includes farm plans (focused on water quality and soil erosion) which have a co-benefit of reducing emissions. Horizons Regional Council (which includes the Horowhenua District) also supports landowners to develop farm plans with a focus on increased flood protection, water quality, and protection of hill country and native habitats.

The Wellington Regional Economic Development Plan also provides direction around food and fibre priorities and the need to identify opportunities to grow jobs, value and connections in the food and fibre sector, contributing to our regional food story while considering climate change impacts. The identification of meaningful initiatives in the primary/food & fibre industries with potential to lower the emissions footprint is also being progressed through the Wairarapa Economic Development Strategy.

Through whakapapa links, mana whenua as kaitiaki of te taiao, possess inherent intergenerational wisdom on working in harmony with the whenua to produce food, including in climate friendly ways. For iwi in our region, food sovereignty means that whānau have access to sufficient, safe, affordable and nutritious food that is produced in harmony with the natural world. A thriving future means all whānau have what they need to grow their own kai. It also means that through care and stewardship clean fresh water also the use of food diversification approaches that reflect the biodiversity of the region.

A Regional Food Systems Strategy is in development and aims to foster a regionally coordinated approach to sustainable and accessible food production.

This includes:

- A collective approach or framework for realising the equity, potential and aspirations of Māori in diversifying land-use and unlocking the Māori food economy.
- A number of regional initiatives and approaches including increased supply and demand for local, seasonal, affordable and low-carbon food and reducing/preventing food wastage.

Through this first Regional Emissions Reduction Plan, we will work with farmers and growers to increase farming practices that help reduce emissions and increase resilience to produce food that is climate-friendly, reduces emissions and is of high value. As part of this, we encourage all forms of land use optimisation and advocate for investment and attraction of synergistic opportunities to our region to lower emissions, which include agri-tech, biotech, and other hub opportunities for processing and manufacturing goods.

The WRLC will:

17 **Encourage land use diversification through increasing certainty and planning for water resilience.**

Directly reduce emissions: Low



Enable future emissions reduction: Medium



Greater Wellington is coordinating an establishment phase to specify programmes of work and partnership approaches to advance the Wairarapa Water Resilience Strategy (WWRS). The implementation of the WWRS is a multi-year process and will provide opportunities to look for carbon emissions reduction as a co-benefit of land use diversification associated with the ongoing implementation of the WWRS. Learnings from this work can be shared with other parts of the region to help them with water resilience and land-use diversification planning.

18 **Advocate for funding to expand of on-farm advice.**

Directly reduce emissions: Low



Enable future emissions reduction: Medium



We support increased identification of carbon emissions reduction opportunities and provision of advice to landowners related to core activities, to help farmers understand how to reduce their on-farm emissions and to integrate these practices into existing Farm Environment Plans.

19 **Support opportunities for farmer-to-farmer learning.**

Directly reduce emissions: Low



Enable future emissions reduction: Medium



We understand farmers want to hear from a trusted, local source about farming practices to reduce methane, conversions to low-emission land use and decarbonising technology and equipment. We can support the showcasing of examples from Wairarapa and Horowhenua of existing good practices and facilitate knowledge sharing to deliver on-farm emissions reduction demonstrations.

20 **Explore papakāinga pilot with iwi around food systems and emissions.**

Directly reduce emissions: Low



Enable future emissions reduction: Medium



New kai production processes including crop diversification and local opportunities for land use could lead to reduced agricultural emissions. We will work with mana whenua partners to support initiatives that help with that.



Tracking our progress Arotake i te kokenga

Clearly demonstrating our progress is important to build community engagement, commitment to actions and transparency. The monitoring of this Plan will be carried out by the WRLC secretariat. Iwi representation on this rōpū is important to ensuring a Te Tiriti o Waitangi approach to implementation is undertaken, and to monitor progress and advocacy for the values and aspirations rights, interests and aspirations of mana whenua. In addition to this, the Regional Emissions Reduction Plan can be tracked through the following metrics:

- Emissions continue to track down as measured by the Greater Wellington and Horowhenua district emissions inventory processes.
- Progress made on actions in the Plan. Each action will need a plan with objectives and KPIs.

Our plan for action (Appendix Two) outlines the individual actions to be implemented as part of this Plan.

This Plan will be updated in three years by the WRLC.

Appendix One: Our emissions, targets and carbon modelling

Āpitihianga tahi: Ā tātou
Putanga Haurehu, whāinga me
ngā whakatauiratanga waro

Our region's emissions

Ngā tukunga a tō tātou rohe

WHAT ARE GREENHOUSE GASES?

Greenhouse gases (GHG) are gases that trap heat from the sun in our planet's atmosphere keeping it warm and contributing to global warming. The main greenhouse gases released by human activities are carbon dioxide, methane, nitrous oxide, and fluorinated gases.

Of these, the gas with the highest concentration in the atmosphere is carbon dioxide. The human activities that cause the most carbon dioxide to be released into the atmosphere are burning of fossil fuels, deforestation, and changing the way land is used. Our reliance on fossil fuels has led to an increase of CO₂ in the atmosphere, which over the last 60 years is increasing at an annual rate around 100 times faster than previous nature increases. In 2022 it reached a record high of 417.06ppm, a more than 50 percent increase in concentration since pre-industrial times¹⁸.

Methane is a greenhouse gas that is responsible for at least 25 percent of global warming¹⁹. Methane is released during the extraction and transport of coal, gas, and oil. It is also emitted from landfills and ruminant animals such as cows and sheep.

Fluorinated gases are emitted in smaller amounts than carbon dioxide or methane, but they have a very potent warming potential. They are currently used in many appliances like refrigerators.

Greenhouse gases are often referred to collectively as 'emissions' and expressed in one number as carbon dioxide equivalents, or CO₂e.

The cause of climate change is an excess of greenhouse gas emissions.

HOW MUCH GREENHOUSE GAS DO WE EMIT AS A REGION?

In the 2021-2022 year, the Wairarapa-Wellington region emitted 3,852,625t CO₂e (total gross emissions)²⁰. The latest emissions inventory with comparable data for Horowhenua district was 2018-2019 and in that year, the district emitted 819,053t CO₂e²¹. All the following emissions data in this section are from these respective years and from reports footnoted.

WHAT IS CARBON SEQUESTRATION?

Some of the carbon dioxide that we emit is absorbed by ecosystems in plants, animals and other organic matter, this is called carbon sequestration. Our largest source of sequestration in the region is forests which store carbon in trees, plants and soil.

Growing trees in forests increases carbon sequestration (carbon not polluting the atmosphere). However, when forests are cut down, they release some of the emissions they sequestered.

¹⁷ <https://www.climate.gov/news-features/understanding-climate/climate-change-atmospheric-carbon-dioxide>

¹⁸ <https://www.climate.gov/news-features/understanding-climate/climate-change-atmospheric-carbon-dioxide>

¹⁹ <https://www.edf.org/climate/methane-crucial-opportunity-climate-fight#:~:text=Methane%20has%20more%20than%2080,by%20methane%20from%20human%20actions.>

²⁰ https://www.gw.govt.nz/assets/Documents/2023/06/GWRC_EmissionsInventory_2022_Region_230609_Final.pdf

²¹ https://www.horizons.govt.nz/HRC/media/Media/Publication/SoE_2020_Horizons-Region-Community-Carbon-Footprint-2018-19.pdf?ext=.pdf

In the Wellington-Wairarapa region, the forest, plants and soils sequestered a net of 2,281,047t CO₂e, bringing the total net emissions down to 1,571,578t CO₂e. However, in Horowhenua forestry emissions from harvesting exceeded emissions from sequestration thus increasing the total net emissions for the district to 983,392t CO₂e.

OUR EMISSIONS PROFILE REFLECTS OUR ECONOMIC ACTIVITY AND THE WAY WE LIVE.

In our region, primary industries like agriculture generated the largest source of emissions accounting for 39% of Greater Wellington regions' total gross emissions and 37% of Horowhenua district's total gross emissions. These emissions are mostly from farming that takes place in the rural parts of Wairarapa and Horowhenua. The emissions are mostly from biogenic methane from the digestive processes of ruminant animals; primarily cows and to a lesser extent sheep. Methane is measured as CO₂ equivalent so that it can be compared against the other emissions. It is a shorter-lived gas but is more potent than CO₂ in that it is more effective at trapping heat in the atmosphere than CO₂ per tonne. Some primary industry emissions can be attributed to horticulture, in particular fertiliser use.

A close second is transport, being 35% of total gross emissions for the Greater Wellington region and 38.4% for the Horowhenua district. Transport emissions are mostly from petrol and diesel being burned in combustion engines of cars, utes, and trucks. Many of our cities have been designed over decades to be easiest to get around in cars, which is why this is the most well-used form of personal transport (by number of trips by mode) in our region. Transport emissions also include freight, marine and aviation emissions.

Stationary energy is the third largest source of emissions, this relates to emissions from electricity and natural gas used to power our homes, schools and factories as well as stationary petrol and diesel use. These emissions count for 17% of the Greater Wellington regions total gross emissions and 9.6% of the Horowhenua districts.

Waste makes up 5% of the Greater Wellington regions' emissions while it makes up 2.1% of Horowhenua districts' emissions. This includes waste in landfills, wastewater and individual septic tanks. Industrial processes and products make up 4% of the Greater Wellington region and 1.3% of Horowhenua district. This emissions source includes emissions from refrigerants, aerosol etc and does not include energy use for industrial manufacturing which is included in the stationary energy and transport.

It is relevant to note that the emissions inventory is described as production based (as opposed to consumption based) so they exclude globally produced emissions relating to consumption from the things we import from overseas such as imported food, cars phones and clothes. Our emissions from consumption are important as all products require materials and energy to consume. These have global warming impacts recorded on other countries' inventory as well as impacts on other planetary boundaries including biodiversity loss.

TARGETS

The most widely recognised international climate change target is contained in the Paris Agreement, signed by 196 parties in 2015 at the United Nations Climate Change Conference (COP 21). The Paris Agreement aims to limit global warming to well below 2°C, and preferably hold global warming to no more than 1.5° long-term average above pre-industrial average temperatures. As the science has developed in the 8 years since 2015 more emphasis has been placed on limiting global warming to 1.5° to avoid triggering tipping points that may destabilise Earth's systems. While the Paris Agreement Target is based on long-term averages, scientists at the World Meteorological Organisation predict a 50% chance that we'll reach an average global temperature reaching 1.5°C above pre-industrial levels in the next five years²².

²² <https://wmo.int/news/media-centre/wmo-update-5050-chance-of-global-temperature-temporarily-reaching-15degc-threshold-next-five-years#:~:text=For%20the%20years%20between%202017,for%20the%202022%2D2026%20period.>

To limit global warming to 1.5°C, greenhouse gas emissions must peak before 2025 at the latest and decline 43% by 2030. Then emissions must reach net zero by 2050. These are the Paris Agreement targets, for which governments can set their Nationally Determined Contributions (NDC); a pledge to do their bit towards the international effort of reducing emissions. Globally, our 2030 Nationally Determined Contributions combined put us on a path to 2.4°C of warming by 2100 (and continue rising thereafter). However, real-world policy and actions (what we are doing, not what we say we might do) put us on a path for 2.7° of warming. As such, achieving the Paris Agreement targets looks increasingly unlikely.

At a national level, the government through the Climate Change Response (Zero Carbon) Act (the Act) takes a split gas approach to domestic emissions targets (that is, it has different targets for CO₂ and methane). The government's 2050 target is a 24-47% reduction in biogenic methane and a net-zero target for carbon dioxide and other gases²³. This is insufficient to meet Paris Agreement targets. The Act does not include a 2030 target; however, our government provided a Nationally Determined Contribution (NDC) to the Paris Agreement in 2021 (at the Conference of the Parties, or COP 26 in Glasgow, Scotland). The NDC was a commitment to net emissions dropping 50% compared to 2005 gross emissions²⁴. This is also insufficient to meet Paris Agreement targets.

As well as emissions targets, the government has set emissions budgets which are required under the Act. These are set every five years based on advice from the Climate Change Commission. The first three domestic budgets for 2022-25, 2026-30 and 2031-35 were set in 2022. The current government will set the following year's budgets, as well as our Nationally Determined Contributions for 2031 -2035.

At a regional level, the Greater Wellington Regional Council has a draft Regional Policy Statement (RPS) target that does not take a split gas approach to carbon and methane. The target is to contribute to a 50% reduction in greenhouse gas emissions by 2030 from 2019 levels and to work towards net zero emissions by 2050²⁵. This is a science-based target that is aligned with the Paris Agreement. The Horizons Regional Council (which includes the Horowhenua District) references the Paris target of a 43% reduction by 2030²⁶.

This plan does not contain any new targets. Both the national and regional targets have been used to inform our modelling and actions for this Regional Emissions Reduction Plan.

EMISSIONS MODELLING

We have undertaken carbon modelling to equip us with information and evidence as to what impact the current national and regional projects, policies, pledges and targets will have on reducing greenhouse gas (GHG) emissions, and how close this might get us to meeting national targets and draft regional targets (draft RPS).

The carbon model is a mathematical representation of the world that makes assumptions and allows us to input different scenarios that change what our future world looks like, which is helpful for us to understand scale, and to understand where some emissions areas need to pull greater weight.

Using the modelling we can test how actions to reduce emissions might close the gap from what's already committed to what is required.

The model used is the Sub-National carbon model developed by Palmerston North City Council and then adapted to our context. This model has a good level of detail and is being used by councils around the country. We would like to thank Palmerston North City Council's climate team for the use of the Sub-National carbon model for this Plan.

²³ <https://www.legislation.govt.nz/act/public/2002/0040/latest/LMS282014.html>

²⁴ <https://unfccc.int/sites/default/files/NDC/2022-06/New%20Zealand%20NDC%20November%202021.pdf>

²⁵ <https://www.gw.govt.nz/assets/Documents/2022/08/Proposed-RPS-Change-1-for-the-Wellington-Region.pdf>

²⁶ <https://www.horizons.govt.nz/managing-natural-resources/climate/what-horizons-is-doing#:~:text=Horizons%20greenhouse%20gas%20emissions%20reduction,greenhouse%20gas%20emissions%20by%202030.>

What is included in the model

Baseline:

The baseline is the point against which we model any changes in greenhouse gas (GHG) emissions when a scenario is added to the model.

A 2019 baseline was added to the model (consistent with most targets’ baseline). This baseline is calculated from the Greater Wellington region GHG inventory and Horowhenua GHG inventory. Other data was added where needed in order to create the baseline, such as VKT (vehicle kilometres travelled), and national renewable electricity used. The data inputted to the model has been independently quality checked by Aecom.

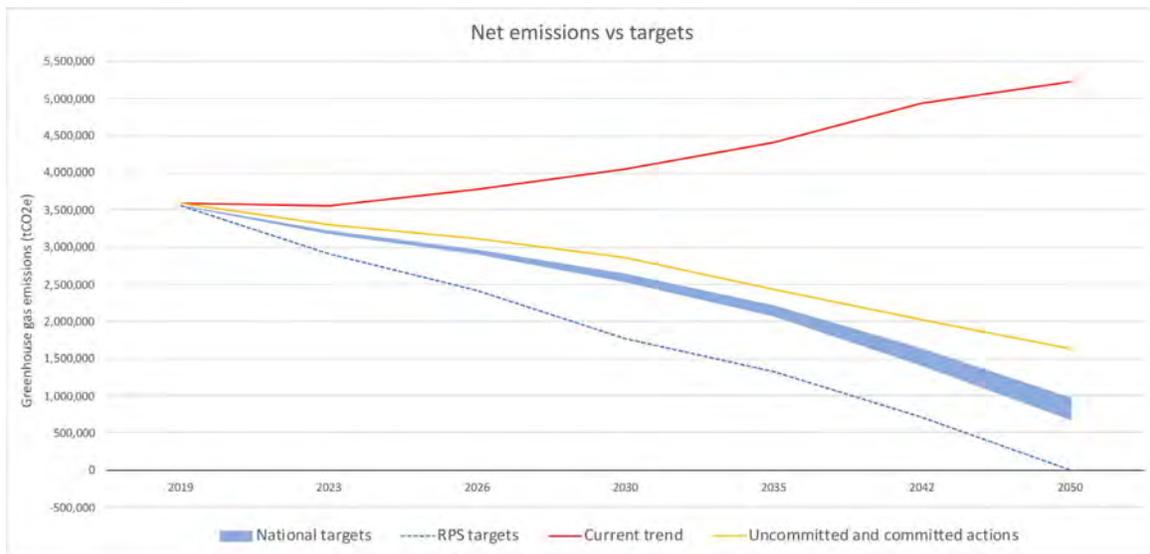
Scenarios:

The model provides room for scenarios in different sectors (land use, transport, industry, buildings and energy). Those scenarios were designed by the Regional Emissions Reduction Plan project team and are mostly based on:

- status quo (no changes except for population growth)
- current trend (extrapolation of the last few years)
- implementation of uncommitted and committed policies and actions (national and regional)

Figure 5 below shows the growing gap between the region’s net emissions (red line) and emissions reduction targets (blue lines) if significant emissions reduction action is not undertaken. The yellow line shows the gap almost closes when a series of uncommitted and committed actions are undertaken.

Figure 5



Modelled net emissions

Targets – blue lines:

The blue range in the diagram above represents the national domestic emissions reduction targets and the dotted blue line the draft regional targets from Regional Policy Statement for the Greater Wellington region.

The reason why the blue range is slightly higher is because the national targets split out biogenic methane from the other gases and give it a lower, less stringent target to meet by 2050. The draft regional targets don't take this approach and propose that all gases combined need to reduce to net zero by 2050.

Current trend – red line:

The current trend scenario in the diagram above shows how far off we are from getting to net zero emissions by 2050 if we keep going as we have been.

Some of the assumptions in this scenario are:

- population growth
- a modest amount of forestry growth
- minor efficiency improvements in industrial operations
- increased travel demand
- increase public transport and active travel modes (cycling, walking)
- increased freight moved by rail
- modest energy efficiencies

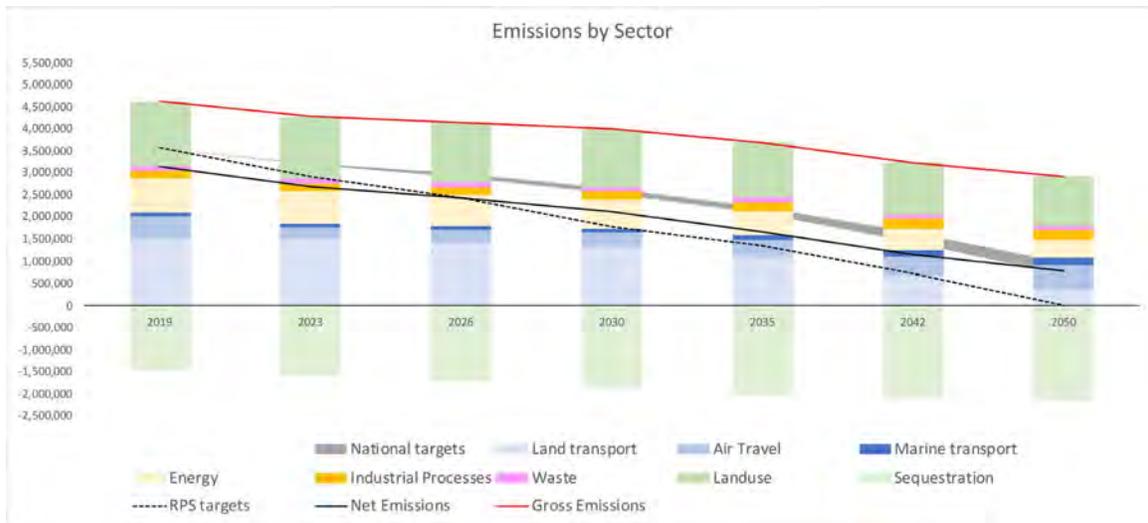
Uncommitted and committed actions – yellow line:

The uncommitted and committed actions scenario in the diagram above shows the gap between our net emissions and targets has almost closed. However, for this scenario to be achieved, actions need to be developed and committed to in order to meet national and regional pledges and targets (e.g. National Emissions Reduction Plan – NERP). The Plan aims to identify some of the most impactful actions at a regional level that could close the gap between the red and yellow line in the graph e.g. a Wellington Transport Emissions Reduction Pathway. This scenario assumes:

- A higher level of afforestation
- Major improvements in the industrial processes
- Reduction in greenhouse gas emissions from agriculture based on the activities from the National Emissions Reduction Plan
- The success of the Wellington Transport Emissions Reduction Pathway (WTERP)
- A higher level of energy efficiency
- A higher level of renewable electricity
- Achievement of the National Emissions Reduction Plan targets regarding electrification of the vehicles (30% of the fleet by 2035)
- Achievement of the National Emissions Reduction Plan targets regarding fuel efficiency (-10% by 2035)
- Improvement in building efficiency
- Achievement of the Aotearoa New Zealand Waste Strategy targets (reduction of waste production and increased recycling and green waste diversion)

Figure 6 below shows the emissions by sector in the scenario “Uncommitted and committed actions”. We can see that the biggest sources of emissions by 2030 could be energy (31%), land use (30%) and land transport (26%).

Figure 6



Appendix Two: Our plan for action

Āpitianga rua: Tā tātou mahere kōkiri

The tables in Appendix two provide further detail to the actions outlined in the section Our focus for action: Making things happen together. This includes alignment to other plans and programmes, who will undertake the work, and whether new resources will be required for the work to be carried out. This plan forms the basis of implementation.



Regional Emissions actions – Transport & urban form

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Action: Endorse and implement (through member organisations) the Wellington Transport Emissions Reduction Pathway (WTERP).							
The WTERP provides a comprehensive pathway for reducing land transport emissions in this area. The WTERP interventions will fall into three broad areas: <ul style="list-style-type: none"> - Less car-centric cities and towns (covering public transport investment, urban form and travel demand management) - Cleaner vehicle fleet - Smarter freight 	<i>Direct reduction: High</i> 	Regional Transport Committee Approve	Member organisations within WRLC will have an advocacy, investment, implementation, policy and regulatory role.		Crown funding (required)		Regional Land Transport Plan, and individual council transport plans where appropriate
	<i>Enabling: High</i> 	WRLC endorse and support Greater Wellington Regional Transport Team developing WTERP. Action lead will depend on what part of WTERP is being implemented			Regional Land Transport Plan (bids to National Land Transport Fund) FDS/District Plans (existing BAU)		
Action: Develop a best practice urban design toolkit for more resilient, low-carbon towns and cities.							
This toolkit will help elected members, planners, developers, community members, iwi/hapu, and stakeholders to actively engage in conversations on good urban design for enhanced liveability and reduced car dependency.	<i>Direct reduction: Medium</i> 	Greater Wellington Regional Transport Team			Existing BAU		Regional Land Transport Plan
	<i>Enabling: High</i> 						

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Develop and undertake a pilot that reduces transport emissions at a neighbourhood level by ensuring quick and easy access to amenities, public transport and active travel options.							
<p>WRLC Secretariat to work with councils to identify a suitable neighbourhood linked to the Future Development Strategy to run the pilot in. The pilot would be undertaken with councils, iwi, community, and other key stakeholders. Learnings can be applied across the region. This action is aimed at reducing transport emissions by people living close to important amenities (e.g. library, supermarket, GP), or being able to access them easily via public transport and active modes.</p>	<p><i>Direct reduction:</i> Medium</p>  <hr/> <p><i>Enabling:</i> Medium</p> 	<p>Relevant Council to lead locally.</p>	<p>Greater Wellington's Travel Choice team via existing work programme</p>		<p>New funding to develop and implement pilot.</p>		<p>Wellington Transport Emissions Reduction Pathway</p> <hr/> <p>Future Development Strategy</p>
Promote and support localised co-working hubs							
<p>This action aims to reduce commuter demand on transport infrastructure by making better use of underutilised places in local centres.</p>	<p><i>Direct reduction:</i> Low</p>  <hr/> <p><i>Enabling:</i> Low-Medium</p> 	<p>WellingtonNZ</p>	<p>Council Economic Development officers</p> <hr/> <p>Local Chambers of Commerce</p>		<p>Existing BAU</p>		<p>Regional Economic Development Plan</p>

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Facilitate local economic development and job creation through the increased provision of suitable industrial land.							
This action will help encourage dispersed employment locations leading to reduced travel time and distance to and from work.	<i>Direct reduction: Low-Medium</i> 	WRLC Secretariat leading an industrial land study	Councils to respond to findings		Underway		Future Development Strategy
	<i>Enabling: Medium</i> 		WellingtonNZ				Council Economic Development Officers
Advocate for re-instating intra-regional long-distance rail services.							
This action is aimed at providing lower emissions alternatives to flying and driving. Several intra-regional routes could replace or provide alternatives to flying or driving that could be advocated for by the WRLC.	<i>Direct reduction: High</i> 	WRLC Secretariat	Greater Wellington				Future Development Strategy
	<i>Enabling: High</i> 						
Advocate for upgrades to the electricity network so that Wellington Airport and Centreport can continue to enable their decarbonisation plans.							
Advocate to the electricity sector to provide these organisations with adequate infrastructure.	<i>Direct reduction: Medium</i> 	Part of Energy Roadmap work	Wellington City Council		Part of Energy Roadmap work		RERP energy roadmap action.
Centreport: creating a micro-grid that will enable shore power to large ships to reduce fuel consumption by these ships while they are in port. This will require investment in electricity network assets.	<i>Enabling: High</i> 		Greater Wellington				Wellington Electricity
Wellington Airport: Requires certainty of supply for EV chargers, helping hire car companies electrify, getting rid of gas boilers etc. In the future, electricity may be needed for trial electric planes.							



Regional Emissions actions – Energy

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Develop an Energy Roadmap for the region.							
<p>This action should remove roadblocks to Council electrification by creating a council/sector Energy Coordination group to document needs and requirements.</p> <p>This will lead to ensuring we remove roadblocks for key energy users in the region via the development of a Multi-Sector Regional Energy Roadmap. This would outline energy users' needs, aspirations and roadblocks so that the Central Government and EDBs know where to plan and invest for the region to grow and rapidly decarbonise, and to coordinate energy demand reduction efforts.</p>	<p><i>Direct reduction:</i> Low-Medium</p>	WRLC Secretariat	Councils		Requires resourcing TBC		MBIE national energy strategy Future Development Strategy Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035
	<p><i>Enabling:</i> Medium</p>		Iwi Energy sector reps (EDBs, EECA, Transpower, Gentailers) NGOs Big energy users				
Investigate local generation and community micro-grids.							
<p>Investigate investment into local generation such as community-level micro-grids (including storage) via funds like MBIE's Community Renewable Energy Fund. Investigate supporting developers to implement microgrids in developments, especially in a denser-housing context.</p> <p>Kāinga Ora and Wellington Electricity to share learnings from their Wellington Energy Sharing Pilot.</p>	<p><i>Direct reduction:</i> Medium</p>	WRLC Secretariat	Councils		Existing BAU		Future Development Strategy Wellington region energy roadmap
	<p><i>Enabling:</i> Medium</p>		Iwi Kāinga Ora Wellington Electricity				

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Make a move to reduce reliance on gas by avoiding demand growth and phasing out existing use.							
We aim to investigate opportunities to avoid additional/new demand for fossil gas from new residential and commercial users while support the phase-out of existing fossil gas use through education and support packages.	<i>Direct reduction:</i> Medium 	Porirua and Hutt City Council Climate teams	Councils incl. regional council		Existing BAU		MBIE national energy strategy EDB gas transition plans, and Price path re-sets Wellington region energy roadmap.
	<i>Enabling:</i> Medium 		lwi				
Support more energy-efficient homes.							
This action is to advocate to Central Government to fund larger-scale residential retrofit programmes, and Eco Design Advisors at Councils, while also expanding current work (e.g Warmer Kiwi Homes programme) to reduce energy demand from household heating in winter peak, along with incentivizing new smart devices.	<i>Direct reduction:</i> Medium 	WRLC Secretariat	Councils		Existing BAU		National Emissions Reduction Plan
	<i>Enabling:</i> Medium 						



Regional Emissions actions – Circular economy

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Facilitate WRLC partners to change their procurement policies or practices to include a requirement for vendor emissions reduction plan as part of major projects (e.g a roading project, new stop banks).							
WRLC partner organisations requiring vendor Emissions Reduction Plans can create a system shift in the market whereby vendors focus more effort on how they may reduce emissions including in their supply chain.	<i>Direct reduction:</i> Medium 	WRLC secretariat	Other WRLC partners	SHORT 1-2 years	Existing BAU		Regional Economic Development Plan
	<i>Enabling:</i> Medium 	All Councils					Wellington Region Waste Management & Minimisation Plan
Work with EECA to investigate feasibility of circular principles in organic waste-to-energy.							
Making better use of organic waste by using it for innovative products or turning it into renewable energy. We will support EECA's Regional Energy Transition Accelerator work, which includes using biomass to support the phasing out of fossil-fuel-based energy sources. By linking a waste source to an industry need we can reduce emissions in waste as well as energy and support local job creation.	<i>Direct reduction:</i> Low <i>Enabling:</i> Medium 	EECA and the Regional Waste Management & Minimisation Plan Steering Group to co-lead	Iwi	MEDIUM 3-4 years	Existing BAU		Regional Energy Roadmap Wellington Region Waste Management & Minimisation Plan

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of attachment to Report 24.103 behaviour change required (H, M, L) Alignment to other plans
Support further development of and investment in infrastructure and facilities to encourage waste diversion.						
<p>infrastructure and facilities to encourage waste diversion.</p> <p>Diverting waste to be reused helps stimulate the bioeconomy and is more resource efficient especially for materials that can provide valuable feedstock such as woody biomass for bioenergy or other products that reduce reliance on fossil fuels.</p> <p>This is of particular importance for:</p> <ul style="list-style-type: none"> - plastic waste - organic waste which is particularly high in methane emissions and can be turned into compost - woody biomass from forestry which can be turned into energy, and also - timber from construction and demolition waste which often can be re-used. 	<p><i>Direct reduction:</i> <i>Low-Medium</i></p>  <hr/> <p><i>Enabling:</i> <i>Medium</i></p> 	<p>Regional Waste Management & Minimisation Plan Steering Group</p> <hr/> <p>Councils</p>	<p>WRLC advocate to central government in support of the WMMP work</p> <hr/> <p>Councils</p>	<p style="text-align: center;">MEDIUM 3-4 years</p> <p>Requires new funding</p>		<p>Wellington Region Waste Management & Minimisation Plan</p> <hr/> <p>Future Development Strategy</p> <hr/> <p>Food Systems Strategy</p>
Advocate for waste management initiatives which encourage behaviour change and product stewardship.						
<p>This action is to advocate on behalf of the Regional Waste Management and Minimisation Committee to support initiatives which encourage behaviour change in how we manage waste, and provide leadership in encouraging product stewardship to support the development and strengthening of a more circular economy.</p>	<p><i>Direct reduction:</i> <i>Low</i></p>  <hr/> <p><i>Enabling:</i> <i>Medium</i></p> 	<p>Regional Waste Management and Minimisation Plan Steering Group</p>	<p>WRLC</p> <hr/> <p>Councils</p>	<p style="text-align: center;">MEDIUM 3-4 years</p> <p>Existing BAU</p>		<p>Wellington Region Waste Management & Minimisation Plan</p>

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Support regional pilot projects that promote collaboration and skills sharing between different community groups working in the waste reduction space.							
<p>This action aims to help coordinate funding and accelerate innovation from our community to help reduce waste and create higher-value products.</p> <p>These initiatives get community engaged and can provide educational opportunities on topics like composting and repairing.</p>	<p><i>Direct reduction:</i> Low</p>  <p><i>Enabling:</i> Low-Medium</p> 	<p>Regional Waste Management & Minimisation Plan Steering Group</p>	<p>Iwi</p> <p>Councils</p> <p>Akina</p> <p>Sustainable Business Network</p> <p>Localised (arm of the Zero Waste Network)</p>		<p>New resource required</p>		<p>Regional Economic Development Plan</p> <p>Food Systems Strategy</p>



Regional Emissions actions – Productive land and primary industries

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Encourage land use diversification through increasing certainty and planning for water resilience.							
Learnings from the Wairarapa Water Resilience Strategy (WWRS) work can be shared with other parts of the region to help them with water resilience and land-use diversification planning. The implementation of the WWRS is a multi-year process and will provide opportunities to look for carbon emissions reduction as a co-benefit of land use diversification associated with the ongoing implementation of the WWRS.	<i>Direct reduction:</i> Low 	Greater Wellington	Wairarapa Councils		A fixed-term project resource is funded through to 30 June 2024		Wairarapa Water Resilience Strategy
	<i>Enabling:</i> Medium 		WellingtonNZ				Wairarapa Economic Development Strategy
							Freshwater Farm Plans
							Regional Policy Statements
							Whaitua Implementation Plan
Advocate for funding to expand on-farm advice.							
Advocate for increased identification of carbon emissions reduction opportunities and provision of advice to landowners related to core activities, to help farmers understand how to reduce their on-farm emissions and to integrate these practices into existing plans, Farm Environment Plans.	<i>Direct reduction:</i> Low 	Greater Wellington Climate Change and Ecosystems & Community Delivery teams	Wairarapa Economic Development Strategy		Existing BAU for advocacy (WRLC).		Fresh Water Farm Plans (FWFP) and Environmental Plans (cFEP)
	<i>Enabling:</i> Medium 		Horowhenua Co.				Requires new funding for implementation (GW)
			Horizons Regional Council				Regional Policy Statements
			Industry Bodies				Whaitua Implementation Plan
			MPI				

Action	Enabling or direct emission reduction	Lead	Key partners	Timeframe Long: 5+ years Med: 3-4 years Short: 1-2 years	Resourcing required	Level of community behaviour change required (H, M, L)	Alignment to other plans
Support opportunities for farmer-to-farmer learning.							
We understand farmers want to hear from a trusted, local source about farming practices to reduce methane, conversions to low-emission land use and decarbonising technology and equipment. Showcase examples from Wairarapa and Horowhenua of existing good practices and facilitate knowledge sharing to deliver on-farm emissions reduction demonstrations.	<i>Direct reduction:</i> Low 	TBC	Wairarapa Councils	SHORT 1-2 years	Existing BAU to identify farmers and connect		
	<i>Enabling:</i> Medium 		Horowhenua District Council		MPI		
Explore papa kāinga pilot with iwi around food systems and emissions.							
New kai production processes including crop diversification and local opportunities for land use could lead to reduced agricultural emissions. We will work with mana whenua partners to support initiatives that help with that.	<i>Direct reduction:</i> Low 	WRLC Iwi partners (TBC)	Food Systems Strategy project	MEDIUM 3-4 years	Requires new		New District Plan rules
	<i>Enabling:</i> Medium 		Councils				
							Future Development Strategy

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



wrlc.org.nz

Wellington Regional Leadership Committee
19 March 2024
Report 24.102



For Decision

WELLINGTON REGIONAL LEADERSHIP COMMITTEE PRIORITY DEVELOPMENT AREAS REPORT

Te take mō te pūrongo **Purpose**

1. To advise the Wellington Regional Leadership Committee (the Committee) on the programme of Priority Development Area (PDA) projects.

He tūtohu **Recommendations**

That the Committee:

- 1 **Notes** the information provided in the Priority Development Area Programme Report (attachment 1).
- 2 **Approves** a pathway to accelerated project delivery through:
 - a Agreeing relevant Committee members to each Priority Development Area to report at Committee meetings, outlined on paragraph 8 (change 1).
 - b The establishment of a Priority Development Area steering group led by a member of the WRLC CEO Group, and programme structure, outlined on paragraph 9 (change 2).

Te tāhū kōrero **Background**

2. The Priority Development Area Programme Report ([Attachment 1](#)) is provided to highlight upcoming activity, progress, issues and risks to the Committee. It includes:
 - a An overview of the PDA programme objectives
 - b A look ahead to the six-month work plan
 - c Progress summaries of the PDAs
3. The objective of the PDA programme is to facilitate accelerated project delivery by:
 - a including infrastructure providers and investors in the planning process as early as possible,
 - b coordinating a pipeline of work to infrastructure providers, investors and other key stakeholder,

- c providing a forum for the discussion of issues and risks as well as opportunities between project leaders and government agency partners, and
 - d providing oversight to ensure that PDAs continue to prioritise outcomes that are consistent with agreed WRLC objectives.
4. The Committee highlighted in the recent health check that it wanted to move from strategy and plan development to delivery. The PDA programme was set up to accelerate delivery of housing in the Wellington Region-Horowhenua District but to date has not been fulfilling this delivery to the level it could.
5. This is in part because each PDA is currently managed at the local authority level with no overall programme overview and there is no governance (Committee) level accountability for each PDA.

Te tātaritanga Analysis

Progress

6. The PDA programme largely fulfils its objectives with regards to planning, demonstrated by these factors:
- a While shovels are not yet in the ground, the projects status summaries in **Attachment 1** indicate that the great majority of projects are progressing satisfactorily in the planning phase.
 - b In particular:
 - i The Featherston Masterplan and Waterloo Transit Oriented Development are well advanced and meeting their project objectives.
 - ii The Northern Growth Area's progress towards the SDP assessment phase with Porirua City Council working with Kāinga Ora – Homes and Communities.
 - iii Ōtaki PDA progressing a fast-track consent application lodged as part of the development of housing as part of the Ōtaki Māori racecourse. The application was lodged and formally accepted by the Environmental Protection Authority in December 2023.
 - c Key agencies (Kainga Ora, Ministry of Housing and Urban Development, NZ Transport Agency Waka Kotahi (NZTA), Te Whatu Ora, Ministry of Education, Te Puni Kokiri, Metlink, Wellington Water) are all part of early planning processes for all PDAs.
 - d Key agencies meet with project leaders, providing a forum for discussion and feedback on issues, risks and opportunities.
 - e Individual PDA project governance structures are inclusive of key agencies.
 - f As a statement of confidence in this programme approach, Kāinga Ora places priority in investing in projects that are on the PDA list.

A pathway to accelerated project delivery

7. While most PDAs are currently progressing through their planning and development phases, there is much more potential for the PDA programme to better accelerate project delivery by formalising responsibilities and accountabilities.
8. Two changes are recommended:
 - a Governance level – agreeing at the Committee level, which Committee members are accountable for each PDA
 - b Management level – Programme Steering Group

Change 1: Governance level – Agreeing at the Committee level, which Committee members are accountable for each PDA.

9. This would be a mix of local government and iwi members where applicable for each PDA.
10. These members would report on progress at relevant Committee meetings and identify roadblocks and issues that the Committee can help unlock.

Change 2: Management level - Programme Steering Group

11. Establishing a programme steering group, led by a member of the WRLC CEO Group with senior staff from WRLC partners with PDAs in their area, as well WRLC iwi and central government partners with and interest in PDAs. The group could also include other key stakeholders.
12. The group's responsibilities would be to provide oversight of the PDA programme, including:
 - a Ensuring the PDA programme is consistent with the WRLC's objectives of planning for growth and accelerated delivery by monitoring timelines,
 - b Monitor PDAs to ensure that they are delivering their intended benefits by monitoring key performance indicators,
 - c Provide strategic and directional guidance to PDA projects where they are misaligned or not progressing as planned,
 - d Make available resources for PDA project planning and delivery,
 - e Review the list of PDAs and other significant projects to ensure that projects that qualify are on the list. This means adding new projects when they meet the criteria for accelerated development and removing them as projects close or no longer meet regional objectives.
13. This body would meet regularly (suggest monthly) as a group with all project leaders to:
 - a Review progress
 - b Consider the PDA projects as a coordinated pipeline of work to guide the investment decisions of central government and the private sector
 - c Make calls on prioritisation of resources, effort, timing as a region
 - d Explore opportunities for accelerated delivery
 - e Help to resolve issues and risks

- f Design and define the pipeline of work
 - g Help with market engagement
 - h Keep the PDAs on track with their desired outcomes, and
 - i Hold each other to account.
14. This group would report:
- a Programme progress to the WRLC,
 - b Feedback and advice to PDA project teams.
15. The group would also be part of a mechanism to review the PDA list.

Ngā hua ahumoni

Financial implications

16. There are no financial implications to the PDA programme.
17. Each PDA project will have its own financial plan that the lead council is responsible for.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

18. Creating better outcomes for Māori is a key objective for the Committee and the work it oversees.
19. The initial PDA selection criteria included the extent to which each project can:
- a Contribute to improving housing outcomes for Māori.
 - b Offer affordable, inclusive and diverse housing opportunities.
20. One of the key objectives is that PDA project groups include mana whenua representation, although we expect that there will be challenges in ensuring that there is iwi representation in each project.
21. Iwi members sit on the Committee and should be represented on a programme governance group.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

22. For the Committee, climate change is one of the key considerations that underpins its priorities.
23. The initial PDA selection criteria included the extent to which each project:
- a Supports a transformational shift to a low carbon future, including supports transformational shift to PT and active modes.
 - b Encourages sustainable, resilience and affordable settlement patterns/urban forms.
 - c Hazards mitigated including addressing climate change impacts.

Ngā tikanga whakatau
Decision-making process

24. 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

25. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, considering 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

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

Ngā tūāoma e whai ake nei
Next steps

- 27. The programme report will be updated with the most current information for each Committee meeting.
- 28. Secretariat will work with the WRLC Senior Staff and Chief Executive Groups to establish a formal programme management structure and processes.

Ngā āpitihanga
Attachment

Number	Title
1	PDA programme report - Mar 2024

Ngā kaiwaitohu
Signatories

Writer	Allen Yip – Programme Manager
Approvers	Kim Kelly –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 Committee has specific responsibility to monitor the implementation of the Wellington Regional Growth Framework and associated workstream. Recommendations will enhance the Committees 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 Committee will provide it with a mechanism to monitor the implementation of the Future Development Strategy.</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>

WRRLC Priority Development Areas

Quarterly Report – March 2024



Priority Development Areas Quarterly Report – March 2024

WRLC PRIORITY DEVELOPMENT AREAS

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. Projects:

- must align with government policies.
- enable fast and substantial development.
- provide affordable, inclusive, diverse housing.
- support Māori housing goals.
- are close to local jobs.
- support a low-carbon future, focus on public transport.
- promote sustainable, resilient, affordable communities.
- protect and enhance the environment.
- address hazards and climate change.

Projects should also be:

- complex, need joint government efforts
- Mix of site sizes, development timelines.
- Within a well-defined geographical area

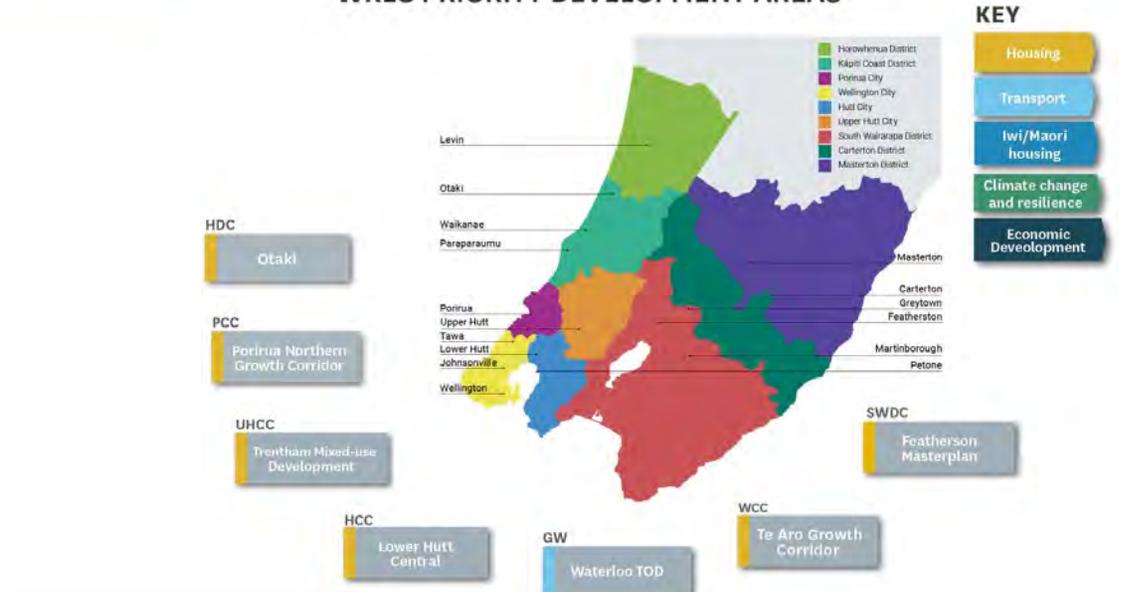
Programme Summary

The PDA project status reports highlight good progress in project planning, regulatory work, financial planning, and engagement. While housing developments are still in the pipeline, there's steady advancement in the right direction. We're actively seeking opportunities to accelerate progress but haven't identified any yet.

Financial challenges are common across many reports, and many are waiting for approval for funding in the LTP process. Infrastructure hurdles, especially in water and transport, persist but are actively being addressed.

Extensive engagement with central government partners and Metlink is ongoing, with Wellington Water recently joining our panel. This collaboration aims to integrate the PDAs into their investment plans.

We're working with PDA leads to establish clear project measures (KPIs) for effective progress tracking and to pinpoint areas requiring support. We will work to align these KPIs with the objectives of the Future Development Strategy, reinforcing their strategic importance.



Next major milestones

Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024
Lower Hutt Central Stopbanks upgrades start		Featherston Masterplan Hearings		Finalising the Otaki PDA scope	Trentham Decision on LTP funding for infrastructure	Waterloo TOD Special Purpose Vehicle entity established
	Te Aro Growth Corridor - Vision, targets agreed & set			Completion of Vision Otaki work		
				Featherston Implementation Plan Adopted		

Priority Development Areas Programme Summary

	PDA Progress summary	Challenges	Actions
Featherston Masterplan Development	The Draft Featherston Masterplan and Implementation Plan was adopted by Council on 22 November 2023 for the purpose of formal consultation under the Local Government Act 2002. Consultation opened on Wednesday 6 December 2023 and will close on Friday 18 February 2024. Community meetings are underway to raise awareness of the opportunity to formally submit on Draft Masterplan. Hearings are likely to occur in April 2024. It is intended to have the Masterplan finalized by 30 June 2024.	<ol style="list-style-type: none"> 1. Finalisation of Implementation Plan and Funding 2. 3 waters infrastructure gaps 3. Engagement with developers 4. Engagement with local iwi 	Work with project partners has been initiated and is ongoing
Lower Hutt Central	The setting up of a new HCC Housing & Development Team is underway. This team will be dedicated to delivering the IAF Housing Outcomes Agreement. Internal coordination within HCC (Infrastructure Strategy, the draft District Plan and the Reserves Investment Plan) that support urban renewal is ongoing. The Urban Renewal Steering Group and Working Group have been established. Work on the city-wide Spatial Plan is progressing. HCC did not allocate funding for Coordinated Urban Renewal Programme in draft LTP 2024-34, limiting the scope of activities that can be undertaken.	<ol style="list-style-type: none"> 1. Lack of sufficient resources in HCC 2. Failure to attract developers 3. RiverLink cost increase and delays 	<ol style="list-style-type: none"> 1. Recruitment underway but funding limited 2. Market engagement 3. Cost review underway
Ōtaki	Support for the Ōtaki Community Board's Vision Ōtaki engagement remains a priority, with initial feedback closing in February and ongoing efforts to shape subsequent steps toward a final vision by June 2024. Discussions on public transport services occurred at a November meeting of the Horowhenua Transport Services Governance Group, offering insights into neighboring district planning and potential connections with Ōtaki/Levin. Initial talks have begun with local businesses about establishing a new association to address needs and opportunities across Ōtaki and Te Horo. Construction of the new water reservoir in Ōtaki, funded by the IAF, progresses with contracts awarded for the main pipeline and reservoir. Additionally, a fast-track housing development application for the Ōtaki Māori racecourse was accepted by the Environmental Protection Authority in December 2023.	<ol style="list-style-type: none"> 1. Additional resource will be sought to support the Ōtaki CDO through the upcoming LTP process. 2. Lack of coordination of delivery across partners 	<ol style="list-style-type: none"> 1. A business case will be developed to support funding through the upcoming LTP process 2. Communicate plans and funding processes clearly for Ōtaki outcomes, prioritising support for Vision Ōtaki engagements.
Porirua Northern Growth Corridor	The SDP assessment phase continues with Porirua City Council and Kāinga Ora – Homes and Communities working together. Draft assessment reports are being drafted by Kāinga Ora and are expected to be socialized with stakeholders in early 2024. This will include indicative costings, transitional powers and growth timings.	<ol style="list-style-type: none"> 1. Understanding 3 waters infrastructure gaps 2. SH59 capacity constraints 	<ol style="list-style-type: none"> 1. Three waters infrastructure assessment as part of opportunities and constraints analysis 2. Capacity assessment and modelling
Te Aro Growth Corridor	In December 2023, an agreement was reached to dissolve the programme. The central government will now build and fund the upgrade of Basin Reserve and the construction of a second Mt Victoria tunnel. There's a commitment from the government to collaborate with WCC on urban development and housing opportunities in the area. The WCC Growth Plan program has begun, aiming to identify corridor needs for population growth and make policy decisions to support growth, including the Te Aro Growth Corridor PDA. This work will span 18-24 months and inform infrastructure planning for the 2027 LTP, focusing on investment to unlock growth and determine appropriate delivery methods.	<ol style="list-style-type: none"> 1. Preferred Basin/Mt. Vic tunnel option not confirmed. No further detail from Dec announcement on 'working together on urban development' received. 2. Cancellation of the proposed Mass Rapid Transit (MRT) removes the primary catalyst for development along the corridor. 	<ol style="list-style-type: none"> 1. Options analysis of urban development opportunities of likely options. Initial focus on areas of the PDA with greater certainty. 2. Refocus the PDA to around Kent/Cambridge Terrace, and the Basin Reserve, from Vivian Street south along Adelaide Road to the Hospital. Growth Plan work to demonstrate what investment is essential to achieve urban development objectives
Trentham Mixed Use Development	This project has not progressed since the last report	<ol style="list-style-type: none"> 1. Reaching agreement with partners 2. Funding of transport infrastructure 	<ol style="list-style-type: none"> 1. Negotiations underway between parties 2. LTP to include funding proposal
Waterloo Station Transit Oriented Development	Phase II, Commercial Investigation, is complete, paving the way for Phase III, Reference Design. Despite economic challenges, forecasts show property investment upturns benefiting the project by the revised 2027 construction targets. Ancillary housing yield opportunities are noted as requiring additional Crown/local government support. Next focus: community engagement and Minimum Requirements for station/transport hub before Reference Design commissioning.	<ol style="list-style-type: none"> 1. Developing a funding model that attracts private investment and central government support 2. Ongoing escalation of construction costs makes costs estimates problematic 	<ol style="list-style-type: none"> 1. Awaiting outcomes of the commercial investigation 2. Continue to evaluate the project to ensure it continues to meet its project brief.

Wellington Regional Leadership Committee
19 March 2024
Report 24.91



For Decision

REGIONAL DEAL

Te take mō te pūrongo

Purpose

1. To outline the possible approach and framework for a regional deal with central government and seek agreement to begin discussions with central government.

He tūtohu

Recommendations

That the Committee:

- 1 **Endorses** the overall approach and framework outlined in this paper for the basis of an initial discussion with Ministers on a regional deal.
- 2 **Supports** the Chair and Deputy Chair meeting with government Ministers on behalf of the Committee on this matter.

Te tāhū kōrero

Background

2. At its meeting on 5 December 2023, the Wellington Regional Leadership Committee (the Committee) agreed to the Committee work programme for the remainder of 2023 and 2024/2026. One of the items on the work programme is “FDS Implementation Plan/potential regional deal”.
3. Following this meeting, two working group meetings have been held (17 January 2024 and 14 February 2024) to start to outline the key elements of a potential regional deal including purpose, principles and areas of focus. Attendees for these workshops were self-selected and included a range of Committee members, the Committee CEO group members and local government staff.
4. Draft output from these meetings has also been socialised with the Committee Senior Staff Group on 21 February 2024, the Committee CEO Group on 23 February 2024 and a Committee workshop on 26 February 2024. Feedback from these meetings has been incorporated into the content of this paper.

Te tātaritanga

Analysis

5. The Committee noted at the 5 December 2023 meeting that a regional/city deal would be an opportunity for this region to work in partnership with the incoming government and to leverage the extensive planning work already undertaken by the Committee on the development of the Future Development Strategy, Regional Economic Development Plan and regional climate plans. The work currently being undertaken to identify anticipated funded and unfunded infrastructure would be an essential input. A regional deal developed by this committee would have the added benefit of being a deal between central government, local government and iwi.
6. It was also noted that the development of any regional deal would likely have a number of stages, including:
 - a Develop draft framework/terms of reference and principles for discussion with the incoming Ministers.
 - b Agree roadmap (process and timeframe) for development.
 - c Develop initial short-term partnership actions.
 - d Develop longer-term partnership actions.
7. This paper relates to stage (a) - to develop draft framework/terms of reference and principles for discussion with incoming Ministers.

Government direction on regional deals

8. The current government has signalled through pre-election material (National Party policy) that it is interested in the regional deal concept. This has been confirmed by Ministers. The Department of Internal Affairs has been confirmed as the lead government entity to develop direction for the government on regional deals.
9. At this stage content and timing of regional deals is uncertain. There is no clear timing for when the government/Ministers will formally commence discussions with regions or which regions will be prioritised. Nevertheless, Ministers have confirmed they are willing to discuss the option of a regional deal with representatives of this Committee. We will keep the Committee up to date on this.

Regional deal elements

10. It is proposed that a regional deal includes the following aspects in its framework (as identified in [Attachment 1](#)):
 - a An overall vision of a prosperous, connected and resilient region, with the ambition of delivering against three longer term outcomes: accelerated delivery of core infrastructure ; increased housing supply; and creation of high quality jobs.
 - b Two key short-term focus areas:
 - i A water infrastructure package that could include the creation of a new water management entity; the implementation of water meters; workforce skills and training; and Wairarapa water resilience.
 - ii A regional development package that would support and add value to existing government project commitments in the region and undertake feasibility studies of a few key regional initiatives to provide a pipeline of projects.

- c To support the focus areas consideration would need to be given to legislation change and funding sources.
- 11. This regional deal could be supported by other programmes led from elsewhere, including feasibility work on potential local government re-organisation led by the Mayoral Forum.
- 12. Development of a regional deal would be undertaken alongside the business community and tertiary education sector.

Meeting with Minister/s on possible content of a regional deal

- 13. A meeting time in April has now been confirmed for the Chair and Deputy Chair of the Committee to meet with Ministers regarding a regional deal. The direction and content from this Committee meeting will be conveyed at that meeting.

Ngā hua ahumoni

Financial implications

- 14. There are no financial implications from this paper.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

- 15. The regional deal discussion in the Committee region is being led by both local government and iwi members of the Committee. From what we understand, this is different from other regions around the country where Mayors are leading the discussions.
- 16. This will enable iwi members on the Committee to ensure that mana whenua and Māori interests are understood and represented in any regional deal.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

- 17. It is too early to tell how considerations of climate change will be integrated into a regional deal. The impacts of climate change have been a key consideration in the future development strategy and this is likely to flow through to the projects and initiatives proposed as part of any regional deal.

Ngā tikanga whakatau

Decision-making process

- 18. 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

- 19. 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**

20. Due to the low significance of the decision, engagement was not considered necessary.

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

21. Next steps are:
- a Finalisation of the approach and framework for the regional deal incorporating any feedback from this Committee meeting.
 - b Meeting with government Ministers to discuss the framework.
 - c Possible further work to detail the content of a regional deal including consideration of timing and resourcing.

**Ngā āpitihanga
Attachment**

Number	Title
1	Regional Deal Framework

**Ngā kaiwaitohu
Signatories**

Writers	Kim Kelly - Programme Director Luke Troy - Group Manager Strategy, Greater Wellington
Approvers	Daran Ponter - Deputy Chair Wellington Regional Leadership Committee Darrin Apanui, Chair Wellington Regional Leadership Committee

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Committee's terms of reference allow for setting a work programme. Looking at a regional deal has been agreed as part of the Committee's work programme.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> This work will encompass strategy development done to date by the Committee including the Future Development Strategy and the Regional Economic Development Plan.
<i>Internal consultation</i> Multiple workshops have been undertaken between December 2023 and March 2024 to develop the content of the regional deal framework.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks at present.

LIFTING OUR SIGHTS

March 2024

One Region : Three Existential Issues

1

- Fragmented and sub-optimal local government challenged to manage for the future

- Future-fit local government (i.e. local government issue)
- Less of a focus for Iwi and government
- Not being led by public sentiment

2

- Three waters system unable to accommodate current and projected population (most councils)

- Future-fit infrastructure and services
- Identifiable models – legislation required
- High government, Iwi, council and public sentiment

3

- A region challenged to meet the needs of its current and future population

- The “Next” three waters issues – i.e. investment in key infrastructure
- Government to be seen to be supporting development
- No pressing public sentiment, but some ticking time bombs

Things we have heard

1

- Reorganisation Package
 - One Wairarapa TA
 - One Wellington Area TA
 - One Kapiti (Possibly Kapiti-Horowhenua) TA
 - One Regional Council
- Pragmatic approach to achieve bigger scale
- Requires government intervention

2

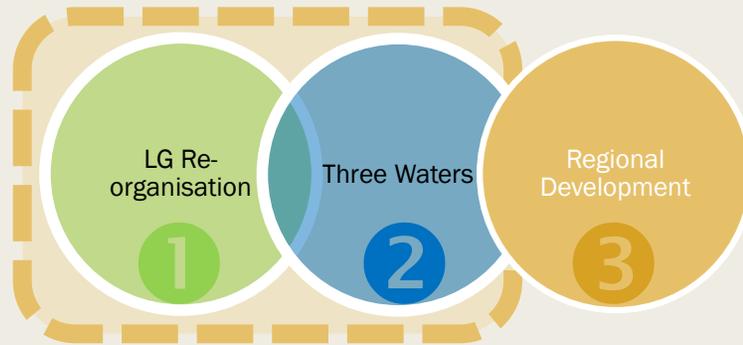
- Common issues
 - *Fragmented ownership model*
 - *Under-investment*
 - *Significant looming investment*
 - *Lack of rating base and debt headroom*
 - *Growing population*
- Basis of a model already developed
 - *Similar to Auckland Water?*
 - *Entity covers entire region?*
 - *Assets on Entity balance sheet?*
 - *GWRC gone?*
- Requires government intervention (i.e. Legislation)

3

- Less is more approach (i.e. focus down on a small number (discrete or aggregated) of initiatives)

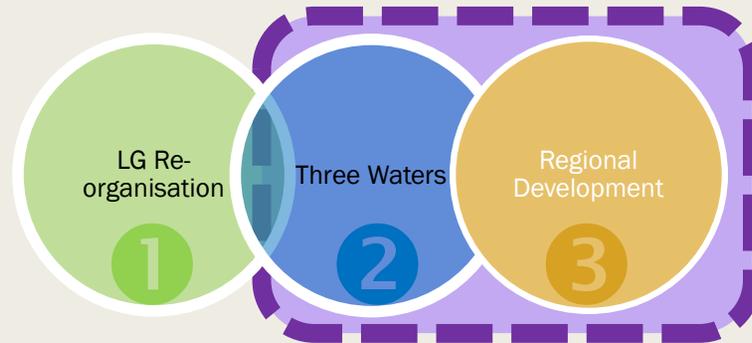
Scope for a Regional Deal (Big elements)?

Scope 1



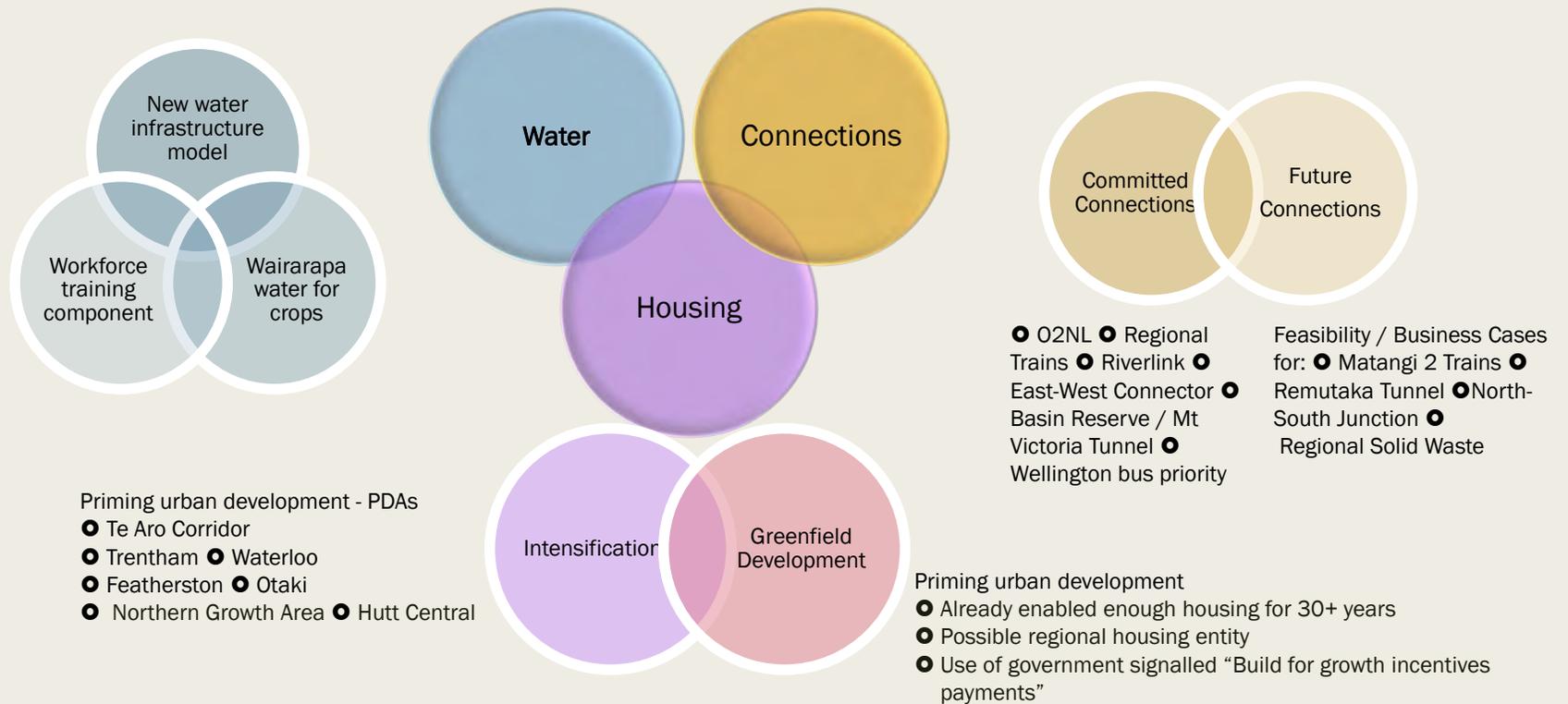
- Very local government focused
- Very organisational reform focused
- Two sticky and complex issues

Scope 2



- Government will be looking for development oriented initiatives
- Re-organisation and three waters can still go down a common pathway, but LG reorganisation not formally part of Regional Deal

Regional Deal: A growing Region



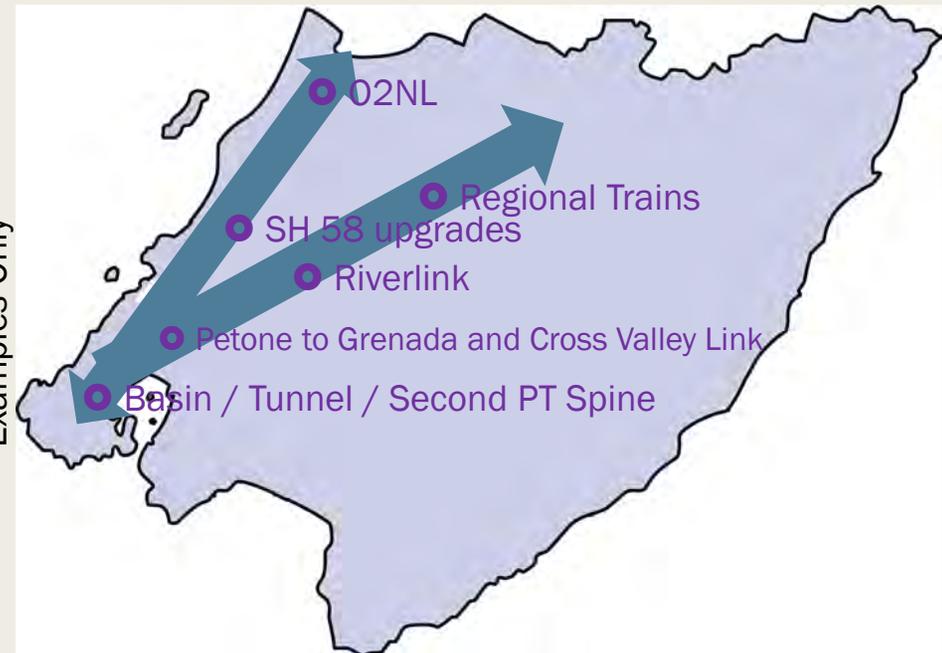
Regional Deal: Scope for Regional Development

Attachment 1 to Report 24.91

Existing Initiatives

- That we recognise current government investment across the region – A connected and resilient region
- Rationale:
 - Recognises and reinforces significant government investment
 - Underlines projects that local government has advocated for and/or are partners with government
 - Costs nothing to include these as regional development projects

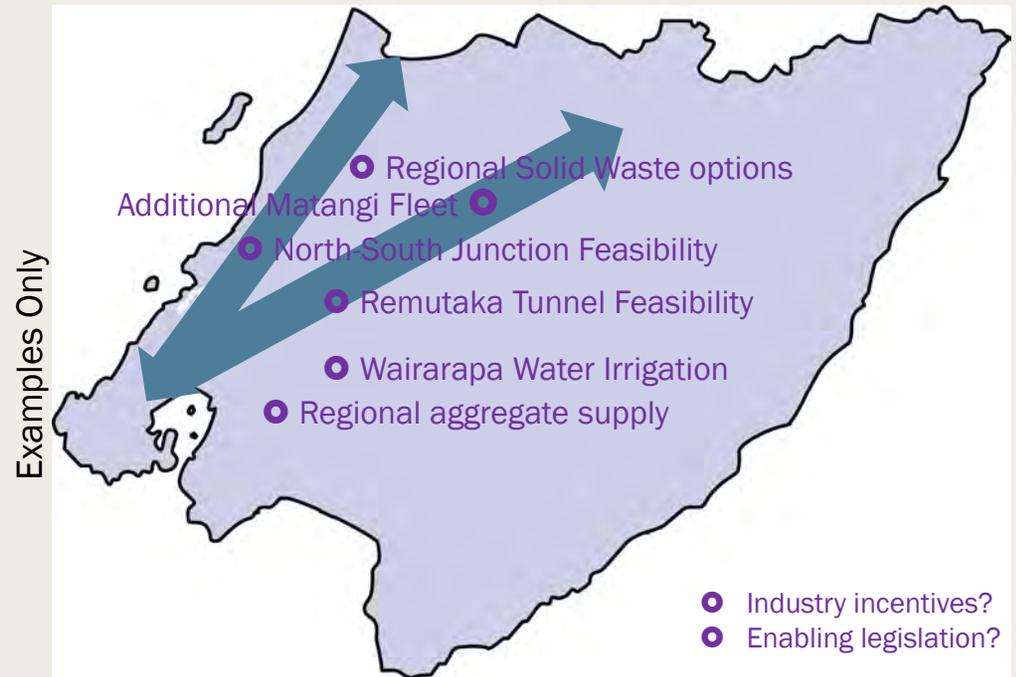
Examples Only



Regional Deal: Scope for Regional Development

New Initiatives?

- That we lift our heads up to the next set of looming challenges:
A connected and resilient region
- Rationale:
 - *Three waters not the only long-term challenge – need to position region for other challenges*
 - *Need to have time manageable initiatives (3 year bites)*



Wellington Regional Leadership Committee
19 March 2024
Report 24.105



For Decision

WELLINGTON REGIONAL LEADERSHIP COMMITTEE PROGRAMME REPORT

Te take mō te pūrongo

Purpose

1. To update the Wellington Regional Leadership Committee (WRLC) on:
 - a its projects and programmes
 - b the actions from the WRLC health check.

He tūtohu

Recommendations

That the Committee:

- 1 **Notes** the information provided in the Programme Report (Attachment 1).
- 2 **Endorses** the position that protecting the food system and working towards food security is a priority for the Wellington Region-Horowhenua District and the Wellington Regional Leadership Committee.
- 3 **Approves** the Regional Food System Project team's continued work on the Project to identify the role of Wellington Regional Leadership Committee partners in implementing initiatives and activities in support of the vision and objectives of the project.
- 4 **Notes** the progress and planned actions in the Wellington Regional Leadership Committee health-check action progress report (included in Attachment 1).

Te tāhū kōrero

Background

2. The Programme Reports are provided to highlight progress, plans and issues and risks to the Committee, which includes:
 - a The Wellington Economic Development Plan programme report,
 - b A look ahead to the six-month work plan,
 - c WRLC health-check action progress report, and
 - d Project status summaries.

Te tātaritanga Analysis

Programme report

3. The Programme Report is provided to highlight progress, plans and issues and risks to the WRLC.
4. The Programme Report ([Attachment 1](#)) consists of information from Project Status Reports that are submitted by each project manager.
5. The following projects will be completed before the next reporting cycle:
 - a Climate Change Impacts Final Report
 - b Regional Emissions Reduction Plan
 - c Future Development Strategy
6. The Regional Food System Strategy research phase is complete, and the project team presented summary findings to a WRLC workshop on 26 February 2024 ([Attachment 2](#)). There is more detail on this later in this report.
7. The Regional Climate Change Adaptation Plan is a new project that will be initiated before the next reporting cycle.
8. The Economic Development Plan is an ongoing programme of work.

WRLC health-check action progress

9. The WRLC health check progress is provided to highlight progress and plans to the WRLC. This can be found in **Attachment 1**.

Regional Food System Strategy Project

10. This project commenced in September 2022, with an initial brief to gather sufficient information to understand the need for a regional approach to the food system.
11. As our region grows, it is projected there will be an additional 200,000 mouths to feed within the next 30 years. A regional approach to the food system and food security is important to mitigate challenges related to population growth and housing development by:
 - a supporting the livelihoods of farmers, food producers and others in the food chain,
 - b supporting the Regional Economic Development Plan's Food and Fibre initiatives,
 - c support of the Future Development Strategy objectives of protecting productive land, and
 - d ensuring food security and nutrition for a growing population.
12. A summary of findings of the research phase was presented to a WRLC workshop on 26 February 2024 (**Attachment 2**) included:
 - a Data gathering: An agency, Ahikā Consulting, was engaged to collect and analyse data to help understand the food production and food economy in the Region.

- b Stakeholder engagement: Meetings and engagement with the Iwi/hapū rūpū, the Community Advisory Board (CAB), councils, and technical advisors. A Food System Strategy Wānanga was held in November 2023, and brought together mana whenua, community, growers, local and central government. The aim was to better understand the data collected and how it applies to our next steps, as well as future planning for a sustainable, equitable, and locally-led food system.
 - c A Phase One report that has presented: mana whenua priorities, community priorities, grower input, and data on the regional food system. An overview is provided to understand the gaps and opportunities of the current food system, focusing on sustainability, future food demands, food access, and the local food economy opportunities. The report provides an outcomes framework, and looks to continue the development of Phase Two: the Action Plan of the Regional Food System Project (RFSP), which includes iwi and community prototypes.
 - d Workshop with WRLC members on 26 February 2024: to present Phase One findings and mana whenua priorities, explore pilots and discuss actions moving forward. Seek endorsement to continue to build out the Action Plan of the RFSP, work with WRLC partners to further define roles and collaboration, and assign available resource for Phase Two Action Plan.
13. The feedback from the workshop included:
- a Protecting the food system and working towards food security is a priority for the region and the WRLC,
 - b This project and topic is a priority for Iwi in our region,
 - c This project is an agreed and ongoing project/strategy that is necessary to develop and implement to ensure a resilient region,
 - d The Food System is a key infrastructure; just like water and transport is infrastructure required to support urban growth,
 - e Food is an essential element for all aspects of wellbeing, growth and economic development.
14. Further feedback from the workshop was that the project would be ongoing, with the next steps to include work on how the WRLC partners can:
- a Support and deliver the vision and objectives of the project by assessing the funding available to complete the development of the RFSP Action Plan,
 - b Assess how your organisations' work aligns with the project's objectives. Explore and describe how kai can be integrated into your organisations' current and future work.
 - i Work together to further identify and define what your organisations priorities are in relation to RFSP and what bespoke approaches and outcomes could look like for each Committee member organisation.
 - ii Assign resource to support this.
 - iii Help support local community and iwi prototypes that have been submitted to this project.

- iv Meet with RFSP leadership team at quarterly intervals in a forum to collectively discuss and report on respective progress and updates.
- v Meet previously agreed deliverables and objectives for the year to date to progress the strategy implementation to enable year-on-year progress.

Ngā hua ahumoni

Financial implications

15. There are no direct funding implications from this report; however there may be funding implications from the activities outlined above.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

16. 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, Te Mahere Tupu - Lower Hutt Structure Plan, Ōtaki Pilot Project, Complex Development Opportunities)
 - c Ensuring that the Māori voice is reflected in our strategies and plans (Regional approach to climate change, Regional Emissions Reduction Strategy, Regional Food System Strategy Project, Wellington Regional Growth Framework and Regional Policy, Future Development Strategy, West-East Connections)
 - d Creating better economic development opportunities for Māori (Regional Economic Development Plan).
17. There continues to be 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.
18. WRLC Iwi Partners have expressed that the Regional Food System Project is a priority for them.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

19. There are three projects in the programme that are specific to climate change objectives (Regional approach to climate change, Regional Emissions Reduction Strategy, Regional Food System Strategy Project).
20. All projects listed include objectives to create better climate change outcomes.

Ngā tikanga whakatau

Decision-making process

21. 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**

22. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, considering 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**

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

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

24. The programme report will be updated with the most current information for each Committee meeting.
25. The Regional Food System Project team will continue work on the Project to identify the part WRLC partners can play in implementing initiatives and activities in support of the vision and objectives of the project.

**Ngā āpitihanga
Attachment**

Number	Title
1	WRLC programme report March 2024
2	Regional Food Security and Food Systems Plan update February 2024

**Ngā kaiwaitohu
Signatories**

Writer	Allen Yip – Programme Manager
Approvers	Kim Kelly –Programme Director Zofia Miliszewska – Kaiwhakahaere Matua Rautaki Group Manager Strategy (acting)

<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 WRLC's 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>

WRLC Programme Report

Quarterly Report – March 2024

Six-month workplan

	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sept 2024
Future Development Strategy	Implementation Plan						
	Final FDS						
	Updated Process for the HBA and FDS						
Regional Economic Development Plan	SCREEN Attraction Programme – hosting a co-production summit with Canadian producers	FOOD & FIBRE – Wairarapa priorities identification due	STEM – Climate Response Accelerator complete	STEM – Cleantech summit		STEM – Capital Summit to be held	
	FOOD & FIBRE – Emerging supplier forums in Kapiti and Wellington	VISITOR ECONOMY – Wairarapa Five Towns Trail – trust due to be established	SKILLS – Wellington EZE Centre enrolments for cohort one due	REDP – reviewed REDP due to WRLC for approval			
	SKILLS – Pasifika Business Enablement – networking event at Whitireia	VISITOR ECONOMY Sustainability Programme – hospitality edition due to begin	VISITOR ECONOMY – Porirua Adventure Park resource consent renewal deadline				
	VISITOR ECONOMY – Civics experience funding strategy due						
	Industrial Land Study - Industry Engagement	Industrial Land Study - Spatial analysis of growth options	Industrial Land Study - Scenario testing	Industrial Land Study - Implementation Plan	Industrial land Study - implementation plan due for completion		
Climate Change Projects	Climate Change Impacts Final Report						Climate Change Adaptation Project – first update
	Climate Change Adaptation Project - initiation						
	Regional Food System Strategy Research report completed						
	Regional Emissions Reduction Plan: Sign-off						

Programme Dashboard

KEY AREA	Project	lead organisation	leader	start date	project completion	Scope	Programme	Budget	Risk	Confidence
Housing	Future Development Strategy and HBA	WRLC Secretariat	Parvati Rotherham	Aug-22	Jul-24	↔	↑	↔	↑	↔
	Iwi capacity and capability	WRLC Secretariat	Kim Kelly	Nov-21	TBC	↔	↔	↔	↔	↔
	Regional Housing Approach and Action Plan - Implementation	MHUD, WRLC	TBC	Aug-21	TBC	↑	↑	↔	↔	↔
Climate	Regional approach to climate change impacts	WCC	Jamuna Rostein	Oct-21	Dec-24	↔	↔	↓	↔	↓
	Regional Emissions Reduction Strategy	WRLC Secretariat	Arya Franklyn	Feb-22	Mar-24	↔	↔	↔	↔	↔
	Regional Food System Strategy - Phase One	RPH	Tessa Acker	Jul-22	Jun-24	↔	↔	↔	↑	↔
Economic Development	Regional Economic Development Plan - Implementation	Wellington NZ	Juila Stevens and Matt Carrere	Jun-22	Jun-33	↔	↔	↔	↔	↔
	Industrial Land Study	WRLC Secretariat	Kim Kelly	Dec-23		↔	↔	↔	↔	↔

Project Summaries

KEY AREA	Project	Status Summary
Housing	Future Development Strategy and HBA	The FDS public consultation ran from 9th October 2023 to 9th November. Hearings were held on 11th and 13th December. Updates have been made to the FDS based on committee recommendations, detailed in a separate report. Project completion documentation, including lessons learnt and process details, is currently in progress. Additionally, an implementation plan for the FDS is being drafted and presented to WRLC for review, aiming for completion before the June meeting.
	Iwi capacity and capability Regional Housing Approach and Action Plan	This project is on hold for now The Regional Housing Data Dashboard has been implemented and further enhancements are currently being worked on.
Climate	Regional approach to climate change impacts	The draft of the Final Report was submitted by Beca in October 2023, with Tonkin & Taylor completing their Peer Review in November. Subsequently, councils provided extensive feedback to consultants in December. KCDC requested changes to align quantitative assessment data with their latest modeling, agreeing to cover associated costs. The next Report version is due February 15th, 2024, incorporating a limited range of feedback. An interim draft and a quote for additional funding to address comprehensive feedback have been shared with the Project Manager, but funding constraints make full implementation unlikely. The WRCCIA GIS Tool, developed by Beca, amalgamates regional climate change hazard data with other spatial information. Although not publicly accessible, it's hosted temporarily by WCC with hopes of regional management by GWRC, contingent on funding. Final project tasks for the Council Project Team include accepting the Final Report pending KCDC updates, refining plans for the GIS Tool's update, drafting a Project Closure Report for WRLC handover, and supporting Report endorsement if necessary.
	Regional Emissions Reduction Strategy	The project team has been focused on completion of the strategy and implementation plan. The plan will be submitted to the WRLC for endorsement in this meeting round. Project closure activities have already commenced, and a lessons learnt report has been compiled.
	Regional Food System Strategy	Stakeholder engagement remains active, with ongoing meetings involving Iwi/hapu ropu, the Community Advisory Board (CAB), councils, and technical advisors. In November, a Food System Strategy Wānanga drew nearly 40 participants from various sectors to discuss data collected by Ahikā and its implications for future planning toward a renewable, low-emission food system. Ahikā's report on the Wellington Regional Food System overview is nearing completion and will be shared internally within Te Whatu Ora and with stakeholders in mid-February. This data informs the Regional Food System Strategy Phase One Report, also in review and targeted for sharing with WRLC. Next steps to present Phase 1 findings, explore pilot initiatives, and discuss forthcoming actions (Action Plan slated for presentation at either the June or September meeting).
Economic Development	Regional Economic Development Plan	This project is in implementation phase.
	Industrial Land Study	A Project Steering Group has been formed with good mix of public sector and private sector participants and good geographical spread to take a coordinated approach to industrial land use in the region. The project is in the research phase. Initial work for workshops and survey underway eg agreeing categories for workshop, survey questions, workshop attendees.

Wellington Regional Economic Development Plan
Quarterly reporting dashboard - overview

Attachment 1 to Report 24.105

1 October - 31 December 2023

Overview	Key risks and issues
<p>Fantastic progress is being made on many REDP initiatives and highlights are included below. WellingtonNZ are supporting initiative leads however possible with implementation of initiatives and have received positive feedback on how the REDP has raised the visibility, credibility and connections initiatives have.</p> <p>A light review of the REDP is underway to ensure the issues, opportunities and initiatives captured within each focus area remain current, and each chapter reflects the latest national and regional data, plans and policies. The existing overarching regional economic development framework and eight focus areas will remain the same, and we will ensure the REDP aligns with the latest WRLC plans and can be used as part of any city/regional deal.</p>	<p>WellingtonNZ appreciate any connections you can provide to potential co-funding, particularly for these initiatives:</p> <ul style="list-style-type: none"> - Running the Screen Accelerator Project again annually, following the success of the 2023 edition. - House of Science sponsorship ranging from \$3k for one resource kit to a car and ongoing partnerships. <p>BridgeWest Ventures Biotech Centre of Excellence will now be located within a purpose-built private development in Christchurch. Wellington still has an opportunity in the biotech space, including with Malaghan, and provision of suitable lab spaces should be considered as part of Science City and/or a city/regional deal.</p>

Sectors

Screen, creative and digital	Science, technology, engineering and manufacturing	Visitor economy	Primary sector, food and fibre
<p>The Screen Accelerator Project 2023 has been delivered. A total of 12 professional pitches were made to domestic and international buyers, helping to put Wellington and our local talent on the stage, and follow up meetings are being held to progress discussions with buyers. Any connections to potential funders to support running the programme again in 2024 would be appreciated.</p> <p>The Screen Attraction Programme has helped to bring large scale productions to our region. Blumhouse are resident at Lane St Studios from Dec 2023 - Jun 2024 for their horror feature <i>Wolf Man</i>. Existing relationships with the producers of <i>I, Object</i> saw them pivot from an Auckland shoot to Wellington, where they are currently ensconced at Stone St Studios. Screen Wellington are assisting with family and location scouting for <i>Not Even 2</i>, <i>The Rule of Jenny Pen</i>, and others.</p>	<p>WellingtonNZ and Hutt City Council supported Pro-Dev to finalise a business case and collaborative proposal for the STEM product commercialisation innovation space and programmes. This was completed in December and Pro-Dev are now looking for investors to progress this initiative.</p> <p>The 2023 Summer of Engineering programme was completed with 16 placements across 10 organisations, with positive engagement from employers. Planning is underway to expand the programme in 2024. The STEM mentorship pilot programme was successfully completed and will be used to inform future programmes.</p> <p>In the tech sector, planning is underway for Capital and CleanTech summits, anchor tenants have been identified for a potential startup hub, and Creative HQ are running GovTech and Climate Response accelerators.</p>	<p>The visitor economy sustainability programme will commence in April, targeting hospitality businesses to participate in weekly workshops and a site visit over four weeks.</p> <p>Private capital has been identified for phase one of the Porirua Adventure Park and due diligence is underway. Resource consents expire in May 2024 and the lead intend to apply for an extension.</p> <p>A contractor is driving establishment of a Trust for the Wairarapa Five Towns Trail Network in engagement with the Wairarapa councils, to enable applications to be made for funding towards the network.</p> <p>A funding strategy for the Civics Experience initiative is due in the upcoming quarter.</p>	<p>Work is underway to identify Food and Fibre priorities in the Wairarapa. A Food and Fibre Innovation event was held in November to connect food, beverage, and primary sector producers with funding and support pathways available. There were 48 attendees, and they have been invited to provide input into identifying priorities for the sector and initiatives and events to support these.</p> <p>The Kāpiti Food Fair was held in December with many local food and beverage businesses present. A Kapiti based F&B cluster continues, with establishment of a shared logistics hub underway and a physical precinct being explored.</p> <p>Food Innovation workshops are being held in Lower Hutt on 13 March and Kapiti and Wairarapa on 14 March in partnership with the NZ Food Innovation Network.</p>

Enablers

Māori economic development	Skills, talent and education	Water accessibility and security	Resilient infrastructure
<p>A package of Māori economic development initiatives has been identified through the close working relationship between WellingtonNZ and its valued partner, Te Matarau a Māui. These will be considered as part of the upcoming REDP review.</p> <p>A report on opportunities for impact through Procurement to progress WellingtonNZ's obligations under Te Upoko o te Ika a Māui Accord will be launched in February. This event can be leveraged to bring together participants with an interest in Broader Outcomes and identify initiatives in the Social Procurement space, an area of focus in the Māori Economic Development chapter of the REDP.</p>	<p>House of Science have had recent positive meetings with potential sponsors, however need to secure significant further funding to remain viable. We would appreciate any connections to potential funders and sponsors.</p> <p>The Kapiti Skills and Education Hub will begin with a pilot driver licensing and employment programme for Rangatahi NEETs while locations for a physical hub continue to be explored. The Wairarapa Skills Programme continues with the Good 2 Great programme for primary sector leaders now complete and planning underway for a careers event and digital fluency programmes.</p> <p>The Job Search Connect and Wellington E2E Centre initiatives have plans in place to increase reach in 2024.</p>	<p>Representatives of the Wairarapa councils and GWRC have met to establish interim governance for the Wairarapa water resilience implementation plan. GWRC has engaged fixed term contract resource to support the development of a work programme. Governance members have held discussions on how to favourably position Wairarapa bulk storage in the context of government policy following the general election.</p> <p>WellingtonNZ's Wairarapa team are working with the Wairarapa Water Users Society to hold a summer talk series on water resilience for rural landowners. The next events will be held at Turanganui Stud on 8 February and Glen Eden Farm on 19 March.</p>	<p>A provider has been engaged for the research on industrial and business park land requirements and the project team began meeting in December. The project will proceed in five stages: industry research (Jan – Feb), industry engagement (March), spatial analysis of growth options (April), scenario testing (May) and implementation plan (June).</p> <p>A rail slope monitoring system is now in place to automate monitoring on part of the Kāpiti line. Slopes in the Wellington Metro area have been re-assessed using a new prioritisation method, and design and costing is underway for mitigations on the high and medium risk slopes. Ongoing advocacy and central government funding is required for the seismic strengthening of 33kV cables.</p>



Progress report on WRLC Health check – as at March 2024

Complete Underway Not started

Key shift	Action required/taken	Responsible	Status	Next steps
1. Agree a clear role and purpose for the Committee/Secretariat (based on principles outlined)	Agreement needs to be reached on how to do this	WRLC dual chairs		Paper to be prepared by Chair and Deputy Chair for consideration at June 2024 WRLC meeting
2. Committee meetings – reduce formal meetings and expand face to face discussion forums	Committee agenda for March meeting has been split into “for discussion” and “for approval” sections.	WRLC dual chair		Trial split for March meeting WRLC provide feedback on other options/ways to reduce formal meetings and expand face to face
3. Chair – appoint co-chairs from within members	Agreed at WRLC December meeting.	WRLC		
4. Agendas – enable members to identify key regional issues and opportunities to guide programme	Email message from WRLC Chair on WRLC agenda for March 2024 meeting, requested any items from WRLC members for discussion.	WRLC dual chairs WRLC members		Review post March meeting.
5. Work programme – reduce breadth and shift focus from planning to implementation.	Work programme agreed at December 2023 WRLC meeting	WRLC		
a. Focus on identifying infrastructure gap and developing regional deal.	Regional deal work underway – draft MOU to WRLC March meeting. This is likely to include infrastructure. Infrastructure gap work also identified in the FDS Implementation Plan	WRLC WRLC Secretariat		Continue work on Regional deal and FDS Implementation Plan
a. Common evidence based/datasets.	Initial housing dashboard on WRLC website. Housing datasets being presented to WRLC March meeting	WRLC Secretariat		Further work is currently underway to add economic and other data to this and align with Wellington Transport Analytic data.
c. Completing regional plans e.g. climate adaptation plan and FDS	FDS complete Regional Adaptation Plan to commence – recruitment near complete	WRLC Chairs WRLC Secretariat		Regional Adaptation Plan to commence – new start 18 March 2024
d. Identify what could be achieved in the next three years		WRLC members		WRLC members to provide input into this
6. Secretariat – review resourcing to match agreed direction and work programme	Work has commenced on this but cannot be finalised until the FDS Implementation Plan is complete and final initiatives agreed and extent of Regional deal work is known.	WRLC Secretariat GWRC as Administering Authority		Finalise resourcing requirements. There are currently two vacant positions and these will be reconsidered once the work programme is clearer.
7. Process flows – streamline decision making processes through SSG, CEs and WRLC	Health check identified this as a key shift but not how to do this or what this would look like – this needs to be agreed.	WRLC Chairs		Investigate use of Portfolio leads e.g. what areas, responsibilities? WRLC Chair and Deputy Chair to commence some further changes
8. Partner commitment – strengthen the commitment of staff resources to support development and implementation of agreed priority projects	Allocation of resources for WRLC agreed Programme	WRLC CEO Group		WRLC CEO Group to provide paper to June 2024 WRLC meeting on resourcing commitment.
9. Mana whenua members – strengthen support for mana whenua members to fully participate	Identify what this means in practical terms of terms of support i.e. funds, people resource, time?	WRLC council members and WRLC iwi members		Iwi members “pre caucus” meeting established before each WRLC meeting – to bring members up to date with papers and activity. This needs further discussion on what is required and how support might be strengthened.

Te Whatu Ora
Health New Zealand
Capital, Coast, Hutt Valley and Wairarapa



Regional Food Security and Food Systems Plan

Agenda

- Introduction and brief outline to the Regional Food Security Plan (RFSP)
- Key themes and importance to mana whenua partners
- Urban development impacts + initiatives across the region
- Opportunities moving forward

Problem Statement & Vision

Our food system sits at the centre of our society, and our ability to sustain whānau and the region.

Currently, 1 in 5 children in Aotearoa live in households that run out of food.

The security and resilience of our region's food system is vulnerable to the impacts of duopolistic control, the threat of climate change, competing use for land, and global disruptions.

These factors not only impact the sustainability of our environment but also pose significant risk to the well-being of our growing population and future generations.

“Without committed action, we will not be able to sustain our environment or feed our people nourishing, affordable food.”

Vision:

A regional food system that is sustainable, equitable, and locally-led that centres the wellbeing of our environment and people.



Our future state of the Regional Food System

Brief overview of the RFSP

- Centred around mana whenua and community, with input from growers
- Food Security, Food Sovereignty, Community Resilience
- Overview of our food system
- Physical, social, environmental, economic wellbeing

Future State	Oranga taiao (healthy environment) Te Taiao is flourishing with healthy soils, seas, freshwater bodies and climate.		
How we'll know we got there	Sustainable/ Agroecology is the norm, powered by a skilled growing workforce	Food production supports biodiverse, thriving ecosystems and high animal welfare	We have a de-carbonised, zero-waste food system operating on 100% renewable energy
Future State	Oranga tangata (healthy people) Tangata are thriving with resilient livelihoods and access to good kai.		
How we'll know we got there	Our food system supports and builds capacity of small/ medium scale and locally owned food operations. They are enabled to access land, produce and distribute good food	All communities can easily access good food, including local and home-grown produce	Strong food literacy across our population and institutions
Future State	Mana motuhake (locally-led) The mana of our region is strong with a self-determined and resilient regional food system.		
How we'll know we got there	Mana whenua are leaders and decision-makers in our regional kai systems	We meet most of our regions kai needs with locally grown and processed kai, before exporting or importing	We invest in, share, and celebrate the kai traditions and stories unique to our region

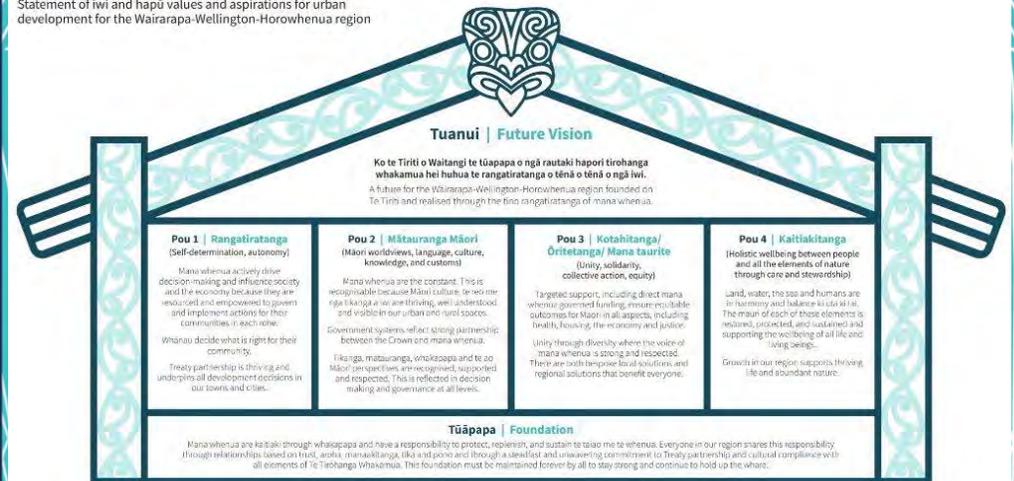
Mana Whenua Whakaaro

- Huia Puketapu
- Helmut Modlik

Attachment 2 to Report 24.105

Te Tirohanga Whakamua

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



Iwi priorities

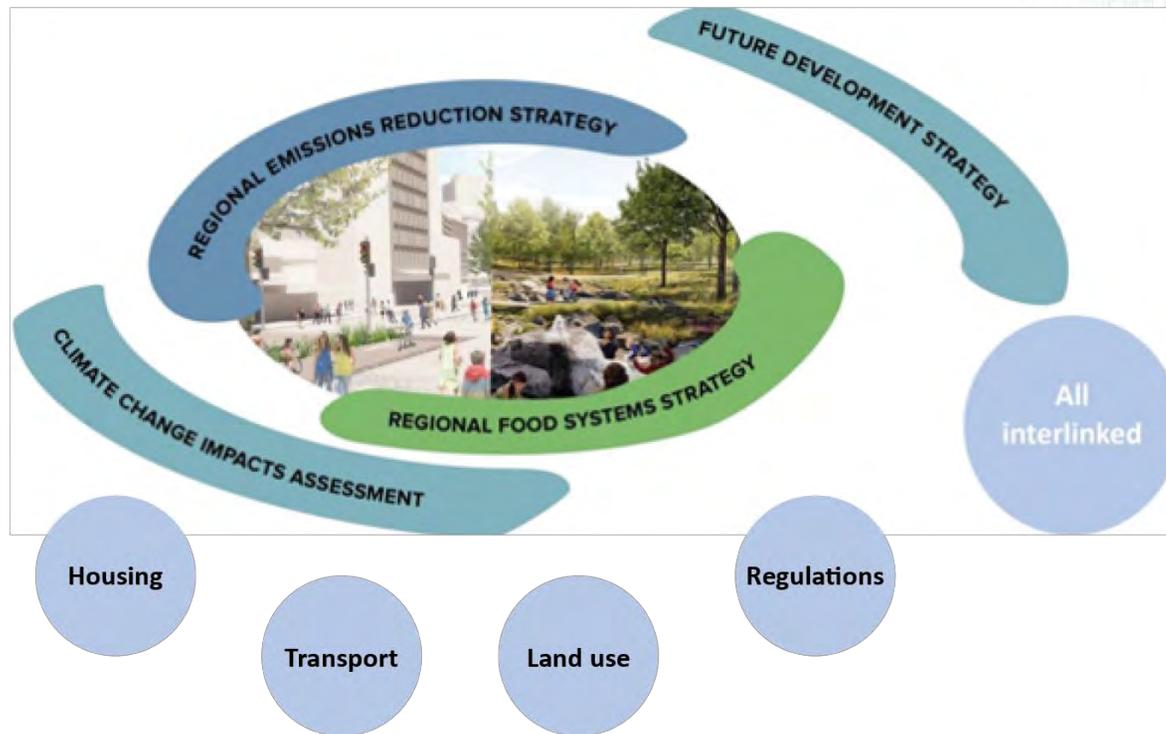
It is unacceptable to have:

- Hunger and no access to nourishing, affordable food
- Climate change impacts on te taiao me te whenua and kai

What we need:

- Incentives and alternatives to growing and accessing good food
- Enabling urban development
- Plans reducing reliance on fossil fuels
- Education rooted in Mātauranga Māori
- Unified voice to drive change

Centrality of RFSP to future development



Iwi Prototypes Projects

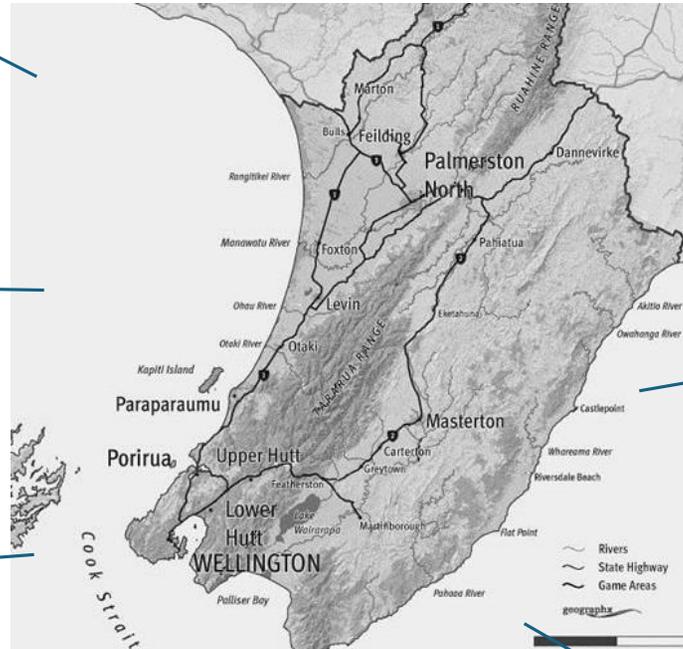
Convert dairy farms to organic growing



Challenging supermarket duopoly and alternative, localised markets



Visits to low-emission, localised food models with rangatahi



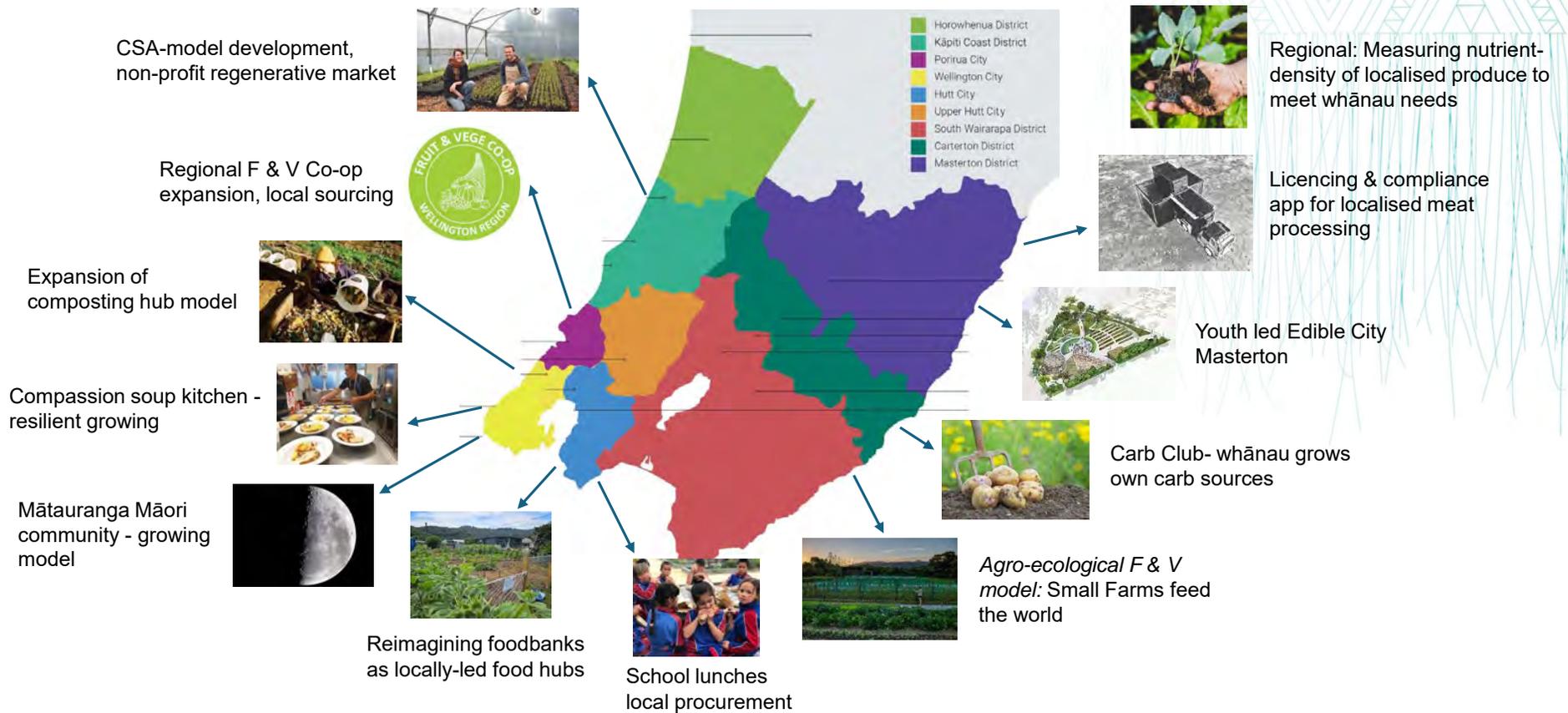
Crop diversification and papakainga models



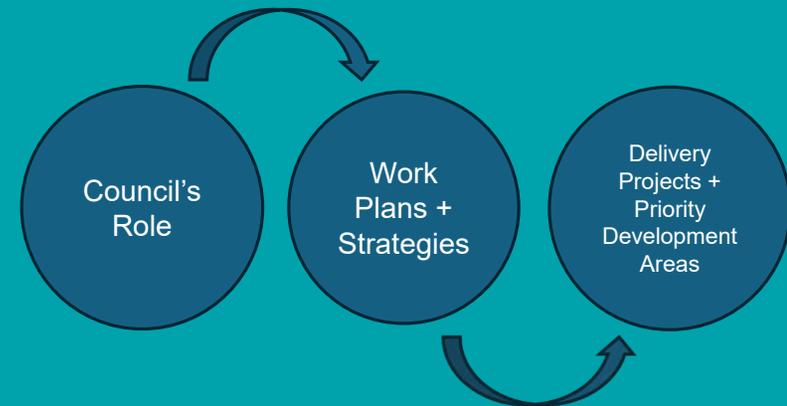
Exploring sustainable methods for growing (i.e. vertical gardens)



Community Prototypes Projects



Food Security relevance to Wider Regional strategies / projects

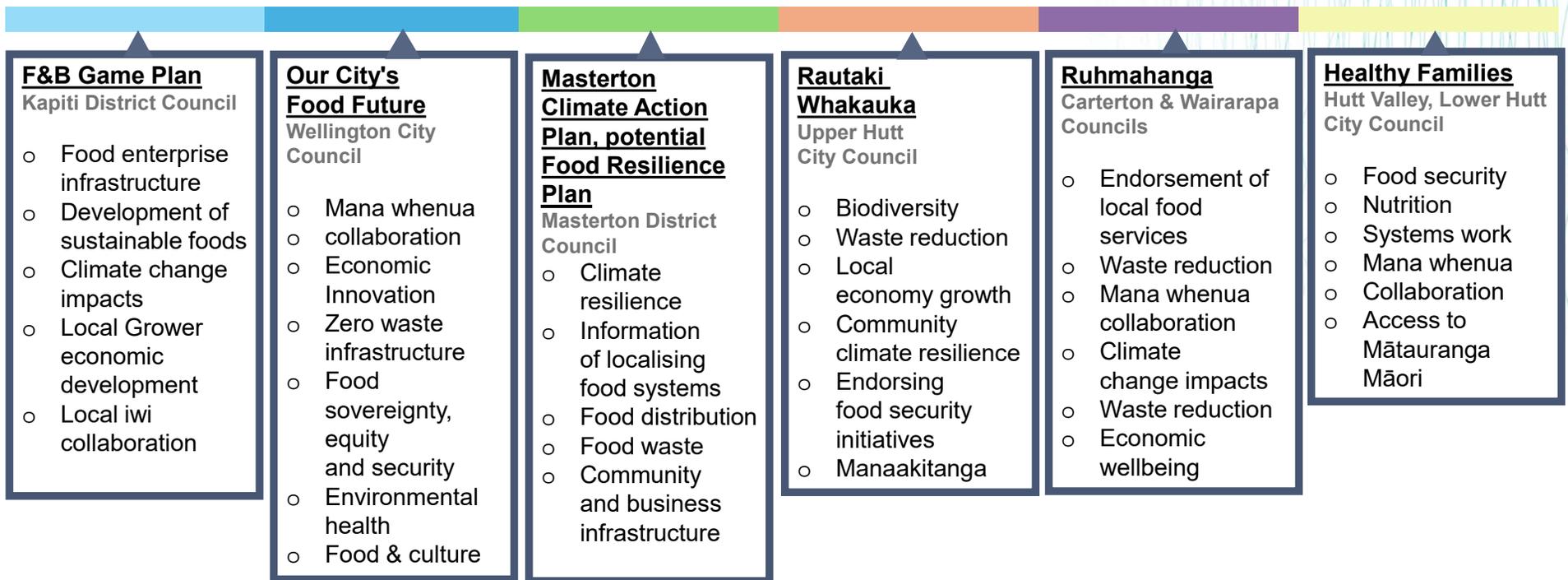


POSSIBLE FUTURE INTEGRATION WITH:

- Central City Transformation Plan (CCTP) is Lower Hutt Central's Spatial Plan (RiverLink), residential intensification
- Upper Hutt Structure Plan; Cross-Council Project Team
- Ōtaki town centre and masterplanning, and development of Vision Ōtaki (2060) and supporting blueprint, in partnership with Ngā Hapū o Ōtaki, various strategic and cultural opportunities
- Waterloo Station Transport Oriented Development, urban regeneration
- Featherston Masterplan Development
- Porirua 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.
- [Kāpiti Papakainga Toolkit](#); 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.
- Regional Climate Change Impact Assessment (WCC led), completed 2023. <https://wrlc.org.nz/project/regional-approach-to-climate-change-impacts-assessment>
- [Regional Emissions Reduction Plan \(RERP\)](#)
- Trentham Mixed-use Development – (850 new dwellings Upper Hutt) situated right beside the Trentham Train Station, providing access to the North and to Lower Hutt / Wellington to the South. Parties involved are Upper Hutt City Council (UHCC), Kāinga Ora, RACE Inc being the owner of Trentham Racecourse

Aligning with your council plans

Regional Food Security and Food System Strategy



Food is an important part of Transport and Housing Plans, too!

A continued discussion towards plans & outcomes

- **With a food lens:**
 - How can you support this work?
 - How can your plans align?
 - How can kai be integrated into your work?
- ***How will our future generations know you have committed to this?***

Ngā mihi

Wellington Regional Leadership Committee
19 March 2024
Report 24.113



For Information

AGGREGATES SUPPLY SECURITY IN THE WELLINGTON REGION

Te take mō te pūrongo

Purpose

1. To inform the Wellington Regional Leadership Committee (WRLC) of the issue of aggregate supply security in the Wellington Region.

Te tāhū kōrero

Background

2. As part of the WRLC health check, WRLC members raised that they wanted to be able to add items to the Committee meeting agenda.
3. As part of the communication of agenda items for this meeting round, Committee members were asked to email any topics they wanted added to the agenda, to the Chair and Deputy Chair by 1 March 2024.
4. Greater Wellington Regional Council advised that they wanted to raise the issue of, and work being done on the aggregate supply security issue in the Wellington Region. This has been added to this agenda for information and discussion only at this point.
5. No other items were raised.

Te tātaritanga

Analysis

6. Work to date on this matter has undertaken by the Greater Wellington Regional Council in discussions with councils in the Region and the Infrastructure Commission.
7. Aggregate supply security refers to the lack of availability of aggregate sources within the region to provide the cost effective and timely access to aggregates for both the current activity (e.g. the RiverLink project) and the infrastructure and housing activity required to support the growth projected in the Future Development Strategy.
8. A short background paper prepared by the Greater Wellington Regional Council has been provided for information (see [Attachment 1](#)).
9. Officers will be available to discuss this attachment at the Committee meeting.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

10. Iwi Committee members may want to comment on aspects that are relevant to them.

Ngā āpitihanga
Attachment

Number	Title
1	Aggregate security supply in the Wellington Region

Ngā kaiwaitohu
Signatories

Writers	Graeme Campbell – Principal Advisor Flood and Resilience Kim Kelly – Programme Director Wellington Regional Leadership Committee
Approver	Luke Tory – 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 TOR includes regional spatial planning. Aggregates are a key requirements for building housing and infrastructure in the region.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This contributes to the Future Development Strategy requirements.</p>
<p><i>Internal consultation</i></p> <p>No internal consultation through the WRLC has been undertaken on this matter to date.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks related to this paper.</p>

Attachment 1 to Report 24.113

Memo: Aggregate supply security in the Wellington Region – March 2024

Memo: Wellington Regional Leadership Committee

Aggregate supply security in the Wellington Region - March 2024

Action

The action for Committee members is to consider how to use the Infrastructure Commissions study and the model to identify where aggregate is available for the region and how to secure the resource availability for future generations using tools such as guiding land use and rules in the regional and respective district plans that will ensure accessibility to aggregate sources in the future.

Background

The availability of aggregate sources in the Wellington region has been raised as an issue for some time. Greater Wellington Regional Council was asked by Wairarapa Councils to assist in considering this matter in 2022. We have subsequently linked up with the Infrastructure Commission and a project they were undertaking at a national level to consider this matter (see Appendix 1). GNS were engaged to review the resource availability and GWRC has worked with them in providing the base information available for the Wellington region. Te Waihanga (The New Zealand Infrastructure Commission) has reviewed all the work undertaken by GNS to date and had this information put into a Regional Model that will enable Councils to understand where the various aggregate resources are within a region and District and how “accessible” they may be. Accessibility can be defined by many parameters such as distance to end users, cultural sensitivity, existing land use and a number of other factors that could impact the availability of the aggregate resource. A model has been developed that will enable this assessment to be done and will be available to the public.

A meeting with the Infrastructure Commission took place on 21 November 2023 and was attended by all eight territorial authorities (TA) and Greater Wellington Regional Council officers with an interest in this matter. The model and its capability was presented to the group. Following the November 2023 meeting with Council representatives, Te Waihanga will arrange meetings in 2024 with industry and then the public to update them on the findings of the study.

The action for Committee members is to consider how to use the information and the model for ensuring access to the aggregate resources identified in the region to ensure adequate availability for future generations. The study has shown that the resources are available but it is the accessibility is a significant factor that is most often limiting the supply. Councils have a role to play in ensuring this accessibility through factors such as guiding land use in Regional and District plans.

This paper is intended to open the discussion about how the Committee members can work together to ensure the availability of aggregate resource for the region’s growth in a way that is affordable.

Attachment 1 to Report 24.113

Memo: Aggregate supply security in the Wellington Region – March 2024

Appendix 1 - Te Waihanga Introduction

Te Waihanga is finalising the GNS aggregate study that's been mapping potential sites for sand, gravel and crushed rock quarries in your region. We want to discuss this work with the relevant stakeholders.

Why and what is the study?

Te Waihanga has a role to support the Government in improving the performance of our infrastructure and tackling the infrastructure deficit. As such, we have a strong interest in how the planning system can enable the infrastructure we need to meet our economic and social objectives. This also extends to the best use of some of the rich resources we are endowed with.

To this end, Te Waihanga commissioned GNS several years ago to do a high-level mapping exercise to identify suitable aggregate resources throughout New Zealand ([Aggregate Study I](#)). This was done to support better spatial planning around the local use of aggregate – and so potentially reduce the truck movements, road maintenance and emissions associated with transporting this (New Zealand uses around four million trucks of aggregate every year).

The need for aggregate is continuing to increase and high growth areas such as Wellington have significant future demands, with new and existing quarries required to meet these. It's crucial that we better understand, plan and utilise our aggregate resources to ensure our infrastructure providers have a reliable and affordable supply of aggregates and any impacts on the environment or our communities are managed.

So Te Waihanga further commissioned GNS to identify potential extraction opportunities close to four high-growth areas with high aggregate prices – Auckland, Tauranga, Queenstown and Wellington, and have worked with Greater Wellington to develop the approach. To do this, GNS overlaid their original maps with layers that showed high landscape, conservation, cultural and human disturbance values.

Through this, GNS has sought to identify those places in your region that may be most suitable for future quarries.

We're seeking council involvement

The work has reached the peer review stage, and we want to present the draft findings to Greater Wellington and the other relevant local authorities to seek comment prior to sharing more broadly with aggregate suppliers and the public (planned for early in the New Year).

Simon.Thomas@Senior.Communications.Advisor.NZ
kaitohutohu.Pāhekoheke.me.te.
Whakapānga.Mātāpuputu

New Zealand Infrastructure Commission | Te Waihanga

M: +64 021 1306 123 | Email: simon.thomas@tewaihanga.govt.nz

<https://tewaihanga.govt.nz/>