



If calling, please ask for Democratic Services

Council

Thursday 29 October 2020, 9.30am

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington

Members

Cr Ponter (Chair)

Cr Staples (Deputy Chair)

Cr Blakeley

Cr Brash

Cr Connelly

Cr Gaylor

Cr Hughes

Cr Kirk-Burnnand

Cr Laban

Cr Lamason

Cr Lee

Cr Nash

Cr van Lier

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

Council

Thursday 29 October 2020, 9.30am

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington

Public Business

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Please note these minutes remain unconfirmed until the Council meeting on 29 October 2020.

Report 20.360

Public minutes of the Council meeting on Thursday 24 September 2020

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington at 9.30am

Members Present

Councillor Ponter (Chair)
Councillor Staples (Deputy Chair)
Councillor Blakeley
Councillor Brash
Councillor Connelly
Councillor Gaylor
Councillor Hughes
Councillor Kirk-Burnnand
Councillor Laban
Councillor Lamason
Councillor Nash
Councillor van Lier

Public Business

1 Apologies

Moved: Cr Blakeley / Cr Brash

That the Council accepts the apology for absence from Councillor Lee.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflict of interest.

3 Public participation

Russell Bell, Friends of Queen Elizabeth Park, spoke to agenda item 7 – Land Management at Queen Elizabeth Park.

4 Confirmation of the Public minutes of the Council meeting on 20 August 2020 – Report 20.310

Moved: Cr Blakeley / Cr Lamason

That the Council confirms the Public minutes of the Council meeting on 20 August 2020 – Report 20.310.

The motion was **carried**.

5 Update on progress of action items from previous meetings – September 2020 – Report 20.346 [For information]

Strategy, policy or major issues

6 Applications to the Low Carbon Acceleration Fund – Report 20.352

Updated report recommendations were tabled.

Andrea Brandon, Programme Lead, Climate Change, spoke to the report.

Moved: Cr Nash / Cr Gaylor

That the Council:

- 1 **Notes** the two applications for projects to reduce Greater Wellington's corporate carbon footprint, as submitted to the Low Carbon Acceleration Fund for consideration.
- 2 **Approves** the funding for two projects through the Low Carbon Acceleration Fund, as follows:
 - a \$1,399,101 (GST exclusive) (being \$1,271,910 plus a 10 percent contingency) from October 2020 to June 2026, to restore 128.5 hectares of peatland (a rare type of wetland) and dune forest at Queen Elizabeth Park
 - b \$370,810 (GST exclusive) from October 2020 to June 2025, to restore 21.8 hectares of pasture land at Kaitoke Regional Park.
- 3 **Agrees** to explore opportunities for local iwi to contribute to the design and implementation of the two projects.

The motion was **carried**.

7 Land management at Queen Elizabeth Park – Report 20.330

Al Cross, General Manager, Environment Management, introduced the report.

Amanda Cox, Manager, Parks, spoke to the report.

Moved: Cr Gaylor / Cr Nash

That the Council:

- 1 Notes that the Council has previously signalled its intention to exit farming at Queen Elizabeth Park, for the protection and restoration of sensitive ecosystems, such as peaty soils and wetlands.
- 2 Authorises officers to proceed to public consultation on the Greater Wellington intent to offer a three year grazing licence over approximately 225ha of Queen Elizabeth Park.
- 3 Delegates to the Chief Executive the development and implementation of a consultation plan in conformity with the requirements of the Reserves Act 1977 (Reserves Act) that enables officers to maximise the value of the process.
- 4 Notes the Council's approval of a Parks Department application to restore and revegetate approximately 128ha of Queen Elizabeth Park, over a period of five years.
- 5 Determines that the licence shall include a provision that enables early retirement, including for the purposes of ecological restoration, when early retirement is determined appropriate by Council resolution.
- 6 Notes that all relevant information, including public feedback received, will be reported to Council for final decision, with officer recommendations as to whether the licence should be granted under the Reserves Act 1977.

The motion was **carried**.

Note: The meeting adjourned at 10.18am during questions on the report, and reconvened at 10.36am.

8 Proposed Paekākāriki Surf Life Saving Club lease – Report 20.350

Al Cross, General Manager, Environment Management, Wayne Boness, Principal Ranger, Parks, and Tracy Plane, Manager, Strategic and Corporate Planning, spoke to the report.

Moved: Cr Lamason / Cr Gaylor

That the Council:

- 1 Agrees to put forward the Paekākāriki Surf Lifesaving Club lease proposal for public consultation under section 49 of the Conservation Act 1987 (the Act).
- 2 Delegates to the Chief Executive the development and implementation of a consultation plan in conformity with the requirements of the Act that enables officers to maximise the value of the process.
- 3 Notes that all relevant information, including public feedback received, will be reported to Council for final decision with recommendations as to whether the concession should be granted under the Act.

The motion was **carried**.

9 Proposed variation to the Wellington RLTP 2018-21: Colombo Road Bridge, Masterton – Report 20.347

Shan Lu, Senior Strategic Advisor, spoke to the report.

Moved: Cr Staples / Cr Lamason

That the Council:

- 1 Adopts the proposed variation to the Wellington Regional Land Transport Plan Programme 2018-21, as set out in Attachment 1, to include the Colombo Road Bridge Replacement, Masterton.
- 2 Agrees to the adopted variation being forwarded to Waka Kotahi NZ Transport Agency, requesting that the variation is included in the National Land Transport Programme.

The motion was **carried**.

10 Predator Free Wellington funding agreement amendment – shareholder resolution approval – Report 20.340

Wayne O'Donnell, General Manager Catchment Management, spoke to the report.

Moved: Cr Connelly / Cr Nash

That the Council:

- 1 Approves execution of the special resolution (Attachment 1)
- 2 Authorises the Council Chair to execute the special resolution on behalf of Council
- 3 Notes that there is no change to the Greater Wellington funding approved for payment to PFWL (Report 18.205)
- 4 Notes that a future decision will be sought prior to 30 June 2022 about whether Greater Wellington will increase and/or extend the funding provided to PFWL.
- 5 Notes that, if approved, the additional \$7.6 million provided by PF2050 to PFWL will enable the field services that Greater Wellington provides to PFWL to be increased during 2020/21 and 2021/22.

The motion was **carried**.

Note: The Council requested officers to arrange a workshop on regional predator free arrangements in the context of the Long Term Plan.

Governance

11 Establishment of a Māori Constituency – Report 20.326

Francis Ryan, Manager, Democratic Services, spoke to the report.

Moved: Cr Blakeley / Cr Nash

That the Council:

Representation arrangements

- 1 Notes that four of the Wellington Region's six iwi authorities have formally advised Greater Wellington that they do not wish to have a Māori constituency established in the Wellington Region at this time.
- 2 Notes the report (in which case the current representation arrangements are retained).

Poll of electors

- 3 Notes that Council can decide that a binding poll of electors is to be held on a proposal that a Māori constituency be established.
- 4 Notes the statutory poll provisions.

The motion was taken in parts: Part 1 was **carried**, Part 2 was **carried**, Part 3 was **carried**, and Part 4 was **carried**.

12 Delegation under the COVID-19 Recovery (Fast-Track Consenting) Act 2020 – Report 20.361

Francis Ryan, Manager, Democratic Services, spoke to the report.

Moved: Cr Hughes / Cr Lamason

That the Council:

- 1 Notes, due to the upcoming consideration by an external consenting panel of a listed project (Te Ara Tupua – Ngauranga to Petone shared path) under the new COVID-19 Recovery (Fast-track Consenting) Act 2020, the need to establish a process to enable the nomination of a member to an expert consenting panel.
- 2 Delegates to the Chief Executive and the General Manager Environment Management (acting individually) the power, under the COVID-19 Recovery (Fast-track Consenting) Act 2020 and following consultation with the Chair of the Environment Committee, the Chair of the Climate Committee, and the Council Chair, to nominate the local authority member of an external consenting panel.

The motion was **carried**.

13 Meeting schedule for 2021 calendar Year – Report 20.302

Moved: Cr Kirk-Burnnand / Cr Staples

That the Council:

- 1 Adopts the meeting schedule for Council and committees for the 2021 calendar, as outlined in Attachment 1.
- 2 Notes that the schedule does not include meetings of advisory bodies or external organisations to which Councillors have been appointed.
- 3 Authorises the Kaiwhakahaere Matua/Manager, Democratic Services, to circulate the adopted meeting schedule to key stakeholders and to modify the meeting schedule as, and when, required.

The motion was **carried**.

14 Remuneration for external Chair of the Finance, Risk and Assurance Committee – Report 20.215

Moved: Cr Hughes / Cr Lamason

That the Council:

- 1 Notes the intention, at this meeting, to appoint an external Chair to the Finance, Risk and Assurance Committee.
- 2 Resolves that the remuneration for the external Chair of the Finance, Risk and Assurance Committee is an annual taxable honorarium of \$13,500, a taxable daily meeting fee of \$1,300, and Greater Wellington Regional Council's standard mileage allowance.

The motion was **carried**.

15 Regional Transport Committee meeting – 8 September 2020 – Report 20.338
[For information]

16 Wellington Regional Strategy Committee meeting – 8 September 2020 – Report 20.356 [For information]

Corporate

17 Wellington Regional Stadium Trust – Statement of Trustees Intent 2020/2021 – Report 20.323

Moved: Cr Hughes / Cr Lamason

That the Council receives the Wellington Regional Stadium Trust Statement - Trustees Intent for the year ending 30 June 2021.

The motion was **carried**.

18 Health, Safety and Wellbeing update [For information]

Julie Barber, Manager, Health, Safety and Wellbeing, spoke to the report.

Exclusions

19 Resolution to exclude the public – Report 20.357

Moved: Cr van Lier / Cr Brash

That the Council:

1. Excludes the public from the following parts of the proceedings of this meeting, namely:

Confirmation of the Public excluded minutes of the Council meeting on 20 August 2020 – Report PE20.309

Loan to Water Wairarapa Limited – Report PE20.292

Appointment of the external Chair of the Finance, Risk and Assurance Committee – Report PE20.321

Appointment to the Upper Ruamahanga River Management Advisory Committee – Report PE20.336

Confirmation of the Restricted public excluded minutes of the Council meeting 20 August 2020 – Report RPE20.317.

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:

Confirmation of the Public Excluded minutes of the Council meeting on 20 August 2020 – Report PE20.309	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Information contained in these minutes relates to negotiations with Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and other public transport authorities (PTAs) in New Zealand. Release of this information would be likely to prejudice or disadvantage the ability of Council to carry on negotiations with Waka Kotahi and the PTAs.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act (to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)).</p>
Loan to Water Wairarapa Limited – Report PE20.292	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Information contained in this report includes the terms of a proposed loan. Release of this information prior to Council’s decision is likely to prejudice the Council in the negotiation of the proposed loan agreement.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act (to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including</p>

<p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>commercial and industrial negotiations)).</p>
<p>Appointment of the external Chair of the Finance, Risk and Assurance Committee – Report PE20.321</p>	
<p><i>Reason for passing this resolution in relation to each matter</i></p>	<p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>
<p>Information contained in this report includes personal and identifying information about a proposed candidate for appointment. Release of this information prior to Council’s decision is likely to prejudice the privacy of natural persons as releasing this information would disclose the candidate’s consideration for appointment as the external Chair of the Finance, Risk and Assurance Committee.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act (to protect the privacy of natural persons).</p>
<p>Appointment to the Upper Ruamahanga River Management Advisory Committee – Report PE20.336</p>	
<p><i>Reason for passing this resolution in relation to each matter</i></p>	<p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>
<p>Information contained in this report includes personal and identifying information about a proposed candidate for appointment. Release of this information prior to Council’s decision is likely to prejudice the privacy of natural persons as releasing this information would disclose their consideration for appointment as a</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act (to protect the privacy of natural persons).</p>

<p>member of the Upper Ruamahanga River Management Advisory Committee.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>	
<p>Confirmation of the Restricted Public Excluded minutes of the Council meeting 20 August 2020 – Report RPE20.317</p>	
<p><i>Reason for passing this resolution in relation to each matter</i></p>	<p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>
<p>The information contained in these minutes relates to the current Chief Executive’s full year performance and remuneration review. Release of this information would prejudice the privacy of Greg Campbell, Chief Executive, by disclosing information pertaining to the relationship between the Chief Executive and Council.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override Mr Campbell’s privacy.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act (to protect the privacy of natural persons).</p>

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 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.

2. Authorises John Stevenson, Director, Wairarapa Water Limited, and Robyn Wells, Chief Executive, Wairarapa Water Limited, being permitted to remain at this meeting, after the public has been excluded, because of their knowledge of matters related to the proposed loan to Wairarapa Water Limited. This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because it is the subject of the report on the proposed loan to Wairarapa Water Limited.

The motion was **carried**.

The public part of the meeting closed at 11.55am.

Councillor D Ponter
Chair

Date:

Council
29 October 2020
Report 20.392



For Information

**UPDATE ON PROGRESS OF ACTION ITEMS FROM PREVIOUS MEETINGS –
OCTOBER 2020**

Te take mō te pūrongo

Purpose

1. To update Council on the progress of action items arising from previous Council meetings.

Te horopaki

Context

2. Items raised at Council meetings, that require actions by officers, are listed in the table of action items from previous Council meetings ([Attachment 1](#) – Action items from previous Council meetings – October 2020). All action items include an outline of the current status and a brief comment.

Ngā hua ahumoni

Financial implications

3. There are no financial implications from this report, but there may be implications arising from the actions listed.

Ngā tūāoma e whai ake nei

Next steps

4. Completed items will be removed from the action items table for the next report. Items not completed will continue to be progressed and reported. Any new items will be added to the table following this Council meeting and circulated to the relevant business group/s for action.

Ngā āpitihanga

Attachment

Number	Title
1	Action items from previous Council meetings - October 2020

**Ngā kaiwaitohu
Signatories**

Writer	
Approvers	Luke Troy, General Manager, Strategy Al Cross, General Manager, Environment Management Wayne O'Donnell, General Manager, Catchment Management

<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 action items are of an administrative nature and support the functioning of Council.</p>
<p><i>Implications for Māori</i></p> <p>There are no direct implications for Māori arising from this report.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>Action items contribute to Council's and Greater Wellington's related strategies, policies and plans to the extent identified in Attachment 1.</p>
<p><i>Internal consultation</i></p> <p>There was no internal consultation.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks.</p>

Attachment 1 to Report 20.392

Action items from previous Council Meetings – October 2020

Meeting date	Action	Status and comment
27 February 2020	<p>Noted</p> <p>Council requested officers undertake a review of fees payable to external members of all Greater Wellington bodies to ensure appropriate relativity with other public bodies.</p>	<p>Status</p> <p>Under action.</p> <p>Comment</p> <p>Scheduled for discussion at the Council workshop on 19 November 2020.</p>
25 June 2020	<p>Public participation</p> <p>Noted:</p> <p>Council requested that officers keep Mr Reid informed of pest control plans for Akatarawa Forest.</p>	<p>Status</p> <p>Under action.</p> <p>Comment</p> <p>Mr Reid is being regularly updated via email concerning the proposed Akatarawa 1080 operation.</p>
24 September 2020	<p>Noted</p> <p>Council requested officers to arrange a workshop on regional predator free arrangements in the context of the Long Term Plan.</p>	<p>Status</p> <p>Under action.</p> <p>Comment</p> <p>Workshop being scheduled.</p>

Council
29 October 2020
Report 20.371



For Decision

CARBON REDUCTION PATHWAYS AND THE LONG TERM PLAN

Te take mō te pūrongo

Purpose

1. To request that Council approves the recommendation from the Climate Committee that two or more options for the corporate carbon emissions reduction pathways and their associated measures be included in the Consultation Document for the 2021-31 Long Term Plan.

He tūtohu

Recommendation

That Council:

- 1 **Agrees** that two or more options for the corporate carbon emissions reduction pathways and their associated measures (including one option for a scenario that represents a similar level of net emissions reduction to that achieved in the scenario B2-R2-P2 in [Attachment 1](#)) be included in the Consultation Document for the 2021-31 Long Term Plan.

Consideration by Committee

2. On 22 September 2020 the Climate Committee considered Report 20.337 concerning possible carbon reduction pathways. The recommendation of this report is consistent with the resolution of the Climate Committee on this matter.

Te tāhū kōrero

Background

3. On 9 August 2019 Councillors, Executive Leadership Team (ELT) and other staff came together at Ramaroa, Queen Elizabeth Park, to discuss and workshop emissions reduction targets for Greater Wellington Regional Council (Greater Wellington) with respect to our corporate emissions.
4. At its 21 August 2019 meeting Council agreed to adopt the following greenhouse gas (carbon) reduction targets for its corporate operations and areas of direct influence, using the 2018-19 year as a baseline (Setting a carbon neutrality target for GWRC, report 19.364):
 - a 40 percent net reduction in 2024-25 financial year

- b 100 percent net reduction (carbon neutral) in 2029-30 financial year and thereafter
 - c Become a net producer of carbon credits (be 'carbon positive') by the 2034-35 financial year
5. At that meeting Council also agreed to:
- a Set five-yearly carbon budgets for the organisation to guide progress towards the targets, but did not set what those budgets should be, or how these should be managed across Greater Wellington
 - b Set the targets for Greater Wellington on a net basis, but did not address the exact approach to using carbon offsets to help achieve the targets.
6. While this provided a strong direction for Greater Wellington, not all of the important details of the decision were fully resolved. Further workshops were held to:
- a consider Greater Wellington's 5 yearly carbon budgets (net emissions) within the context of possible carbon reduction pathways (gross emissions) to 2030
 - b Discuss the use of carbon offsets to help achieve them.
7. Scenarios for Greater Wellington's carbon emissions (excluding CentrePort, Wellington Water and the other council organisations) were constructed for the period 2020 to 2035. The key determinants were the level of action to decarbonise public transport buses and Wairarapa trains, and to retire grazing land and reforest these areas in Greater Wellington's parks (**Attachment 1** - Summary of carbon emissions scenarios for Greater Wellington Regional Council).
8. Greater Wellington's corporate carbon footprint for 2018/19 was assigned as the baseline. The scenarios were evaluated against a carbon budget that descends in a straight line from the baseline to the target levels of:
- a A 40 percent reduction in net emissions in 2024/25
 - b A 100 percent reduction in net emissions (carbon neutral) in 2029/30 (followed by a net emissions budget of zero)
 - c Being 'carbon positive' by 2034/35.
9. In practice, 'carbon positive' means that the rate of carbon sequestration occurring on Greater Wellington-managed land is higher than the rate of Greater Wellington's gross carbon emissions (note that formerly Greater Wellington used the term 'carbon negative' for this). While emissions units (carbon offsets) can be bought from external sources to meet a net carbon budget, this approach would not satisfy a requirement to be carbon positive.

Te tātaritanga

Analysis

10. Analysis showed that only those pathways that included the most ambitious reduction option for Buses were consistent with being carbon positive by 2034/35 (referred to as 'Step Change' or 'B2' in Attachment 1). The moderate scenarios for the Rail and Parks programmes are also required to meet the carbon positive target (described as 'R1' and

'P1' respectively in the scenarios in Attachment 1). The most ambitious scenarios presented for Rail and/or Parks (e.g. those described as 'R2' and 'P2' in Attachment 1) create a large and increasing emissions unit surplus that could potentially offset Centreport and the Council Organisations gross carbon emissions, should this be required.

11. Higher levels of carbon reduction for buses than in 'B2' are possible by replacing spare capacity buses with electric vehicles, but the amount of reduction per bus is significantly less than that of replacing the vehicles that are used to serve the peak requirement. Other reduction actions are possible in other areas (such as 'corporate'), but the overall impact of these actions on outcomes is not material for scenario modelling purposes.
12. For the investment in public transport, a considerable proportion of the cost would need to be met by central government. As the level of government's financial assistance is yet to be determined and is subject to future negotiations and bilateral agreements, the estimated total costs have been included in Attachment 1. The estimates of costs for bus or rail do not include operational cost savings that would arise from switching from diesel to electricity. At present the contractual arrangements preclude those savings accruing to Greater Wellington. Further work is being carried out to understand the implications and options.
13. To achieve Council's stated carbon neutral target, it will be necessary to include programmes and funding for strong action to reduce gross emissions in the 2021-31 Long Term Plan (LTP). Given the considerable funding implications associated with this approach, it is important to provide a range of options for consultation with the community through the LTP Consultation Document. This document will allow the community to consider trade-offs, and to be given a genuine choice.
14. In developing the options for emissions reduction actions in the 2021-31 Long Term Plan, one of the guiding principles will be to maximise carbon reduction and co-benefits at least cost, whilst maintaining overall affordability. These costs and benefits will be clearly explained to stakeholders in the LTP Consultation Document. The feedback will be used to inform the final carbon reduction scenario that is included in the 2021-31 Long Term Plan.

Ngā hua ahumoni

Financial implications

15. There are no direct financial implications from the matter for decision or this report. Cost estimates were provided for each scenario (Attachment 1), but further work is required, particularly in relation to electric buses to understand the contractual and procurement options as well as to refine the cost estimates. The impact of the carbon reduction pathway options will have to be considered in the context of the Greater Wellington's overall budget, the impact on rates and affordability for the community.
16. Greater certainty of the level of funding assistance available through Waka Kotahi NZ Transport Agency and central government will be sought over the coming months and through the development of the Regional Land Transport Plan 2021.

17. The overall affordability of any carbon pathway, and any specific activities associated with this, will have to be considered as part of the Long Term Plan 2021-2031. This will include consideration of phasing over the 10 year period.

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

18. The proposed matter for decision contributes to Council's and Greater Wellington's policies and commitments relating to climate change as the emissions scenarios proposed for inclusion in the draft 2021-31 Long Term Plan will be consistent with achieving Greater Wellington's climate change targets.
19. The proposed matter has the potential to fundamentally alter the greenhouse gas emissions of Greater Wellington, as the scenarios in Attachment 1 illustrate. However, the decisions sought in this paper will not directly determine the outcome. The related decisions will be made following the 2021-31 Long Term Plan consultation.
20. The matter for decision has no direct emissions associated with it.
21. Climate change impacts will not have any direct effect upon the proposed matter for decision.

Ngā tikanga whakatau Decision-making process

22. The matter requiring decision in this report was considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga Significance

23. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matter for decision, taking into account Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines. Officers consider that this matter is of low significance. Since the declaration of a Climate Emergency on 21 August 2019 by Council a degree of public interest exists in Greater Wellington increasing its climate action. However, the matters remain consistent with existing Council policy and strategy and do not impact on the Council's capability and capacity.

Te whakatūtakitaki Engagement

24. As the matter for decision is of low significance it is recommended that no external engagement is required.

Ngā tūāoma e whai ake nei

Next steps

25. If the recommendation is approved, two or more carbon reduction pathways for organisation will be developed and presented to councillors as part of the LTP consultation document approval process.

Ngā āpitihanga

Attachment

Number	Title
1	Summary of carbon emissions scenarios for Greater Wellington Regional Council

Ngā kaiwaitohu

Signatories

Writer	Jake Roos – Climate Change Advisor
Approvers	Tracy Plane – Manager Strategic and Corporate Planning Luke Troy – General Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Council is responsible for approving the content of the Long Term Plan Consultation Document, which the proposed matter will impact upon.
<i>Implications for Māori</i> There are implications for mana whenua and Māori. A mana whenua representative has not yet been appointed to the Climate Committee, so the related views, goals and aspirations are not reflected in this report.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The matter for decision contributes towards meeting the Council's goal to be carbon neutral by 2030.
<i>Internal consultation</i> The Strategic and Corporate Planning department was consulted in the development of this report.
<i>Risks and impacts - legal / health and safety etc.</i> There are no identified risks relating to the content or recommendations of this report.

Attachment 1 to Report 20.371

Summary of carbon emissions scenarios for Greater Wellington Regional Council

All Greater Wellington Regional Council (Greater Wellington) scenarios include:

- Renewable electricity percentage in NZ increasing to 100 percent by 2035
- Greater Wellington's light fleet being all battery electric by 2030
- Moving offices to the new Cuba Street premises

Centreport, Wellington Water and the other Council Organisations (COs) are excluded from modelling. Together they presently represent approximately 10,000 tonnes of CO₂e per year that will need to be reduced and then offset from 2029/30 onwards.

Three options each for Bus, Rail and Parks (27 possible combinations) were used to develop the scenarios. These were:

Public transport - bus

Level/ label	Description	Cost estimate (compared to B0, total 2022-30)
B0	Existing commitment to 98 new EV buses only. No new electric buses after 2023	N/A
B1	Existing commitment, plus new EVs at end-of-life replacement of old buses only	\$89M
B2	All bus peak vehicle commitment EV from contract renewal, spares are diesel	\$160M

Note: Cost estimates are based on existing contracts which have high depreciation rates and do not return operational savings to Greater Wellington. Cost estimates also do not factor in cost reductions in Electric Vehicle (EV) technology. Therefore the actual costs for introducing EV buses may be substantially different.

Public transport – rail

Level/ label	Description	Cost estimate (capex only, compared to B0)
R0	Increase in diesel trains on Wairarapa line (to meet growth) from 2025	N/A
R1	Dual mode diesel-electric (DMMU) trains on Wairarapa line from 2025	\$34M
R2	Battery-electric trains on Wairarapa line from 2025	\$346M

Attachment 1 to Report 20.371

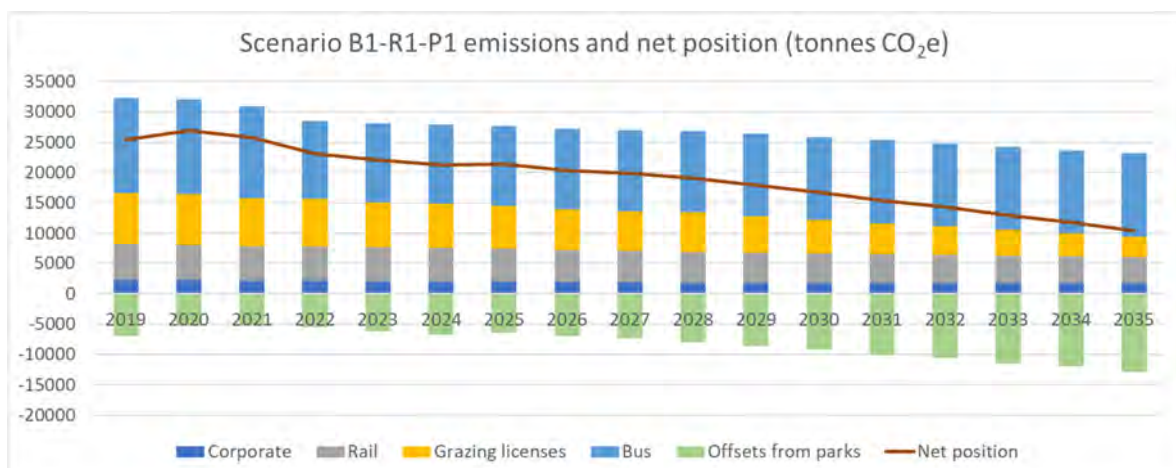
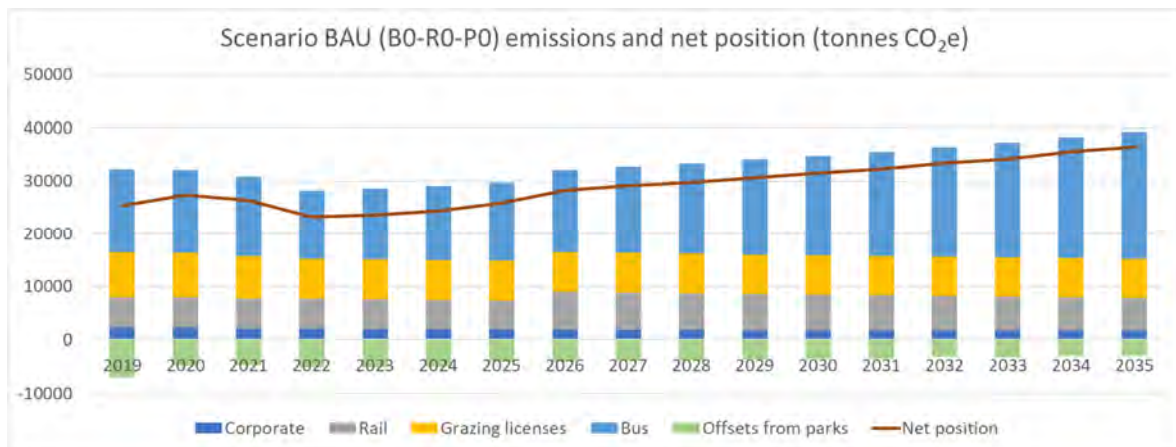
Summary of carbon emissions scenarios for Greater Wellington Regional Council

Note: the lower operation costs of using electricity to power trains compared to diesel will offset capex costs in both R1 and R2.

Parks reforestation

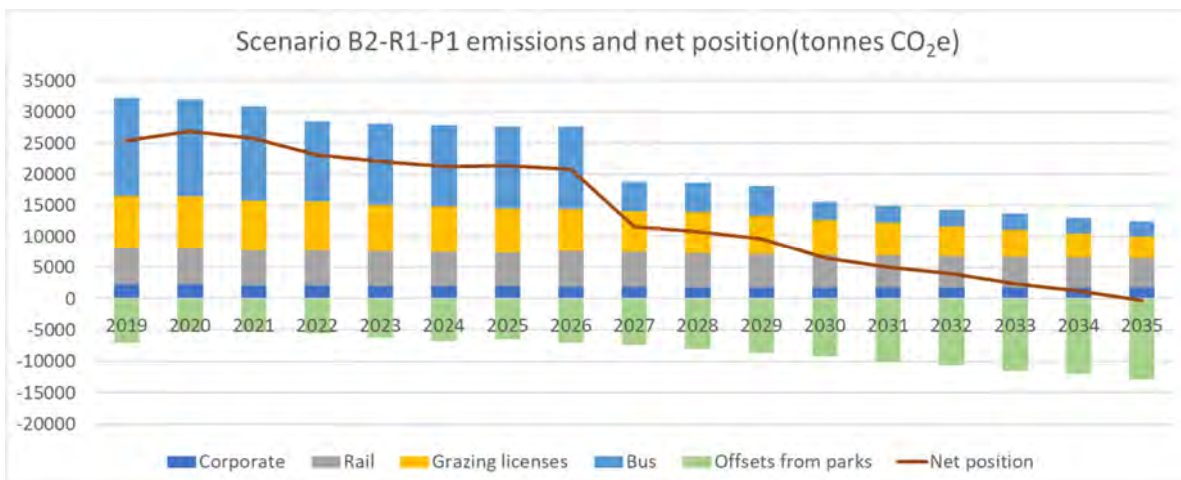
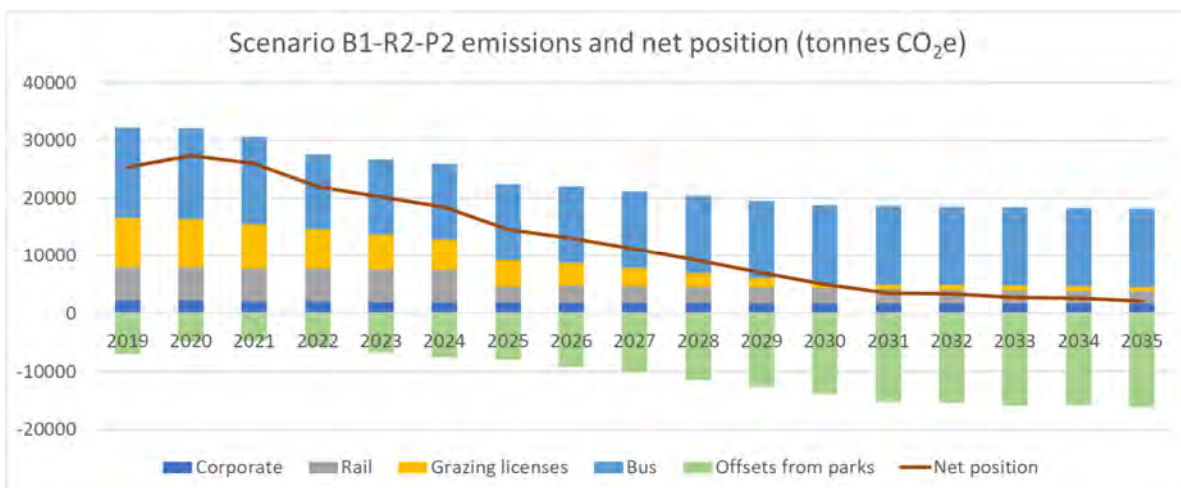
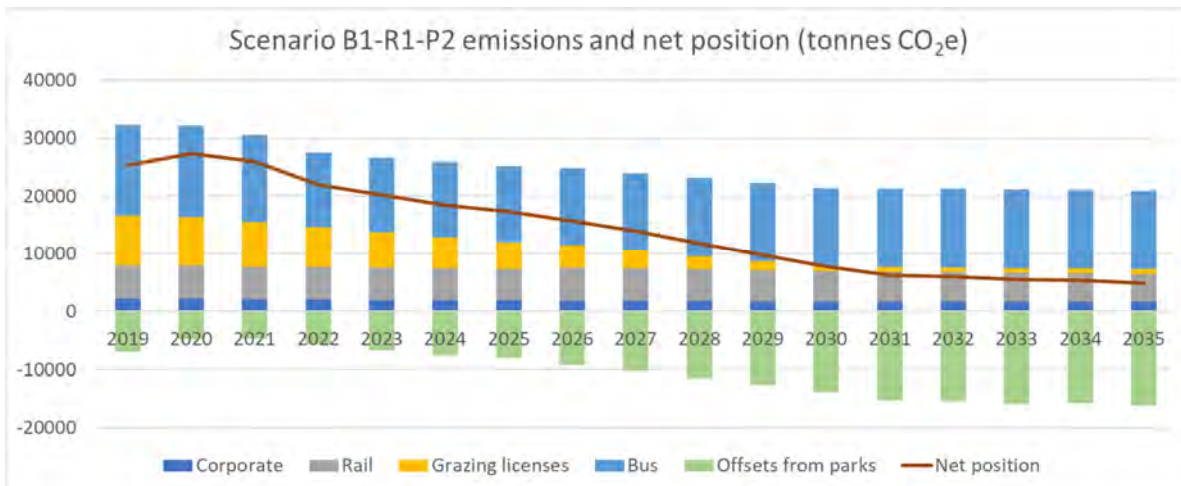
Level/label	Description	Cost estimate (total to 2035)
P0	Existing plans for Queen Elizabeth Park and Kaitoke grazing retirement and new forest planting only	\$2.2M
P1	Moderate grazing phase out, one third of grazing retained, the remainder new native forest	\$21.5M
P2	All grazing licenses except Battle Hill phased out, planted in new native forest	\$34.8M

Combined emissions scenarios



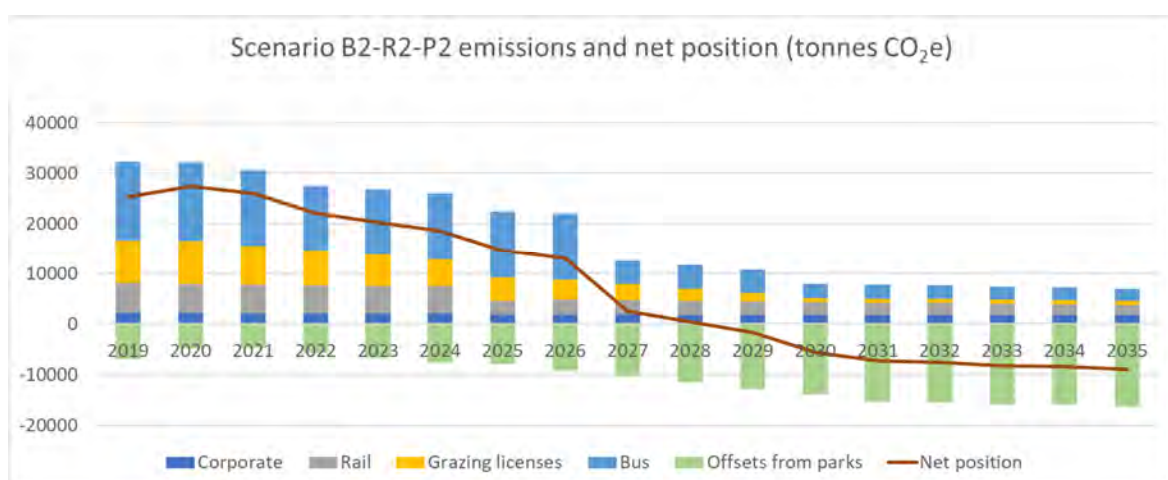
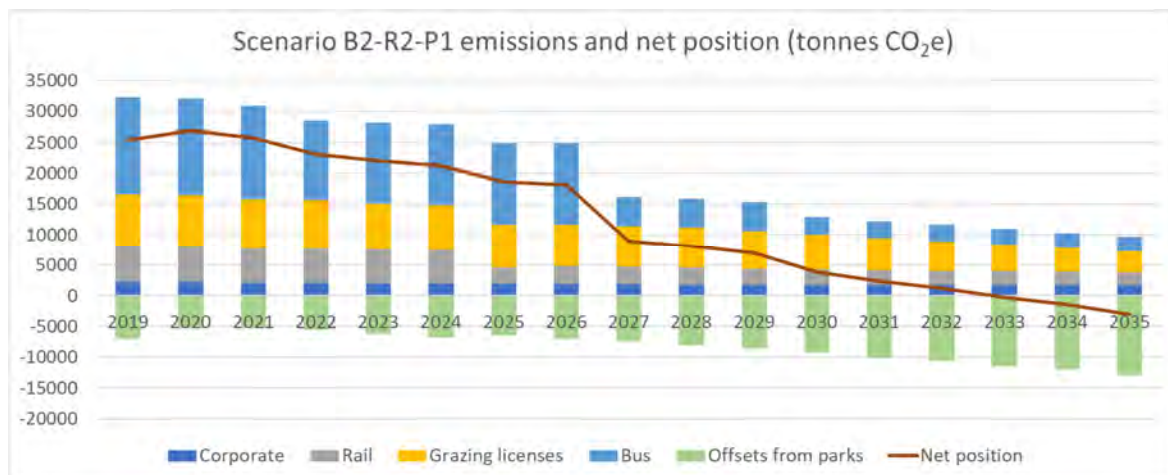
Attachment 1 to Report 20.371

Summary of carbon emissions scenarios for Greater Wellington Regional Council



Attachment 1 to Report 20.371

Summary of carbon emissions scenarios for Greater Wellington Regional Council



Summary

Scenario	Carbon positive 2035 target achieved?	Net emissions unit position in 2035 (tonnes CO ₂ e)	Total of cost estimates \$M
BOR0P0	No	-196,000 (deficit)	2
B1R1P1	No	-24,000 (deficit)	144
B1R1P2	No	57,000 (surplus units)	158
B1R2P2	No	87,000 (surplus units)	436
B2R1P1	Yes (marginal)	63,000 (surplus units)	215
B2R2P1	Yes	93,000 (surplus units)	423
B2R2P2	Yes	179,000 (surplus units)	507

Attachment 1 to Report 20.371

Summary of carbon emissions scenarios for Greater Wellington Regional Council

Notes

'Carbon positive' means that Greater Wellington is sequestering carbon at a higher rate than it is producing it. The target is that Greater Wellington is carbon positive from 2034/35 onwards.

The net emissions unit position is calculated assuming that carbon budgets are implemented from 2020/21 onwards. It also includes/counts Greater Wellington's pre-2021 emissions unit reserve of 86,129 units.

Council
29 October 2020
Report 20.413



For Decision

PUBLIC TRANSPORT FARES REVIEW – 2020/21

Te take mō te pūrongo

Purpose

1. To inform Council about the annual fares review cycle and confirm fare levels for 2020/21.

He tūtohu

Recommendations

That the Council:

- 1 **Notes** that due to the uncertainties caused by COVID-19, the annual fares review for 2020/21 is being concluded after the Annual Plan has been adopted.
- 2 **Notes** that as a result of COVID-19, patronage and fare revenue in 2019/20 (before Waka Kotahi NZ Transport Agency's COVID-19 funding support) were significantly lower than the previous year and budget expectation.
- 3 **Notes** the assumption in the current Long Term Plan is that fares will increase by inflation from 2019/20 onwards.
- 4 **Notes** that fares did not increase by inflation in 2019/20.
- 5 **Agrees to:**
 - Either*
 - a Increase fares by inflation (1.5 percent) from 1 February 2021.
 - Or*
 - b Retain fares at their current levels and decide on fare levels through the annual fares review for 2021/22 as part of the next review cycle.

Te tāhū kōrero

Background

2. The Wellington Regional Public Transport Plan (PT Plan) requires that the fares set by Council be reviewed annually as part of the Annual Plan and Long Term Plan budget process.
3. The review involves reporting on performance against the Council's fares and funding policies and a review of fare levels to inform Council's decision on fares.

4. The annual fares review cycle for 2020/21 commenced in the second quarter of 2019/20 as part of the Annual Plan process for 2020/21.
5. Given the high level of uncertainties caused by COVID-19, the annual fares review was deferred.
6. On 25 June 2020, Council adopted the Annual Plan and budget for 2020/21 assuming that for the foreseeable future, patronage numbers and fare revenue will be considerably lower than pre-COVID-19 levels and that any shortfall in revenue will continue to be financially supported by central government.
7. With Waka Kotahi NZ Transport Agency's (Waka Kotahi) continued financial support and the improvements to our understanding of patronage recovery, the annual fares review for this cycle is now able to be concluded.

Annual fares review process

8. Currently the annual fares review involves:
 - a Reporting on performance against the fares and funding policies in the PT Plan and Long Term Plan 2018-28 (LTP) for the previous year (*performance review*); and
 - b Determining the extent of any fare adjustments required to achieve the expectations of fare revenue for the following year (*fare level review*).
9. The review also involves checking whether any aspect of the fare structure or policy needs review and any minor adjustments to tickets or ticketing operations required to ensure they are fit for purpose and deliver the expected fares policy outcomes.

**Te tātaritanga
Analysis**

Performance review

10. Performance review measures actual performance against the LTP targets and reports the farebox recovery ratios for the previous years (2018/19 and 2019/20).
11. The current revenue and financing policy in the LTP includes a target range for 'User Contribution' that requires fare revenue to recover 35 percent to 50 percent of the total public transport operating costs.
12. Waka Kotahi also requires regional councils to report farebox recovery ratios for monitoring purposes.
13. The outcome of the performance review for 2018/19 and 2019/20 is summarised in Table 1 shows that the 'User Contribution' in 2018/19 and 2019/20 was within the target range and higher than expected.

Table 1 Performance against 'User Contribution' policy

Target (Long Term Plan)	2018/19		2019/20	
	Expected	Actual	Expected	Actual
35% to 50%	40.7%	42.2%	43.3%	43.6%

14. The forecast and actual 'User Contribution' rates for 2019/20 include Waka Kotahi's funding support. Without the funding support, the actual 'User Contribution' rate for 2019/20 would be approximately 32.5 percent and therefore below the lower bound of the target range.
15. Table 2 below sets out farebox recovery ratios by modes and for the entire Metlink network in 2018/19 and 2019/20. Farebox recovery ratios measure fare revenue as a proportion of direct operating costs (i.e. contract payments) and is calculated using the methodology specified by Waka Kotahi.

Table 2 Monitoring Farebox Recovery Ratios (for Waka Kotahi)

Year	Bus	Rail	Ferry	Network
2018/19	53.3%	58.1%	78.6%	56.0%
2019/20	52.8%	58.1%	60.4%	55.6%

Fare level review

16. In line with the LTP, the Annual Plan budget for 2020/21 assumed that fares would increase by inflation at 1.5 percent.
17. The Annual Plan 2020/21 took into account that in 2019/20 Council determined not to increase fares (2019 Fares Review – Report 19.93).
18. On an annual basis, the 1.5 percent fare increase is expected to have minor impacts as below:
- a Potentially, a small reduction in patronage
 - b An increase in fare revenue by approximately 1 percent, and accordingly:
 - i Reducing regional rates requirement by approximately 0.3 percent
 - ii Reducing government funding by approximately 0.5 percent.
19. For bus and rail, the 1.5 percent fare increase would involve an average 1.5 percent increase in most non-cash fares.
20. There would also be a 50 cent increase in adult cash fares for zones 5, 10, 12 and 13, and child cash fares for zones 10 and 12. All other cash fares would remain unchanged.
21. Cash fares are set at a 25 percent premium to the Snapper/ten-trip fares and then rounded up to the nearest 50 cent. Therefore increases to cash fares would only be made once the increase rounds up to the nearest 50 cent.
22. The non-cash fares include Snapper and 10-trip fares (adult, child, off-peak, Accessible Concession, Tertiary Concession), rail monthly and MonthlyPlus passes and Wellington and Eastbourne 30 Day passes.
23. Ferry fares are set at a higher price than standard fares. As a result, the non-cash ferry fares would increase by on average 2 percent.
24. All other fares would remain unchanged.

25. **Attachment 1** sets out the proposed new fare schedule and the extent of the changes to fares.

Policy review

26. Review of the PT Plan has been in progress since October 2018 and includes a review of the public transport fares and funding policies.
27. Council will continue making its funding decisions in accordance with the policies set out in the Long Term Plan in line with the policies and actions in the PT Plan.

Ngā hua ahumoni Financial implications

28. As set out above, the government funding of the lost fare revenue and net increase in costs reduces the financial risk for the 2020/21 budget until end of 2020.
29. A 1.5 percent fare increase would generate approximately \$800,000 net revenue resulting in \$400,000 less rates requirement and is consistent with the with Council's preference for small, regular changes to fare levels rather than large infrequent changes.

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

30. The annual fares review neither significantly contributes to nor is at odds with Council's and Greater Wellington's policies and commitments relating to climate change.
31. The annual fares review will not impact on greenhouse gas emissions to any significant degree.
32. The annual fares review has no significant implications for greenhouse gas emissions and therefore do not require an approach to reduce them.
33. Climate change impacts will not have any direct effect upon the annual fares review.

Ngā tikanga whakatau Decision-making process

34. The matter requiring decision in this report was considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga Significance

35. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers consider that the matter is of low significance.

Te whakatūtakitaki
Engagement

- 36. In accordance with the *Significance and Engagement Policy*, officers determined that the appropriate level of engagement will occur through engagement on the Annual Plan development process.
- 37. We have informed the operators of the proposal increase fares.
- 38. As the ferry services are still being operated under a net contract, the changes to ferry fares have been agreed to with the operator.

Ngā tūāoma e whai ake nei
Next steps

- 39. Following Council's decision on fare levels, officers will develop an appropriate media campaign to advise the Metlink customers of the fare changes and the new fares will be implemented from 1 February 2021.

Ngā āpitihanga
Attachment

Number	Title
1	Proposed fare schedule

Ngā kaiwaitohu
Signatories

Writer	Tim Shackleton, Manager Strategy and Investment
Approver	Scott Gallacher, General Manager Metlink

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council or Committee's Terms of Reference</i> The Council has authority to make the decisions in relation to fares policies and funding fares initiatives for the Wellington Region.
<i>Implications for Māori</i> There are no known impacts for Māori.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The proposals in this report contribute to the delivery of public transport aspects of the Long Term Plan.
<i>Internal consultation</i> In preparing this report there has been consultation with officers in the Public Transport, Finance and Community Engagement departments.
<i>Risks and impacts: legal / health and safety etc.</i> There are no identified legal or health and safety risks arising from the matters in this report.

PROPOSED Metlink Fares (effective from 1 February 2021)

Bus smartcard fares

Number of zones	Fare levels					Fare change				
	Adult	Child	Off-Peak	Tertiary Concession	Accessible Concession	Adult	Child	Off-Peak	Tertiary Concession	Accessible Concession
1	\$1.74	\$0.87	\$1.31	\$1.31	\$0.87	+3c (+1.8%)	+1c (+1.2%)	+3c (+2.3%)	+3c (+2.3%)	+1c (+1.2%)
2	\$2.85	\$1.43	\$2.14	\$2.14	\$1.43	+4c (+1.4%)	+2c (+1.4%)	+3c (+1.4%)	+3c (+1.4%)	+2c (+1.4%)
3	\$3.80	\$1.90	\$2.85	\$2.85	\$1.90	+6c (+1.6%)	+3c (+1.6%)	+4c (+1.4%)	+4c (+1.4%)	+3c (+1.6%)
4	\$4.26	\$2.13	\$3.20	\$3.20	\$2.13	+6c (+1.4%)	+3c (+1.4%)	+5c (+1.6%)	+5c (+1.6%)	+3c (+1.4%)
5	\$5.21	\$2.61	\$3.91	\$3.91	\$2.61	+8c (+1.6%)	+4c (+1.6%)	+6c (+1.6%)	+6c (+1.6%)	+4c (+1.6%)
6	\$6.62	\$3.31	\$4.97	\$4.97	\$3.31	+10c (+1.5%)	+5c (+1.5%)	+8c (+1.6%)	+8c (+1.6%)	+5c (+1.5%)
7	\$7.51	\$3.76	\$5.63	\$5.63	\$3.76	+11c (+1.5%)	+6c (+1.6%)	+8c (+1.4%)	+8c (+1.4%)	+6c (+1.6%)
8	\$8.39	\$4.20	\$6.29	\$6.29	\$4.20	+12c (+1.5%)	+6c (+1.4%)	+9c (+1.5%)	+9c (+1.5%)	+6c (+1.4%)
9	\$9.47	\$4.74	\$7.10	\$7.10	\$4.74	+14c (+1.5%)	+7c (+1.5%)	+10c (+1.4%)	+10c (+1.4%)	+7c (+1.5%)
10	\$10.41	\$5.21	\$7.81	\$7.81	\$5.21	+15c (+1.5%)	+8c (+1.6%)	+11c (+1.4%)	+11c (+1.4%)	+8c (+1.6%)
11	\$11.92	\$5.96	\$8.94	\$8.94	\$5.96	+18c (+1.5%)	+9c (+1.5%)	+13c (+1.5%)	+13c (+1.5%)	+9c (+1.5%)
12	\$12.81	\$6.41	\$9.61	\$9.61	\$6.41	+19c (+1.5%)	+10c (+1.6%)	+14c (+1.5%)	+14c (+1.5%)	+10c (+1.6%)
13	\$14.13	\$7.07	\$10.60	\$10.60	\$7.07	+21c (+1.5%)	+11c (+1.6%)	+16c (+1.5%)	+16c (+1.5%)	+11c (+1.6%)
14	\$15.05	\$7.53	\$11.29	\$11.29	\$7.53	+22c (+1.5%)	+11c (+1.5%)	+17c (+1.5%)	+17c (+1.5%)	+11c (+1.5%)

NOTE: All Metlink fares are subject to their current terms and conditions

"Base fares" are adult peak Snapper fares. All other fares are set against the base fares.

Base fares are rounded to the nearest 1 cent

Cash fares are set at 25% premium on the base fares for the equivalent number of zones travelled through rounded up to 50 cents

Child fares are set at 50% discount on the base fares for the equivalent number of zones travelled through rounded to the nearest 1 cent

Off-peak fares are set at 25% discount on the base fares for the equivalent number of zones travelled through rounded to the nearest 1 cent

Tertiary Concession fares are set at 25% discount on the base fares for the equivalent number of zones travelled through rounded to the nearest 1 cent

Accessible Concession fares are set at 50% discount on the base fares for the equivalent number of zones travelled through rounded to the nearest 1 cent

A bona fide carer accompanying the eligible blind or disabled person is entitled to free travel

Children under five years old are eligible to travel free at all times on all Metlink bus, rail and ferry services, if accompanied by an adult or a child aged 10 years or more

SuperGold card holders are eligible to travel free during SuperGold hours

Metlink staff in uniform, on duty Maori Wardens, Parking Wardens and Police Officers may travel on all or designated Metlink vehicles at no cost solely for the purpose of undertaking their duties for the period of the duties assigned to them

There is no extra charge for transfers between Metlink buses subject to the terms and conditions for journey-based journeys (free transfers)

Rail 10-trip tickets

Number of zones	Fare levels					Fare change				
	Adult	Child	Off-Peak	Tertiary Concession	Accessible Concession	Adult	Child	Off-Peak	Tertiary Concession	Accessible Concession
1	\$17.40	\$8.70	\$13.10	\$13.10	\$8.70	+3c (+1.8%)	+1c (+1.2%)	+3c (+2.3%)	+3c (+2.3%)	+1c (+1.2%)
2	\$28.50	\$14.30	\$21.40	\$21.40	\$14.30	+4c (+1.4%)	+2c (+1.4%)	+3c (+1.4%)	+3c (+1.4%)	+2c (+1.4%)
3	\$38.00	\$19.00	\$28.50	\$28.50	\$19.00	+6c (+1.6%)	+3c (+1.6%)	+4c (+1.4%)	+4c (+1.4%)	+3c (+1.6%)
4	\$42.60	\$21.30	\$32.00	\$32.00	\$21.30	+6c (+1.4%)	+3c (+1.4%)	+5c (+1.6%)	+5c (+1.6%)	+3c (+1.4%)
5	\$52.10	\$26.10	\$39.10	\$39.10	\$26.10	+8c (+1.6%)	+4c (+1.6%)	+6c (+1.6%)	+6c (+1.6%)	+4c (+1.6%)
6	\$66.20	\$33.10	\$49.70	\$49.70	\$33.10	+10c (+1.5%)	+5c (+1.5%)	+8c (+1.6%)	+8c (+1.6%)	+5c (+1.5%)
7	\$75.10	\$37.60	\$56.30	\$56.30	\$37.60	+11c (+1.5%)	+6c (+1.6%)	+8c (+1.4%)	+8c (+1.4%)	+6c (+1.6%)
8	\$83.90	\$42.00	\$62.90	\$62.90	\$42.00	+12c (+1.5%)	+6c (+1.4%)	+9c (+1.5%)	+9c (+1.5%)	+6c (+1.4%)
9	\$94.70	\$47.40	\$71.00	\$71.00	\$47.40	+14c (+1.5%)	+7c (+1.5%)	+10c (+1.4%)	+10c (+1.4%)	+7c (+1.5%)
10	\$104.10	\$52.10	\$78.10	\$78.10	\$52.10	+15c (+1.5%)	+8c (+1.6%)	+11c (+1.4%)	+11c (+1.4%)	+8c (+1.6%)
11	\$119.20	\$59.60	\$89.40	\$89.40	\$59.60	+18c (+1.5%)	+9c (+1.5%)	+13c (+1.5%)	+13c (+1.5%)	+9c (+1.5%)
12	\$128.10	\$64.10	\$96.10	\$96.10	\$64.10	+19c (+1.5%)	+10c (+1.6%)	+14c (+1.5%)	+14c (+1.5%)	+10c (+1.6%)
13	\$141.30	\$70.70	\$106.00	\$106.00	\$70.70	+21c (+1.5%)	+11c (+1.6%)	+16c (+1.5%)	+16c (+1.5%)	+11c (+1.6%)
14	\$150.50	\$75.30	\$112.90	\$112.90	\$75.30	+22c (+1.5%)	+11c (+1.5%)	+17c (+1.5%)	+17c (+1.5%)	+11c (+1.5%)

The price of a 10-trip ticket is ten times the smartcard fare for the equivalent number of zones travelled.

Rail passes

Number of zones	Monthly Pass		MonthlyPlus Pass		Fare change	
	Adult	Child	Adult	Child	Adult	Child
1	\$52.20	\$26.10	n.a	n.a	+90c (+1.8%)	+30c (+1.2%)
2	\$85.50	\$42.90	n.a	n.a	+1.20 (+1.4%)	+60c (+1.4%)
3	\$114.00	\$57.00	n.a	n.a	+1.80 (+1.6%)	+90c (+1.6%)
4	\$127.80	\$63.90	\$127.80	\$63.90	+1.80 (+1.4%)	+90c (+1.4%)
5	\$156.30	\$78.30	\$156.30	\$78.30	+2.40 (+1.6%)	+1.20 (+1.6%)
6	\$198.60	\$99.30	\$198.60	\$99.30	+3.00 (+1.5%)	+1.50 (+1.5%)
7	\$225.30	\$112.80	\$225.30	\$112.80	+3.30 (+1.5%)	+1.80 (+1.6%)
8	\$251.70	\$126.00	\$251.70	\$126.00	+3.60 (+1.5%)	+1.80 (+1.4%)
9	\$284.10	\$142.20	\$284.10	\$142.20	+4.20 (+1.5%)	+2.10 (+1.5%)
10	\$312.30	\$156.30	\$312.30	\$156.30	+4.50 (+1.5%)	+2.40 (+1.6%)
11	\$357.60	\$178.80	\$357.60	\$178.80	+5.40 (+1.5%)	+2.70 (+1.5%)
12	\$384.30	\$192.30	\$384.30	\$192.30	+5.70 (+1.5%)	+3.00 (+1.6%)
13	\$423.90	\$212.10	\$423.90	\$212.10	+6.30 (+1.5%)	+3.30 (+1.6%)
14	\$451.50	\$225.90	\$451.50	\$225.90	+6.60 (+1.5%)	+3.30 (+1.5%)

The price of a monthly pass is 30 times the smartcard fare for the equivalent number of zones travelled.

Cash fares (bus and rail)

Number of zones	Fare levels		Fare change	
	Adult	Child	Adult	Child
1	\$2.50	\$1.50	-	-
2	\$4.00	\$2.00	-	-
3	\$5.00	\$2.50	-	-
4	\$5.50	\$3.00	-	-
5	\$7.00	\$3.50	+50c (+7.7%)	-
6	\$8.50	\$4.50	-	-
7	\$9.50	\$5.00	-	-
8	\$10.50	\$5.50	-	-
9	\$12.00	\$6.00	-	-
10	\$13.50	\$7.00	+50c (+3.8%)	+50c (+7.7%)
11	\$15.00	\$7.50	-	-
12	\$16.50	\$8.50	+50c (+3.1%)	+50c (+6.3%)
13	\$18.00	\$9.00	+50c (+2.9%)	-
14	\$19.00	\$9.50	-	-

Bus 30 day passes

Fare product	Fare	Change
Wellington 30-day bus pass (valid zones 1-3)	\$152.30	+\$2.30 (+1.5%)
Eastbourne 30-day bus pass (valid zones 1-3 and routes 81, 83, 84, 85x, N88)	\$203.00	+\$3.00 (+1.5%)

Day passes (bus and rail)

Fare product	Fare	Change
Metlink Explorer Day Pass - zones 1-3	\$10.00	-
Metlink Explorer Day Pass - zones 1-7	\$15.00	-
Metlink Explorer Day Pass - zones 1-10	\$20.00	-
Metlink Explorer Day Pass - zones 1-14	\$25.00	-

Attachment 1 to Report 20.413

PROPOSED Metlink Fares (effective from 1 February 2021)
Bus after mid-night fares

N1, N2, N3, N4, N5

\$7.00 per trip

N6, N66, N22, N8, N88

\$7.00 per trip for up to and including 3 zones travel

\$14.00 per trip for more than 3 zones travel as shown in the following table:

Number of zones	Fare levels					Fare change				
	N6	N66	N8	N88	N22	N6	N66	N8	N88	N22
1	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	0.0%	0.0%	0.0%	0.0%	0.0%
2	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	0.0%	0.0%	0.0%	0.0%	0.0%
3	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	0.0%	0.0%	0.0%	0.0%	0.0%
4	\$14.00	\$14.00	\$14.00	\$14.00	\$14.00	0.0%	0.0%	0.0%	0.0%	0.0%
5	\$14.00	\$14.00		\$14.00	\$14.00	0.0%	0.0%		0.0%	0.0%
6	\$14.00			\$14.00	\$14.00	0.0%			0.0%	0.0%
7					\$14.00					0.0%

Kapiti Combo return bus and derail tickets

Fare product	Fare	Change
Waikanae Combo Ticket – 2 zones (between zones 9 and 10)	\$7.00	0
Otaki Combo Ticket – 5 zones (between zones 9 and 13)	\$12.00	0

Rail event tickets

Fare product	Fare	Change
Wellington Event Ticket 1-10 – Adult Single	\$6.00	0
Wellington Event Ticket 1-10 – Child Single (half adult fare)	\$3.00	0
Wellington Event Ticket 1-3 – Adult Single	\$4.00	0
Wellington Event Ticket 1-3 – Child Single (half adult fare)	\$2.00	0
Wellington Event Ticket 1-10 – Adult Return	\$12.00	0
Wellington Event Ticket 1-10 – Child Return (half adult fare)	\$6.00	0
Wellington Event Ticket 1-3 – Adult Return	\$8.00	0
Wellington Event Ticket 1-3 – Child Return (half adult fare)	\$4.00	0

Minimum fares and surcharges on Wairarapa Rail Line

Fare product	Fare	Change
Minimum fare – 8 zones	Varies	-
Surcharge on peak outbound services for 4 to 6 zones 10-trip tickets	\$5.00	0
Surcharge on peak outbound services for 7 zones 10-trip tickets	\$1.00	0
Surcharge on peak outbound services for 4 to 6 zones MonthlyPlus pas	\$5.00	0
Surcharge on peak outbound services for 7 zones MonthlyPlus passes	\$1.00	0

2021 Ferry Fare Schedule (proposed) (effective from 1 February 2021)

1.50%

10-Trip Ticket	Adult	Child*	Accessible Concession*	Tertiary Concession*	Family
Queens Wharf - Days Bay	\$91.00	\$46.00	\$46.00	\$68.00	
Days Bay - Seatoun	\$91.00	\$46.00	\$46.00	\$68.00	
Queens Wharf - Seatoun	\$73.00	\$37.00	\$37.00	\$55.00	
Queens Wharf - Matiu/Somes Island					

One Way Ticket	Adult	Child	Accessible Concession	Tertiary Concession	Family
Queens Wharf - Days Bay	\$12.00	\$6.00			
Days Bay - Seatoun	\$12.00	\$6.00			
Queens Wharf - Seatoun	\$12.00	\$6.00			
Queens Wharf - Matiu/Somes Island					

Return Ticket	Adult	Child	Accessible Concession	Tertiary Concession	Family
Queens Wharf - Days Bay	\$24.00	\$12.00			\$66.00
Days Bay - Seatoun	\$24.00	\$12.00			\$66.00
Queens Wharf - Seatoun	\$24.00	\$12.00			\$66.00
Queens Wharf - Matiu/Somes Island	\$25.00	\$13.00			\$68.00

Monthly Pass	Adult	Child	Accessible Concession	Tertiary Concession	Family
Queens Wharf - Days Bay	\$273.00	\$138.00			
Days Bay - Seatoun	\$273.00	\$138.00			
Queens Wharf - Seatoun	\$273.00	\$138.00			
Queens Wharf - Matiu/Somes Island					

Round Trip Ticket	Adult	Child	Accessible Concession	Tertiary Concession	Family
Harbour Explorer	\$24.00	\$12.00			
Queens Wharf - Matiu/Somes Island - Days Bay	\$37.00	\$19.00			

Fare change

Adult	Child*	Accessible Concession*	Tertiary Concession*	Family
+\$1.00 (+1.1%)	+\$1.00 (+2.2%)	+\$1.00 (+2.2%)		
+\$1.00 (+1.1%)	+\$1.00 (+2.2%)	+\$1.00 (+2.2%)		
+\$1.00 (+1.4%)	+\$1.00 (+2.8%)	+\$1.00 (+2.8%)	+\$1.00 (+1.9%)	

Adult	Child*	Accessible Concession*	Tertiary Concession*	Family

Adult	Child*	Accessible Concession*	Tertiary Concession*	Family

Adult	Child*	Accessible Concession*	Tertiary Concession*	Family
+\$3.00 (+1.1%)	+\$3.00 (+2.2%)			
+\$3.00 (+1.1%)	+\$3.00 (+2.2%)			
+\$3.00 (+1.1%)	+\$3.00 (+2.2%)			

Adult	Child*	Accessible Concession*	Tertiary Concession*	Family

Council
29 October 2020
Report 20.370



For Decision

ENDORSEMENT OF THE WELLINGTON REGIONAL GROWTH FRAMEWORK FOR PUBLIC CONSULTATION

Te take mō te pūrongo

Purpose

1. To present the Draft Wellington Regional Growth Framework (WRGF) and associated consultation plan for endorsement by Council.

He tūtohu

Recommendation/s

That Council:

1. **Notes** that the draft Wellington Regional Growth Framework is the result of a partnership between central government, local government, and iwi.
2. **Notes** that the draft Framework is generally consistent in content and structure to other spatial plans developed within the urban growth partnership programme.
3. **Notes** that a 'public consultation friendly' version of this Framework (smaller and more concise) will be developed for the public consultation process in 2021 and that an example of what this might look like is included as **Attachment 3**.
4. **Endorses** the draft Wellington Regional Growth Framework attached as **Attachment 2** for public consultation.

Te tāhū kōrero/Te horopaki

Background/Context

2. The draft WRGF is a 30-year spatial plan that describes a long term vision for how the region will grow, change and respond to key urban development challenges and opportunities. This project is a collaboration between central government, the councils of the Wellington Region (plus Horowhenua District Council) and iwi. A background paper on the purpose and process of the WRGF is attached, see **Attachment 1**.
3. The purpose of the WRGF is to address a number of key issues facing the future of the region, and delivering on the Urban Growth Agenda objectives of the Government. The draft WRGF identifies how the Wellington-Horowhenua region could accommodate a future population of 760,000 – an additional 200,000 people living in the region, with 100,000 more jobs. While there is no certainty about when, how or at

what rate, the region's population might reach this size, this scenario helps us understand what would be required to accommodate this level of growth and potential infrastructure needs. The draft WRGF is attached for endorsement by Council, see **Attachment 2**.

4. Key areas identified in the draft WRGF are:
 - a Providing more housing choice which will make housing more affordable and liveable – and development of walkable communities that are easy to get around with easy access to services and employment.
 - b Making better use of the region's limited greenfield land for development by looking at medium and higher density housing and developments and ensuring all greenfield developments have access to frequent public transport services.
 - c Developing urban areas along already established transport corridors making it easier for people to get around.
 - d Unlocking new areas for housing and urban development and improving our resilience as a region by investigating options for a major west-east multi-modal corridor.
 - e Delivering transformational housing and development outcomes for iwi/Māori.
 - f Addressing the challenges of climate change and transitioning to a low-carbon economy.

Te tātaritanga Analysis

5. Greater Wellington has an interest in ensuring that we are working at a regional level with territorial authorities, iwi and central government. The WRGF will inform key infrastructure investment decisions, as we will have a shared vision on what these are for the region. It will also help secure co-investment from our partners.
6. Delivering the WRGF will require a level of enduring partnership between and within local government, iwi and central government not seen on this scale in the region before. It will build on the partnerships already developed. The partnership will include aspects of how implementation of the WRGF is governed, how we work together on key initiatives and how we fund these key initiatives and other projects identified.
7. The key initiatives outlined in the plan are summarised below (p67, **Attachment 2**):
 - a Develop a regional approach to climate change adaptation
 - b Review council zoning to support higher density living
 - c Develop a 50-100 year three waters strategy
 - d Increase rapid transit bus / rail network accessibility
 - e Plans for employment in Wellington CBD and in other parts of the region
 - f Improve multi-modal connections to rapid transit stops
 - g Develop a regional strategy for food production

- h Regional approach to housing supply and affordability
 - i Support an iwi driven spatial plan
 - j Establish a regional cycle network
 - k Develop a regional climate change plan to reduce greenhouse gas emissions.
8. The key projects proposed at this point are listed in pages 70-71 of **Attachment 2**.

Ngā hua ahumoni
Financial implications

9. There are no direct financial implications from the matter for decision or this report. An implementation plan for the WRGF will be developed over the next six months, which will guide future financial implications and funding requirements. Some of these may be able to be considered through the 2021-31 Long Term Plan, such as the establishment of a joint committee to govern the implementation of the WRGF, and the associated secretariat. Investment decisions will need to be considered in the context of the Greater Wellington’s overall budget, the impact on rates and affordability for the community.

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

10. The proposed matter for decision contributes to Council’s and Greater Wellington’s policies and commitments relating to climate change.
11. The draft WRGF is seeking to establish a regional climate change plan to reduce greenhouse gas emissions, and a regional approach to climate change adaptation, ensuring the region grows in a way that supports a low carbon and climate resilient future.
12. The matter for decision has no direct emissions associated with it.
13. Climate change impacts will not have any direct effect upon the proposed matter for decision.

Ngā tikanga whakatau
Decision-making process

14. The matter requiring decision in this report was considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga
Significance

15. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matter for decision, taking into account Council's Significance and Engagement Policy and Greater Wellington’s Decision-making Guidelines.
16. The WRGF is of high importance to the region and has interest from the community. It is going to impact Greater Wellington’s policies and strategies, and future Long Term

and Annual Plans. For these reasons, officers have assessed this matter to be of high significance.

**Te whakatūtakitaki
Engagement**

- 17. As this matter is of high significance, this has been a very collaborative process with councils, central government, iwi and other stakeholders across the region. Workshops have been held over the last 18 months with mayors and councillors, mana whenua, technical experts, stakeholders, interest groups and industry organisations.
- 18. The next phase for this project is to undertake consultation with the community. Public consultation on the draft WRGF is expected to be undertaken in the first half of 2021 which will be followed by endorsement of a final document.

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

- 19. Endorsement of the draft WRGF will take place during October – December 2020 with iwi discussions being undertaken in early 2021. We will also be seeking endorsement of the draft WRGF from Cabinet, which is the same process that has been followed for other spatial plans in New Zealand.
- 20. An implementation plan will be developed over the next six months, and a governance structure will be put in place to oversee the WRGF, through a joint committee. This will be the subject of a separate report to Council.

**Ngā āpitihanga
Attachments**

Number	Title
1	Background paper for WRGF endorsement
2	Draft Wellington Regional Growth Framework - September 2020
3	Example of public consultation for the WRGF

**Ngā kaiwaitohu
Signatories**

Writer	Tracy Plane, Manager Strategic and Corporate Planning
Approver	Luke Troy, General 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>It is within Council's authority to endorse the WRGF.</p>
<p><i>Implications for Māori</i></p> <p>The WRGF has been co-designed with iwi in the region and Horowhenua. The plan provides for future iwi / Maori led projects such as an iwi-led spatial planning process. This will drive transformational outcomes for iwi/Māori in the region.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This aligns with the 2018-28 Long Term Plan, and the 2020/21 Annual Plan, as it was envisaged that we would create a Regional Growth Framework in this time period.</p>
<p><i>Internal consultation</i></p> <p>Environmental Policy and Project Director Wellington Regional Growth Framework.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There will be implications following formal adoption of this plan, including how it will impact Greater Wellington's future strategies and plans, like the Regional Policy Statement.</p>



Wellington Regional Growth Framework – Overview of Purpose and Process - paper to support endorsement of the draft Framework for public consultation

What is the draft Wellington Regional Growth Framework (the Framework)?

The Wellington Regional Growth Framework is a 30-year spatial plan that describes a long term vision for how the region will grow, change and respond to key urban development challenges and opportunities in a way that gets the best outcomes and maximises the benefits across the region. The region in the context of the Framework include the nine councils in the GWRC region and Horowhenua District Council.

The Framework identifies where areas for housing, public transport and roads, three waters infrastructure (stormwater, wastewater and drinking water), businesses and jobs, are recommended in the context of issues such as housing affordability, climate change, resilience and natural hazards. It seeks to reflect the housing and urban development aspirations of mana whenua in the region.

It provides a series of spatial maps and a set of key initiatives and projects.

The Framework is one of a number of spatial plans that have been/are being developed around the country under the Urban Growth Agenda. Other spatial plans have been completed for the Hamilton-Auckland corridor, the metro Hamilton area, Western Bay of Plenty and one for Queenstown is being completed.

Why did we develop the Framework?

The region has a number of issues and areas to focus on, being:

1. The region is growing faster than it has done for many decades and is facing immediate and longer-term housing supply and affordability, urban development, and infrastructure challenges.
2. Significant investment in housing, urban development, transport and three waters infrastructure and services as well as regional and district planning and policy changes will be needed to support future growth.
3. Projected sea level rise, severity of weather events, environmental stewardship pressures, barriers to mana whenua in fulfilling their role as kaitiaki, natural hazards and climate change are creating challenges as well as uncertainty.
4. Increasing numbers of vehicles on the roads, capacity and reliability issues associated with buses and trains and network resilience issues are straining the regional transport system and may not result in the necessary transport system shifts that we are seeking.
5. Community infrastructure needs more coordinated investment to accommodate growth including open spaces, community facilities, schools, and health care facilities.
6. Providing for community-based outcomes and contributing to liveability by creating great places that strengthen local character and diversity and develop a sense of place for each area.
7. Regional economic development and employment, specially the spatial impacts of where and how people work.

Attachment 1 to Report 20.370



These are regional issues that are best dealt with together and not individually. Many of these cross local council boundaries and maximum benefit can be had from addressing these together and not individually.

It is important that we have a region-wide approach and develop a partnership between central government, local government, and iwi to respond to these issues.

Further information on the context for development of the Framework and the key challenges we identified can be found at <https://wrgf.co.nz/wp-content/uploads/2020/04/1190-GWRC-Framework-Report-APRIL-2020-02-1.pdf>.

The Framework has also been developed to deliver on the Urban Growth Agenda objectives of the Government, which adjusts the approach to urban development and infrastructure planning and introduces new instruments and levers.

Spatial planning is one pillar of the Urban Growth Agenda and is focused on successful growth management. Its core proposition is that well-planned and managed urban growth should result in improved environmental, employment, transport, and housing outcomes for communities.

The Framework also takes account of the requirements of the National Policy Statement on Urban Development. Although it has been broadly aligned with the approach to developing a Future Development Strategy, at this stage it has not been developed to meet all of the requirements of one. Going forward it will also need to consider government policy work such as the RMA review, the three waters review and include requirements for a Future Development Strategy.

Other regions that have completed their spatial plans are now in the implementation phase and are already seeing funding and partnership benefits as well as being able to speak with one voice on regional direction.

Who has been developing the Framework?

This project is a collaboration between central government, the councils of the region and iwi with key partners shown in the table below. Other key central government agencies we have been working with on the Framework are Department of Internal Affairs, Ministry of Transport, Ministry for the Environment, Treasury, Kainga Ora and Ministry of Business, Innovation and Employment

Local government	Central government lead partners ²	Mana Whenua
Carterton District Council Greater Wellington Regional Council Horowhenua District Council Hutt City Council Kāpiti Coast District Council Masterton District Council Porirua City Council South Wairarapa District Council Upper Hutt City Council Wellington City Council	Ministry of Housing and Urban Development Waka Kotahi – New Zealand Transport Agency	Ātiawa ki Whakarongotai Charitable Trust Muaūpoko Tribal Authority Ngā Hapū o Ōtaki Ngāti Kahungunu ki Wairarapa Charitable Trust Ngāti Raukawa (Horowhenua) Port Nicholson Block Settlement Trust Rangitāne Tū Mai Rā Trust Te Runanga o Toa Rangātira



The Framework has been developed from working with a number of stakeholders and has included:

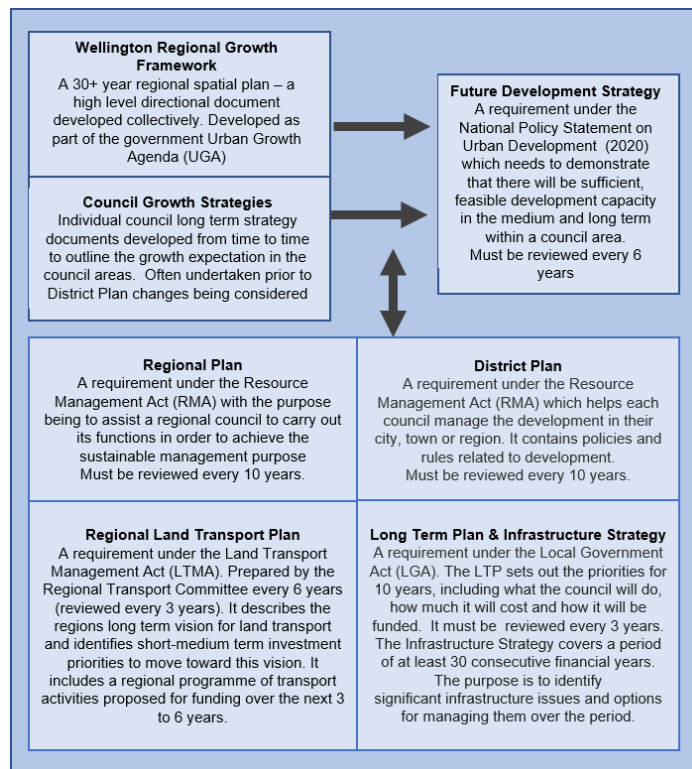
- Technical workshops focused on 3 waters, health/education and economic/business
- Presentations to each Council, one on one meetings with council staff
- Two joint all councils/iwi workshops
- Meetings and workshops with key central government stakeholders (such as Kāinga Ora, Ministry of Transport, Department of Internal Affairs, Ministry of Education and the Treasury)
- Two big partner/ stakeholder workshops (120 people and 80 people respectively).
- One on one meetings with stakeholders (such as District Health Boards, Chambers of Commerce, Regional Public Health and the Insurance Council)
- Maps developed in workshops, flip chart papers, notes and presentations from workshops
- Discussions and feedback at monthly Steering Group meetings

The Framework has had input from mana whenua either from one on one meetings or at Steering Group meetings and other Māori representatives such as Māori health providers and input from a workshop focused on Māori Economic Development.

How does this fit with other work going on?

The Framework takes into account work already underway. This includes work by councils such as city spatial plans or district plan changes, work led by central government agencies such as ‘Arataki’ and mode shift planning and work by iwi such as the Kenepuru Landing development.

The diagram below provides an overview of how the Framework and other documents fit together.





What process did we follow?

The information below provides a high-level summary of the process we followed to develop and assess options for the Framework. A more detailed analysis can be found at <https://wrgf.co.nz/wp-content/uploads/2020/09/WRGF-Options-Assessment-Report-Aug-2020.pdf>.

We first identified how the region could look in the future through a range of scenarios tested alongside different types of urban form and urban development options. Engagement with iwi, council organisations, infrastructure providers and other stakeholders through workshops and other forums was used for this process.

The Framework developed a series of urban development options using the results of scenario testing with stakeholders. These were then tested against benefits which link to the identified challenges. The urban development options were analysed using quantitative and qualitative methodologies. This was performed with a range of technical experts.

The assessment led to the development of an Emerging Direction for urban development in the region. The Emerging Direction was a combination of several urban development options and 60-80% of development occurring in brownfield areas with 20-40% of development occurring in greenfield development. Centres, nodes and greenfield areas of development are spread throughout the region. The Emerging Direction was then refined and acted as the base for the Framework.

What amount of growth have we planned for?

The current population of the Wellington-Horowhenua region is **562,790** compared to **457,690** in 1996.

The Framework identifies how the Wellington-Horowhenua region could accommodate a future population of 760,000 - an additional 200,000 people living in the region, with 100,000 more jobs.

A population scenario of 200,000 people in the next 30 years has been developed to understand what would be required to accommodate this level of growth and consider potential infrastructure needs.

Population projections¹ for the region suggest new homes may be needed for between 91,000 to 151,000 additional people, in the next 30 years.

While there is no certainty about when, how or at what rate, the region's population might reach this size, the Framework has been developed based on the 200,000 people scenario to give a better understanding of what would be required to accommodate this level of growth, and potential infrastructure needs.

It is important to note that this is **not** a policy target.

What are the next steps?

Endorsement and public consultation

The Framework has been endorsed by the Executive Review Group (ERG). Each council and iwi in the region have been provided with the opportunity for a workshop on the Framework and will then be asked to endorse the Framework for public consultation. This endorsement is

¹ Sourced during the project. It is acknowledged that this will change over time

Attachment 1 to Report 20.370



planned to occur during October – December 2020 with the possibility of some iwi discussions being undertaken in early 2021.

Following this we will be seeking endorsement of the Framework from Cabinet. This is the same process that has been followed for other spatial plans.

Public consultation on the Framework is expected to be undertaken in the first half of 2021 which will be followed by signoff of a final Framework document.

Implementation

The complex nature and challenges of implementation should not be underestimated, especially given the long timeframe of the Framework and the issues presented by the growth we are expecting. Some of our work will require challenging decisions to be made for the region.

Delivering the Framework will require a level of enduring partnership between and within local government, iwi and central government not seen on this scale in the region before. It will build on the partnership developed during work on the Framework.

The partnership will include aspects of how implementation of the Framework is governed, how we work together on key initiatives and how we fund these key initiatives and other projects identified.

An implementation plan will be developed for the Framework that will identify potential sequencing of the key spatial initiatives and other growth areas and the potential timing and costs for infrastructure and other system changes that may be required to deliver the growth and outcomes envisaged by the Framework. This implementation plan will be progressed over the next six months.

Subsequent projects will also be identified in later years dependent on the findings of key initiatives and projects currently identified. An example of this is any decision to proceed with investment in the possible west-east growth corridors.

Attachment 2 to Report 20.370



Draft Wellington Regional Growth Framework

SEPTEMBER 2020



30-year spatial plan for the Wellington-Horowhenua region

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This draft document presents a summary of a large amount of work undertaken by partners and stakeholders in the Wellington Regional Growth Framework.

Further information on the Framework, including background documents such as the Framework’s Foundation Report, can be found at www.wrgf.co.nz.

This draft Framework will be subject to partner sign-off, continued stakeholder engagement and public consultation before it is finalised in the first half of 2021.

Photo credit:

Carterton District Council, Horowhenua District Council, Kāpiti Coast District Council, Hutt City Council, Masterton District Council, Porirua City Council, South Wairarapa District Council, Upper Hutt City Council, Neil Price and Justine Hall, Wellington City Council and Waka Kotahi (NZTA).

Executive summary

Ka ora te wai *If the water is healthy*
Ka ora te whenua *the land will be nourished*
Ka ora te whenua *If the land is nourished*
Ka ora te tangata *the people will be provided for*

Mo te iti – mo te rahi *For the little – for the large*

The Wellington Regional Growth Framework (the Framework) is a spatial plan that has been developed by local government, central government and iwi partners in the Wellington-Horowhenua region¹ to provide councils and iwi in the region with an agreed regional direction for growth and investment, and deliver on the Urban Growth Agenda objectives of the Government.

It is one of several spatial plans being developed across the country, with other plans being completed for the Hamilton to Auckland corridor, metropolitan Hamilton-Waikato, Tauranga/Western Bay of Plenty and Queenstown.

The region is facing a number of housing and urban development, transport and resilience challenges for the future. These challenges are regional issues that are best dealt with together and not individually. Many of these challenges cross local council boundaries and the maximum benefits can be had from tackling these together.

In developing the Framework we have taken into account and included planning and analysis already undertaken in work such as city- and district-scale spatial plans (including Wellington City's Planning for Growth), district plan changes (for instance in Porirua City and Hutt City), iwi management plans and central government policies such as those in the Climate Change Response (Zero Carbon) Amendment Act 2019.

The Framework identifies how the Wellington-Horowhenua region could accommodate a future population of 760,000 and an additional 100,000 jobs in the next 30 years. This would represent an additional 200,000 people living in the region.

The scenario of 200,000 people has been developed to understand what would be required to accommodate this level of growth, and consider potential infrastructure needs beyond the 30-year growth scenario. Population projections for the region suggest new homes may be needed for 91,000 to 151,000 additional people, over 30 years.

To put this potential growth in a regional context, 151,000 is more additional people than currently reside in the Hutt Valley and 200,000 is slightly less than the current population of Wellington City.

While there is no certainty about when, how or at what rate the region's population might reach this size, the Framework has been developed based on this scenario to give a good understanding of what would be required to support this level of growth. It is important to note that this is not a policy target.

The proposed changes to urban form for the region are a mix of development in both Urban Renewal Areas (brownfield) and Future Urban Areas (greenfield)². Both are expected to have higher density development than we see at present, throughout the region, and include improved access to bus and rail services, which are expected to increase in frequency, capacity and reach over time.

Approximately two-thirds of the housing growth shown in the Framework is expected to occur in Urban Renewal Areas, in existing urban areas through infill, urban renewal and intensification. Approximately one-third of the growth will be in Future Urban Areas, extending the current urban footprint of the region.

Our current understanding is that, regionally, 88% of housing growth in the Framework is expected to come from areas we have identified in the Framework and 12% is expected to be through 'business as usual' infill throughout the region, with just over half of this infill being in Wellington City.

¹ For the purpose of the Framework the region includes the territorial authorities of Masterton, Carterton, South Wairarapa, Upper Hutt, Lower Hutt, Wellington, Porirua, Kāpiti Coast and Horowhenua.

² For definitions of Urban Renewal Areas and Future Urban Areas, see the Glossary and Reference section of this report.

Of the 88% housing growth from areas identified in the Framework:

- One-quarter is expected to be accommodated in Wellington City (excluding Tawa in the western corridor), including the Let's Get Wellington Moving corridor.
- Nearly one-third is expected to be accommodated in the eastern corridor from Lower Hutt to Masterton.
- The remainder (just over 40%) is expected to be accommodated in the western corridor from Tawa to Levin.

The Framework identifies improving west-east connections as an opportunity to unlock growth, improve resilience and improve regional accessibility to economic and social opportunities. The potential housing and urban development capacity of any future west-east multi-modal corridor(s) has yet to be determined and will need consideration alongside potential transport interventions.

The following diagrams and maps identify the key elements of the Framework, being:

- A growth corridors view – outlines a corridor approach to growth.
- An Objectives to Initiatives diagram – outlines the objectives, challenges, key moves and initiatives in the Framework.
- Key spatial plan maps – a series of maps is provided here and in later parts of this document.

These key elements of the Framework are outlined in more detail in this report. All aspects of the Framework have been developed collectively with partners and stakeholders during an extensive series of workshops and meetings.

Diagram 1: A growth corridor view of the Future Urban Development Areas

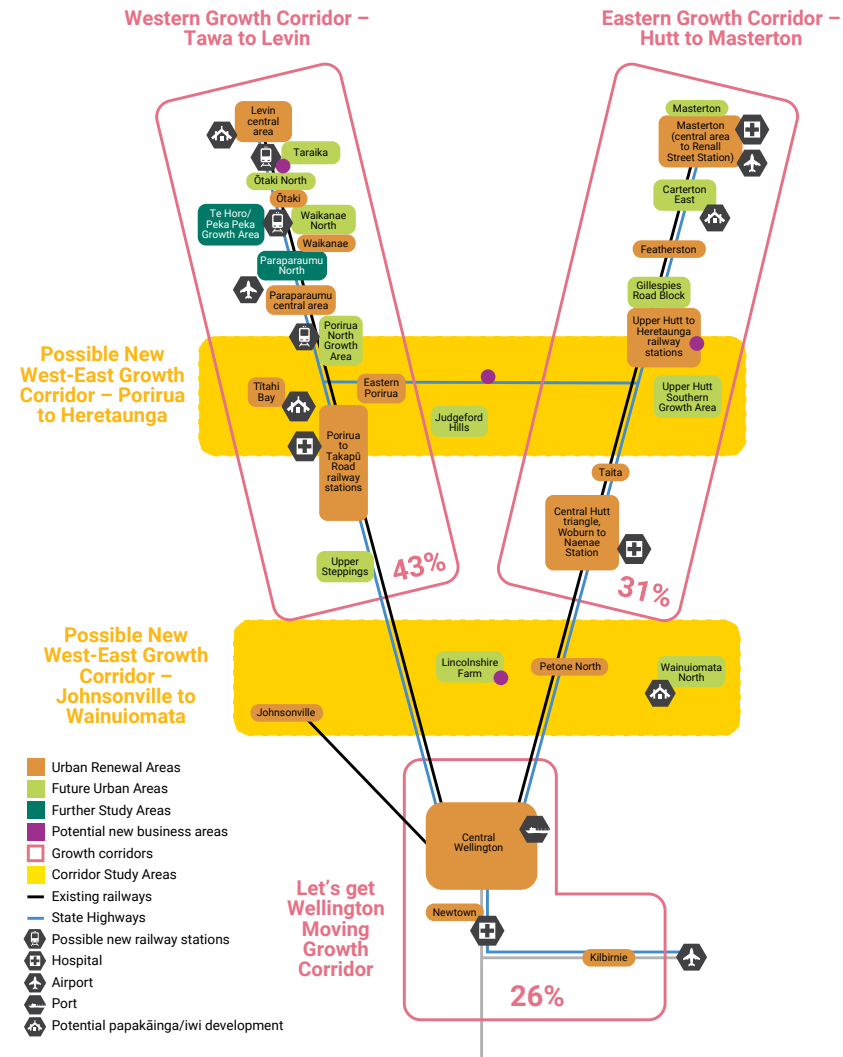
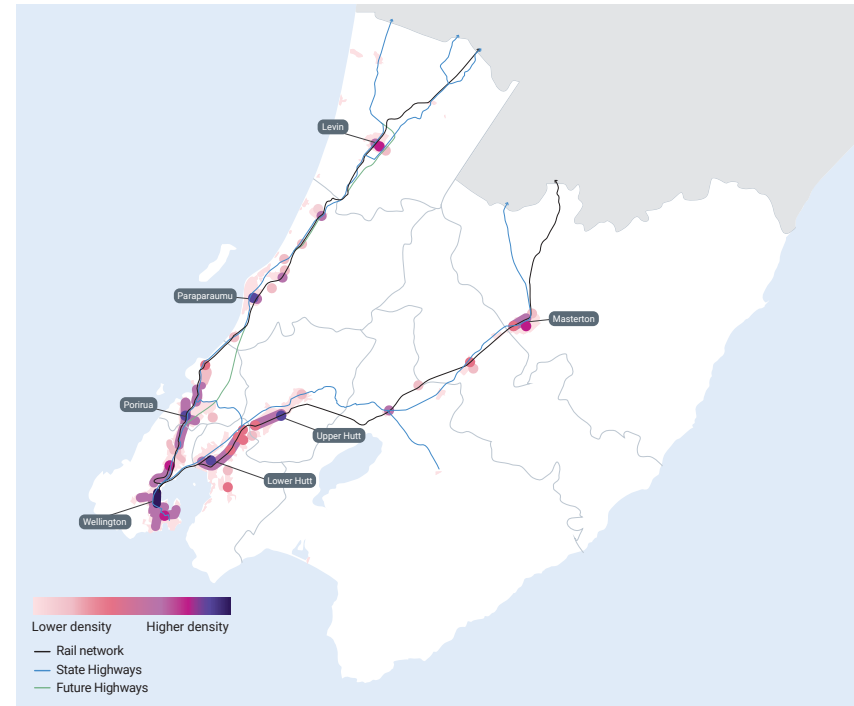
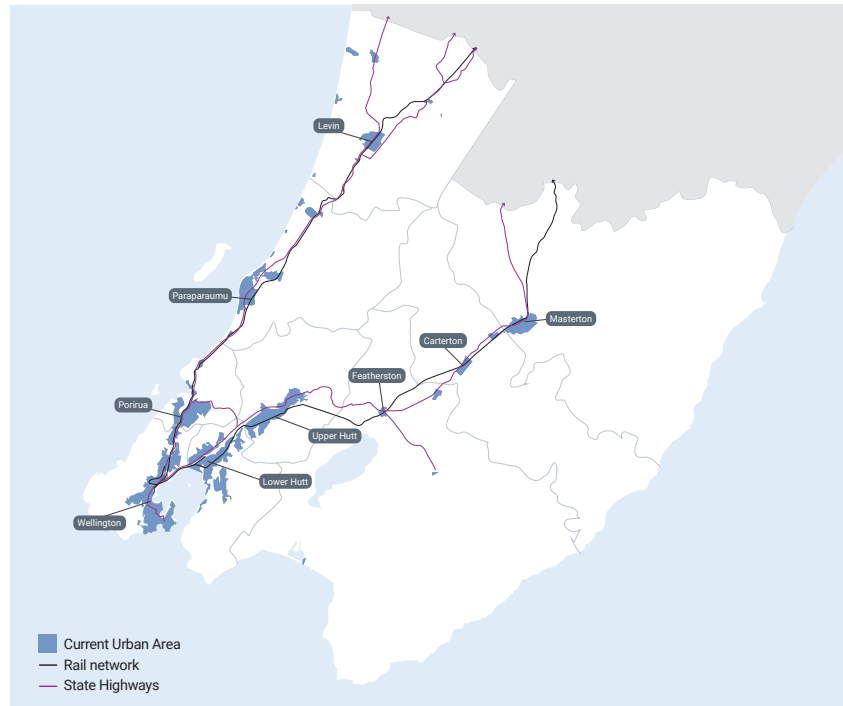
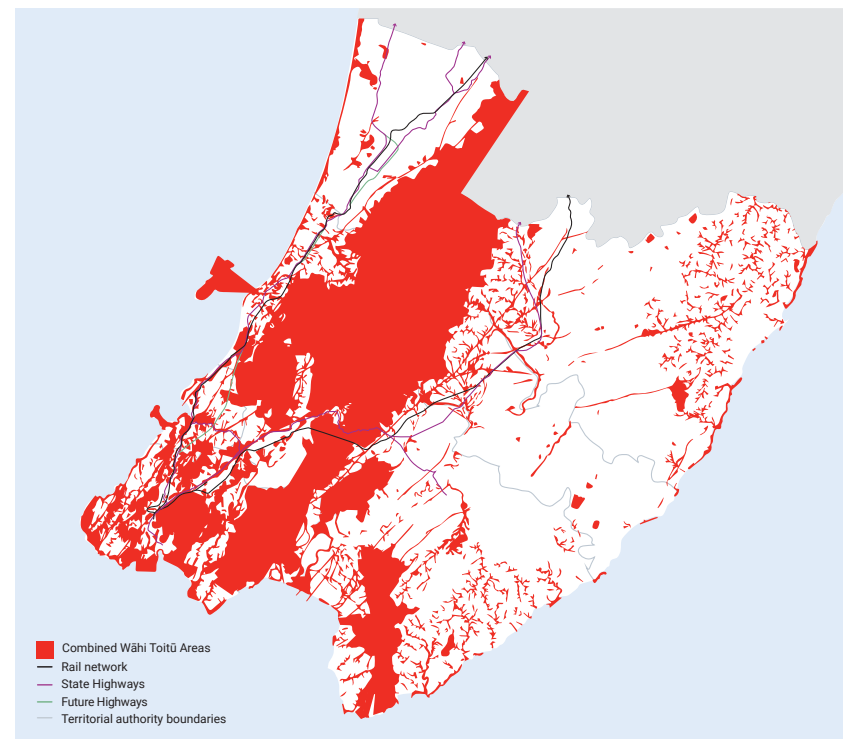
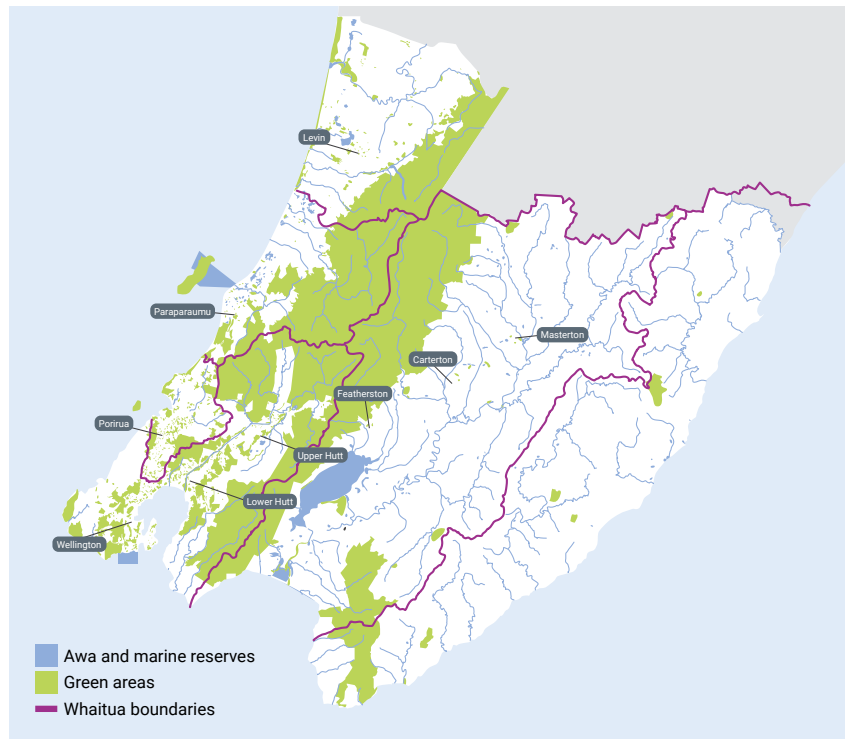


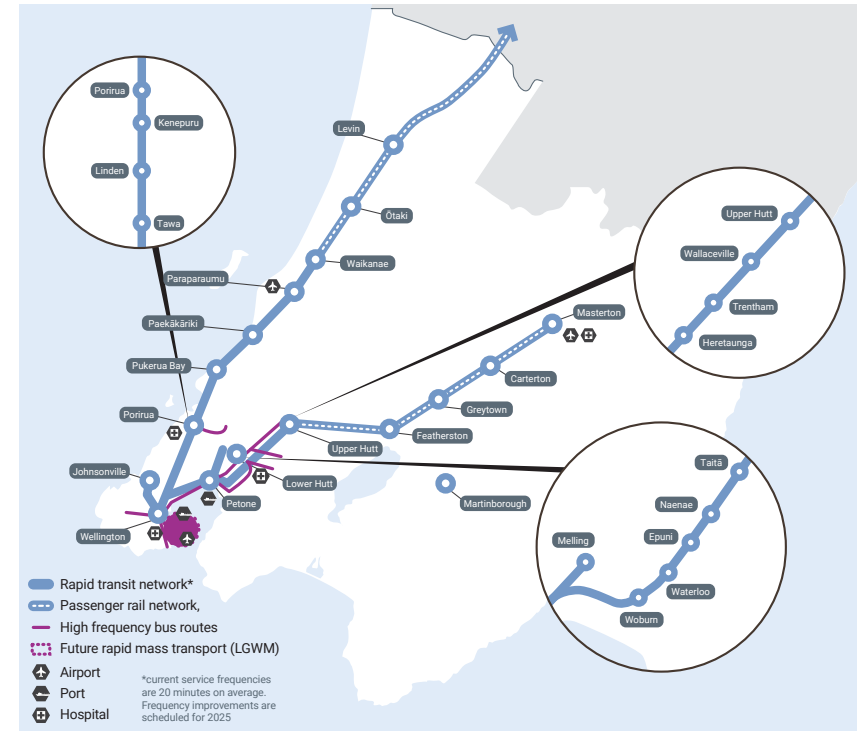
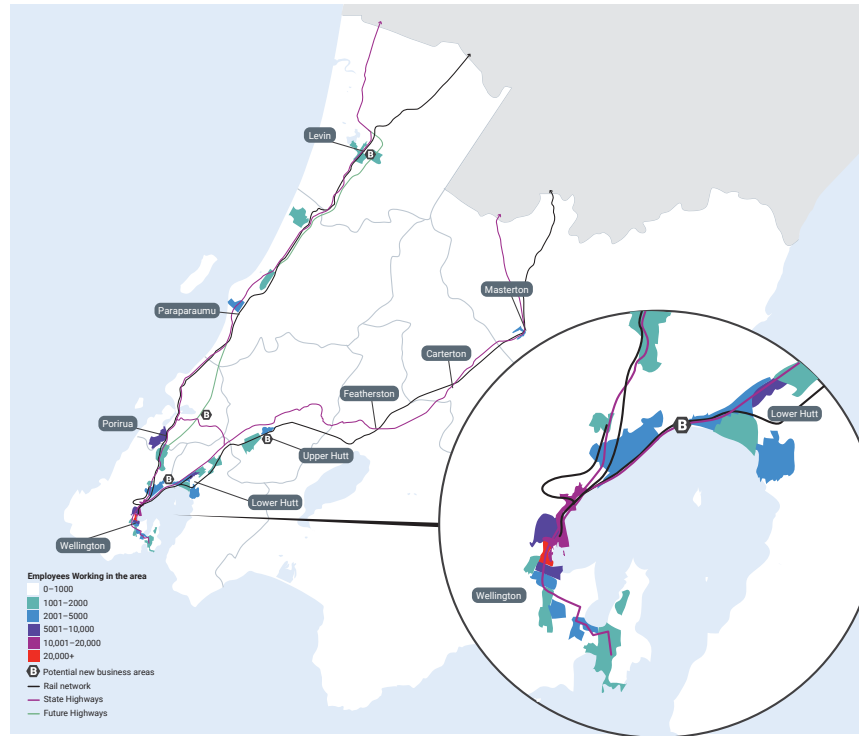
Diagram 2: Objectives to Initiatives diagram

<p>Objectives</p>	<ul style="list-style-type: none"> • Increase housing supply, and improve housing affordability and choice • Enable growth that protects and enhances the quality of the natural environment and accounts for a transition to a low/no carbon future • Improve multi modal access to and between housing, employment, education and services • Encourage sustainable, resilient and affordable settlement patterns/urban forms that make efficient use of existing infrastructure and resources • Build climate change resilience and avoid increasing the impacts and risks from natural hazards • Create employment opportunities.
<p>Challenges</p>	<ul style="list-style-type: none"> • The region lacks sufficient and affordable housing supply and choice, housing affordability is declining and a significant investment in infrastructure is needed to enable enough housing and quality urban environments • Many of the urban areas in the region are vulnerable to the impacts of natural hazards and climate change, and as the region grows and becomes more densely settled, it will become increasingly important to improve resilience and protect and enhance the region's natural environment • There is inequitable access to social, educational and economic opportunities across the region • Mana whenua and Māori in the region have poor access to affordable housing choices
<p>Key Moves</p>	<ul style="list-style-type: none"> • Harness growth to make the region's housing and urban areas more affordable and liveable and provide more housing choice – 'walkable neighbourhoods' • Make better use of the region's limited supply of well-located greenfield land • Fully unlock the urban development potential of current and future rapid transit orientated corridors particularly the Let's Get Wellington Moving corridor • Unlock new areas for housing and urban development and deliver greater regional resilience with a major west-east multi-modal corridor • Deliver transformational housing and development outcomes for iwi/Māori • Address the urban development challenges of climate change and transitioning to a zero-carbon economy at a regional scale
<p>Key Initiative Areas</p>	<ul style="list-style-type: none"> • Transport – multi modal • Urban planning • Iwi – housing, spatial planning, capacity building • Three waters infrastructure • Social Infrastructure • Employment, education/training • 8 key spatial initiatives

Diagram 3: Key spatial maps







The Framework is presented in six parts:

- **Part 1** outlines the current state of and identifies the key challenges facing the region.
- **Part 2** outlines information about iwi in the region.
- **Part 3** outlines the key moves that will individually and collectively make a difference in the region.
- **Part 4** outlines the region's future growth scenario as well as outcomes and indicators to take advantage of the region's opportunities and address its challenges.
- **Part 5** describes the spatial plan for the region for the 30-year period. It includes sections on:
 - Urban form.
 - Transport.
 - The blue-green network.
 - Constraints.
 - Employment.
 - The three waters infrastructure.
 - Community infrastructure.
- **Part 6** outlines the key initiatives, projects and governance required to implement the Framework.



The Wellington Regional Growth Framework and the Urban Growth Agenda

Why are we developing the Wellington Regional Growth Framework?

The region is growing faster than it has done for many decades, and is facing immediate and longer-term housing supply and affordability, urban development and infrastructure challenges.

The immediate issues relate to a lack of housing supply, a limited range of housing options and declining housing affordability, particularly for first-home buyers. In the next 30 years, up to 66,000 new homes may be needed for up to 151,000 additional people in the region. This is equivalent to accommodating more than another Hutt Valley of people and housing in the region.

A significant investment in housing, urban development, transport and the three waters³ infrastructure and services, as well as regional and district planning and policy changes, will be needed to support future growth.

Beyond the forecast population and dwelling growth there are a number of other challenges facing the region. Projected sea-level rises, the severity of weather events, environmental stewardship pressures, barriers to mana whenua in fulfilling their role as kaitiaki, and natural hazards are creating challenges as well as uncertainty.

An increasing number of vehicles on the roads, capacity and reliability issues associated with buses and trains, and network resilience issues are straining the regional transport system and may not result in the necessary transport system shifts that we are seeking, such as improving safety and access, reducing emissions and reducing reliance on private vehicle travel.

Community infrastructure will also need more coordinated investment to accommodate growth, including in open spaces, community facilities, schools and health care facilities.

All these challenges will need to be resolved for the future and are regional issues best dealt with together and not individually. Many also cross local council and iwi boundaries, and maximum benefits can be had from tackling them together.

It is important that we take a region-wide approach and develop a partnership between central government, local government and mana whenua (and the private sector) to respond to our regional challenges so that we can address community expectations.



³ Drinking water, wastewater and stormwater.

Urban Growth Agenda

The Wellington Regional Growth Framework (the Framework) has been developed by local government, central government and iwi partners to deliver on the Urban Growth Agenda objectives of the Government⁴, which adjusts the approach to urban development and infrastructure planning and introduces new instruments and levers.

Cabinet has recently endorsed the Māori and Iwi Housing Innovation Framework for Action, which will deliver, at pace, a system-wide response to Māori housing stress. This direction will also be important for this partnership given the challenges identified in the Framework.

Spatial planning is one pillar of the Urban Growth Agenda and is focused on successful growth management. Its core proposition is that well planned and managed urban growth should result in improved environmental, employment, transport and housing outcomes for communities.

The benefits of spatial planning include:

- Better coordination between planning and funding agencies to identify and respond to the planning challenges affecting the Wellington-Horowhenua region.
- Identifying the regional investment pipeline for infrastructure and services and providing increased certainty for all levels of government and the private sector.
- Providing an easy-to-understand story to the outside world to optimise external investment and jobs.
- Creating a long-term and agreed approach to growth to avoid changes in policy from one electoral cycle to another, which could deter private investment.

This Framework is one of several spatial plans being developed across the country, with other plans being completed for the Hamilton to Auckland corridor, metropolitan Hamilton-Waikato, Tauranga/Western Bay of Plenty and Queenstown.

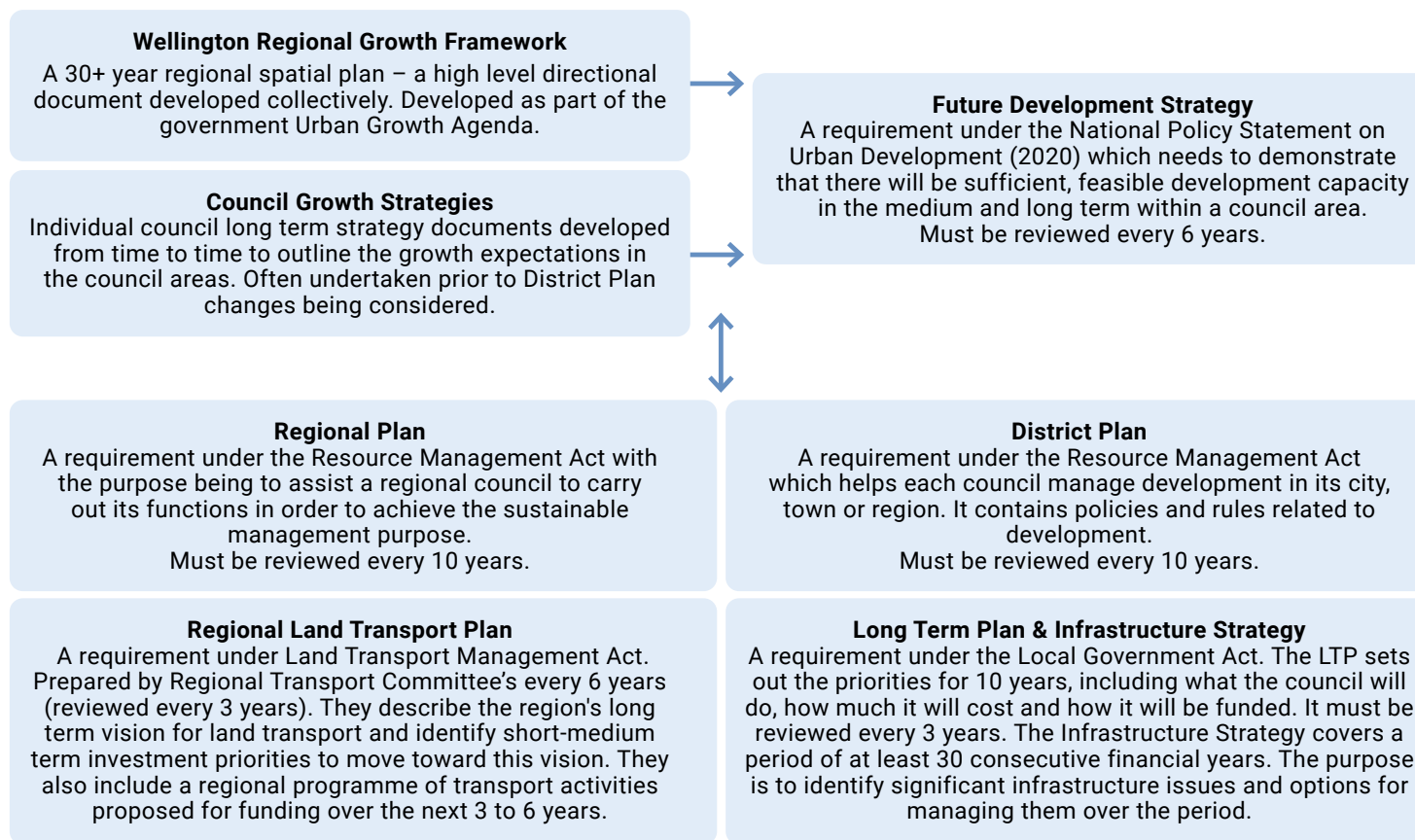
This document is not a Future Development Strategy as required under the National Policy Statement on Urban Development (NPS-UD). However, it has been developed with this in mind and with the expectation that the next iteration of the Framework will meet the NPS-UD requirements.

Diagram 4 shows the relationship between the Framework and other statutory and non-statutory documents. It demonstrates that we have taken current growth strategies and plans into account when developing the Framework and that the Framework will set the direction for plans going forward.

For example, a key initiative covered later in this document is to 'Review council zoning and other levers to enable higher densities within existing and new urban areas in appropriate locations identified in the Framework'. This initiative will see changes to district plans, which being 10-year planning documents should support the longer-term strategy outlined in the Framework in their objectives and policies, noting that the district plans in the region differ in their timing.

⁴ <https://www.hud.govt.nz/urban-development/urban-growth-agenda/>

Diagram 4: Relationship between the Framework and other documents



Part 1 – The current state and our challenges

Part 1 of the Framework outlines what we are as a region, including the current state, and explains the key challenges identified during the development of the Framework.



1.1 What we are as a region

Regional context

The Wellington-Horowhenua region has an important role in the prosperity and governance of New Zealand. It is home to the capital, is the country's second-largest metropolitan economy, and links the North Island and South Island for most freight movements and high-voltage electricity transmission. It includes the core metropolitan areas of the Hutt Valley, Wellington, Porirua and the Kāpiti Coast, and the less urbanised regions of Horowhenua and Wairarapa.

Today the region increasingly functions as an integrated employment and housing market. It is an interdependent network of cities, towns and rural areas, with a modern urban economy paired with a quality natural and built environment. As the home of the capital the region is important to New Zealand as a whole and as an international partner and connector.

Large areas of the region are protected in Department of Conservation (DoC) and Greater Wellington Regional Council parkland. They provide opportunities for recreation, and in many parts of the region also

contain and frame the housing and urban development footprint – current and future. The ability to move easily from the urban areas where people live and work to the natural 'blue-green' environment is one of the things that people who live in this region value highly.

Wairarapa and Horowhenua also contain important areas of highly productive land, where rural values such as soil protection, food production and water quality have to be provided for and balanced against urban development. This will need to be carefully considered into the future.



Current urban area

Map 1 shows the current urban footprint in the region. It highlights the concentration of the footprint in the southern part of the region and the concentration of towns and cities around the two north-south transport corridors, with limited west-east development and connections.

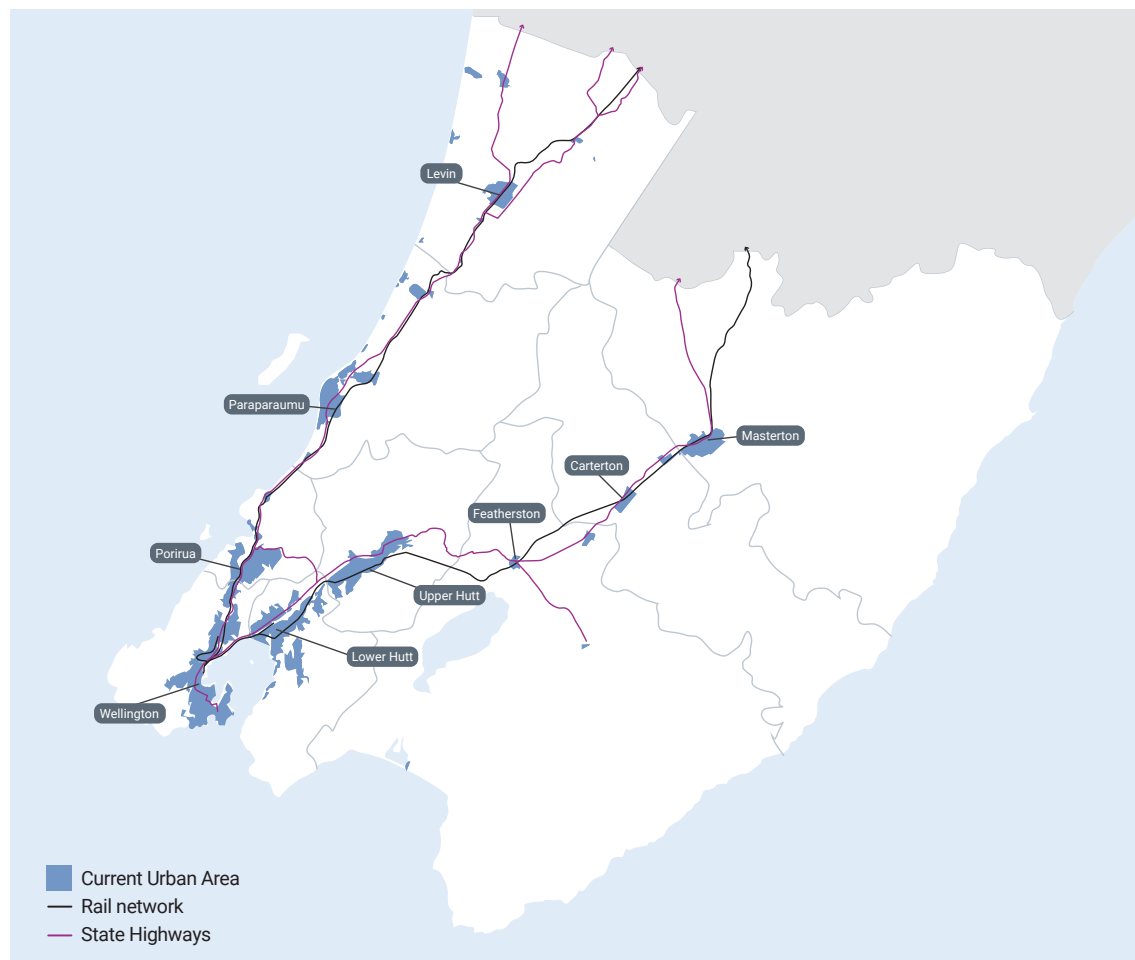
This urban footprint has been well established for many decades and growth has generally followed this pattern. The population of the region has continued to grow in the past 20+ years, and in the past five years it has grown more quickly. The current population of the Wellington-Horowhenua region is 562,790, compared with 457,690 in 1996.

After a long period when population growth was primarily concentrated in Wellington City and on the Kāpiti Coast, most parts of the region are now experiencing population growth significantly higher than long-term averages. Levin, Carterton and Porirua, for instance, have experienced growth rates of 2% or more in the past three years.

The current-day urban footprint extends over many sites of significance to mana whenua (including pā and kāinga).

The area in the middle of the region where there is no development tends to be constrained by hills, mountains, hazards and natural resources such as rivers and lakes (as can be seen in the maps in Section 5.4) and also by the limited west-east transport connections and access.

Map 1: Current urban area



The region today

Diagrams 5 and 6 provide information on the Wellington-Horowhenua region that is relevant to this Framework. For a more comprehensive understanding of the region, see the Framework's Foundation Report at <https://wrgf.co.nz/reports>.

Diagram 5: Urban growth context

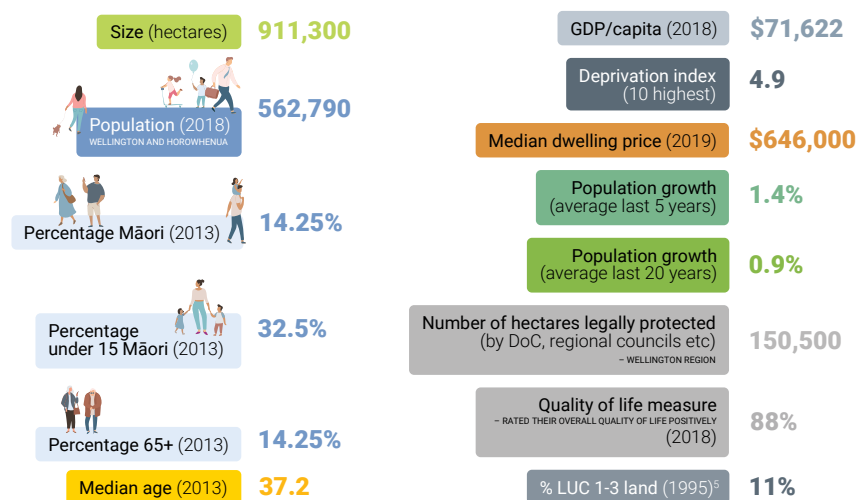
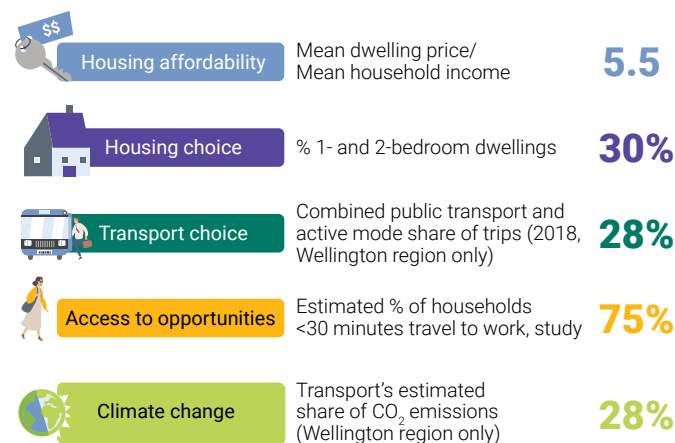


Diagram 6: Growth management performance



4

⁵ LUC refers to the Land Use Capability system, which classifies land into eight classes according to its long-term capability to sustain one or more productive uses. LUC 1-3 is the land with the most versatile soils.

1.2 The region's challenges

The Framework is a response to the Wellington-Horowhenua region's current state – its existing transport network and urban form, environmental impacts, natural hazards, social and economic inequities, and growth pressures. All these have been identified as critical challenges for the region to address if it is to position itself for success in the second half of this century and realise the direction set by the Framework.



The region lacks sufficient and affordable housing supply and choice, housing affordability is declining and a significant investment in infrastructure is needed to enable enough housing and quality urban environments

In more and more areas of the region, housing is unaffordable for many people. For instance, across the region the average rent per week increased by 90.3% between 2000 and 2018 and the average house price increased by 74.8% between 2006 and 2018. A lack of supply and a limited choice of housing types and locations are limiting options.

The lack of affordability for renters and homeowners has become much more of an issue in the past five years. In 2019 the average house price in Wellington City was nine times the average wage.

This is increasingly contributing to homelessness, overcrowding and poor health and educational outcomes; for example, the percentage of people in the region in severe housing deprivation increased by 31.2% between 2001 and 2013. At September 2019 more than 1600 people had registered for social housing in the region compared with 300 people five years prior – a five-fold increase.

The lack of affordability is also changing the distribution of demand for housing across the region, pushing more residential growth to outer areas such as Levin and Wairarapa, and causing the displacement of communities. A major investment in infrastructure, particularly for three waters and transport, will be required to enable large-scale housing development in the region.



Many of the urban areas in the region are vulnerable to the impacts of natural hazards and climate change, and as the region grows and becomes more densely settled, it will become increasingly important to improve resilience and protect and enhance the region's natural environment

Most of the region, including its existing urban areas, has a significant exposure to multiple natural hazards, and there is continuing demand to build in coastal and/or natural hazard-prone areas.

Sea-level-rise impacts are expected to be felt most significantly in the highly populated areas along the region's coastline, including key commercial and industrial areas.

Striking the balance between accommodating urban development and avoiding and reducing current and future risks from hazards, including the impacts of sea-level rise and earthquake building resilience, is a key challenge.

Although the region has many large areas of green open space (including regional parks, the DoC estate and water catchment areas), many of its urban waterways are significantly degraded.

The natural environment of the region is increasingly under pressure from urban development. With high community and regulatory expectations of better environmental outcomes (including moving to net zero emissions by 2050), greater protection of highly productive land and lower greenhouse gas emissions, the region will need to make significantly faster progress, especially in emission reductions.



There is inequitable access to social, educational and economic opportunities across the region

While the region overall has a highly productive workforce with high average household incomes (when compared to the rest of New Zealand), there are communities across the region where this is not the case. In these places poor access to employment and social opportunities imposes additional transport costs on households experiencing some of the region's highest levels of deprivation.

The ability to access social and economic opportunities is constrained by many factors. These include the affordability of travel, the lack of well developed, multi-modal west-east transport connections, the lack of significant concentrations of jobs outside central Wellington, the jobs that are difficult to access by public transport (such as shift work or where people work in multiple locations), and the location of social infrastructure such as hospitals in places with limited public transport services.



Mana Whenua and Māori in the region have poor access to affordable housing choices.

Māori home ownership rates are lower than those of the overall population of the Wellington-Horowhenua region. In 2013, 28% of Māori owned their own homes compared to 50% of the overall population of the region.

Data from 2013 also shows that severe housing deprivation was being experienced by 15 people per 1000 for Māori compared to four people per 1000 for Pākehā.

When the analysis of the 2018 Census is completed it is expected to show that rates of home ownership among Māori have continued to decline as housing has become less affordable in the region, and that the rate of Māori experiencing severe housing deprivation has increased since 2013.

Opportunities to improve Māori housing outcomes are being developed in a range of emerging partnerships between iwi, the Crown and councils in the region, but a much greater focus will be needed if housing disparities are to be addressed.

Part 2 – Iwi in the region

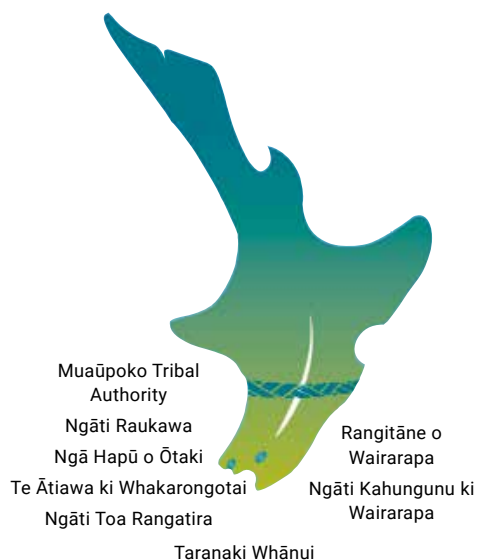
Part 2 of the Framework outlines information about iwi in the Wellington-Horowhenua region.



Tuakiri

The entire region is a cultural landscape, with the rohe of mana whenua overlapping to cover the whole region. There are eight project partner iwi, as indicated in the diagram. The rohe of two other iwi, Ngāti Apa and Rangitāne o Manawatū, also extend over parts of Horowhenua.

Wellington's earliest name, Te Upoko o Te Ika a Māui (the head of the fish of Māui) comes from the story of how Aotearoa was created. Legendary navigator Māui hooked a giant fish, which turned into the landform now known as Te Ika a Māui.



Tāhuhu korero

The region is the ancestral home of generations of Māori tribes, with archaeological sites dating back 650 years. Kupe is generally considered to have been the first Polynesian explorer to come to this area, followed by the Kurahaupō waka (ancestors of Ngāi Tara, Rangitāne, Muaupoko, Ngāti Apa and Ngāti Ira) and the Tākitimu waka (Ngāti Kahungunu). Migrations of Tainui and Taranaki tribes to the region followed.

The arrival of Europeans saw increasing conflict and resulted in the alienation of the majority of Māori land in the region by 1864. The current-day urban footprint extends over many sites of significance to mana whenua (including pā and kāinga). As a result, many mana whenua sites are now inaccessible for or unusable by iwi for their traditional purposes. Identified Māori heritage and archaeological sites are represented on Map 2.

Te taiao

Te Ao Māori recognises the holistic and interconnected relationships between people and te taiao (the environment). Whakapapa connects the people to maunga, moana, awa and marae. These connections to ancestral lands create tribal identities and rohe.

Māori relationships with the environment are governed by the direct identification of the physical world as being fundamental to and synonymous with human identity and wellbeing. Physical and natural elements, such as the central mountainous spine and key lakes, islands and harbours, also play a strong part in wairuatanga. Some of these can be seen in Map 2.

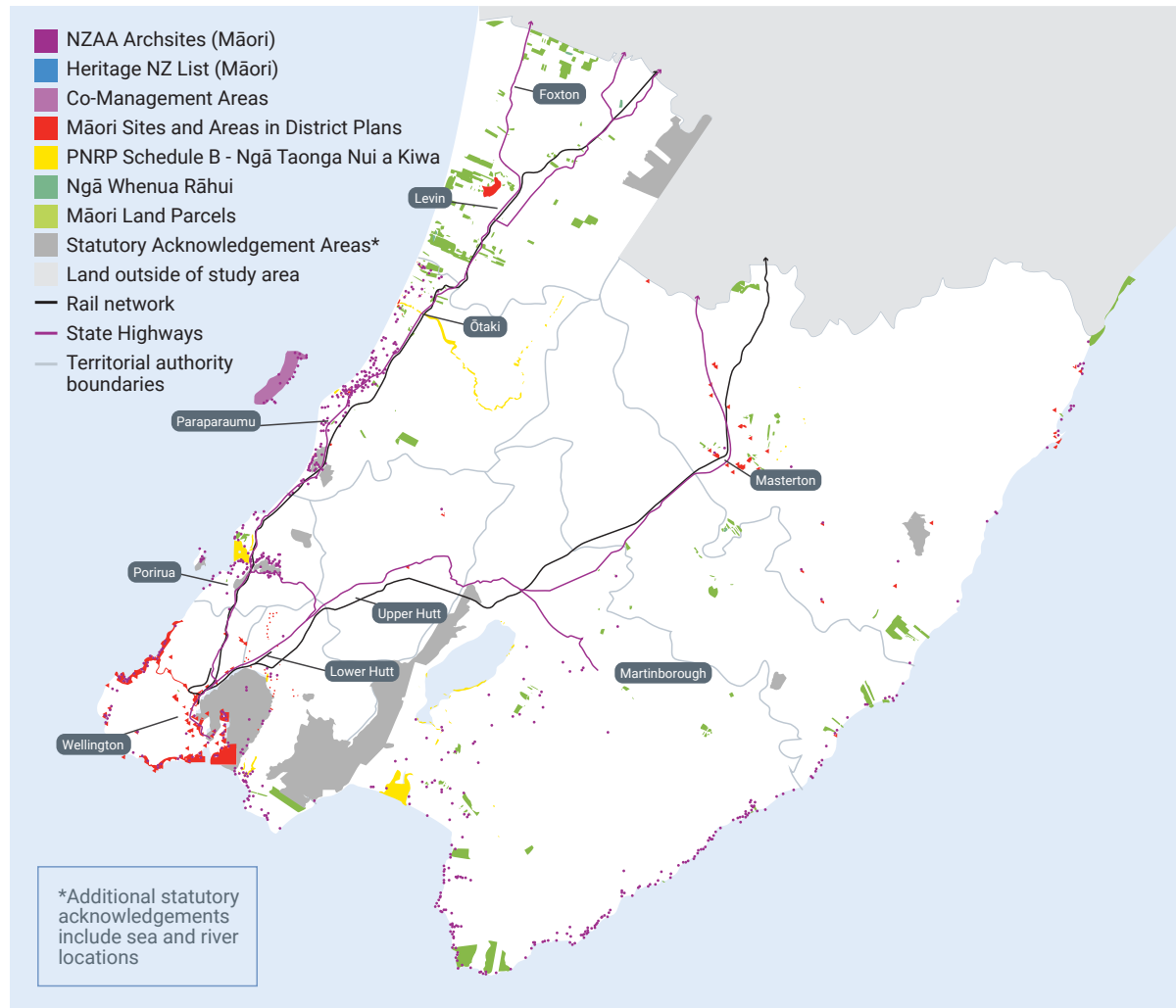
Four partner iwi, plus Ngāti Apa and Rangitāne o Manawatū, have reached Treaty settlements with the Crown. These iwi are:

- Taranaki Whānui ki Te Upoko o Te Ika in 2008.
- Ngāti Raukawa in 2012.
- Ngāti Toa Rangatira in 2012.
- Rangitāne o Wairarapa and Rangitāne o Tamaki Nui-ā-Rua in 2016.

However, there are a number of outstanding Waitangi Tribunal claims that relate to public land in the region. The distribution of statutory acknowledgements is represented on Map 2.

The Framework recognises the special relationship that tangata whenua have with the environment and their role as kaitiaki.

Map 2: Sites of significance for mana whenua, co-management areas and Māori land in the region



Te tangata

Iwi, hapū and whānau have distinctive histories and values that contribute to our region's rich cultural heritage. The region is home to a thriving Māori economy and mana whenua, as kaitiaki, work in partnership with local and central government to co-manage several areas in the region.

Māori communities in the region are relatively young and face a number of challenges. These include lower rates of housing ownership, lower average earnings and qualifications held, and higher levels of unemployment compared to the non-Māori population, as well as less access to tertiary education facilities and/or employment opportunities. More than half of Māori adults in the region do not speak te reo Māori.

Ngā wawata me te mahitahi

Kaupapa principles of ki uta ki tai, wairuatanga, kaitiakitanga, tō mātou whakapono and mahitahi have informed the development of the Framework.

Working in partnership with iwi across the region, a number of mana whenua aspirations have been highlighted. These are summarised in Diagram 7.

This dialogue has taken place alongside other work involving the project partners in the region, including Ruruku (a partnership to develop a Māori economic development plan for the region).

It is recognised that each iwi has its own priorities and perspectives, and that ongoing work is needed to reflect the perspectives of all mana whenua.

A key initiative identified in the Framework is the development of an iwi spatial plan, to bring together mana whenua values and knowledge to determine their collective aspirations in relation to the spatial form of the region. This will directly inform future updates of the Framework.

Other key initiatives include:

- Supporting the implementation of the Ruruku report 'Te Matarau a Mauī: Collaborative Pathways to Prosperous Māori Futures'.
- Establishing capacity-building training to strengthen iwi involvement in regional and local planning.
- Partnering to deliver improved housing, urban development and economic development outcomes for iwi/Māori housing – including papakāinga and affordable housing options.
- Planning and undertaking projects regionally to address the urban development impacts of climate change, including the impacts on coastal heritage.
- Enabling marae to play a strong role in walkable neighbourhoods.

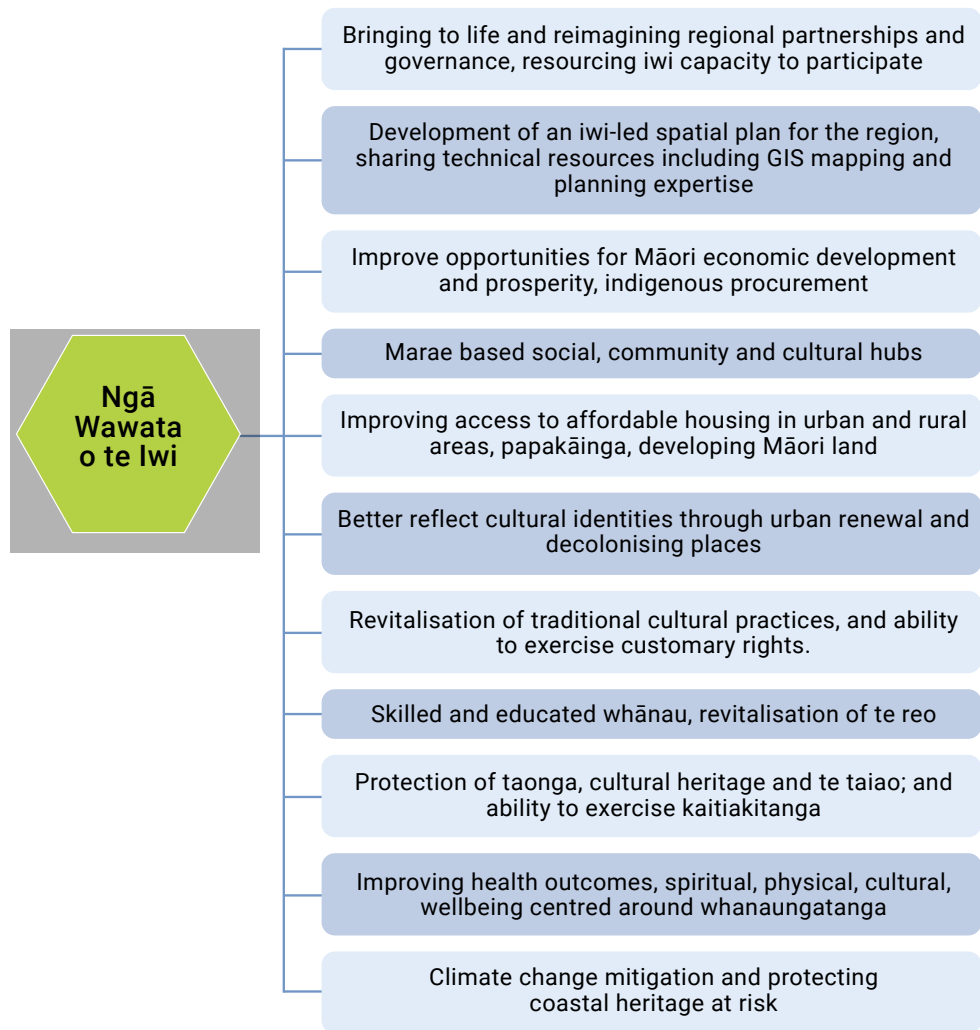
Mahitahi

The Framework has built on established relationships and partnerships in the region. The Framework partnership team is actively including mana whenua in regional spatial planning, reflecting mana whenua perspectives and giving life to the aspirations of iwi. Some of these aspirations are presented in Diagram 7.

Active engagement and collaboration with project partners has been central to the development of the Framework. However, further work is required to ensure all mana whenua are represented as the Framework evolves.

Through the key initiatives and projects, the Framework seeks to support new ways of doing things and thinking that improve the outcomes for tangata whenua, address the challenges facing the region's Māori communities and support the rich cultural identities in the region.

Diagram 7: Mana whenua aspirations regarding this Framework



Part 3 – Key moves

Part 3 of the Framework outlines the key moves that will individually and collectively make a difference in this region.



3.1 The region's key moves

The Wellington-Horowhenua region's key urban development opportunities in the next 30 years are to:

- Increase housing supply and improve housing affordability and choice in walkable neighbourhoods.
- Increase housing density in high-quality urban environments to support community wellbeing.
- Partner with iwi and Māori across the region to deliver improved housing and economic outcomes.
- Enable growth that protects and enhances the quality of the natural environment and accounts for a transition to a zero-carbon future.
- Improve multi-modal access to and between housing, employment, education and services, with a particular focus on a significant step change in mode share for public transport and active modes.
- Encourage a more sustainable, resilient and affordable urban form that makes efficient use of existing infrastructure and resources.
- Build climate change resilience and avoid increasing the risks and impacts of natural hazards.
- Create more easily accessible employment opportunities.



What isa walkable neighbourhood?

This is also sometimes referred to as a 10-20-minute village or neighbourhood. The concept is about “living locally” – where people can access most of their daily needs within a walkable distance from their home. Walkable distances can also be accessed by other transport modes such as safe cycling routes and local public transport options.

Not every walkable neighbourhood in the region will be the same or have all the same services but they will be high quality environments.

Examples of services people might be able to access within a walkable neighbourhood are – your local primary school, a local park, some health services, some community facilities and retail that is more than a dairy.

What is.. multi modal?

You may see this term used in this and other reports such as the Wellington Regional Mode Shift Plan. 'Multi-modal' refers to the transport system addressing the needs of all roads users, including pedestrians, cyclists, people using public transport (bus or train), freight vehicles and private passenger vehicles. The term 'active modes' generally refers to walking and cycling, but can also include scootering, skateboarding etc.

What is.. zero carbon?

The Wellington City Council "Te Atakura- First to Zero" plan defines zero carbon as - that we can balance the activities that do produce carbon emissions against the activities that capture carbon. This effectively means our overall impact on the climate is zero.

What is... 'rapid transit?'

The National Policy Statement on Urban Development defines a 'rapid transit service' as any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.

What is ... housing density?

This refers to the number of houses or dwellings in or on a certain area, often expressed as the number of dwellings per hectare or a density related to m2. The higher the number of dwellings per hectare, the higher the density.

Medium-density housing for instance is defined by the Ministry for the Environment as a density of less than 350 m2 per unit. It can include standalone dwellings, semidetached or duplex dwellings, terraced housing or apartments. For more on this see the National Policy Statement on Urban Development 2020.

What is ... typology?

The classification of building, space usage and design features. Housing typology is the classification of house designs, sizes and styles. This application could be general (e.g., ranches, split levels, colonials, etc.) or specific to an area/city/town (e.g., in this city, the majority of houses are in one acre plots and built as one storey).

The region can capitalise on these opportunities by implementing the following key moves:

<p>1 Harness growth to make the region’s housing and urban areas more affordable and liveable and provide more housing choice – ‘walkable neighbourhoods’</p> <p>By providing for, and when appropriate actively partnering (Urban Development Authority powers) to deliver quality and more intensive vibrant mixed use urban development – where people can get a large percentage of their daily needs met locally (walkable neighbourhoods), in locations with good access to rapid transit or high frequency public transport in both Future Urban Areas (greenfield) and urban renewal areas (brownfield).</p>	<p>4 Unlock new areas for housing and urban development and deliver greater regional resilience with a major west-east multi-modal corridor</p> <p>Explore the potential for a major multi-modal west-east corridor (or corridors) that unlocks new areas for housing and urban development, improves access to social and economic opportunities across the region (including employment and freight movement) and significantly improves resilience.</p>
<p>2 Make better use of the region’s limited supply of well-located greenfield land</p> <p>By undertaking future urban area development differently we can ensure that more housing is delivered at medium and higher densities (such as terraced housing or apartments), and that new development is built to support multi-modal transport options for residents, with an emphasis on being rapid transit orientated where it is easy to access rapid transport services.</p>	<p>Deliver transformational housing and development outcomes for iwi/Māori</p> <p>By partnering with iwi, the Crown and councils to deliver transformational housing, urban development and economic development outcomes for iwi/Māori.</p>
<p>3 Fully unlock the urban development potential of current and future rapid transit orientated corridors particularly the Let’s Get Wellington Moving corridor.</p> <p>By leveraging our existing rail network and new investment in rapid transit, particularly on the Let’s Get Wellington Moving corridor, to deliver transformational urban development including density changes and more affordable housing choices.</p>	<p>6 Address the urban development challenges of climate change and transitioning to a zero-carbon economy at a regional scale</p> <p>By planning and undertaking projects regionally to address the urban development impacts of climate change, particularly impacts on infrastructure and where people live and work and work to transition to a zero-carbon economy.</p>

Part 4 – Going forward

Part 4 of the Framework outlines the region's future growth scenario as well as outcomes and indicators in order to take advantage of the region's opportunities and address its challenges.



4.1 The growth scenario

Wellington-Horowhenua is growing

The Wellington-Horowhenua region is growing faster than it has done for many decades, and is facing immediate and longer-term housing supply and affordability, urban development and infrastructure challenges.

The Framework has been developed by considering:

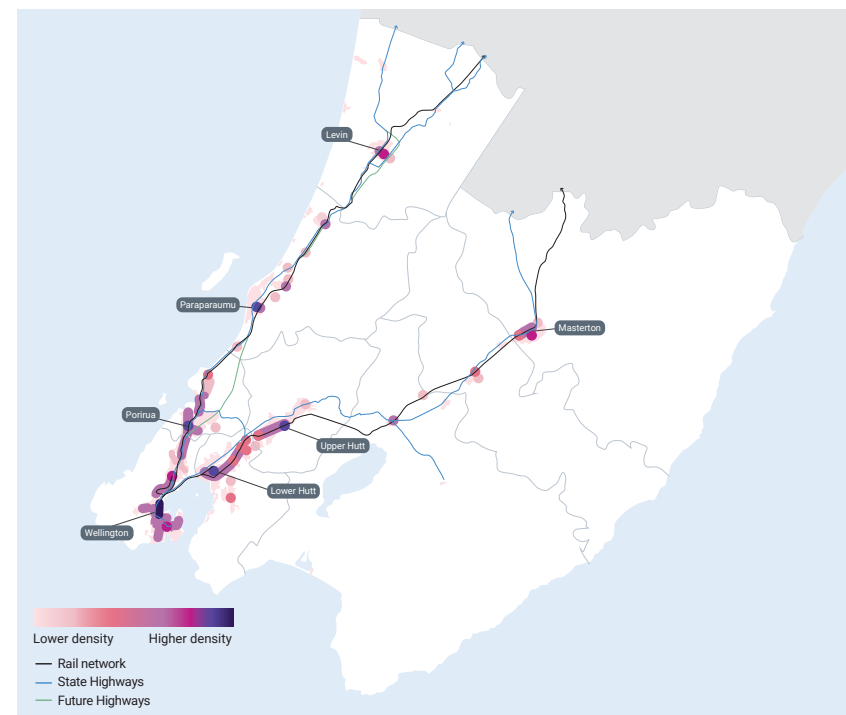
- The population projections for the region, which suggest a population increase of 91,000-151,000⁶ in the next 30 years.
- A growth scenario where there is a future regional population of 760,000. This is 200,000 people on top of the current population.
- An increase of 100,000 jobs in the 30-year period.

While there is uncertainty as to when, how and at what rate the region could reach this population figure, the Framework is intended to provide for an urban structure for this population size. It is important to note this is not a growth target for the region.

Map 3 is a conceptual view illustrating the gradual transition of residential development and density across the region under this scenario over time. The higher-density development is clustered around development locations supported by passenger rail and/or future rapid transit, with intensification occurring along existing and planned transport corridors.

The map shows the envisaged growth scenario across the region, with greater density (more dwellings per hectare) represented by a darker blue and areas with lower density shown in a paler red.

Map 3: Conceptual illustration of residential density and development



⁶ These numbers have been derived from a combination of Stats NZ forecasts and Housing and Business Development Capacity Assessments – see https://planningforgrowth.wellington.govt.nz/_data/assets/pdf_file/0020/3287/Wellington-Regional-HBA-Chpt-1-Regional-Summary.pdf for more information on the Housing and Business Development Capacity Assessments.

Elements of the growth scenario

The proposed urban form for the region is a mix of both high-density growth in and around key centres and in the walkable catchments of future rapid transit stops and other railway stations and bus hubs across the region, and increased densities in Future Urban Areas.

Approximately two-thirds of the growth is expected to occur in Urban Renewal Areas in existing urban areas through infill, urban renewal and intensification. Approximately one-third of the growth will be in Future Urban Areas, extending the current urban footprint of the region. While Future Urban Areas can be expected across the whole region, a large proportion of this type of growth will be in the western corridor in areas from Porirua to Levin.

Our current understanding is that, regionally, 88% of housing growth will come from areas we have identified in the Framework, and 12% will come through business-as-usual infill (including incremental, smaller-scale Future Urban Areas – greenfield developments) throughout the region, with just over half of this infill being in Wellington City.

Of the 88% of housing growth coming from areas identified in the Framework:

- One-quarter is expected to be accommodated in Wellington City (excluding Tawa), including the Let's Get Wellington Moving (LGWM) corridor⁸.
- Nearly one-third is expected to be accommodated in the eastern corridor from Lower Hutt to Masterton.
- The remainder (just over 40%) is expected to be accommodated in the western corridor from Tawa to Levin.

The potential housing and urban development capacity of any future west-east multi-modal corridor(s) has yet to be fully determined.

The Framework outlines spatially where growth might occur, but also focuses on the type of growth envisaged, for instance the density and urban design aspects.



⁸ See <https://lgwm.nz>.

4.2 Building communities and neighbourhoods

The Framework sets out critical spatial elements that will help to create well-functioning and 'liveable' urban environments – places where people want to live, work and play, and where people have easy and affordable access to housing, services, amenities, open space and jobs. We describe these as walkable neighbourhoods.

Liveability and placemaking

Liveable urban areas can make a major contribution to people's quality of life. A well-planned urban development can meet housing needs, provide affordable housing choices, improve access to employment, education and services, and support healthy, connected and cohesive communities. Liveable areas are resilient and can adapt to changes over time.

Placemaking contributes to liveability by creating great places that strengthen local character and diversity and develop a sense of place for each area. Prioritising a people-friendly public realm, open spaces and walkable neighbourhoods can support major centres and nodes, improve access to social infrastructure and amenities and result in improved health outcomes.

Placemaking includes creating communities that are easy to navigate on foot and by cycle (or other micro-mobility means). This helps to create neighbourhoods that are safe, comfortable and interesting. Walkable neighbourhoods support more prosperous local businesses and healthier communities by making it easy and safe to be active.

Placemaking applies as much to enhancing existing communities as it does to new ones. This is important in the context of this Framework given that we are expecting approximately two-thirds of growth to occur in existing urban areas.

The Framework seeks to ensure that developments contribute to liveability and placemaking through spatial elements such as:

- Providing for a high-quality public realm and open spaces as core spatial features – including the blue-green network that supports local and regional sustainability and wellbeing e.g. water-sensitive urban design elements.
- Planning for a future where all new developments are focused on active mobility and access to public transport, so there is easier access to jobs, services and amenity.
- Ensuring Wāhi Toitū areas⁹ are considered in all new developments as a way of creating resilient communities where the risk of hazards is reduced and where the local context, such as culturally and historically important features, is respected.

⁹ For information on this, see the Constraints – Wāhi Toitū and Wāhi Toiora section of the report.

Housing affordability and choice

Providing housing for all people will be critical to creating a liveable region. This includes meeting people's housing needs, including through affordable housing choices and avoiding the negative impacts of gentrification and displacement.

The Framework has a strong focus on improving housing outcomes. Enabling increased urban densities in existing communities is not intended to displace existing residents.

At present there is a lack of sufficient housing choice and diversity in the right locations. Demographic changes, such as projected increases in the number of single-person households, mean that housing needs will change over time. It is important to consider aspects such as ensuring young people can afford to live in the neighbourhoods in which they grow up.

Enabling a range of locations for housing, at a range of densities and providing for different types, will increase the diversity of the housing stock, enabling more people to access the homes they need in existing neighbourhoods. Enabling papakāinga housing and other housing options through which Māori can express their cultural traditions and norms is another key element in providing for housing choice.

4.3 The benefits of urban development and a denser urban form

Benefits of urban development

The majority of New Zealanders and those in the Wellington-Horowhenua region live in towns and cities. As growth in urban areas is expected to continue, it is important to get our towns and cities to look and feel right. Ensuring that this long-term growth produces benefits for existing and future residents is critical to the prosperity, sustainability and liveability of this region.

A 2019 report prepared for the Ministry for the Environment investigated the costs and benefits of urban development. It found that urban development generates significant agglomeration benefits that support higher productivity and incomes and a greater variety of consumption opportunities.

The Framework is a tool to help facilitate these positive urban growth benefits in the long term. It identifies a range of opportunities to enhance competitive land markets. Future Urban Renewal Areas are located in places where the current and future transport infrastructure will provide a high-quality public transport network with a compact urban form that accommodates long-term growth and provides high-quality social, cultural, economic and environmental outcomes.

Benefits of a denser urban form

Government policy supports increased density in urban areas in certain locations. The NPS-UD requires councils to provide for more intensive developments around urban centres and in locations where

accessibility by public or active transport is high and where there is demand for housing and business use.

The Framework has been prepared taking these requirements into account. The benefits of a denser urban form can be maximised if it is located where there is demand for housing and good accessibility to public and active transport and jobs and services.

Doing Density well

Providing for density is not just about providing for more housing but also ensuring this is done well and with people and communities at the forefront of planning. For the Framework this is about providing places where people want to live and be part of a community. This requires thought about how to connect people to the places they live and work through good design of both housing and the open and urban spaces.

If all the benefits above to the transport system, business and the environment are achieved but we don't build density well for people who live in it, then this is not a great outcome.

Apart from some locations in Wellington City, the region does not currently have many areas of significant medium or higher-density housing. There are some great examples, but not at scale.

Good compact urban forms place homes close to social and economic opportunities and support them with multi-modal transport options. Encouraging high density around public transport stops is necessary to support improvements in the frequency of public transport services offered and new investment in infrastructure.

Delivering denser urban forms 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 generally offer higher levels of wellbeing with lower resource use and greenhouse gas emissions.

Creating a more compact urban form requires a focus on redeveloping existing urban areas to higher densities where appropriate, as well as ensuring the Future Urban Areas we create use land efficiently and are more self-supporting with local employment and community facilities.

Locating high-density developments in and around neighbourhoods supports local businesses, services and facilities by increasing the number of potential customers. It also can help reduce the need for clearance of native ecosystems in that it generally reduces the need for development on vacant land.

Increasing the range of housing types in a given neighbourhood provides greater choice, increasing the opportunities for first-home buyers to enter the market and helping older residents to ‘age in place’.

In 2005 the Ministry for the Environment researched the value of urban design and the ‘value of density’, and found that high-density developments (in conjunction with other conditions such as mixed use, good building design and adequate open space) can:

- Provide cost savings in land, infrastructure and energy.
- Reduce the economic costs of time spent travelling.
- Help concentrate knowledge and innovative activity in the core of the city.
- Be associated with lower crime rates and greater safety.
- Help preserve green spaces in conjunction with certain kinds of urban development.
- Reduce run-off from vehicles to water, and emissions to the air and atmosphere (although air emissions may be more locally concentrated).
- Help encourage more physical activity, with consequent health benefits.
- Promote social connectedness and vitality.







4.4 Measuring our success

Suggested indicators for the Framework are outlined in Table 1. These are mainly consistent with the other spatial plans being jointly developed through urban growth partnerships, but also reflect local spatial plan objectives.

Monitoring progress towards achieving these outcomes is important not only for understanding the effectiveness of the Framework but also to inform the Government's Urban Growth Agenda. The indicators provide the areas against which the success of the Framework will be measured.

It will be necessary to further refine the indicators below and develop and agree targets if we are to understand if we are being successful. This will be an implementation action for the Framework.

Table 1 Suggested indicators for the Framework

OUTCOME	MEASURE	INDICATOR
Housing 	Housing affordability	Ratio of average income to average dwelling purchase price/rent
	Housing choice	Increasing range of housing sizes, types and locations
Inclusive access 	Access to opportunities	Proportion of the population living within 30 minutes of work, education and other services ⁹
	Active travel and public transport journeys	Mode share of all trips by walking, cycling and public transport
Environmental sustainability 	Emissions reductions (e.g. transport, waste)	Reducing emissions per capita Transport generated CO ₂ emissions (per capita and absolute)
	Impact on land and biodiversity	Total quantity of open space consumed for development Quantity of versatile rural land consumed for development Quantity of indigenous vegetation protected from development
Climate change 	Climate change resilience	Population/employment located in areas vulnerable to sea level rise

⁹ This may be by any travel mode including car.

Part 5 – The spatial plan

Part 5 of the Framework sets out the spatial framework for the Wellington-Horowhenua region. It identifies areas for growth, development and improvement, including areas to protect, uses and activities, transport, the blue-green network and infrastructure.



5.1 Urban form

Future Urban Development Areas

Councils and iwi in the region have a range of city- and district-level urban growth plans, spatial plans, housing plans and district plans that outline and shape growth in their areas. Many of these are currently underway or have only recently been completed. The Framework has drawn on this work and sought to incorporate much of the intent of each of the plans and strategies to ensure appropriate alignment between city-, district- and regional-scale spatial/district planning.

This Framework outlines the Future Urban Development Areas in the next 30 years that require regional identification, assistance and recognition. In many cases this aligns with developments identified in current council and iwi plans, and in some cases areas identified in the Framework are new region-wide spatial elements.

The Future Urban Development Areas are all subject to further testing that includes:

- Completing the due diligence needed to decide on exact locations and forms (i.e. to a property scale); rigorous testing in line with NPS-UD requirements; considering other national directions and the regional policy statement and plan; reviewing the Housing and Business Development Capacity Assessments; and undertaking district plan changes.
- Assessing how well they deliver on multi-modal access and reduce emissions, and considering the optimal timing for any enabling infrastructure investment.

The Framework includes developments with regional scale only:

- **Future Urban Area** (greenfield) developments, generally over 1000 new dwellings.
- **Urban Renewal Areas** (brownfield) developments, including high-density developments in all seven major centres¹¹ in the region and medium-density developments at nodes.

This is in alignment with the requirements of the NPS-UD.

These locations have been identified as Future Urban Development Areas for a number of reasons (although not all reasons apply to each area), including:

- District plan provisions are already in place or underway to enable higher densities in a location.
- Some of the current housing in the area is already medium or high density.
- Land ownership sits with a limited number of owners and has a fair amount of central government, local government and/or iwi ownership. This applies more in nodes than in major centres.
- The location is at or alongside a rapid transit stop.
- The location is close to a major employment centre.
- The location is in an area that is less affected than others by natural hazards.
- Can leverage off a large public-sector investment either underway or imminent.
- The location is close to or includes a local high school, primary school or intermediate school.
- The location has three waters capacity or a

current programme of three waters renewal.

- The location has development potential and the ability to strengthen the node to provide more services.

The development areas can be seen in Diagrams 8 and 9. We expect that all these development areas (or similar) will need to occur to accommodate the regional growth scenario of 200,000 additional people.

The diagrams show:

- The western growth corridor from Tawa to Levin, with a heavy focus on Urban Renewal Areas closer to Wellington City from south of Tawa to central Porirua. It also has sizeable Future Urban Areas in Porirua, the Kāpiti Coast and Levin, of which some need further exploration.
- The eastern growth corridor from the lower Hutt Valley to Masterton, with almost all housing growth from Urban Renewal Areas in the Hutt Valley. There are both Urban Renewal Area and Future Urban Area developments in Wairarapa.
- The LGWM corridor is all Urban Renewal Area development.

The highlighted 'yellow' west-east corridors are possible new/strengthened corridors that could deliver housing, resilience and improved multi-modal access to economic and social opportunities for the region. For instance, if corridors of this kind were established, you could live in Titahi Bay and travel by frequent public transport to your work in Upper Hutt along a west-east housing and transport corridor.

¹¹ Masterton, Upper Hutt, Lower Hutt, Wellington, Porirua, Paraparaumu and Levin.

Diagram 8: A growth corridor view of the Future Urban Development Areas

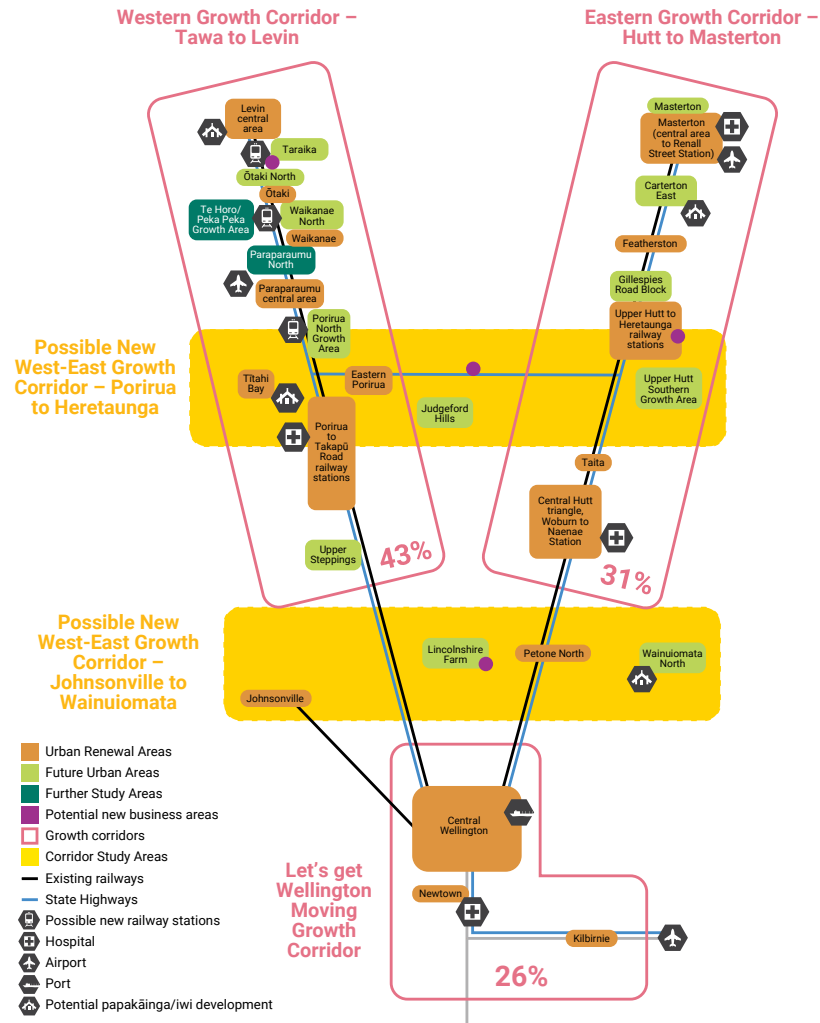
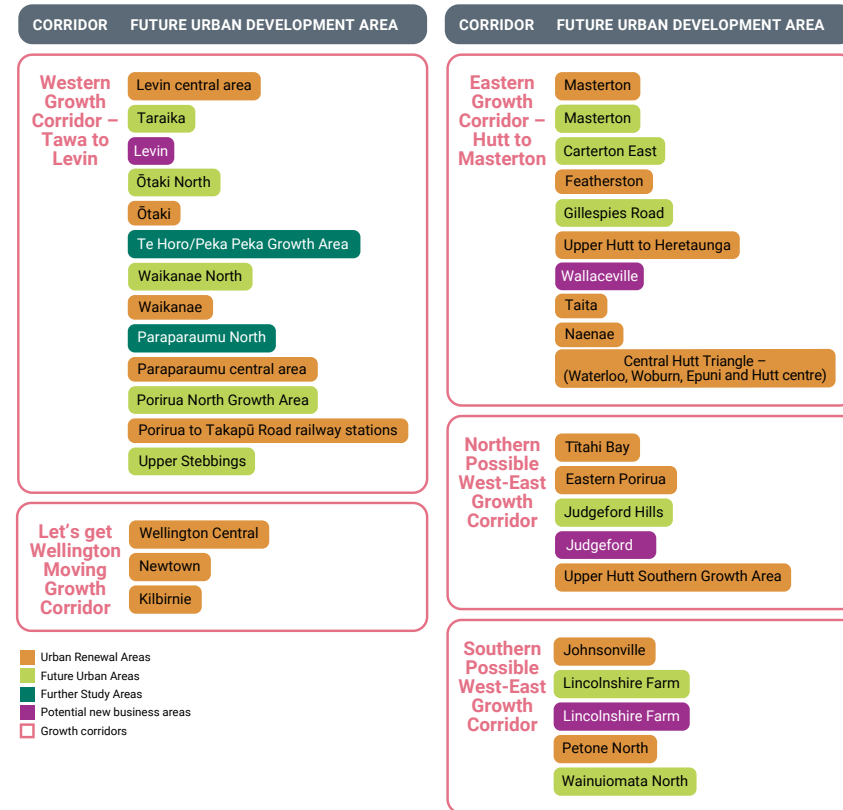
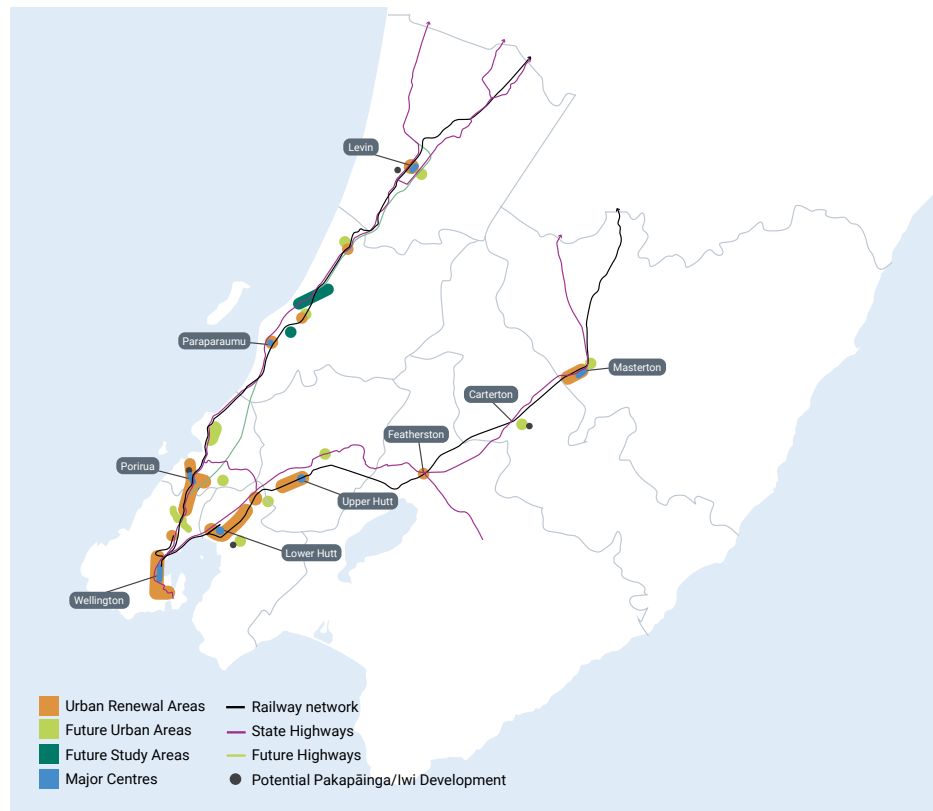


Diagram 9: Future Urban Development Areas by corridor



Maps 4 and 5 provide spatial views of the Future Urban Development Areas from regional and metro perspectives.

Map 4: Future Urban Development Areas – regional scale



Map 5: Future Urban Development Areas – metro scale



Iwi aspirations

In working with iwi across the region we have identified the opportunity for marae-based urban developments. This is about putting the marae at the centre of a community and planning for and developing both housing and community infrastructure to support local people and their aspirations around the marae. This could include papakāinga, cultural services, social services and employment centres and may require a new way of thinking about the planning policies and rules for marae-based locations in both urban and rural areas in the region.

Marae can play a strong role in walkable neighbourhoods for tangata whenua, providing all the benefits outlined in earlier sections of this report.

A number of possible marae development areas are identified on the maps in this section, in areas where iwi have expressed an interest in this type of development. Not all project partner iwi have contributed to this mapping to date. Further work is required with project partner iwi to understand more and to get a true regional view of the number and scale of possible developments. This work will continue under the evolving partnership approach developed during the development of this Framework.

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

Accommodating 200,000 more people

To achieve the level of housing capacity required to accommodate an additional 200,000 people, the following developments will be required:

1. Infill and incremental housing development to continue as is – for example, converting existing houses into multiple units, replacing single houses with two and undertaking two- to three-dwelling developments. This is business as usual for the region, and it is expected to be further enabled by changes being made by many of the councils to lift general densities in their cities and districts. The locations where these types of development are enabled are not explicitly identified in the Framework, but they are nonetheless an important part of the region's growth capacity. We expect them to provide up to 11,400 dwellings in the 30-year period, of which just over half are expected to be in Wellington City.
2. Transformational change in Urban Renewal Areas that are on frequent public transport corridors, at rapid transit stops and in major centres. This is more than a business-as-usual approach to growth and will require both planning changes and a proactive and more integrated use of new urban development approaches.
3. Widespread medium-density developments in Future Urban Areas (greenfield) where topography makes them possible, with fewer traditional stand-alone housing types being built. This is a change from current development patterns and is needed to fully utilise the limited amount of well-

located greenfield available in the region. It will require planning changes and a different and more integrated approach to development.

4. More affordable housing options right across the region.
5. Partnering with iwi to both continue and introduce further housing options that work for Māori, including papakāinga and marae-based housing developments.
6. In the longer term, urban development along the west-east corridor(s) that may already exist as a transport corridor but has yet to be established as a housing and urban development corridor and/or may be a new corridor.

The two current north-south corridors and the LGWM/Wellington City corridor are expected to accommodate the growth in dwellings shown in the Table 2, assuming that the necessary density plan changes are put in place and more proactive urban development approaches are used.



Table 2: Growth potential by corridor

CORRIDOR	NUMBER OF DWELLINGS IN FUTURE URBAN	INDICATOR
Western corridor (Tawa to Levin)	38,100	43%
Eastern corridor (Lower Hutt to Masterton)	27,200	31%
LGWM/Wellington City corridor	22,700	26%
TOTAL	88,000¹¹	100%



If one or more west-east urban development and transport corridors are also developed, some of this growth plus additional growth would likely be redistributed across the new corridors.

Early staging – developing a better understanding

The Eastern Porirua and LGWM corridor Future Urban Development Areas are already underway, with each being developed through a local government, central government and iwi partnership to provide transformational change in that area.

Table 3 identifies the Future Urban Development Areas and spatial initiatives for the first staging of projects. It involves initially gaining a better understanding of what the opportunity is and whether the level of housing and community development identified through the Framework can be fully realised, and at what cost.

As with the Eastern Porirua and LGWM¹³ corridor, these are areas where local government, central government, iwi and the private sector can work together to make a big difference.

The six Future Urban Development Areas of Eastern Porirua, LGWM, Lower Hutt Triangle, Levin, Upper Hutt and Johnsonville are expected to enable up to 29,000 new dwellings in the next 30 years.

While these have been identified for an early focus, it is recognised that circumstances might change from time to time (for instance through Treaty settlements or a focused approach from the private sector), requiring a reassessment of this list. The implementation of the Framework will be developed to be able to respond to and take advantage of any changes.

¹¹ Using 2.2 people per household in Urban Renewal Areas and 2.5 people per household in Future Urban Areas, this results in just over 200,000 additional people excluding infill developments, and more than 227,000 including infill developments.

¹² The LGWM website <https://lgwm.nz/> defines the geographical area of the LGWM project as from Ngāūranga Gorge to Wellington Airport, encompassing the central city, the Wellington Urban Motorway, Wellington Hospital and connections to the eastern and southern suburbs

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Table 3: Early staging spatial initiatives

FUTURE URBAN DEVELOPMENT AREA	WHY?
Eastern Porirua	This project is underway and will provide 2000 additional homes (both state houses and affordable and market homes) as well as great neighbourhoods and resilient communities. The project will help to improve the wellbeing of Eastern Porirua residents including new employment opportunities for local people and businesses. See https://poriruadevelopment.co.nz/
Let's Get Wellington Moving (LGWM)	This project is underway and is intended to move more people with fewer vehicles. It will provide attractive travel choices and reshape how people live. It will make the city and region more accessible, compact, sustainable and deliver a better place to be. See https://lgwm.nz/
Lower Hutt Triangle-City centre and Woburn to Naenae stations	This opportunity can capitalise on the large scale Kainga Ora ownership in this area along with a District Plan that currently provides for higher density, a council owned housing Council Controlled Organisation, the large range of community and social infrastructure already in place and the relative lack of hazards. It leverages rail and bus assets and services as well as other recent and planned investments including RiverLink (see https://haveyoursay.gw.govt.nz/riverlink), the Beltway cycleway, Naenae pool and station access.
Levin rail and state highway leveraged development and Taraika	This opportunity can shape different growth patterns and manage increasing growth in this area whilst retaining this as a relatively affordable location and constraining outward growth to protect the surrounding highly productive soils and blue-green network. It leverages the major new transport investments in road and rail and Taraika, the proximity to both Palmerston North and Wellington employment markets and tertiary education providers and the lower hazard profiles in this area.
Upper Hutt rail orientated development – centre and Upper Hutt to Heretaunga stations	This opportunity can increase housing density in this area with a District Plan change underway along an already established rail corridor and in an area with a lower hazard profile than other parts of the region. It leverages identified key development opportunities around stations, including changes in housing density at Trentham, potential for office development in Wallaceville, the development of a sports hub in Heretaunga and development opportunities in Upper Hutt centre as well as rail and road (SH58 and Transmission Gully) investment.

FUTURE URBAN DEVELOPMENT AREA	WHY?
Johnsonville	This opportunity can maximise the mixed-use and residential opportunities in Johnsonville (required by the NPS-UD). Wellington City Council is progressing Johnsonville as a key suburban centre within its Draft Spatial Plan and through its District Plan review that will likely result in District Plan policies, infrastructure investment and a suburban centre investment plan that will incentivise and enable the high levels of growth required. It leverages the already regionally significant centre connected by infrastructure and public transport (rail and bus) that serves a number of adjacent suburbs.
West-East corridor possible Future Development Areas	Travelling west-east on public transport or using active modes is problematic at present, limiting the ability for people to move using these modes for work or leisure reasons. The current corridors are simply roads or do not exist. This project will explore the potential for significantly improving west-east access and resilience and unlocking areas for housing and urban development and social and economic activities across the West-East access by investigating the options for enhanced/new west-east growth corridors.
Assessment of public transport and social infrastructure requirements to support the increase in population in the Kāpiti/Horowhenua area	There is a significant amount of Future Urban Area development projected to occur in Kāpiti and Levin over the period of the Framework. In addition to this is the increase in dwellings expected in Urban Renewal Areas. This project will look at the projected growth, timing and type of development and collectively identify the public and active transport, future health and education provision requirements so that these are considered together and support the type of growth outlined in this Framework.

What will growth look like?

It is important for growth in the region that we establish the amount of growth and where it might be as well as the principles underpinning the types of development the region is looking for.

The partners in the Framework are interested in developing communities where people can get many of their daily needs locally, not just more housing.

Urban Renewal Node developments

Walkable neighbourhood developments around rapid transit stops/railway stations will comprise medium-density housing and provide for a number of daily needs within 10- to 20-minute walks from home, including local shopping centres e.g. more than dairies.

They will be close to or include significant employment opportunities, local primary schools and local parks or green spaces.

These developments will provide access to regional employment, services and education, be walkable with safe cycling and local public transport options, support multimodal travel and have some locally established social services such as community hubs and health services.

Urban Renewal major centre developments

Major centre developments will provide higher-density housing, with the specific densities determined by the local areas.

All major centres in the region will continue to develop as major activity hubs that include housing, frequent public transport/rapid transit, major employment opportunities and education services. They will also contain primary shopping areas for the district, city and/

or region and include a range of leisure and community facilities for those districts, cities and/or regions.

They are expected to have well identified and used multi-modal transport options linking to other parts of the district, city and/or region.

Wellington City is a good example of a major centre that already contains all these elements.

Future Urban Area developments

To date, Future Urban Area (greenfield) developments within the region have typically been low density, containing mainly stand-alone housing. They have often not been well serviced by public transport and have had a limited range of community services. Residents have needed to get into their cars and leave their communities to get their daily needs met.

In future this type of development will aim to create a sense of neighbourhood and community. Larger developments will have neighbourhood centres with local shopping centres, local schools (or have local schools near enough to walk or cycle to and from), and where possible local health services, community services and community green space.

These developments will deliver higher housing densities than would currently be found in greenfield developments in the region. They are likely to be medium density with housing types such as townhouses and low-level apartments, and have easy access to more frequent public transport to connect people to employment, services and education.

Some larger developments will also include business activities such as commercial or industrial parks that enable people to work closer to home.

Design elements

It is important that developments support a number of central government and other partner directions and are fit for the future. This means developments that:

1. Are built from low-emission materials (the Climate Change Response [Zero Carbon] Amendment Act).
2. Align with the NPS-UD with regard to density requirements.
3. Provide community green and public space.
4. Include water-sensitive urban design features (this is one way to achieve the water-quality requirements of the National Policy Statement for Freshwater Management).
5. Align with and include Māori urban design principles – identifying with place.
6. Have good relationships in how spaces and streets work, such as the Healthy Streets approach.
7. Fit with local landscapes and natural and historic heritage.
8. Utilise low-damage design approaches.
9. Utilise inclusive and accessible design principles consistent with universal design.
10. Are consistent with partner design guides, such as 'Bridging the Gap: NZTA Urban Design Guidelines' and 'Station Access Design Guidelines'.
11. Meet good-practice urban design principles (access to sunlight as an example).

Links to examples of these design aspects are included in the references section at the back of this report.

5.2 Transport

The transport system

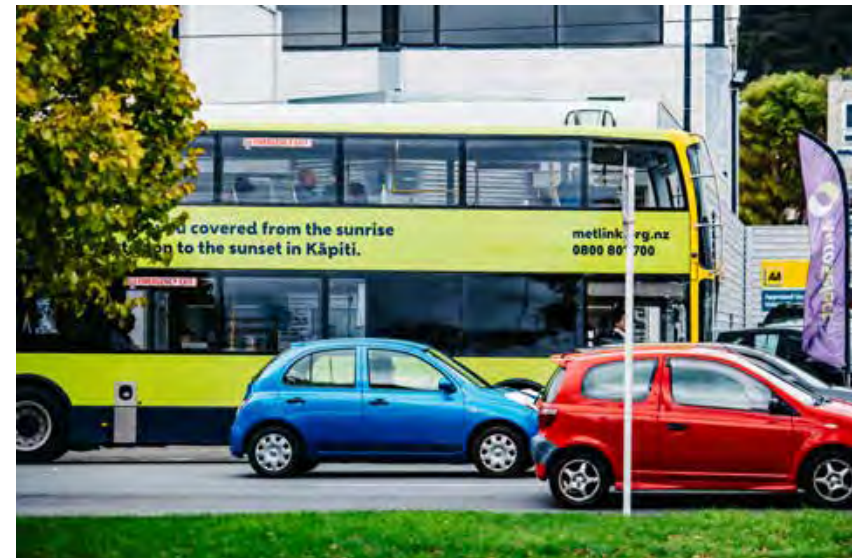
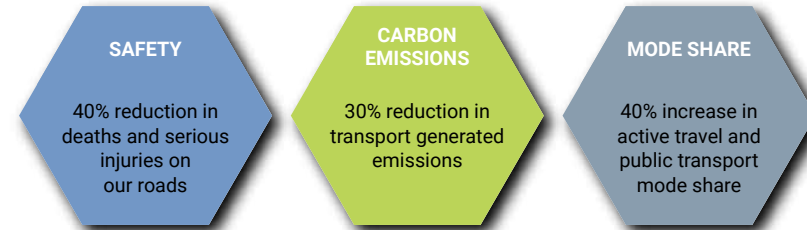
Work undertaken as part of the draft 2021 Regional Land Transport Plan has identified trends and issues relevant to this Framework:

- Demand for public transport is growing.
- Car use remains the dominant mode of travel for journeys to work.
- Congestion on key multi-modal road corridors is resulting in travel delays and unreliable journey times for people and freight.
- Transport-related carbon emissions are increasing.

To address these issues and deliver on the Framework objectives, the region will need to:

- Ensure there is sufficient public transport capacity to accommodate growing demand.
- Integrate land use and transport to support compact urban forms, liveable places and a strong regional economy.
- Provide better travel choices through improved access to public transport as well as safe and attractive walking and cycling networks.
- Ensure the transport network is well connected and resilient so people can access jobs, education and services and freight can be moved efficiently.
- Minimise the impacts of travel on the environment.

Three headline 10-year targets have been agreed to measure progress in achieving these goals and drive action and investment.¹⁴



¹⁴ These targets are drawn from the draft 2021 Regional Land Transport Plan.

Public transport network

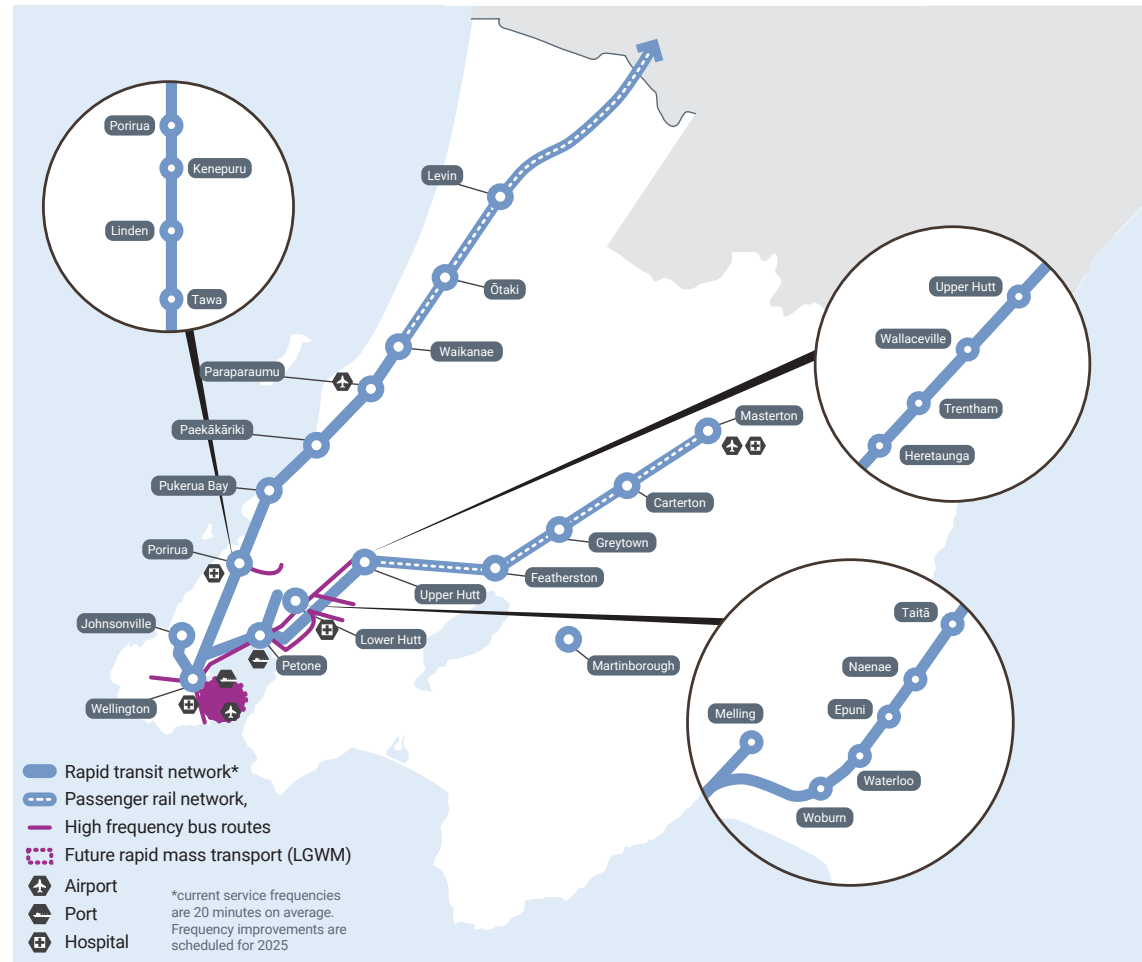
The public transport network in the region (Metlink) is an integrated network of bus, train and harbour ferry services. The network consists of four railway lines, more than 100 bus routes, more than 200 school bus services, and harbour ferry services. Through the Total Mobility Scheme, discounted taxi services provide travel support and assistance for people who have difficulty using the public transport services.

The Metlink network consists of three layers: core routes, local routes and targeted services. Of these, the core routes form the strategic public transport network. Core routes are the urban rail network and frequent bus services that form the network's backbone, linking areas of high demand with high-capacity, direct services with extensive operating hours.

Map 6 identifies frequent bus services, the passenger rail network and the parts of the rail network that could be considered rapid transit (when higher-frequency services are introduced around 2025, generally increasing service frequency to 10-15 minutes).

Rail patronage has grown substantially in the past decade. This reflects both population growth in the region and investments to improve infrastructure, rolling stock and services, including through the Wellington Metro Upgrade Programme and as part of the New Zealand Upgrade Programme.

Map 6: Rapid transit/core public transport network



The bus network has a critical role in moving large numbers of people in Wellington City, particularly at peak times, and in connecting people to rail and other facilities around the region.

The region is in an enviable position as it already has an extensive passenger rail network on which to base future urban development. The transport part of the

Framework builds on the region's strengths, with rapid transit providing the backbone for future urban development, supported by improvements in multi-modal connections across the region. Improvements in service frequency will be introduced around 2025, with further increases in frequency delivered over time.

Similarly, the bus network will be increasingly important to support public transport mode share in key growth areas in the region. These include the northern suburbs of Wellington City and other parts of the region where bus mode share is low, including west-east connections.

Mode shift is central to LGWM, which is a significant programme of investment in the next 30 years, aiming to move more people with fewer vehicles. Mass transit and regional state highway improvements are core elements of the programme, as well as greater priority for public transport, walking, cycling and placemaking.

With approximately two-thirds of urban development proposed to occur in existing urban areas, the key transport initiatives identified through the Framework focus largely on improving levels of service for public transport and multi-modal access. Future Urban

Area developments proposed along current transport corridors and adjacent to current urban areas will also require the development of safe and convenient multi-modal connections.

For the major centres, transport initiatives will focus on enabling more short trips via active modes (walking and cycling) and improving access to rapid transit stations. This will require the implementation of current projects such as LGWM in central Wellington and making the major centres in the region much easier to walk and cycle around, with a focus on improving access to stations.

Similarly, improving multi-modal station access will be a focus in the development of nodes at rail stations and bus interchanges. A first step will be the development of master plans that incorporate the plans for urban development, increasing housing density and transport and other infrastructure needs. The master plans will also need to incorporate sufficient space to enable local bus services to operate efficiently, and provide for local trips.

Progressing regional rail improvements will be critical to support the focus on intensifying rapid transit and providing sufficient capacity to accommodate growth. Key initiatives outlined in more detail in the Wellington Regional Mode Shift Plan will be advanced through the Wellington Regional Rail Plan/National Rail Investment Plan. These include improving rail capacity into Wellington railway station, double-tracking Pukerua Bay to Paekākāriki, extending commuter services from Waikanae to Levin, and investigating the potential for new train stations.

Walking and cycling

Walking is part of almost every trip. The main issues are severance, barriers to walking and substandard design or poor urban environments.

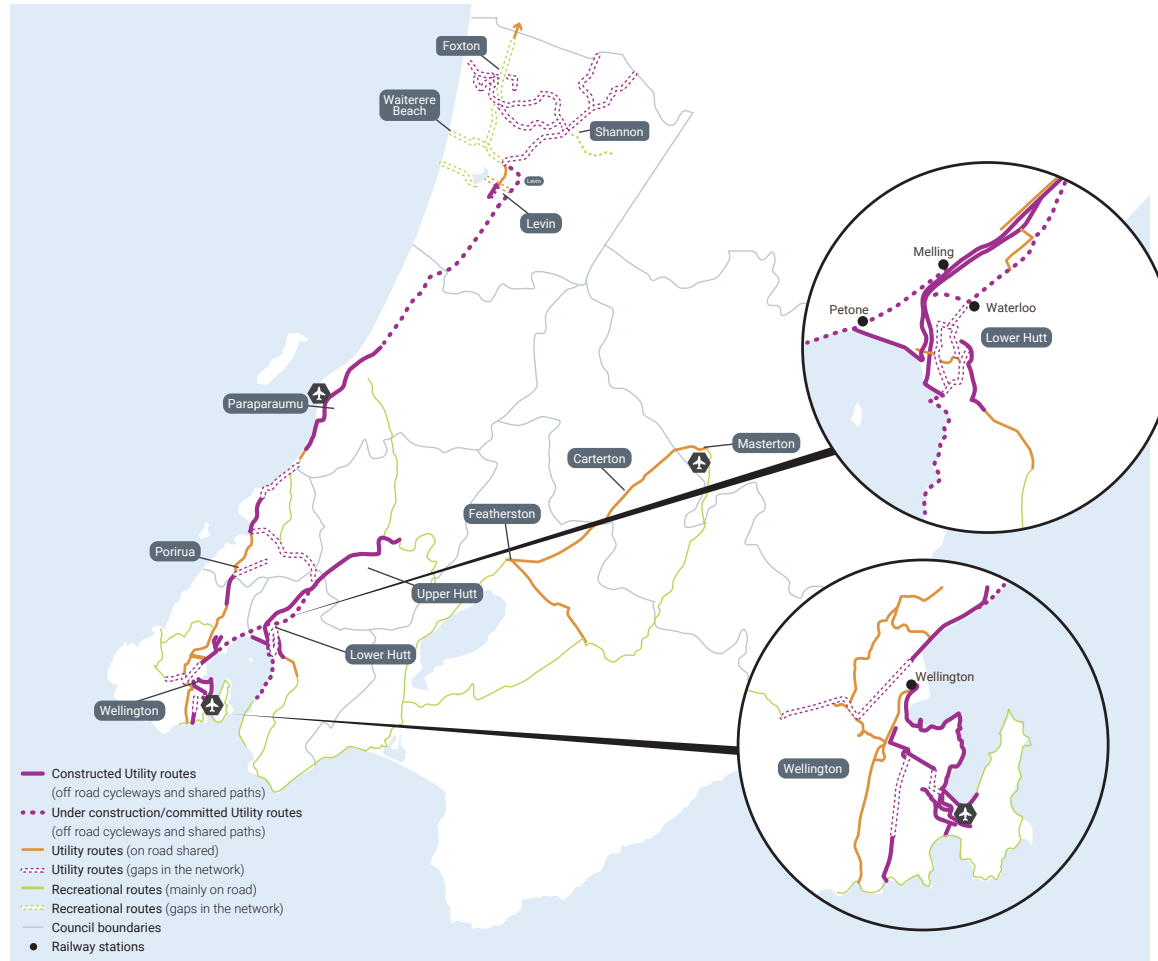
A key aspect of a 'well-functioning urban environment' is walkability. A much greater focus on walking and placemaking across the region recognises the importance of supporting the walkability of centres and neighbourhoods as part of providing a well-functioning urban environment.

The Wellington Regional Mode Shift Plan identifies a range of focus areas to make shared and active modes more attractive. This includes revitalising city/town centres in the region with a focus on walking and biking for shorter trips, through permanent changes as well as temporary interventions or trials and other initiatives such as lowering speeds around schools.

All roads in the region, excluding motorways, are used for cycling. Newly completed cycle facilities around the region have increased people's ability to cycle safely, but there are still significant gaps in the network connecting communities that affect opportunities to cycle, especially to work.

In the western corridor, between Ōtaki and central Wellington, there is a network of on-road and off-road cycleways, but gaps remain between Paekākāriki and Pukerua Bay, and Tawa to Johnsonville and Ngāūranga Gorge. Significant gaps also exist in Wellington City.

Map 7: Regional cycling network



In the Hutt/Wairarapa corridor the most significant gap is between Petone and Ngāūranga (which is to be addressed by Te Ara Tupua walking and cycling link) and Remutaka Hill. There is a gap west-east between Pāuatahanui and Plimmerton and at the State Highway (SH) 58/SH2 interchange. Further gaps exist from Seaview along the coastal bays and in Wairarapa, where narrow bridges create pinch points.

Delivering a connected regional cycling network is therefore a Key initiative of the Framework. This will include delivering transformative projects such as Te Ara Tupua (as noted above) and better connecting and improving access and opportunities for Eastern Porirua communities.

Map 7 shows the current cycling network in the Wellington region.

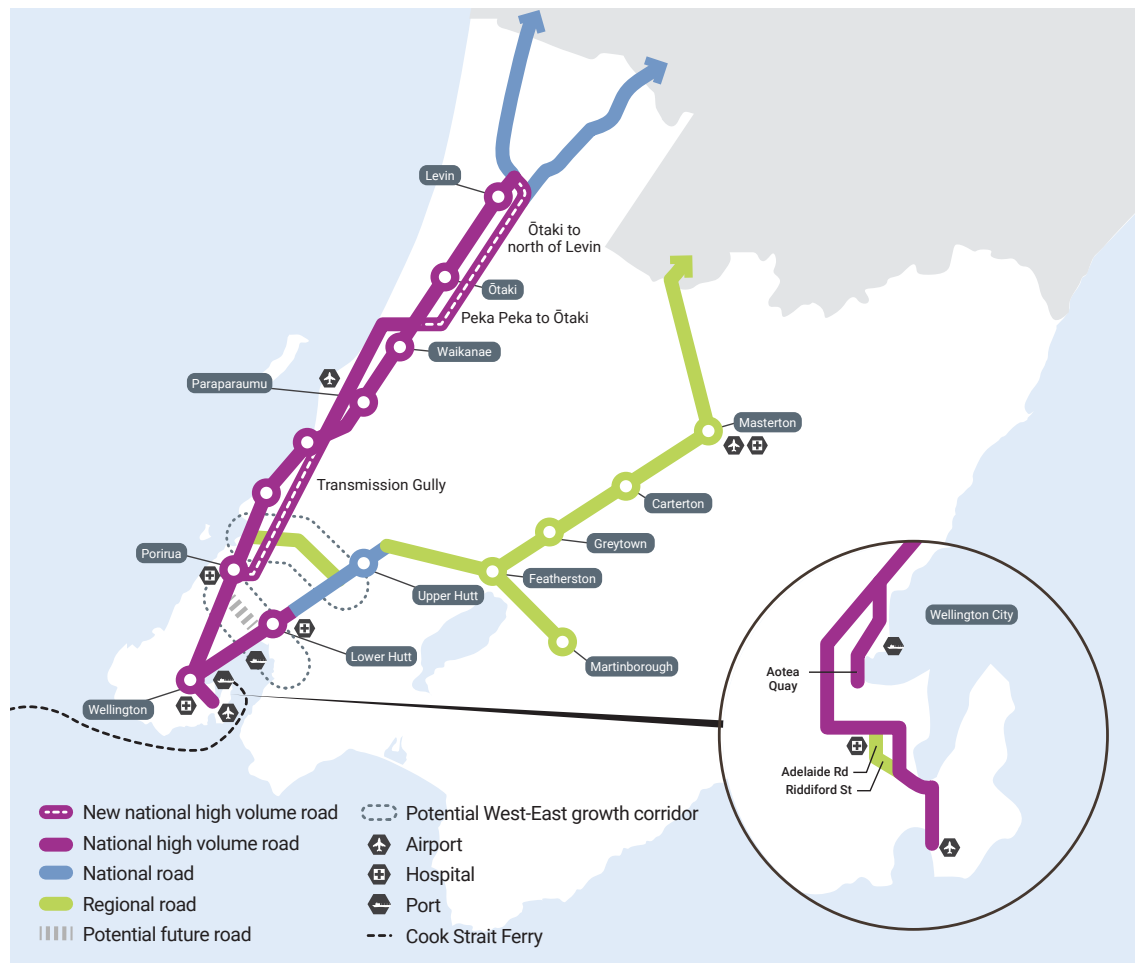
Strategic road network and the freight network

Nationally, the region has an important role in connecting North Island and South Island freight and tourism flows via road, rail and ferry networks. The current investment in SH1 north of Wellington is improving the connection between Wellington (as the lower North Island's largest consumer market) and Palmerston North (the emerging freight distribution hub for the lower North Island).

The western corridor (SH1 and the North Island Main Trunk rail line) is the main transport route for inter-regional freight movements. Intra-regional freight movements tend to be relatively short and predominantly by road between Seaview, Porirua, central Wellington and CentrePort. Light commercial vehicles such as couriers moving smaller goods are a significant part of the freight picture in the region, but these movements are currently not well understood.

The strategic road network also connects key regional destinations (such as central Wellington, hospitals and airports) and links regional centres. The network is made up of state highways and some high-volume local roads, as shown in Map 8.

Map 8: Strategic Road Network



The significant investments currently occurring in the strategic road network around the region include:

- Completion of Transmission Gully and Peka Peka to Ōtaki.
- Implementing New Zealand Upgrade Programme activities:
 - Ōtaki to north Levin – increased capacity north of Ōtaki, improved safety and resilience and travel time reliability.
 - Melling – intersection upgrade and associated works to support urban development in the Lower Hutt centre and the RiverLink development.
- SH58 – safety improvements in anticipation of increased traffic flows between Pāuatahanui and the Hutt Valley following the completion of Transmission Gully.
- Improving the reliability of freight interchange at CentrePort, integrated with efficient passenger ferry access (the Multi-user Ferry Terminal).
- Delivering the Safe Network Programme across the region with a focus on Wairarapa and Horowhenua.

The Wellington northern corridor improvements will deliver safer, more reliable connections for communities. The relocation of SH1 to a new alignment will also create opportunities to re-imagine the town centres of Paraparaumu, Waikanae, Ōtaki and in time Levin. Improving west-east multi-modal access

Improving west-east multi-modal access

A key initiative identified for the Framework is investigating how to strengthen west-east access to enable people to access social and economic opportunities across the region. Two potential growth corridors have been identified – one connecting Porirua to Heretaunga in Upper Hutt (along the existing SH58 corridor) and another connecting Johnsonville to Wainuiomata (building on work undertaken by Waka Kotahi NZ Transport Agency on Petone to Grenada and by Hutt City Council on a cross-valley connection).

Investigations into these growth corridors would build on work already done to further scope the potential for planned or envisaged Future Urban Development Areas, along with improved public transport and multi-modal access and improved resilience.



5.3 The blue-green network

Blue-green networks are a holistic approach to planning around waterways (blue) and green spaces such as parks (green). They combine elements of recreation, amenity, infrastructure and natural features, with a key feature being that they are managed together as a network, not as isolated features.

The Wellington-Horowhenua region is very fortunate to already have the components of some well-formed and recognised blue-green networks, these being areas of the city or districts in which we live that we look at, visit or use constantly without perhaps understanding how they were established in the first place. A strength of this region, and one that people who live here value highly, is that you can move very quickly from the urban area where you live or work to the blue-green network.

Key to moving forward will be ensuring that we value and protect what we have and add to this further. We could also consider managing it in a more joined-up way, to create a regional view. The indigenous biodiversity and ecosystem services provided by these networks are also important and of value to those in the region, and we need to minimise the impacts that development might have on them.

Many of the green parts of the network are there due to both the geographical nature of parts of the region (e.g. hills) and early decisions to protect those areas, which were made with great foresight and from which we benefit today.

Examples of key current parts of the blue-green network are:

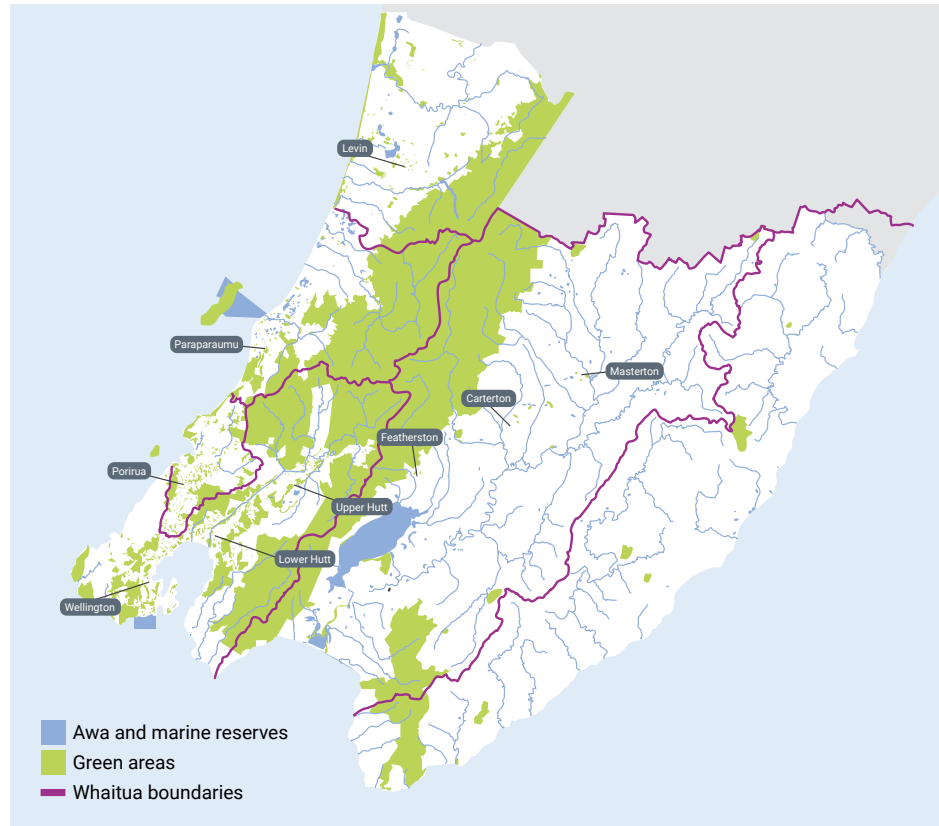
- The inner and outer Wellington town belts, which include 520 hectares stretching from Mount Victoria (Matairangi) in the north-east to Berhampore at its southern end, then north-west to Te Ahumairangi Hill between Wadestown and Thorndon.
- The western and eastern hills in the Hutt Valley, which include a number of regional parks such as East Harbour Regional Park and Belmont Regional Park.
- DoC estate land, such as Matiu/Somes Island, the Kāpiti Island Nature Reserve and Remutaka Forest Park.
- Major rivers such as the Ruamāhanga River, Ōhau River, Ōtaki River, Te Awa Kairangi/Hutt River, Waikanae River and Wainuiomata River.
- Major lakes such as Lake Horowhenua and Wairarapa Moana and the freshwater lakes of Pencarrow, being Lake Kohangapiripiri and Lake Kohangatera.
- The harbours and harbour edges, such as the Wellington and Porirua Harbours.
- Wetlands in the region, which include the Lake Wairarapa complex comprising shallow Lake Wairarapa and brackish Lake Ōnoke and their associated extensive wetlands, Pāuatahanui Inlet, Taupō Swamp and Carter Scenic Reserve, which preserves an ancient kahikatea (white pine) swamp forest.

- The coastal environment from Horowhenua south to Wellington City and Lower Hutt and around to Wairarapa. This provides recreational space and ecosystems important for biodiversity. It is also of significance to iwi as a source of food (kaimoana), customary rights (mahinga kai) and materials for cultural practices.
- The Te Araroa walking trail, which passes through the western side of the region.
- Multiple walking and cycling networks and projects either underway or planned, including the Five Towns Trail Network project in Wairarapa.

Maps 9 and 10 provide views of the key blue and green components of the regional network, at a regional scale and at a metro scale.



Map 9: Key components of the blue-green network – regional scale



Map 10: Key components of the regional blue-green network – metro view



Building on the already established parts of the blue-green network, a number of local authorities and iwi are working together to develop further aspects. The addition of further green and blue areas can help to restore habitat for valued native species such as birds and fish.

Examples of parts of the blue-green network being developed are:

- The Foxton and Piriharakeke/Foxton River Loop (the former path of the Manawatū River) as a key destination and a significant blue-green project. Horowhenua District Council is working with partners, including iwi and central government, to make this plan a reality.
- Continued work on cycling paths such as the Te Ara Tupua cycle and walking path connecting Petone to Ngāūranga and the Beltway Cycleway in Lower Hutt.
- A number of councils undertaking work to identify and protect landscapes and significant natural areas.

This Framework outlines areas for growth in the region that will provide more density in housing. Alongside this increased density we will need to ensure that we not only retain the current blue-green network but also add to it, including by looking to develop blue-green networks in and between neighbourhoods. This will include a blue-green network focus at a regional scale and also ensuring this is integrated into local urban development through aspects such as water-sensitive urban design.

One key initiative outlined in the Framework involves planning and implementing an integrated, region-wide cycling network, so that cycling around the region in the future is as easy and intuitive as driving is today. We are also looking to develop a regional water-sensitive urban design framework for use in future housing and other developments.



5.4 Constraints – Wāhi Toitū and Wāhi Toiora

Future growth in the region needs to take account of the significant constraints on development throughout the region. These constraints are summarised in this section. More detail on these constraints is available in the Framework's Constraints Report, available at <http://wrgf.co.nz/reports>.

The base spatial layers for the Framework identify Wāhi Toitū and Wāhi Toiora areas across the region.

Wāhi Toitū: areas with enduring presence that, for the purposes of spatial planning, are to be protected from new urban development.

WĀHI TOITŪ	
Sites with significant mana whenua values	Areas subject to significant hazards associated with sea level rise
Ngā Whenua Rāhui	Drinking water protection areas
Existing environmental protections	Highly productive land
Known well defined earthquake fault rupture and deformation zones	Significant infrastructure
Recreation land	

Our approach to mapping constraints

Our relationship with land, and how we value it, is interconnected with our histories, communities, culture and economy and the natural environment. The identification of constraints and values has been informed by current knowledge, existing land protections, established policy, proposed policy with legal effect and the project kaupapa.

These regional constraints and values have been mapped to help identify areas of the region where they limit or affect new urban development.

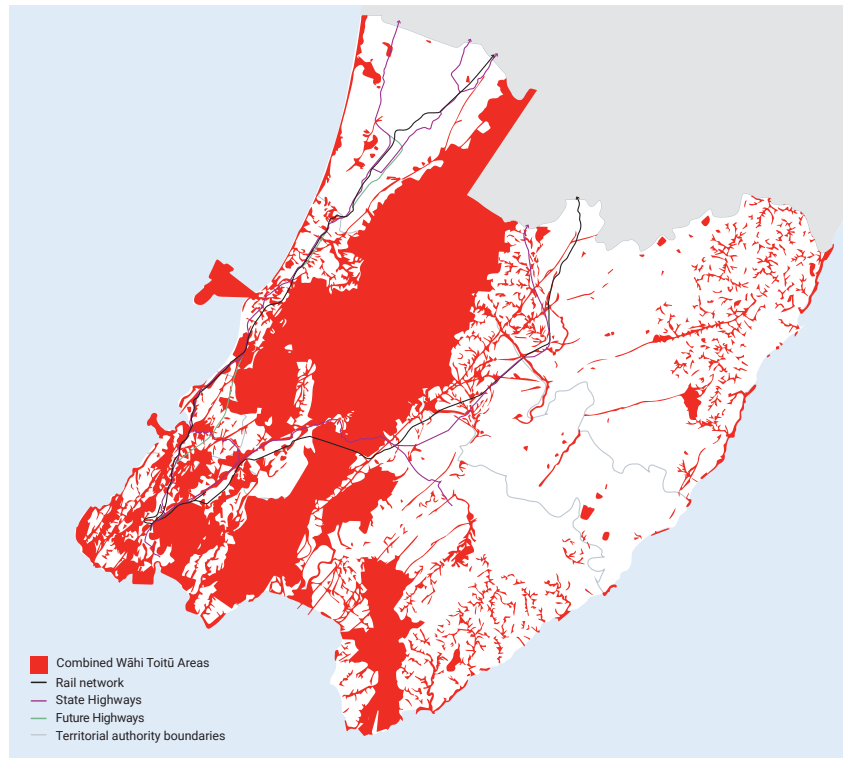
Wāhi Toiora: areas where, for the purposes of spatial planning, potential urban development must be carefully managed with appropriate consideration and a mitigation of risks.

WĀHI TOIORA	
Statutory acknowledgement areas	Climate change risks
Historical and cultural heritage	Potable groundwater supply protection areas
Water quality limits and stream health	High quality soils
Ecological sites	Contaminated land
Special amenity landscapes	Erosion prone land
Environmental buffer areas	Electricity transmission corridor buffers
Coastal marine areas and riparian margins	Natural hazards
Renewable energy generation infrastructure and mineral resources	

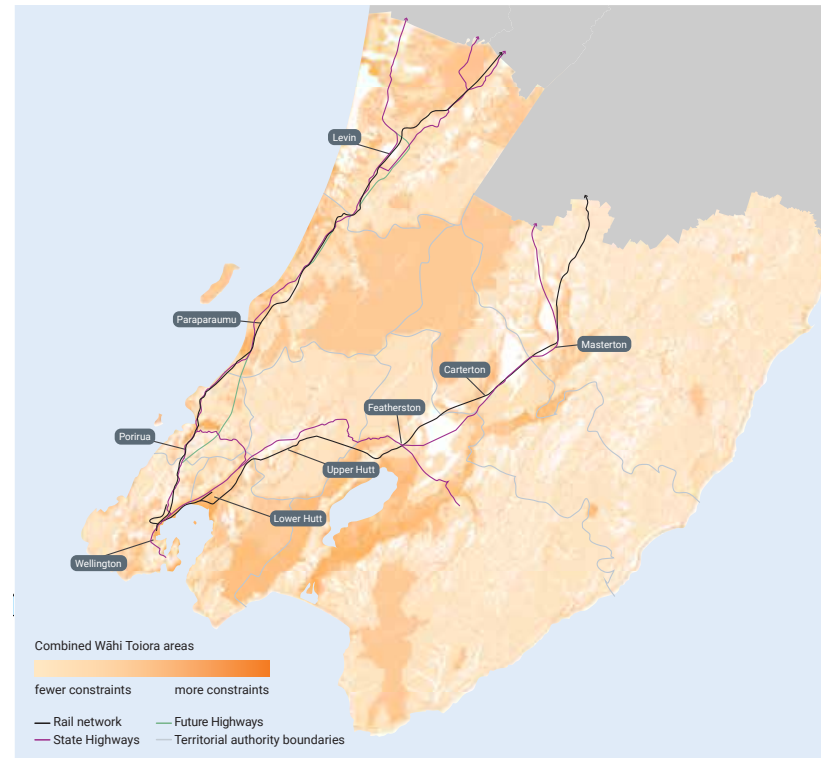
Not all land-use considerations have been included, with mapping has focused on the key constraints/values that may limit urban development at a regional scale. The mapping in this report is based on existing information and GIS data available to the Framework.

Maps 11 and 12 show both Wāhi Toitū and Wāhi Toiora at a regional scale. The Wāhi Toiora mapping shows the number of constraint layers present in each area (more or fewer). It does not represent the severity of risk or ability to mitigate.

Map 11: Wāhi Toitū



Map 12: Wāhi Toiora



Key spatial implications

Central spine barrier

The most extensive constraints and values that make up the Wāhi Toitū areas in the region are the environmental and water-supply protection areas along the central mountainous corridor between Wairarapa and the rest of the region. These Wāhi Toitū areas

Further work to represent mana whenua values and aspirations

Mana whenua have a special relationship with te taiao, and the environment has an important role in whakapapa, wairuatanga and kaitiakitanga. The entire region is a cultural landscape, with the areas of interest for the eight-partner iwi overlapping to cover the extent of the region.

Physical and natural elements have a strong part in wairuatanga such as the central mountainous spine and key lakes, islands and harbours. These are places that are likely to have an enduring presence for mana whenua; however, there are very few undeveloped areas of significance to mana whenua that are protected from new urban development.

The Framework includes a project to progress conversations with mana whenua to identify any additional Wāhi Toitū and Wāhi Toiora areas that should be protected from new urban development because of cultural values.

Constrained and valued region

Most of the region is subject to Wāhi Toiora constraints. Future urban development in the region will therefore necessarily be located in areas subject to some degree of risk, where constraints and values require appropriate consideration and mitigation. These constraints need to be taken into account when thinking about urban development in the region.

The region's geology, tectonic setting and climate mean it is prone to many hazards. Many existing urban areas are located on flood plains, steep hillsides, reclaimed land, active earthquake faults and coastal areas. Some regional hazards, such as drought, wildfire, coastal flooding, fluvial/pluvial flooding and severe wind, will be exacerbated by a warming climate.

The region lies over the meeting point of two tectonic plates and there are 14 active faults in and around the region that could produce destructive earthquakes. Parts of most major centres extend directly over active fault rupture zones. Many parts of our urban areas are situated in low-lying coastal areas, vulnerable to these effects and the impacts of sea-level rise. Other parts of the region are vulnerable to changing weather hazards associated with climate change.

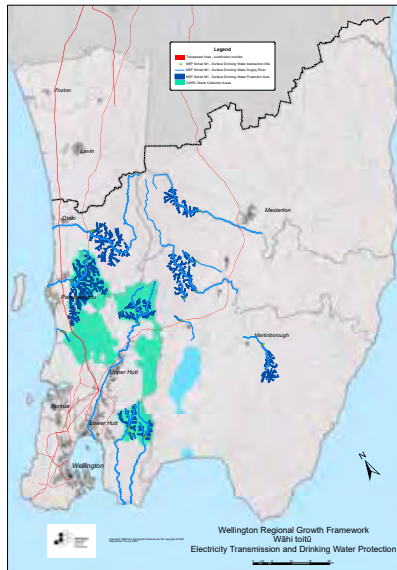
Resilience challenges

As identified in the Foundation Report, resilience is a key challenge for the region. Several key pieces of regional infrastructure, including bulk-water-supply pipelines and main transport routes, cross active fault rupture zones or are subject to sea-level-rise hazards.

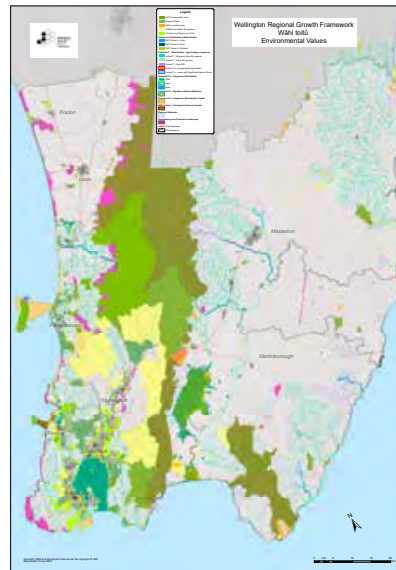
The Framework will include a key initiative to encourage and progress local adaptation to coastal hazards and sea-level-rise planning programmes.

Wāhi Toitū constraints mapping

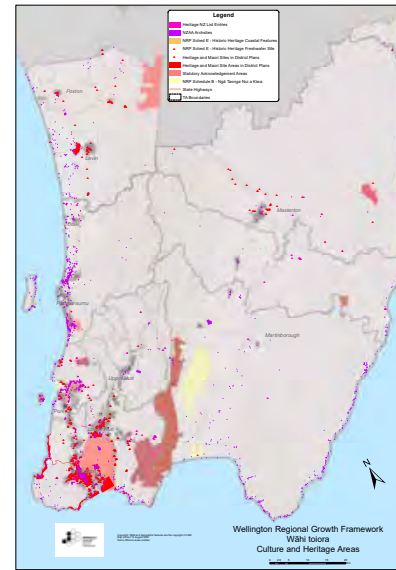
Water-collection areas



Environmental



Culture and heritage



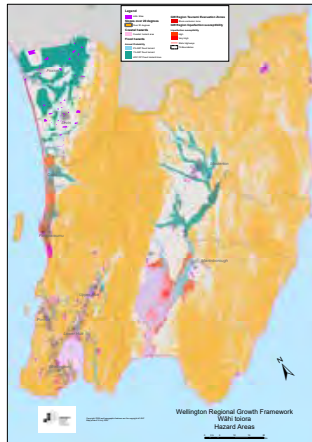
Known active faults



Mapping of well-defined earthquake fault rupture and deformation zones is unavailable for the whole region, so known active faults are represented instead.

Wāhi Toiora constraints mapping

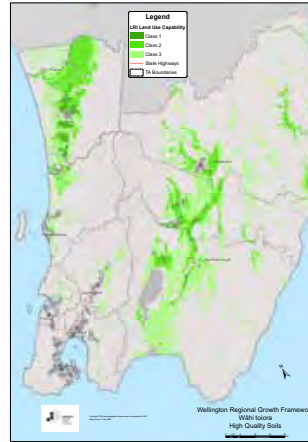
Key natural hazards



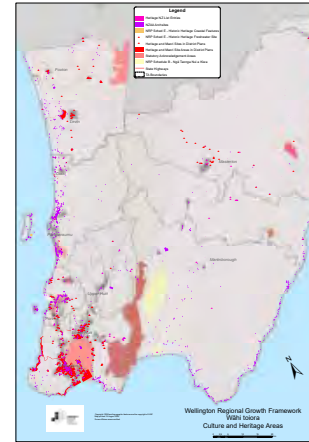
Environmental



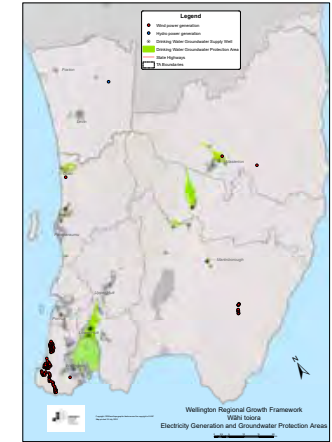
High-class soils



Culture and heritage



Groundwater supply, electricity generation



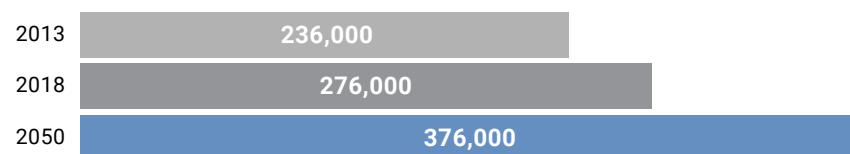
5.5 Employment

While the Framework has a strong focus on accommodating large-scale housing growth, aligning this growth with new employment opportunities is key to delivering on the Framework objectives, including improving access to economic opportunities and transitioning to a zero-carbon future.

How many jobs?

The region is expecting more than 100,000 additional jobs in the next 30 years, as can be seen in Diagram 10. While most jobs will be filled by people who live inside the Wellington region, the economic influence of Wellington will continue to extend to Horowhenua and beyond.

Diagram 10: Wellington regional jobs 2013-2018 and predicted regional jobs 2050



What kind of jobs?

More than half the current workforce is employed in knowledge-intensive sectors. Growth in the government sector and other private services is anticipated to comprise the largest share of employment growth by sector between 2018 and 2050. There is also anticipated strong growth in the health, education and training sectors.

The region will continue to leverage off its competitive advantages as one of the main technology hubs for New Zealand and home to a large proportion of the country's creative sector. There are regional opportunities to leverage off the synergies between the film and creative, food and beverage, and tourism sectors, and the region is poised to continue growing its creative digi-tech industry.

The Māori business sector is expected to continue to thrive. Regional employment will continue to diversify through the food bowls in Wairarapa and Horowhenua.

Where?

The presence of employment opportunities is a key driver of migration and where people choose to live.

Wellington City will continue to have an important role as the primary employment centre for the region. Journeys into central Wellington will continue to be significant contributors to peak travel demand on the regional transport system. As such, mode shifts towards public transport and active travel will be important for reducing the regional transport emissions.

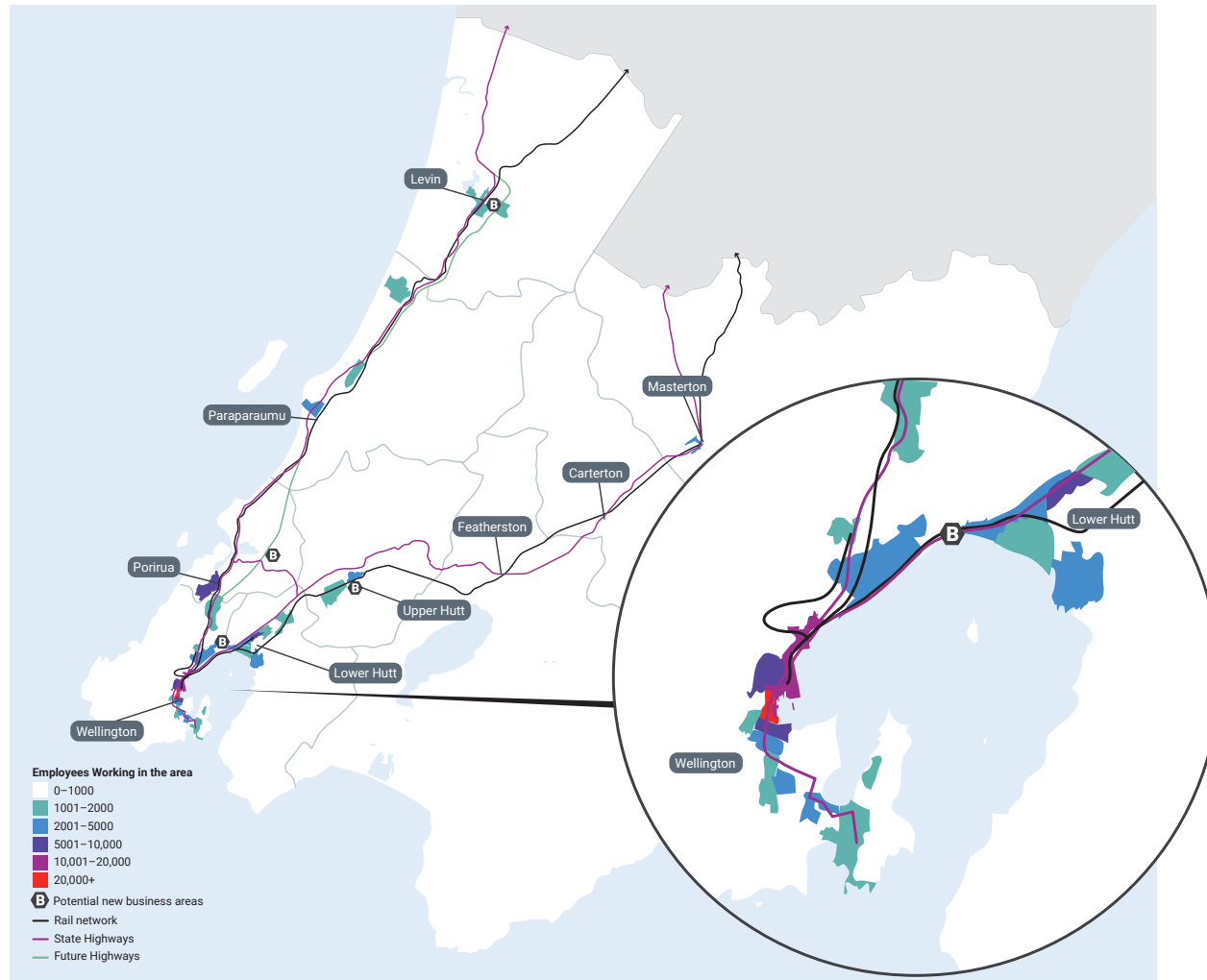
Some large employers and industries see workers largely based in fixed locations, such as our hospitals, schools and tertiary education facilities and the hospitality, retail, construction, agriculture, forestry and fishing sectors.

The Framework seeks to support increasing local employment in major centres and nodes to help ensure they increasingly offer many more employment opportunities. Located in transport corridors, serviced by both rail and the state highway network, these centres and nodes will be easily accessed by people and for freight movements. The development of mixed-use centres will increase the vibrancy of these areas, improve equity and accessibility to opportunities, and reduce the need to travel long distances by private vehicles to access employment.

A number of potential new employment locations were identified during the development of the Framework, including four new potential Future Urban Area business areas, which will help in moving some jobs closer to where people live.

They are shown in Map 13.

Map 13: Number of employees by area unit 2013 – regional scale



Employment-specific challenges and opportunities

There are a number of employment-specific challenges and opportunities relevant to this region. They may lead to spatial impacts such as changes in where people work and reduced impacts on the transport system. They are summarised below.

Resilience and employment locations

All employment centres are subject at least in part to natural hazards. Increasing preferences for reducing risks associated with natural hazards and sea-level rise will influence the demand for business land across the region. There have been increasing discussions on growing public service jobs in other parts of the region due to the hazard profile of central Wellington. The Framework supports examining alternative locations, both current and possible new areas.

Disruptive technologies

While the region is predicted to be better placed than the rest of the country to respond to disruptive technologies, it is estimated that 35% of regional jobs will be at risk of automation in the next two decades. The flexibility of the regional economy will determine how well we can respond to disruptive technologies and capitalise on opportunities. Historically, while technological advances have displaced certain types of jobs, they have also resulted in net job increases.

Unemployment, deprivation and access

Geographically there are a number of communities with high levels of deprivation and unemployment. These communities typically have poor access to employment opportunities and also have a higher proportion of Māori and Pacific people than the

regional average. The Framework seeks to help address this challenge through improving multi-modal access across the region and improving the distribution of employment across the region, in turn supporting local employment and training opportunities and providing for more people to work close to home.

Project partner councils and iwi are also working in partnership to address higher unemployment rates in Māori communities through the recently released strategy 'Te Matarau a Maui: Collaborative Pathways to Prosperous Māori Futures'.

Responding to the recent pandemic situation

The COVID-19 pandemic has to date caused substantial economic disruption and an increase in unemployment. Māori, Pasifika, female and youth communities are expected to be disproportionately affected by the crisis, and the worst-hit industry sectors are expected to be accommodation and food services, arts and recreation, and retail trade.

The regional economy is well placed to recover from the pandemic due to the dominance of employment in the public sector and major professional services, and regional employment is predicted to recover by 2030. However, the risk of new epidemics and pandemics is also predicted to increase in the future. Projects to look at opportunities to work close to home and promote flexibility in the regional economy should assist with responding to these risks.

Zero-carbon economy

Historical and present investments affect the ability of the regional economy to respond to the climate crisis and decouple greenhouse gas emissions from economic activity.

In the 2018/19 reporting year, the Wellington region (excluding Horowhenua) emitted gross 4,190,050 tons of CO₂ equivalent, with 40% from transport, 34% from agriculture, 18% from stationary energy, 4% from industry and 5% from waste. Transport and industry emissions both increased between 2001 and 2019.

While the regional economy has started to decouple GDP (gross domestic product) growth from greenhouse gas emissions, the rate of change is too slow. Unprecedented action is required in the next decade to cut carbon emissions. The pandemic has provided insights into the scale of change required; the reduction in carbon emissions achieved through the Alert Level 4 lockdown was on par with the permanent reduction in carbon emissions we need to make to meet our Paris Agreement commitments.

A rapid transition to a zero-carbon economy presents not only a challenge but also a significant opportunity to strengthen competitive advantages in green technologies and businesses, and to reduce the greater long-term economic costs of adaptation. The Framework has a Key initiative to develop a regional climate change plan, including a plan to reduce greenhouse gas emissions and transition to a zero-carbon economy.

Growing jobs across the region and ensuring a strong central Wellington

The transition to a zero-carbon economy is predicted to require more people to work from (or closer to) home and/or increase active and public transport mode share. Reducing travel distances will have a significant impact on the regional greenhouse gas emissions.

The Framework seeks to address this through the development of walkable neighbourhoods that include some employment activity, having more employment in major centres and nodes across the region, the establishment of new Future Urban Area business areas, and improvements in rural broadband connectivity across the region. These areas could include employment 'hubs' to encourage people to work closer to, but not at, home.

It is expected that central Wellington will remain a strong regional employment centre. The Framework seeks to address the carbon emissions associated with journeys to central Wellington through projects supporting mode shifts towards public and active transport modes, and significant increases in housing in central Wellington and its walkable catchment.



5.6 Three waters infrastructure

Three waters-specific strategic issues

The region's three waters infrastructure is essential to public health and the environmental, social, cultural and economic wellbeing 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 region has legacy issues with this infrastructure that will need to be addressed to enable housing and business growth. A very large portion of the network in the region is already reaching capacity related to current developments, and this is of concern for further growth as envisaged under the Framework.

A major issue is the inflow of stormwater and infiltration of groundwater into wastewater pipes. Sometimes during heavy rainfall events the system is overwhelmed, and wastewater spills out of the system into waterways. There are also occasional dry weather overflows from system failures like pump station breakdowns.

More recently we have seen an increasing emphasis on how the provision and management of three waters infrastructure can assist in building quality urban environments and meeting environmental and health outcomes. Current examples of this are the National Policy Statement for Freshwater Management and the Three Waters Review, with the latter looking to ensure three waters services better support New Zealand's prosperity, health, safety and environment.

We expect these aspects to continue to increase in importance in the 30-plus years of this Framework.

Traditionally the provision of three waters infrastructure has been about the provision of pipes and other three waters infrastructure to streets or houses to enable householders to undertake their daily activities and to businesses to enable them to operate those businesses. However, we are beginning to see a shift to using tools such as hydraulic neutrality and water-sensitive urban design to reduce the load on the piped network and achieve wider environmental benefits.

While there is currently a part-regional approach to three waters planning and management through Wellington Water, it will become more important going forward to develop a wider approach to three waters planning and infrastructure.

In the years of this Framework, it will not be enough to simply provide pipes and other conventional network assets to households and businesses. We will also need to work more efficiently to protect the environment and the health of our communities and, in doing so, find new ways of integrating urban form and three waters services.

Providing three waters infrastructure for up to 200,000 additional people

The provision of three waters infrastructure and services is key to enabling the development of housing to provide for up to 200,000 more people across the region. The emphasis as a region will be on:

- Upgrades and renewals to support the current housing stock and any infill activity that will occur, and to reduce current issues such as water and wastewater leakage.
- Infrastructure for transformational medium- and high-density growth in Urban Renewal Areas, such as larger pipes and pumping stations and potentially new bulk infrastructure such as wastewater-treatment and storage holding tanks.
- Infrastructure for medium-density Future Urban Area developments, which will require new three waters infrastructure to support new housing and mixed-use urban zones and may also result in capacity upgrades to current infrastructure.
- Meeting the requirements of the National Policy Statement for Freshwater Management, which provides direction to local authorities on managing the activities that affect the health of freshwater.
- Introducing new ways of providing three waters infrastructure, such as through bulk network improvements with city-wide benefits and on-site wastewater treatment where these are more efficient and effective.

- Ensuring the water services are resilient to the impacts of climate change and other natural hazards, including ensuring there is sufficient water available and that it is used efficiently.
- Ensuring that the region has a ready workforce to provide the three waters infrastructure and services required in the region, including ensuring that we train enough people.

Some councils in the region have undertaken work to identify the potential cost of meeting their council growth forecasts and achieving some of the environmental outcomes required. While a complete regional picture has not been developed to date, in those councils where this has been done, estimates indicate that more than \$3 billion will be required in the next 10 years in the region's metropolitan area alone to achieve the needed levels of service, growth and environmental outcomes. Work on identifying costs is now also being undertaken for other councils.

Three waters going forward

One early key initiative for the region will be the development of a 50- to 100-year regional three waters strategy. For the first time, local government, iwi and central government will work together to develop a regional view of the longer-term three waters infrastructure requirements.

The strategy will identify existing regional issues, desired long-term outcomes, three waters principles and programmes of work that will support the region to achieve growth and environmental outcomes. To support the delivery of the 50- to 100-year three waters strategy, a regional delivery plan will need to be developed. This will identify any activities and required regional upgrades and new infrastructure (particularly bulk infrastructure) to support growth in key development areas and improve environmental outcomes, and identify plans for managing key assets at risk.

In addition to the 50- to 100-year strategy there are several projects identified in the Framework that support its implementation. These projects include the development of a regional agreement on water-sensitive urban design and managing demand for water.

With regards to the capital costs of new infrastructure, the Framework recognises that these will be identified through at least the following three levels.

Firstly, there are likely to be infrastructure projects and costs arising out of the 50- to 100-year regional three waters strategy. The projects are likely to involve regional, bulk-level infrastructure that cannot be identified and specified at this early stage. It is expected that this level of project will be of regional (or multiple territorial) importance and, when identified, included in a council's (or councils') Infrastructure Strategy.

A regional investment strategy for water will be needed to accompany (or be included in) the regional three waters strategy. The purpose of the regional investment strategy would be to identify the intentions for regional investment priorities and funding allocation. It will need to identify clearly who will be responsible for three waters regional planning and investment and regional project delivery.

Secondly, as spatial elements in this Framework are developed, three waters costs will be identified as part of the overall development cost. The scope and costs will differ for each project and will be identifiable once each project has been sufficiently scoped. These projects and costs will be identified at the appropriate time in the relevant council's (or councils') Long Term Plan and Infrastructure Strategy.

Thirdly, each council will continue to plan and invest in three waters infrastructure in a way that meets the future growth demands anticipated by its land use strategy and district plan zones. All growth projects and costs will be identified by each council and included in its Long Term Plan.

A regional water infrastructure programme may be developed. This will contain all regionally significant water projects along with descriptions, costs and years of expected delivery.

5.7 Community infrastructure

One of the keys to creating liveable communities that have much more medium- and high-density housing will be ensuring an accompanying investment in great community infrastructure, in both Urban Renewal and Future Urban Areas.

Community infrastructure such as marae, sports facilities, community and events centres, schools and parks is essential for the health, social wellbeing and economic prosperity of communities. It can be provided by the public, private and/or not-for-profit sectors

This region has a wide range of region-level community infrastructure (such as regional/national-level swimming pools) and local-level community infrastructure (such as libraries). In addition to this Wellington City, as the arts and cultural capital, has several key arts and cultural venues that support the region.

This infrastructure provides places in neighbourhoods for people to gather and be part of their communities, so that the neighbourhoods can be more than collections of houses. Community infrastructure needs to be safe and pleasant, work for people and whānau and reflect the communities in which it is located.

Local marae can, and often do, provide a range of community infrastructure and services. Discussions have been held regarding, for example, the co-location of marae and schools as hubs in a community. The theme of co-locating community infrastructure can already be seen in the region and is expected to continue.

The Framework includes a project to develop a region-wide approach to key social and community infrastructure and services in major centres. This is to ensure that there is a regional, planned approach going forward and that it meets the needs of a growing and changing population.

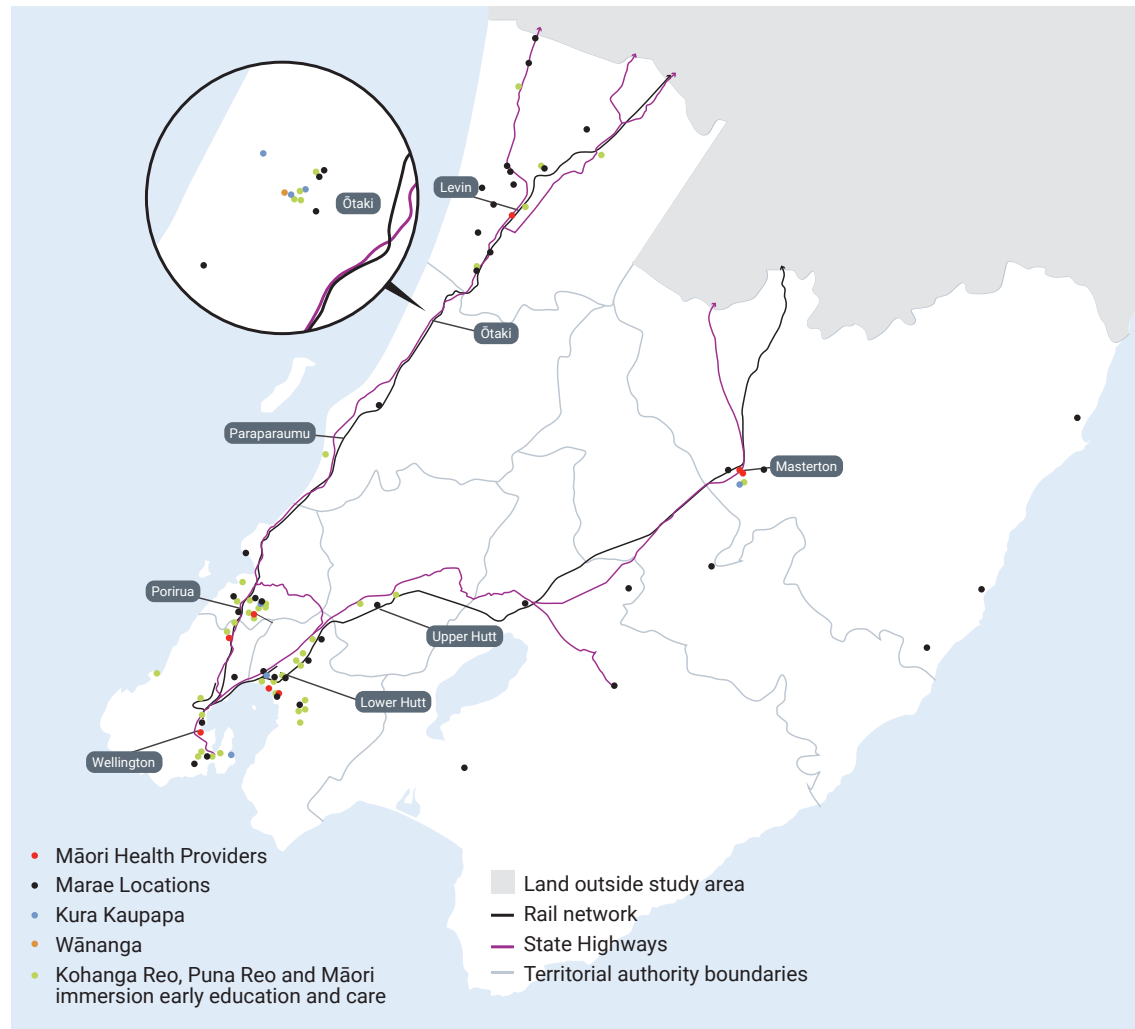
This is particularly so in areas where residents often have poorer access to community infrastructure through either a lack of transport choices to regional community infrastructure or a lack of local community infrastructure.

Iwi social infrastructure

Maps 14 shows the distribution of some of the Māori social and education services throughout the region, including the nine registered Māori health service providers, four kura kaupapa, 44 Māori immersion early education and childcare facilities (including kōhanga reo and puna reo) and two Māori tertiary institutions. Further work will be undertaken to complete this inventory.



Map 14: Distribution of Māori social and education services



Health and education

A key aspect of community infrastructure is the provision of all levels of schooling and health services including hospitals and health centres.

It is expected that the Framework, through indicating the pattern of likely growth in the region, will be an important reference for the Ministry of Education as it considers new education investments. This may occur through working with local councils or through participating in the master planning of Future Urban Development Areas.

Discussions have also been held with district health boards about the direction signalled in the Framework and how it aligns with their strategic intentions. The establishment of more housing in centres and the walkable neighbourhood concept align with the more distributed, community-based delivery of health services that these entities are progressing.

Part 6 – The implementation plan

Part 6 outlines the key initiatives, projects and governance required to implement the Framework.

6.1 Implementing the Framework

Delivering the Framework will require a level of enduring partnership between and within local government, iwi and central government not seen on this scale in the region before. It will build on the partnership developed during work on the Framework.

The partnership will include aspects of how the Framework is governed, how we work together on key initiatives (general and spatial) and how we fund projects.

The complex nature and challenges should not be underestimated, especially given the long timeframe of the Framework and the issues presented by the growth we are expecting. Some of our work will require challenging decisions to be made for the region.

Key initiatives – spatial and general

A number and range of projects have been identified at this point as required to deliver the intent of the Framework. These include key initiatives in Diagrams 11 and 12 and a longer list of projects that can be seen in Appendix 1.

Further work on the potential timing of and investment required for these key initiatives and other projects will be advanced to inform the planning for transport and other infrastructure investment currently underway. This information will be developed into an implementation plan.

Subsequent projects will also be identified in later years dependent on the findings of key initiatives and projects currently identified. An example of this is any decision to proceed with investment in the possible west-east growth corridors.

Diagram 11: Key spatial initiatives

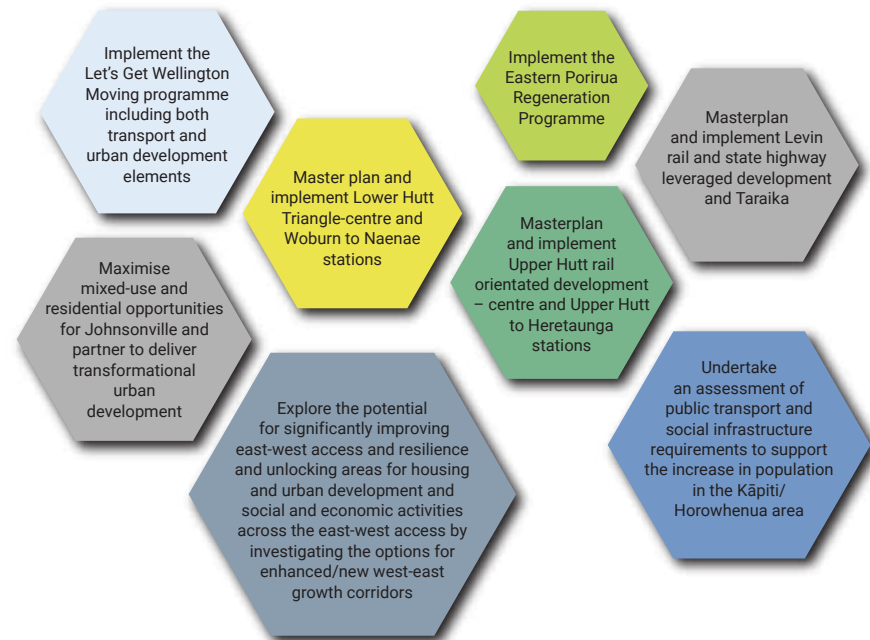
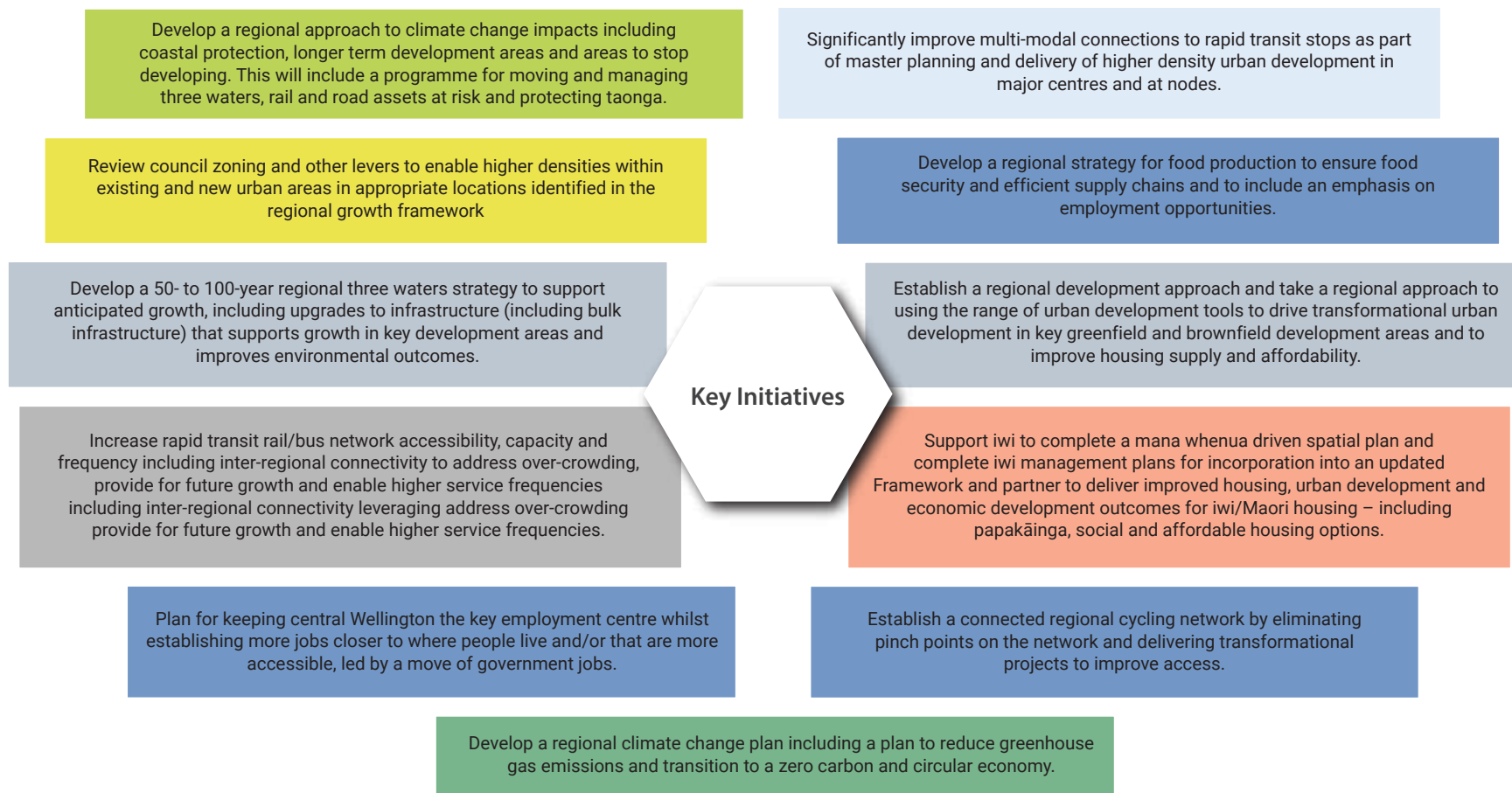


Diagram 12: Key general initiatives



The Wellington Regional Leadership Committee, which is discussed below, will have oversight of these key initiatives and the other projects listed. The actual implementation will be undertaken by a range of entities; for instance, councils will be responsible for making zone changes.

We plan to take an adaptive pathways approach to implementation in that we will identify and enable short-term actions while keeping options open for adaptation later and for changing direction if needed. Some aspects will not be fully known until some of the key initiatives have been completed, such as the regional approach to climate change impacts.

Governance and management

The Framework implementation will be governed by a joint committee established under the Local Government Act 2002, which will have representation from local government, iwi and central government. This will be the Wellington Regional Leadership Committee and will also include observer representation from other entities.

This approach is similar to that taken to spatial planning and regional governance in other areas of New Zealand. A joint committee provides for public meetings and enables transparent decision-making.

This Committee will be supported by chief executives and senior managers from each relevant entity.

Glossary and references

Glossary

Future Urban Areas	Greenfield developments, generally more than 1000 new dwellings
Urban Renewal Areas	Brownfield developments, including high-density developments in all seven major centres in the region and medium-density developments at nodes

References

Urban Growth Agenda	See: https://www.hud.govt.nz/urban-development/urban-growth-agenda
Greenhouse gas emissions	See: https://www.mfe.govt.nz/climate-change/state-of-our-atmosphere-and-climate/new-zealands-greenhouse-gas-inventory
20-minute neighbourhoods	As an example see: https://www.planmelbourne.vic.gov.au/current-projects/20-minute-neighbourhoods
Low emission buildings	As an example see: https://www.nzgbc.org.nz/zerocarbon/Attachment?Action=Download&Attachment_id=2527
Māori urban design principles – identifying with place	As an example see: http://sustainablecities.org.nz/wp-content/uploads/microsoft-powerpoint-Māori_urban_design-shaun.pdf
Universal design	As an example see: https://www.branz.co.nz/universal-design
Bridging the Gap: NZTA urban design guidelines	https://www.nzta.govt.nz/resources/bridging-the-gap/

Station access design guides	https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/planning-and-investing-in-public-transport/public-transport-design-guidelines
Low-damage design	As an example see: http://www.seismicresilience.org.nz/topics/superstructure/low-damage-design
Health streets approach	https://healthystreets.com
Wellington Regional Growth Framework reports	Wellington Regional Growth Framework reports https://wrgf.co.nz/reports
Wellington Region Greenhouse Gas Inventory	https://www.gw.govt.nz/assets/Climate-change/GHG-Summary-Report-Wellington2019WRFinal.pdf

Appendix 1: Projects list

Below is the current project list for the Framework. It will continue to be reviewed as opportunities arise. This list is in addition to the key initiatives in the diagrams in Section 6.1.

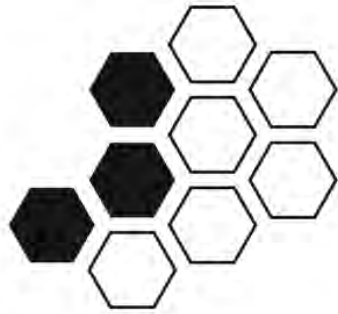
More detail will be provided on these projects, for instance indicative timing, when public consultation has been undertaken.

PROJECT	WHAT IS THIS?
Unlocking the regional rail network	Project underway to increase service frequency on the Hutt and Kāpiti lines through projects including double tracking between Trentham and Upper Hutt, improved turn-back facilities at Plimmerton and improved station capacity
Enhancing regional rail capacity	Next stage project to deliver service frequency improvements from Wellington to Palmerston North and Masterton, through rail infrastructure improvements
North Island integrated mobility	Re-evaluating the frequency of public transport services needed to meet natural growth and the likely growth in population, deliver modal shift, manage travel demand and reduce state highway congestion
Separate the Hutt, Kāpiti and freight rail lines at Wellington Throat (two projects)	Freeing up rail capacity through the Wellington Throat and improving the resilience and reliability of the rail network
Signalling system renewal and automatic train protection system	Renewing the aging rail signalling infrastructure in the Wellington region. This will significantly reduce the risk of train collision and train overspeed incidents and improve network capacity
Improve section of rail between Pukerua Bay and Paekākāriki	Significantly minimise or eliminate a major constraint to rail capacity and improve the resilience of the rail network on the west coast
Station modernisation and access, security and digital improvements	Modernise and improve station access safety and accessibility
Integrated fares and ticketing	Implementing an integrated and electronic ticketing system across Wellington's public transport services

PROJECT	WHAT IS THIS?
Additional rolling stock capacity – 2030 and 2040	Delivering additional rolling stock to meet growing patronage demand and replacing the life-expired Matangi fleet
Melling railway station relocation	Improve multi-modal connectivity to central Lower Hutt and surrounding communities through relocating the Melling railway station, enhanced park-and-ride and improvements to SH1 and Melling interchange
Investigating increased rail services to and from Melling Station	Investigating improvement of service levels to meet (and get ahead of) demand due to more people living and working in central Lower Hutt
Investigating options for further step change in service levels on rail Upper Hutt to Wairarapa (in both directions)	Assessing service level improvement requirements and timing options of service levels to meet (and get ahead of) demand for increased services due to more people living and working in the Wairarapa. To include ability to travel as commuter in both directions.
Investigate public transport options to new Future Urban Area developments	Assessing public transport options (rail and bus), costs and benefits and timing of implementation
Understanding future employment and freight impacts on transport networks	Developing a regional understanding of future freight and transport patterns
SH58 improvements	Improvements underway to improve safety of this west-east connection between Porirua and the Hutt Valley
West-east road from Wainuiomata North to Waiwhetū/Naenae	Exploring options for connecting the Wainuiomata North Future Urban Area development with Waiwhetū/Naenae
Road connections from Upper Stebbings to Takapū Station	Exploring options for connecting the Upper Stebbings Future Urban Area development to the nearest train station
Improved public transport, walking and cycling services to key industrial centres and key transport nodes	Investigating options for improving multimodal services to key industrial centres and key transport nodes to improve choice and reduce dependence on car travel
Fully electric bus fleet in the region	Implementing changes so the bus fleet in the region is fully electric

PROJECT	WHAT IS THIS?
Regional travel demand management behaviour change package	Delivering interventions to promote transport behaviour shift to active transport
Longer-term ferry opportunities for public transport across Wellington Harbour	Investigating options for increased ferry travel over time as housing and employment opportunities grow in and outside Wellington City
Region-wide water demand management	Implementing water demand-management project
Plan new school locations in line with the Framework's spatial growth projections	Ministry of Education adopting the Framework as its blueprint for future growth and schools' focus, and working with the region to identify education requirements
Broadband in Wairarapa and/or Horowhenua	Expanding internet connectivity and capacity across the region
Key infrastructure investments in Taraika	Enabling three waters and roading work as well as civic assets, such as parks and sport fields, to be constructed in line with Shovel Ready funding
Best practice guide for bus, walking and cycling connections to new Future Urban Area developments	Developing a regional guide for all Future Urban Area sites, to support multi-modal access as part of a regional network
Green infrastructure framework for use in future housing and other developments	Developing a regional green infrastructure specification into district plans to be applicable to all development (brownfield, greenfield, industrial). It would include water-sensitive urban design, the protection and enhancement of ecosystems and wetlands and the restoration of ecological corridors
Alternative three water provision trials	Identifying and implementing alternative three water provision opportunities to demonstrate new technologies and ways of service provision
Implement the 50- to 100-year three waters strategy findings	As needed, implementation of new wastewater and stormwater networks, water storage, treatment, storage and network upgrades; and rural water supply/ treatment upgrades

PROJECT	WHAT IS THIS?
Airport infrastructure and services in Wairarapa	Upgrading air travel access to align with growth projections and economic opportunities
Housing and Business Assessment Reports	Updated by July 2021 to meet NPS-UD requirements. Update to include all councils to provide data for future updates of the Framework
Flood protection in Wairarapa	Stopbank, erosion and protection upgrades and Flood Plain Management Plan implementation
Regional approach to social and community infrastructure provision in major centres	Developing a regional plan that identifies key social infrastructure and service requirements
Cultural mapping project	Working with, and providing capacity for, mana whenua to update regional cultural mapping. Where cultural sensitivities allow, this will be incorporated into regional and district plans
Continual improvement of constraints mapping	Ensure that the constraints mapping is updated to reflect changes in national direction such as indigenous biodiversity, freshwater management and highly productive soils
Identifying and managing assets at risk from climate change and natural hazards	Identifying rail, road, three waters and social infrastructure at risk from climate change and natural hazards and managing these assets at a regional scale
Resilience in the local electricity network	Investigating and managing transmission, distribution and generation assets at risk from climate change and natural hazards
'Te Matarau a Mauī: Collaborative pathways to prosperous Māori Futures'	Supporting the implementation of this strategy, particularly iwi, Māori collectives and Māori business growth and investing in education, training and employment for Māori
Capacity-building training to strengthen iwi involvement in regional and local planning	Establishing training programmes/projects and fund iwi capacity to increase overall capacity to better enable full participation in the Framework implementation
Training expertise in construction, three waters and rail.	Implementing training programmes/projects to increase capacity in these employment sectors to support growth
Understanding regional functions of industrial land and business parks	Ensuring that in the longer term there is the right amount of industrial land, in the right locations and at the right time, to reflect changing demand



Wellington
Regional
Growth
Framework



A note on public consultation

Public consultation will be undertaken on the draft Framework once all partners have endorsed the draft for consultation. A plain English version of the draft Framework document will be developed with partners staff once there is more certainty about timing, content, and the way to consult e.g. paper, interactive website, open days.

This document has been developed to provide an EXAMPLE ONLY of the type of messaging and language that would be used for the public consultation. Partner staff will be involved in the final public consultation material.

EXAMPLE ONLY

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Working together to plan for our future - EXAMPLE ONLY

Summary of the Wellington Regional Growth Framework

<i>Ka ora te wai</i>	<i>If the water is healthy</i>
<i>Ka ora te whenua</i>	<i>The land will be nourished</i>
<i>Ka ora te whenua</i>	<i>If the land is nourished</i>
<i>Ka ora te tangata</i>	<i>The people will be provided for</i>
<i>Mo te iti - mo te rahi</i>	<i>For the little - for the large</i>

Creating a more liveable, accessible, connected, thriving, resilient and greener regional future.

A growing region

As the Wellington-Horowhenua region grows, we have an opportunity to shape that growth to make the most of the things that make our region so special. Things like the cultural identities and the aspirations of mana whenua, our natural environment, and our histories; things that we must protect and nurture while we respond to the challenges and opportunities that growth brings.

Historically cities and towns in the region have done their own thing and growth has happened in a piecemeal fashion not taking into account the needs of the wider region. Challenges already exist around housing, urban development, transport and resilience to natural hazards and climate change. The challenges we face today are regional issues that cross local council boundaries and are better tackled together by local government, central government, and iwi, not individually. Actions we take now could bring about a better future for us all.

By working together, we have created the draft Wellington Regional Growth Framework (the Framework) and we have a chance to make sure future growth enhances the region.

What is the Framework?

The Framework is a spatial plan, a 30-year strategy that sets the strategic and spatial direction that will help guide and coordinate decision-making, infrastructure, services, and new housing investments to ensure a prosperous region.

It identifies how the Wellington-Horowhenua region could accommodate a scenario of a future population of 760,000 people and an additional 100,000 jobs over the next 30 years. This would mean an additional 200,000 people living in the region.



Where would all these people live?

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Where would they work?



How would they get to work?



Would there be services and schools close enough to walk or cycle to?



How do we make the best use of our existing infrastructure and what and where is more investment needed?



How will we adapt to climate change and increase our resilience to natural hazards?



How do we build a future where everyone thrives?

The Framework helps us to think about what would be required to deal not only with new growth, but also how we grow to achieve the best outcomes for the region. It considers potential infrastructure needs within and beyond the 30-year growth scenario and will provide central government, councils, and iwi in the region an enduring partnership that delivers the regional vision for growth and investment.

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What are the key challenges?

Some key urban growth challenges we are facing as a region include:

- Where to locate new housing? We are a region which is exposed to many natural hazards and the effects of climate change, divided by mountain ranges and home to stunning natural environments which are protected.
- The region already has problems with providing sufficient and affordable housing and supporting infrastructure.
- There is unequal access to social, educational, and economic opportunities across the region.
- New growth requires greater investment in three waters (drinking water, wastewater, and stormwater), transport, community, health, education, and cultural infrastructure services.
- New growth should not be at the expense of the wellbeing of our existing communities.
- There is poor access to affordable housing choices, and there are opportunities for greater mahitahi (partnership) with mana whenua to ensure better outcomes for whānau.

The region’s key moves

To realise development opportunities within the region over the next 30 years, the Framework will carry out these key moves:

<p>1 Harness growth to make the region's housing and urban areas more affordable and liveable and provide more housing choice – 'walkable neighbourhoods' By providing for, and when appropriate actively partnering (Urban Development Authority powers) to deliver quality and more intensive vibrant mixed use urban development – where people can get a large percentage of their daily needs met locally (walkable neighbourhoods), in locations with good access to rapid transit or high frequency public transport in both future Urban Areas (greenfield) and urban renewal areas (brownfield).</p>	<p>4 Unlock new areas for housing and urban development and deliver greater regional resilience with a major west-east multi-modal corridor Explore the potential for a major multi-modal west-east corridor (or corridors) that unlocks new areas for housing and urban development, improves access to social and economic opportunities across the region (including employment and freight movement) and significantly improves resilience.</p>
<p>2 Make better use of the region's limited supply of well-located greenfield land By undertaking future urban area development differently we can ensure that more housing is delivered at medium and higher densities (such as terraced housing or apartments), and that new development is built to support multi-modal transport options for residents, with an emphasis on being rapid transit orientated where it is easy to access rapid transport services.</p>	<p>5 Deliver transformational housing and development outcomes for iwi/Māori By partnering with iwi, the Crown and councils to deliver transformational housing, urban development and economic development outcomes for iwi/Māori.</p>
<p>3 Fully unlock the urban development potential of current and future rapid transit orientated corridors particularly the Let's Get Wellington Moving corridor. By leveraging our existing rail network and new investment in rapid transit, particularly on the Let's Get Wellington Moving corridor, to deliver transformational urban development including density changes and more affordable housing choices.</p>	<p>6 Address the urban development challenges of climate change and transitioning to a zero-carbon economy at a regional scale By planning and undertaking projects regionally to address the urban development impacts of climate change, particularly impacts on infrastructure and where people live and work and work to transition to a zero-carbon economy.</p>

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Some of the key concepts are explained below.

What is... multi modal?
 You may see this term used in this and other reports such as the Wellington Regional Mode Shift Plan. 'Multi-modal' refers to the transport system addressing the needs of all roads users, including pedestrians, cyclists, people using public transport (bus or train), freight vehicles and private passenger vehicles. The term 'active modes' generally refers to walking and cycling, but can also include scootering, skateboarding etc.

What is... zero carbon?
 The Wellington City Council 'Te Atakura- First to Zero' plan defines zero carbon as - that we can balance the activities that do produce carbon emissions against the activities that capture carbon. This effectively means our overall impact on the climate is zero.

What is... 'rapid transit'?
 The National Policy Statement on Urban Development defines a 'rapid transit service' as any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.

What is an west-east corridor?
 The current urban footprint in the Wellington-Horowhenua region is closely linked to the two major transport corridors. New or strengthened transport corridors that improve multi-modal travel between Porirua and the Hutt Valley would provide new housing opportunities, improve access across the region and increase our resilience to natural hazards.

What is ...a walkable neighbourhood?
 This is also sometimes referred to as a 10-20-minute village or neighbourhood. The concept is about 'living locally' - where people can access most of their daily needs within a walkable distance from their home. Walkable distances can also be accessed by other transport modes such as safe cycling routes and local public transport options.

Not every walkable neighbourhood in the region will be the same or have all the same services but they will be high quality environments.

Examples of services people might be able to access within a walkable neighbourhood are - your local primary school, a local park, some health services, some community facilities and retail that is more than a dairy.

The spatial plan

The spatial plan has identified a number of Future Urban Areas and Urban Renewal Areas which need to occur if the region is to support an additional 200,000 people.

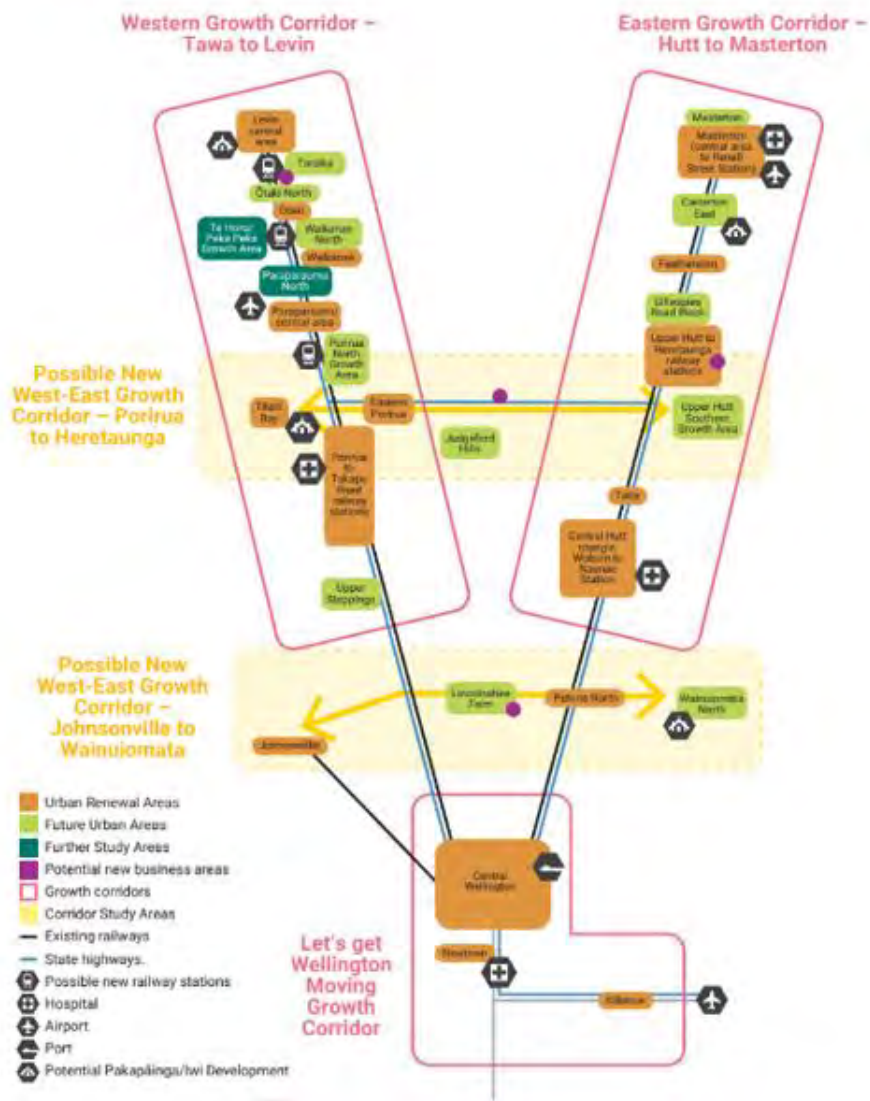
What is... an Urban Renewal Area?
 An Urban Renewal Area is within the current urban footprint. It includes city and town centres where we want to see more apartments, shopping areas, employment, leisure, and community facilities. It also includes areas that are well connected with frequent public transport where we want to see more townhouses and low-level apartments. These areas will have safe walking and cycling options, local social and community services, and some will include business areas that allow more people to work closer to home.

What is... a Future Urban Area?
 A Future Urban Area is outside of the current urban footprint. These are sometimes known as "greenfield areas". Future Urban Area developments identified in the Framework typically (but not always) accommodate over 1000 new homes.

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Attachment 3 to Report 20.370

The diagram below provides a spatial view of where this development might occur in the next 30 years. These are known as Priority Growth Areas.



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The spatial plan also identifies aspects for development and improvement, being:

The Wellington-Horowhenua region is growing

- Most new housing is expected to be within the current urban footprint, where housing already is. We see a mix of higher density housing, shops and local services particularly around key public transport hubs and centres.
- We want to build neighbourhoods where people want to live.
- We want housing to be affordable and to ensure growth does not displace or exclude existing communities.

Improved outcomes for Māori

- Mana whenua will continue to be equal partners in the Framework development, implementation, and governance. We are partnering with mana whenua to improve housing and economic outcomes for Māori.
- We see a region where mana whenua and cultural histories are represented in urban spaces.

A more accessible and connected region

- We want people to have easy and affordable access to housing, education, amenities, open space, jobs, and services across the region.
- We want to support people to get around more on foot and by bike, making neighbourhoods safer and accessible to all people, and we want to make public transport more reliable and efficient.
- We want to improve transport, particularly public transport connections between the west of the region and the east of the region.

A thriving region

- We want Wellington City to continue to thrive as the regional centre of employment, but also to create more employment opportunities in our regional centres, closer to where people live.
- We want to increase access to employment and social opportunities by improving transport connections across the region and improving freight and logistics connectivity to support provincial growth (interregional connectivity).

A resilient and greener region

- We want to reduce our carbon emissions and transition to a zero-carbon economy
- We want to avoid growth in Wāhi Toitū areas (areas where existing constraints, protections, or values place limits on urban expansion). We want to increase our resilience to natural hazards.

A well serviced region

- We want regional infrastructure to meet the needs of residents, including our three waters transport, community, health, education, and cultural infrastructure.

A more liveable region

- We want to live more locally - with more jobs and services located within walking and cycling distance of our homes.
- We want to increase the range, quality, and affordability of housing, supporting a mix of densities and embrace new ways of living.

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Implementing the Framework

We will set up a joint committee with representatives from each of the project partners to keep the region working together to plan for and deliver the initiatives identified in the framework.

Key initiatives

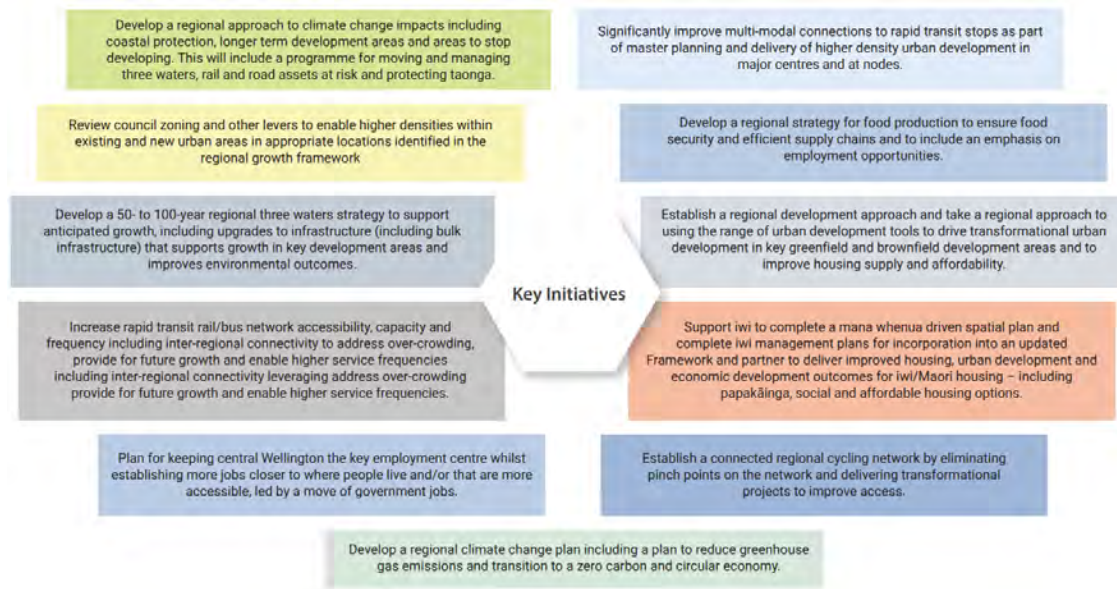
A number and range of projects have been identified at this point to deliver the intent of the Framework. Some build upon existing initiatives that will assist us in growing our region. The Framework brings these and other initiatives together under one umbrella so we can see them implemented in a cohesive and coordinated manner. These key initiatives are explained in the diagrams below.

Key spatial initiatives



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Other key initiatives



How we developed the Framework

In 2019 and 2020 local government, central government, and iwi partners in the Wellington-Horowhenua region started working together on the Framework. Kaupapa principles (ki uta ki tai, wairuatanga, kaitiakitanga, tō mātou whakapono and mahitahi) informed the development of the Framework.

In developing the Framework we’ve held workshops with mayors and councillors, mana whenua, technical experts, stakeholders, interest groups and industry organisations. We have undertaken new analysis, and have drawn upon existing policy from around the region; such as city and district-scale spatial plans, like Wellington City’s Planning for Growth, District Plan changes (for instance in Porirua City and Hutt City), iwi management plans and central government policy such as the Climate Change Response (Zero Carbon) Amendment Act and the National Policy Statement on Urban Development (NPS-UD).

Why should you care?

We have a unique opportunity to plan for future growth at a regionwide level to ensure that the right investments and planning occur to deliver the best outcomes for the future of the region. If you treasure our region, want to continue to live here and want to protect what is special for future generations then this is your chance to help shape that.

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So... what do you think?

Thinking about how you live in our region and how future generations like your nephews and nieces, children and grandchildren might live in this region:

- What makes sense to you in this plan?
- What do you have questions about?
- Are there opportunities to join up with other work happening in the region?
- What would you like to see in the future?

Want to know more?

If you want to know more about the Wellington Regional Growth Framework or read up some more about the project and project reports check out www.wrgf.co.nz.

EXAMPLE ONLY

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Council
29 October 2020
Report 20.408



For Decision

BELMONT WEST GRAZING LICENCE – TEMPORARY EXTENSION TO ENABLE CONSULTATION

Te take mō te pūrongo

Purpose

1. To seek Council approval to:
 - a. extend the current grazing licence held by Notting Hill Farm Limited (Licensee) in relation to 110ha of land within the West Belmont – Waitangirua area of the Belmont Regional Park (Licensed Area) until 31 March 2021.
 - b. proceed to public consultation on the Greater Wellington Regional Council's (Greater Wellington) intention to offer the Licensee a further licence to graze the Licensed Area up to 31 March 2022 to enable forward planning and to accommodate the late completion of the Transmission Gully (TG) motorway.

He tūtohu

Recommendations

That Council:

1. **Authorises** officers to extend the current Licence governing grazing activity within the Licensed Area to 31 March 2021 to enable public consultation to occur in relation to a possible extension of the Licence to 31 March 2022.
2. **Delegates** to the Chief Executive the development and implementation of a consultation plan conforming with the requirements of the Reserves Act 1977 (**Reserves Act**) in relation to the proposed further extension of the Licence to 31 March 2022.
3. **Notes** that all relevant information, including public feedback received, will be reported to Council for final decision with officer recommendations as to whether the extension of the Licence to 31 March 2022 should be granted under the Reserves Act 1977.

Te tāhū kōrero/Te horopaki Background/Context

Physical Description

1. Belmont Regional Park (Belmont) is located in the hill country between Porirua, the Hutt Valley and Wellington city, encompassing 3,500 hectares, with large sections of the park including ridge-tops visible from Hutt, Porirua and Wellington cities. Characterised by steep hills and valleys, it is the head of several stream catchments which define the park: Duck Creek to the north, Cannons Creek and Takapu Stream to the west, Korokoro Stream to the south, and Speedy's Stream and Belmont Stream to the east. Ancient boulders can be seen on top of the peneplain. The majority of the park is pasture land, while some of the steeper slopes and gullies are re-vegetating in gorse and native bush. Native vegetation dominates the Korokoro and Dry Creek valleys. There are a number of lowland indigenous bush remnants which are some of the few remaining in the southwest of the region. The indigenous habitat of the park provides a "bird corridor" to Wellington city and beyond.
2. Belmont is split into two areas separated by the route of the yet to be completed Transmission Gully motorway (TG): West Belmont – Waitangirua (Waitangirua); and East Belmont (East Belmont). There are no current connections between Waitangirua and East Belmont. The conditions resulting from the Board of Enquiry approval to build the TG motorway through Belmont require Waka Kotahi (NZTA) to reconnect all three East/West and the North/South Duck Creek to Takapu Road connections (the Reconnection Works). At this stage it is expected that the construction of the TG motorway will be completed in September 2021, with the completion of the Reconnection Works due within six months of completion of the motorway. A map depicting the Licenced Area and surrounds is attached as [Attachment 1](#). A map of all grazing areas within Belmont is attached to this report as [Attachment 2](#).

Land management challenges at Belmont

3. Climate change is expected to heighten the risk of wildfire across New Zealand, with the Wellington Region expected to see one of the most dramatic increases in the average length of the severe fire risk season.
4. The main fuel types – grass, mixed scrub, lowland forest and gorse and other weeds are all found at Belmont. All have different characteristics that create particular challenges in combating a fire, and all present a risk to life and other park values. In planning a "4 Rs" – Reduction-Readiness- Response-Recovery – approach to the threat of wildfire, one of the priority actions is to reduce the fuel loading. This reduces both the potential for ignition and the source of energy to sustain a fire once it has started. To date, the primary means of achieving this result has been through grazing. Through the master planning process, Parks will explore the opportunity for grazed or mown buffers, fire breaks and other methods to reduce the fire risk.
5. Proliferation of woody weeds such as gorse is one of several factors exacerbating the fire risk on the park. Others include rank and rapidly drying grass on hill slopes which accumulates over time, the temperate coastal climate, and a prevailing northwesterly wind. A depiction of these risks in the form of a fire danger map is attached to this report as [Attachment 3](#).

6. Experience has shown that due to a lack of native seed source and thus no natural reversion, exotic weeds such as gorse and blackberry rapidly emerge to dominate the landscape following removal of grazing. Gorse, a highly flammable legume, not only raises the fire risk but through its nitrogen fixing qualities it changes the naturally low fertility soils of Belmont and potentially leaches nitrogen into the park waterways.
7. Blackberry is the second dominant weed species in Belmont. Scrambling over the ground and low plants, it forms dense, long-lived clumps and has an extensive rhizome system which is the primary means of spreading. It smothers most low growing plant species, inhibiting the establishment of native plant seedlings, and impedes access.
8. Recurrence and proliferation of both gorse and blackberry require control prior to native tree planting, incurring extra cost, time, and involving extensive chemical application via aerial and/or ground based methods.

Grazing history

9. Belmont has been grazed for a significant period of time, originally by Lands and Survey, then Landcorp Farming. The Landcorp Farming (Waitangirua Farm) land of 1000 hectares was purchased by the Wellington Regional Council in July 2006 and added to the existing park lands. Landcorp continued to farm until 2015 when the opportunity to take up grazing licences was offered to the public. Grazing in Belmont has been a means of securing income from the land, retaining open space and vistas in conformity with the requirements of the Reserves Act 1974 (Reserves Act) and minimising the risks of fire and large scale weed infestations.
10. The current licence authorising grazing within the Licenced Area at Waitangirua (West Licence) will expire on 31 December 2020. The total area of land currently managed under the West Licence is approximately 115ha - noting that approximately 5ha of that area has been removed from the grazable area to accommodate a bulk clean fill operation. There is no right of renewal within the West Licence as it was anticipated that the West Licence would expire after the completion of the TG motorway and the Reconnection Works. This in turn would enable Greater Wellington to consolidate the grazing licences for both Waitangirua and East Belmont with one licensee should Council decide that it was desirable for the management of Belmont to continue grazing Waitangirua in whole or in part.
11. The current licence that authorises grazing within Belmont East (East Licence) is held by Toviewadream Farming Limited (East Licensee) and does not expire until 31 January 2026. To give effect to the consolidation of the grazing rights, the East Licence contains a right of first refusal. Provided that officers are satisfied that the East Licensee is not in breach of the terms of the East Licence, this allows the East Licensee to have the initial choice to accept a new grant of the licence for grazing within Waitangirua should Council decide that it was desirable to grant a new licence.
12. Both the East and West Licences contain clauses that allow the retirement of parts of the licenced areas should they be required by Council for a variety of purposes including for development of conservation or recreation areas or for any requirement or objective of the Sustainable Land Use Plan.
13. The availability of the West Licence pursuant to the right of first refusal and the commencement date of a new licence is subject to the completion of the

Reconnection Works and the consequential 'reestablishment of physical access' between East Belmont and Waitangirua. Parks has sought advice on this exception to the right of first refusal which confirms its understanding that the West Licence is not 'available' to the East Licensee as the Reconnection Works have not been completed by Waka Kotahi.

Planning and management

14. Management of Belmont is currently governed by the 2011 Parks Network Plan (2011 PNP). This set the management focus for Belmont as:
 - a Protect the geological landscape of the boulder block fields;
 - b Provide extensive open space for outdoor recreation by retaining farming of the open tops. To manage the open hill tops of Belmont through pastoral farming operations with either sheep and/or cattle;
 - c Conserve and enhance native forest in the valleys;
 - d Maintain examples of the historic munitions bunkers;
 - e Implement a sustainable farm management plan; and
 - f Re-evaluate future land management of areas that are separated by the TG motorway project from the main park body.
15. Public consultation on the Draft Toitu te Whenua – Parks Network Plan (dPNP) closed on 23 October 2020. This will be followed by hearings, analysis, deliberation, amendments and approval of the final plan. At a point yet to be determined master planning will follow. As noted in the dPNP, master planning processes will develop long term spatial blueprints or 'what goes where' at Belmont over time. This will guide environmental restoration, development or enhancement of recreation trails and facilities, use(s) of open space, and consider opportunities for commercial activities. Development of a master plan involves procurement of landscape architect services, extensive mana whenua and community engagement, to be informed by technical advice. At Belmont master planning is expected to take 6-12 months to complete.
16. In addition to casual use (walking, running, mountain biking, picnicking, camping, horse riding etc.) many people visit the park for stunning views across Wellington and Porirua harbours. Camping at Dry Creek has increased in popularity over the last 5 years. Through the dPNP consultation and master planning processes, new activities may be identified, or changes may occur in the current range and location of activities.
17. For Belmont, a key difference between the management strategies in the 2011 PNP and the dPNP is the large scale phasing out of grazing over the long term where it does not contribute to conservation or recreation outcomes. The dPNP indicates that this will generally occur following the expiry of the relevant grazing licences. Other relevant directions include an intention to demonstrate good land care practice, and provide multiple ecosystem health, climate change mitigation, and recreation benefits.
18. Until the dPNP is approved, the 2011 PNP is the operative management plan for Belmont.

Reserves Act and public notification

19. Belmont is a recreation reserve as defined under the Reserves Act. Ownership of the land is held across Greater Wellington, Hutt City Council, Department of Conservation, Wellington City Council and Porirua City Council. Greater Wellington has been appointed as the 'administering body' for the park and as such, relevant to this report, has the right to grant grazing licences under section 74.
20. The Reserves Act requires that an intention to grant a grazing licence on Belmont must be publicly notified. In past years, notification of the relevant park management plan, including the intention to grant such licences as management tools, has served as the means of complying with this requirement. However, as the dPNP signals a shift away from grazing, separate public notification is required. Submitters must be provided with at least one month to respond to a public notification, they must be given an opportunity to be heard, and officers must demonstrate that submissions are fully considered by Council. Public consultation will extend, therefore, beyond the expiry date of the West Licence.

Te tātaritanga Analysis

Fire Risk

21. In managing the fire risk, Parks considers firstly the safety of the visiting public, volunteers and licence holders, staff and contractors, and park neighbours. Fire also presents a risk to:
 - a park infrastructure (power, water, gas, buildings);
 - b utility and transport infrastructure including major electricity transmission lines, major roadways, and the main gas feeds to Wellington and the Hutt Valley;
 - c infrastructure and equipment held by third parties, such as that associated with the TG motorway and its construction; and
 - d historic features such as the WWII munitions bunkers.
22. Challenges exist to manage any outbreak of fire, access due to terrain, narrow tracks, and lack of reliable water supply being the restricting factors. Portable dams would need to be set up using the Porirua water supply, with an aerial attack being the main suppression technique followed by ground crews. Response times to get first helicopters operational would be around 1 hour or more.

Fire risk minimisation

23. Grazing is one of the key methods currently employed by Greater Wellington to minimise fire risk. The current grazing regime is with cattle, and some sheep at low numbers due to the risk of dog attacks from neighbouring urban areas. Cattle are stocked at 1 per hectare of land. They are grazed across the Greater Wellington and adjoining Landcorp Farming land of 60 hectares. Weeds are managed through ground control, with limited aerial spraying operations where ground methods are not possible.

24. Over the longer term it is likely that some areas will remain open (unvegetated) to create buffers/safe spaces for fire breaks, to retain vistas, and to allow for and protect utilities and recreational users.

Stock management cycle

25. Management of stock requires a 6-12 month planning cycle, this is driven by animal breeding cycles, seasonal conditions, market price and demand. Decisions around stock numbers need to be made now to allow for weaning of current years lambs and calves, or markets to be found for stock ahead of licence expiry, and/or to adjust numbers to manage through dry summer conditions. This requires stock to be sold or sent to the freezing works to ensure animal welfare and land is managed to a good standard.

Extension for forward planning

26. In order to allow for the completion of the Reconnection Works, and to enable forward planning for management of Waitangirua in accordance with the new direction of the dPNP, officers propose that an extension of the West Licence be granted to the current West Licensee under section 74 of the Reserves Act to a longstop date of 31 March 2022. In giving effect to the extension, officers will need to ensure that the activities conducted under the extended West Licence are consistent with advice received by Parks on the extent of activities allowed under such licences. As the West Licence has a fixed term (expiring December 2020), regardless of the terminology used (extension, variation, amendment) this is a 'grant' of a licence which in turn triggers the public consultation obligations within the Reserves Act.
27. However, even if commenced immediately the public consultation process will not be completed until after the December 2020 expiry date of the West Licence. In addition, the outcome of the public consultation process may affect the contractual terms of the extension. Given the upcoming expiry, and the stock management cycle described above, the West Licensee must make decisions now as to their stock management requirements in order to be ready to either continue to graze or to de-stock. Given the uncertainty of tenure and/or potential obligations engendered by the public consultation process, there is a consequential risk that West Licensee will choose not to continue with grazing beyond the West Licence expiry date.
28. Any immediate cessation of grazing will in turn limit Parks' ability to manage Belmont to prudently reduce the fire risk during the critical summer period. This in turn exposes Greater Wellington to what may be significant liability or loss associated with damage to Belmont, damage to infrastructure, neighbouring property, and potentially loss of life.

Proposed solution

29. This report has laid out that offering the West Licence to the East Licensee is not an available option, and the difficulties associated with the extension of the public consultation process over the West Licence expiry date. Therefore, officers propose that Council determines to temporarily extend the West Licence by three months on current terms without the public consultation required by the Reserves Act. During that period, officers propose to complete public consultation in relation to the full extension of the West Licence and, subject to the outcome of the public consultation

process and any required variations to the West Licence terms, further extend the West Licence to March 2022. Any extension will automatically capture the clause within the West Licence allowing for retirement of parts of the Licensed Area.

30. This proposal will result in Greater Wellington being in breach of the public consultation requirements of the Reserves Act until consultation is completed. This may result in challenges, both legal and otherwise, being raised in relation to the decision to proceed in this manner. Balanced against these potential challenges, however, is a potential lack of fire risk minimisation over the summer period, and associated risk should the West Licensee determine not to continue grazing beyond the December 2020 expiry date.
31. Officers also consider that the proposal limits exposure to a narrow period and provides the remedy for the breach. Consultation will be proceeding and the terms of the fully extended West Licence will not be predetermined as the full extension will not be given effect until after consultation is complete and all relevant matters brought before Council for a final decision.

Nga kōwhiringa

Recommended process

Option 1: Two step process to ultimately extend current West Licence to 31 March 2022 (preferred option).

32. Step One: Effect a new grant under section 74 of the Reserves Act by an extension of the West Licence on its current terms to 31 March 2021 without undertaking public consultation. This would effectively manage the risks of weeds and fire during the critical summer period. It would also enable the West Licensee to make effective stock management and financial planning decisions prior to the expiry of the West Licence as analysed above.
33. Step Two: Mitigate breach exposure by immediately initiating public consultation on the proposal to extend the West Licence until March 2022 and, subject to the outcome of consultation, grant the extension to the West Licence to 31 March 2022. This enables or allows:
 - a for completion of TG, associated road alignments and the Reconnection Works;
 - b for restoration planning and risk assessment to be completed;
 - c Greater Wellington to secure funding to implement restoration outcomes and to enable planting to get underway in the winter of 2022; and
 - d for ongoing discussion with the East Licensee and associated planning for any further consultation required in relation to the potential grant and scope of a licence (if any) to be offered under the right of first refusal should Council determine that it is desirable to do so.

Option 2: No management of either grass or weeds at Waitangirua

34. As outlined above this would create significant and avoidable risks to people, infrastructure and park neighbours. This option also carries the potential to cause damage to Greater Wellington's reputation.

Ngā hua ahumoni

Financial implications

35. Extending the licence on the current terms and conditions will maintain the existing \$26,000 licence fee until final expiry in March 2022.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

36. The matter requiring decision in this report was considered by officers in accordance with the process set out in Greater Wellington's *Climate Change Consideration Guide*.
37. The proposed matter contributes to Council's and Greater Wellington's policies and commitments relating to climate change as the land management options presented here will result in greenhouse gas (GHG) emissions.
38. The GHG emissions generated from the proposed matter are estimated for each option. These are compared with the 2018/19 base year, which is the baseline for our carbon neutrality targets.
 - a Option 1: will result in GHG emissions of 494 tonnes of carbon dioxide equivalents (CO₂-e) per year. This option represents no change in emissions when compared with the 2018/19 baseyear.
 - b Option 2: will result in a reduction in GHG emissions. This option represents a reduction in gross emissions of 494 tonnes of CO₂-e per year when compared with the 2018/19 base year, reducing our corporate carbon footprint by 1.2 per cent each year. In this scenario, there is an opportunity to change land use to uses that would contribute towards our carbon reduction goals. If the land is restored to its natural state, the potential sequestration from the regenerating vegetation would increase the net impact on reducing baseline emissions to 2.6 per cent by 2030.
39. Subsequent to July 2022, the approach to reduce emissions on a longer term basis is to reduce stocking rates. There is an expectation that the area grazed will be further reduced following the expiry of the licence in 2022. A residual area of land will remain to manage risk, open space and utility exclusion areas, decisions on how this will be managed will be investigated through the planning processes and recommendations made on how this will occur.
40. The impacts of climate change on the proposed matter over its lifetime will be addressed and resilience be increased by reducing the allowable stocking rate and not allowing pasture renewal activities, and further reducing the area grazed when this license expires.

Ngā tikanga whakatau

Decision-making process

41. As noted in the context and analysis sections of this report, the overall direction of the dPNP is to phase out grazing upon cessation of current licences. An intention to extend the grazing licence does not clearly reflect this direction but does enable

officers start the transition process. In addition, the temporary extension without public notification will cause Greater Wellington to be in breach of the Reserves Act for a limited period. Conversely, the immediate cessation of grazing on Waitangirua raises separate risks with potentially significant adverse consequences should the risk be realised.

42. Should Council determine to grant the temporary extension of the West Licence on its current terms, an Authorised Officer is delegated the authority to enter into a letter of variation of the existing West Licence.
43. In relation to consultation and the full extension of the West Licence, a recommendation for a final decision will be brought back to Council subsequent to the consultation, based on all relevant information.
44. An Authorised Officer is then delegated the authority to enter into the licence agreement on appropriate terms and conditions.

Te hiranga Significance

45. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines.
46. Officers recommend that this matter is of medium significance, as there is a history of particular public and media interest in grazing licenses and it is somewhat inconsistent with the Council's draft parks network management plan.

Te whakatūtakitaki Engagement

47. Engagement on the matters contained in this report aligns with the level of significance assessed. The following engagement processes are proposed:
 - a Preparation of the public notice, including essential information (licence term, area, public access;
 - b Consultation with mana whenua;
 - c Accompanying social media and media release;
 - d Supplementary information on the Greater Wellington website.

Ngā tūāoma e whai ake nei Next steps

48. Following the decision, officers would move to temporarily extend the West Licence and implement the public notification process.

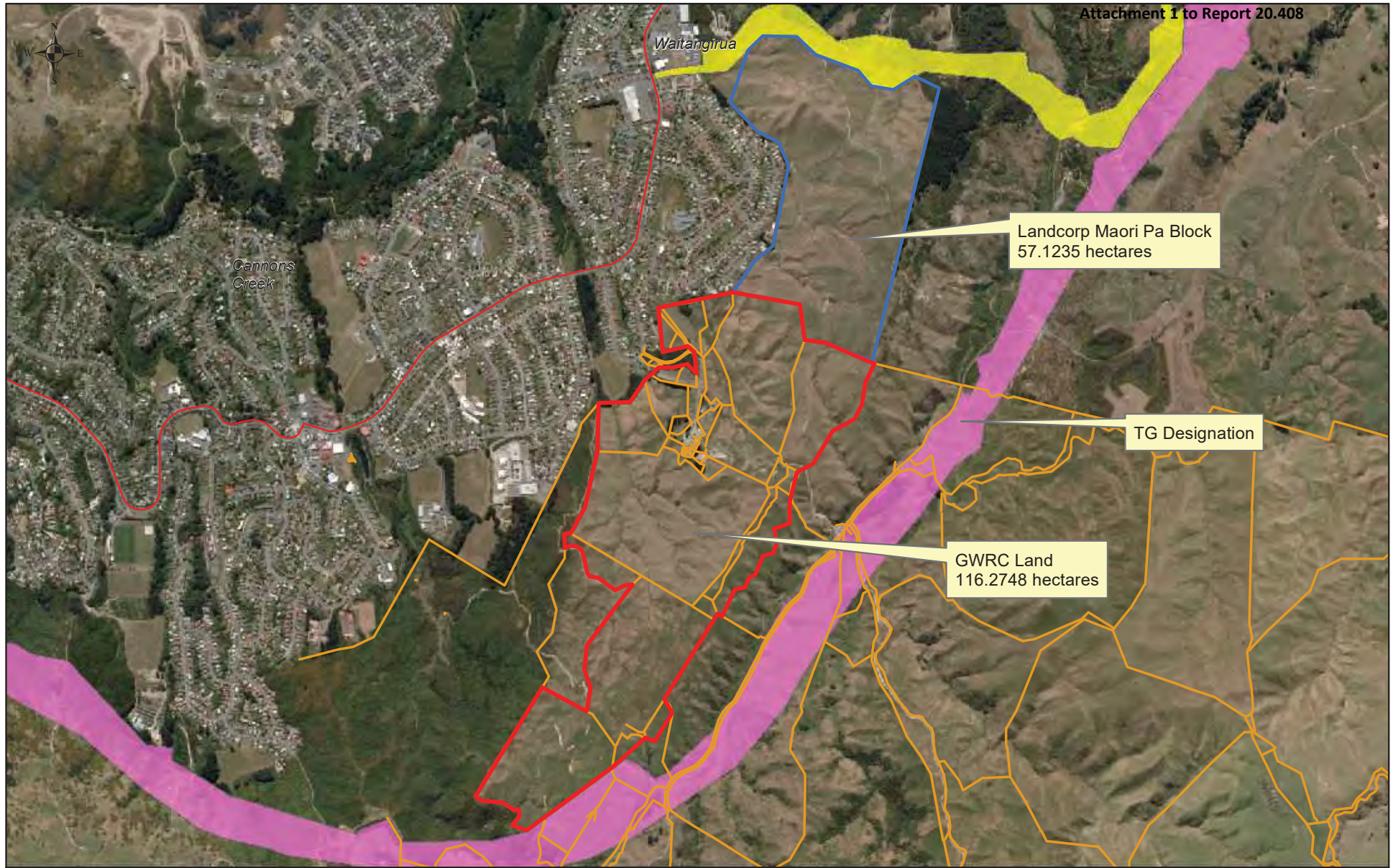
**Ngā āpitihanga
Attachments**

Number	Title
1	Map of Waitangirua grazing area
2	Map of Belmont Regional Park grazing areas
3	Fire Danger Map

**Ngā kaiwaitohu
Signatories**

Writers	Deborah Kessell-Haak, Senior Legal Advisor Wayne Boness, Principal Ranger
Approvers	Jo Frances, Manager, Parks Al Cross, General Manager, Environment Management Group

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>The authority to grant a grazing licence for a Recreation Reserve under section 74(2) of the Reserves Act 1977 is delegated to officers. However this proposal is somewhat inconsistent with the Draft Toitu te Whenua – Parks Network Plan (dPNP) and will result in a temporary breach of the consultation requirements of the Reserves Act, hence Council approval is sought.</p>
<p><i>Implications for Māori</i></p> <p>Through pre-consultation on the dPNP, mana whenua iwi have indicated their aspiration that the natural values of Belmont Regional Park be protected and improved, and that is reflected in the Draft Plan. The relatively short term low impact nature of this proposal is intended as a transitional arrangement, to minimise risk to the park values.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This proposal is consistent with the operative Parks Network Plan 2011, and consistent with the dPNP policy of minimising impacts through transition of land management.</p> <p>This initiative is intended to generate a level of financial return to Greater Wellington through a grazing rental, maintenance and upkeep of infrastructure, and land management. This will in turn minimise Greater Wellington exposure to unbudgeted cost over-runs while further planning is undertaken.</p>
<p><i>Internal consultation</i></p> <p>Ongoing with Parks planning in relation to consultation process and terms of licence. Transition arrangements in relation to grazing within parks administered by Greater Wellington in general have been discussed internally and are ongoing. Transitional arrangements that have the aim of moving towards a reduction of carbon footprint have the support of the Climate Change Team lead.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>Temporary breach of Reserves Act with potential for legal or other challenge. Conversely, a failure to grant the licence has fire risk implications as discussed in the body of the report. Mitigation strategies have been put in place by officers including immediate commencement of informal consultation and with affected and interested parties.</p> <p>Officers will work on a comprehensive communications plan, to ensure that both the intention and the underlying rationale for the grant of licence are clearly stated, and community concerns are appropriately addressed.</p>



Attachment 1 to Report 20.408

Waitangirua

Cannons
Creek

Landcorp Maori Pa Block
57.1235 hectares

TG Designation

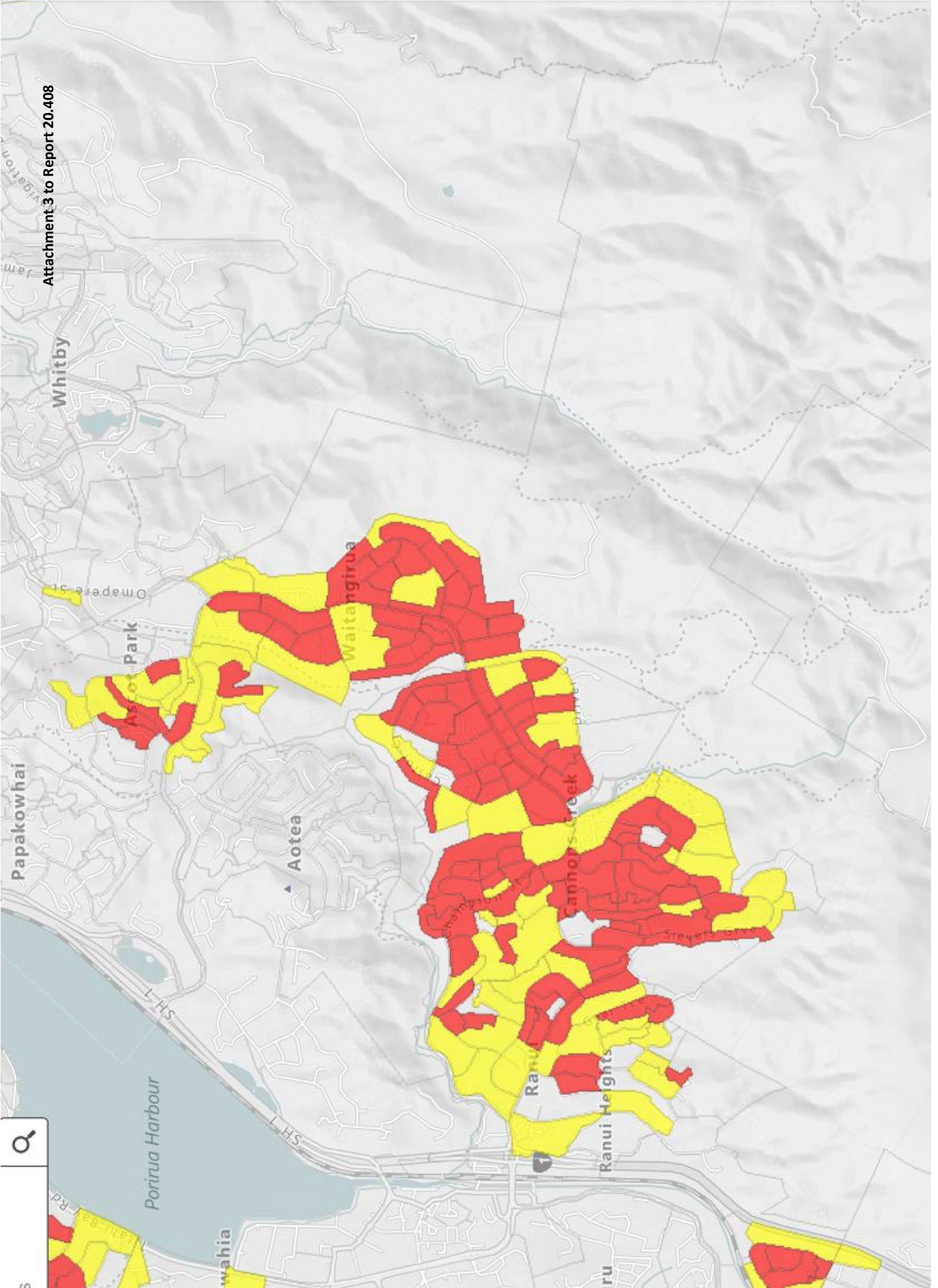
GWRC Land
116.2748 hectares

Waitangirua Western Grazing Blocks



Topographic and Cadastral data is copyright LINZ

Regional Orthophotography Copyright : GWRC / NZAM 2010



Attachment 3 to Report 20.408

Council
29 October 2020
Report 20.398



For Decision

CHIEF EXECUTIVE POSITION DESCRIPTION

Te take mō te pūrongo

Purpose

1. To advise the Council on the proposed Chief Executive position description for the purposes of recruiting the Chief Executive, the proposed panel to select a recruitment agency to undertake the recruitment process for the Chief Executive position, and the job sizing process.

He tūtohu

Recommendation

That the Council:

1. **Approves** the Chief Executive position description (Attachment 1) for the purposes of recruiting the Chief Executive.
2. **Appoints** the Chair and Deputy Chair of the Chief Executive Employment Review Committee as the panel to select the recruitment agency to undertake the Chief Executive recruitment process.
3. **Authorises** the engagement of Strategic Pay to undertake the job sizing of the Chief Executive position in order for Council to determine the remuneration parameters to apply to the Chief Executive position.

Te tāhū kōrero

Background

2. The Greater Wellington Regional Council Chief Executive role becomes vacant on 15 September 2021. The Council is required to undertake a recruitment and selection process to appoint to the role.
3. At its meeting on 20 August 2020 (Report 20.247 refers) the Council adopted the recruitment strategy, process and timeline for the recruitment of the Chief Executive.
4. In accordance with the adopted process and timeline, the next step in the process is for Council to approve the proposed position description for the Chief Executive. This approval will enable the position description to be job sized for the purpose of determining remuneration parameters, and for the position description to be utilised by the selected recruitment agency for the purposes of seeking and searching for candidates.

5. With regard to the recruitment agency, a closed tender process is about to commence for the purposes of selecting an agency to manage the recruitment process. It is proposed that the Chair and Deputy Chair of the Chief Executive Employment Review Committee be appointed by Council as a panel to select the recruitment agency to undertake the Chief Executive recruitment process.
6. Strategic Pay is the company utilised by Greater Wellington to undertake the job sizing of senior positions. Once the position description has been approved, it is proposed that Strategic Pay will be commissioned to undertake the job sizing process in order for Council to determine the remuneration parameters for the Chief Executive position.

Te tātaritanga Analysis

7. The proposed Chief Executive position description ([Attachment 1](#)) has been developed with input from an external consultant. The draft has been reviewed by the members of the Chief Executive Employment Review Committee, who have agreed for the position description to proceed directly to Council for approval.

Ngā hua ahumoni Financial implications

8. There are no direct cost implications in making the decisions recommended in this report. The proposed work will be funded from existing budgets.

Ngā tikanga whakatau Decision-making process

9. The matters requiring decision in this report have been considered against the decision-making requirements of Part 6 of the Local Government 2002.

Te hiranga Significance

10. The significance (as defined by Part 6 of the Local Government Act 2002) of the matters has been considered, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. The matters are considered to be of low significance.

Te whakatūtakitaki Engagement

11. Given the nature of the matters for decision, there was no external engagement with stakeholders.

Ngā tūāoma e whai ake nei

Next steps

12. The approved Chief Executive position description will be provided to the selected recruitment agency and to Strategic Pay.

Ngā āpitihanga

Attachments

Number	Title
1	Proposed Chief Executive position description

Ngā kaiwaitohu

Signatory

Writer	Cr Glenda Hughes – Chair, Chief Executive Employment Review Committee
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He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> This report fits within Council's responsibility to appoint Greater Wellington's Chief Executive.
<i>Implications for Māori</i> There are no known implications for Māori from this report.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> This report does not contribute to Council's or Greater Wellington's key strategies and policies.
<i>Internal consultation</i> The Manager Human Resources was consulted in preparing this report.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks and impacts from the proposed matter for decision.



Job Description

Job title: Chief Executive, Tumu Whakarae Location: Wellington

Status: Fixed Term Effective: XXXX

Overview of Greater Wellington Regional Council

Our Purpose: Working together for our greater good

Enriching life in the Wellington region by building resilient, connected and prosperous communities, protecting and enhancing our natural assets, and inspiring pride in what makes us unique.

Our Purpose, Vision and Behaviours form our GW Way and are the guiding principles for all we do here at GW. The GW Way behaviours are:

- **On the same side:** One team working for one common goal
- **No sacred cows:** Always looking for a better way
- **For people by people:** Everyone here is for everyone out there
- **Own it:** Take responsibility and own the outcome

The Wellington Regional Council (Greater Wellington Regional Council - GW) is a statutory body, with 13 councillors elected from six constituencies. GW's territory extends from Pukehou north of Otaki on the west coast of the North Island, across the Tararua Range via Mt Bruce to the north of Castlepoint on the Wairarapa coast and south to Wellington and Cook Strait.

GW is responsible for:

- managing regional council infrastructure
- regional transport planning, including modes and corridors
- planning and funding regional public transport services
- sustaining the region's natural resources and environment:
- managing biosecurity and promoting biodiversity
- protecting the productive capacity of land in the region and encouraging and promoting sustainable land management practices
- funding the Wellington Regional Strategy and hosting the multi-council committee that governs the strategy delivery
- managing navigation and safety of the region's harbours and coastal waters
- managing GW's regional parks network
- managing emergencies and reducing the impact of natural hazards
- advocating on behalf of the regional community with central government, other local authorities and other agencies

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Purpose of role

The purpose of the Chief Executive's (CE) role is to lead the delivery of all GW's activities to enable the achievement of Council's strategic priorities. Elected councillors who make up the Council formulate Policy, with the CE being the principal advisor and having the statutory responsibility for Policy implementation. This is achieved through translating that Policy into clear plans, and monitoring and reporting on the delivery of those plans. The CE is accountable to the Council for the efficient and effective delivery of all GW activities in accordance with Council Policy objectives.

As the Council's sole direct employee, the CE employs all other staff and is tasked with providing strong leadership and actively promoting GW strategic priorities across the region. The CE needs to be a visible leader across both the organisation and community.

The CE formally reports to the Chair of the Council, however it is recognised that in some specific areas of accountability they will report to the Deputy Chair.

Working relationships

Direct reports

- Kaiwhakahaere Matua Ratonga Rangapū , General Manager, Corporate Services
- Kaiwhakahaere Matua Whaitua, General Manager, Catchment Management
- Kaiwhakahaere Matua, Rōpū Whakahaere Taiao, General Manager, Environment Management
- Deputy CEO and Kaiwhakahaere Matua Whakamāhorahora, General Manager, People and Customer
- Kaiwhakahaere Matua Waka-ā-atea, General Manager, Metlink
- Kaiwhakahaere Matua Rautaki, General Manager, Strategy
- Te Pou Whakarae, General Manager, Te Hunga Whiriwhiri
- Kaiwhakahaere Matua Hotaka Rautaki, General Manager, Strategic Programmes
- Kaiāwhina Matua ki Te Tumu Whakarae, Executive Assistant to the CE

The Regional Manager, Wellington CDEM also has an indirect reporting line to the CE.

Principal relationships

External stakeholders:

- The wider regional community
- Mana whenua iwi of the region
- Local and regional interest groups and sectors, including business
- Relevant government ministers
- Government departments and agencies
- Chief executives of other councils in the Wellington Region
- Chief executives of other regional councils across New Zealand
- Local and national media
- Ratepayers

Internal Stakeholders:

- Councillors
- Appointed committee members
- Executive Leadership Team
- Staff
- The Board of Wellington Regional Council Holdings Limited
- The Board of CentrePort Limited
- The Board of Wellington Regional Economic Development Agency (WREDA)
- The Board of Wellington Water Limited.
-



Key Results

Key Results	
<p>Strategy and Planning</p> <p>The CE is responsible for working closely with Council in the development of GW's policy objectives, strategic priorities, Long Term Plan, Annual Plan and a variety of other statutory and non-statutory plans, including asset management plans.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Work closely with the Council in the development of GW's policy objectives and strategic priorities, Long Term Plan, Annual Plan and other statutory and non-statutory plans. • Undertake regular environmental scans (both internal and external) to identify any future issues that may impact on the successful delivery of GW's strategic priorities and plans. • Ensure plans align with GW Way, and that there are clear performance indicators included to enable success to be measured. • Identify strategies to maximize organisational effectiveness, mitigate risks or to create new opportunities. • Contribute to the planning and development of the region. • Ensure the provision of accurate and timely reports, advice and support to the Chair, Deputy Chair and Council.
<p>Policy and Strategic Advice</p> <p>The CE will ensure the provision of accurate, evidence-based and impartial policy and advice on a range of topics to Councillors to enable them to make high quality decisions.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Ensure the provision of timely, well-researched, evidence-based policy papers, plans, research and advice to the Council. • Ensure processes are in place to integrate decision making on various plans and policies.
<p>Council Governance Support</p> <p>The CE is responsible for ensuring the provision of high-quality governance support to enable to Council to function smoothly and effectively.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Ensure the provision of appropriate secretariat and governance support to the Council, including the provision of Papers, Minutes and assistance with Council rules, standing orders and planning. • Maintain a close working relationship with the Chair, Deputy Chair and other Councillors. • Provide high quality induction materials and comprehensive briefings to new Councillors. • Attend or arrange to be represented by a deputy or nominee at each Council and Committee meeting, and at other meetings as appropriate.



Key Results	
<p>Community and Stakeholder Engagement</p> <p>The CE is accountable for ensuring GW identifies, develops and maintains strong relationships with the community and key stakeholders to further GW’s interests at national and regional levels.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Ensure the development, implementation and continual review of the GW stakeholder engagement plan. • Support Councillors to undertake appropriate engagement, consultation and communication with the community, ensuring there are clear and effective communication channels between Councillors and management. • Develop and maintain productive working relationships with other territorial authorities, the business community and major interest groups to further GW interests. • Maintain strong relationships with relevant government agencies and service providers in the region to advocate for GW interests at national and regional levels. • Ensure effective community consultation takes place. • Provide accurate and timely reports, advice and support to the Chair, Deputy Chair and Council.
<p>People Management</p> <p>The CE is accountable for creating an environment where engaged staff can deliver high performance and achieve their full potential.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Ensure staff of appropriate calibre and competence are appointed or contracted to effectively deliver on GW’s strategic priorities. • Develop, build and maintain a strong effective executive team • Ensure the effective implementation of GW’s recruitment, reward and retention, and development policies. • Ensure there is an effective talent management process for GW. • Ensure all contracted service providers are delivering to agreed service level agreement standards. • Ensure GW meets its statutory and legal employer obligations.



<p>Key Results</p>	
<p>People Management continued</p>	<ul style="list-style-type: none"> • Ensure all staff understand what is expected of them through the implementation of GW’s performance management system. • Ensure the sound management of contractors. • Ensure all staff and contractors are aware of the Health & Safety requirements of their roles. • Drive and maintain high levels of staff engagement • Ensure diversity and inclusion strategy and equal employment opportunities are included in all human resource policies and programmes within GW.
<p>Financial Management</p> <p>The CE is accountable for the effective utilisation and management of all GW financial and capital resources, enabling the provision of GW’s services to the region’s ratepayers and residents.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Ensure the effective implementation of GW’s financial management systems and procedures, confirming that they meet all contractual, financial and legal obligations and policies. • Ensure the organisation’s internal control procedures are regularly reviewed and implemented appropriately. • Ensure the sound preparation and monitoring of budgets, forecasts and expenditure. • Manage relationships with any Council Controlled Organisation to ensure that there is clear accountability for any funding provided by GW • Ensure the provision of accurate and detailed data to enable the preparation of the Annual Report and audited end-of-year accounts, including trends in significant financial activity over a period of 4 years in a form that ratepayers can readily interpret. • Ensure that capital assets and equipment are utilised effectively and efficiently within GW policies. • Ensure the provision of accurate, timely and complete financial reports, advice and support to the Chair, Deputy Chair and Council.



Key Results	
<p>Operations</p> <p>The CE is accountable for all operational matters required to deliver GW services efficiently.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Ensure full compliance by GW with all statutes, regulations and laws • Ensure that Council policies and procedures are regularly reviewed and updated as necessary • Ensure that all activities and services of GW are delivered effectively and efficiently • Ensure all relevant operational data is captured and securely stored to facilitate informed future decision-making. • Ensure the implementation of an efficient knowledge and information management system. • Provide accurate and timely reports, advice and support to the Chair, Deputy Chair and Council.
<p>Communication and Marketing</p> <p>The CE is accountable for promoting a positive public image of GW in the all media, and representing GW's interests at national and regional levels.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Ensure the development, implementation and continual review of the effectiveness of the GW's communications and marketing plan ensuring it is aligned with the GW's strategic priorities and values. • Ensure GW has sound strategies in place to manage risks around brand and reputation. • Ensure all publications, social media and website are managed in line with GW's communication and marketing strategy and that all opportunities to represent GW are identified and acted upon. • Ensure GW's interface with the media is well managed at both a national and regional level. • Provide accurate and timely reports, advice and support to the Chair, Deputy Chair and Council.
<p>Health and Safety</p> <p>The CE is committed to providing and maintaining a safe and healthy working environment for all employees and for visitors, contractors or volunteers.</p>	<p>The CE will:</p> <ul style="list-style-type: none"> • Ensure GW has a sound, robust and compliant health and safety programme. • Ensure that all reporting requirements for Health and Safety are met and that GW has accurate and complete information on which to base its decision-making. • Ensure the organisation has the capability to deliver in the area of health and safety matters • Ensure GW has systems and programmes that provide consistency in the application of policy and business practices across the organisation.



Part two: Person specification

Execution	Relationships	Personal Qualities
<p><i>Business Execution.</i></p> <ul style="list-style-type: none"> • Provides clarity of purpose and focus of effort through effective translation of strategies into business and strategic plans. • Delivers on Council’s strategic priorities through efficient, sustainable, and productive use of resources, taking into account the Four Wellbeings (economic, environment, social, and cultural). • Monitors and evaluates organisational performance and takes appropriate action on issues that arise, managing organisational risks effectively. • Is action orientated and delivers results. • Actively promotes diversity and inclusion at all levels of GW recognising the positive impact diversity of thought has on organisational performance. 	<p><i>Building and Sustaining Strategic Relationships</i></p> <ul style="list-style-type: none"> • Actively identifies, develops and sustains collaborative, outcome-oriented relationships with key stakeholders to achieve GW’s strategic priorities. • Defines and agrees on mutual benefits. • Adapts personal style to meet the needs of others. • Builds an environment where positive relationships are easily built and sustained. • Seeks to understand the needs of customers, residents and local communities and is responsive to those needs. • Makes every effort to ensure that stakeholders are listened to by self and others. • Provide sector and regional leadership. 	<p><i>Ethics and Integrity</i></p> <ul style="list-style-type: none"> • Works in a way that displays honesty, integrity, and demonstrates high standards of ethical behaviour. • Meets personal commitments. • Promotes and maintains organisation standards.
<p><i>Executive Decision-making</i></p> <ul style="list-style-type: none"> • Applies broad knowledge and seasoned experience when addressing complex issues. • Defines strategic issues and risks clearly despite ambiguity. • Makes systematic, evidence-based and rational judgements. • Makes difficult, timely, high impact decisions. 	<p><i>Communication</i></p> <ul style="list-style-type: none"> • Expresses and conveys information effectively to others. • Understands and meets the needs of the audience. • Describes complex information in an easy to understand format. • Listens and checks for understanding. 	<p><i>Fostering Innovation and Creativity</i></p> <ul style="list-style-type: none"> • Facilitates an environment for creativity and innovation to flourish, where looking for opportunities to improve your own and the organisation’s performance is the norm. • Personally seeks improvement through innovation and fostering creativity. • Encourages others to generate creative and practical ideas.



<p><i>Strategic Thinking</i></p> <ul style="list-style-type: none"> Keeps up to date with political and social imperatives, and science, industry and commercial trends, and takes these into account in formulation of strategy. Leads the formulation of strategies, and creates new approaches in uncertain environments or in the face of adverse political events. Takes a broad-based view of issues, events and activities, and is able to perceive the longer-term impact or wider implications. Has finely developed antennae for issues that may be politically sensitive. Identifies key risks to achievement of strategy. Incorporates “big picture thinking” into strategy. 	<p><i>Delegation and Development</i></p> <ul style="list-style-type: none"> Creates an environment conducive to learning and growth. Coaches and provides feedback, guidance and support to enable individuals to reach their full potential. Uses organisational systems to support learning and growth. Takes into account strengths, knowledge and potential when delegating responsibility. Develops a robust talent pipeline for senior leadership roles within the organisation. 	<p><i>Personal Effectiveness</i></p> <ul style="list-style-type: none"> Manages own health and well-being. Demonstrates flexibility and adaptability. Is self-motivated, displaying personal drive, optimism, resilience and energy. Conveys credibility instilling confidence in others. Takes accountability for their actions and the actions of GW. Has credibility with stakeholders Projects confidence
<p><i>Tikanga Māori</i></p> <ul style="list-style-type: none"> Demonstrates an awareness and understanding of the principles of Te Tiriti o Waitangi and the impact these have the work of GW. Uses knowledge of tikanga Māori to identify benefits and concerns pertaining to GW strategies, proposals and initiatives. Considers and engages with Māori to maintain currency and awareness of issues, and how these relate to the achievement of GW’s strategic priorities Builds relationships with mana whenua. 	<p><i>Visionary Leadership</i></p> <ul style="list-style-type: none"> Demonstrates passion and enthusiasm for GW’s Vision, Values and strategic priorities, and promotes and uses these as a guide to everyday business. Inspires, motivates and empowers others to achieve strategic priorities. Creates high performing, cohesive and results-focused teams through a positive and collaborative approach. Influences others in a way that results in agreement or change. Leads others through change by helping them to see and feel how things can be different. Projects and promotes the profile and reputation of GW. Has a spirit of public service and imbues that spirit in GW staff. 	<p><i>Work Standards</i></p> <ul style="list-style-type: none"> Is personally committed to excellence. Facilitates an environment of excellence. Assumes accountability for successful achievement of strategic priorities. Has high attention to detail.



		<p><i>Self-Awareness</i></p> <ul style="list-style-type: none"> • Recognises one’s emotions and feelings, and their effects. • Recognises the impact of own behaviour on others. • Demonstrates self-control and acts professionally at all times.
<p><i>Professional Knowledge and Experience</i></p> <ul style="list-style-type: none"> • Is experienced in leading a full range of technical and investment activities in a company or business, or has relevant policy and operations experience in a local authority. • Understands and applies commercial and financial principles in ways appropriate to the local government context. • Is experienced in working with councillors or boards of directors, and in providing professional, accurate, and strategic advice. • Demonstrates knowledge of local government legislation and responsibilities and the special nature of working in the special nature of local government. • Understands the challenges of working in a political environment. • Understands and can deliver results within the political, legislative and regulatory frameworks that apply to local government. • Is committed to being a good employer, prioritising equal employment opportunities and demonstrating a commitment to promoting equity and diversity at all levels of GW. 		

Date and signatures

Job holder: _____

Date: _____

Council
29 October 2020
Report 20.342



For Decision

IMPACT OF LEGISLATIVE CHANGES ON COUNCIL'S POWERS, FUNCTIONS AND DUTIES – OCTOBER 2020

Te take mō te pūrongo

Purpose

1. To advise Council on the implications of recent legislation for Council's powers, functions and duties, including the need for any new or changed delegations.

He tūtohu

Recommendations

That Council:

- 1 **Notes** recent legislation with implications for Council's powers, functions and duties.
- 2 **Notes** that Council has already established related delegations for the Land Transport (Rail) Legislation Act 2020 and the COVID-19 Recovery (Fast-track Consenting) Act 2020.
- 3 **Delegates** to the Chief Executive all the powers, functions and duties under the Privacy Act 2020 (as set out in Attachment 1).
- 4 **Notes** that, given a range of other legislative amendments, officers will report to Council's 10 December 2020 meeting proposing changes to the suite of delegations associated with the Resource Management Act 1991.

Te horopaki

Context

2. During late June to early August 2020, Parliament enacted the following legislation with implications for Council's powers, functions and duties, and where new or changed delegations are needed:
 - a Land Transport (Rail) Legislation Act 2020
 - b COVID-19 Recovery (Fast-track Consenting) Act 2020
 - c Privacy Act 2020
 - d Urban Development Act 2020
 - e Resource Management Amendment Act 2020.

3. Business groups are addressing the more specific policy and operational impacts of these Acts, and these impacts will be indicated to Council and Committees as needed.

Land Transport (Rail) Legislation Act 2020

4. Section 15 of the Land Transport (Rail) Legislation Act 2020 inserted a new section 105A of the Land Transport Management Act 2003. The new section alters the requirements for KiwiRail's representation on regional transport committees, and took effect from 1 July 2020.
5. As a result, on 20 August 2020, Council updated the related terms of reference to reflect these new legislative requirements (Revised terms of reference for the Regional Transport Committee – Report 20.291).

COVID-19 Recovery (Fast-track Consenting) Act 2020

6. The COVID-19 Recovery (Fast-track Consenting) Act 2020 came into effect on 9 July 2020. In general, this Act supersedes, for relevant processes, the effect of the Resource Management Act 1991 (the RMA).
7. In early September 2020, the Environmental Protection Agency advised the Chief Executive of Greater Wellington Regional Council (Greater Wellington) of an anticipated resource management application and notices of requirement from Waka Kotahi New Zealand Transport Agency for a 'listed project'. This project is Te Ara Tupua – Ngauranga to Petone shared path.
8. Under the new Act, the appointment of an expert consenting panel (the panel) is required so the panel can make decisions on the consent application and notices of requirement. The membership of the panel must include one person nominated by the relevant local authorities. In this case, Council is one of the relevant local authorities.
9. Officers noted existing delegations from Council around hearing panels established under the RMA, that these delegations don't anticipate the new Act, and that a similar delegation was appropriate.
10. Accordingly, on 24 September 2020, Council delegated to the Chief Executive and the General Manager Environment Management (acting individually) the power, under that Act and following consultation with the Chair of the Environment Committee and the Council Chair, to nominate the local authority member of an external consenting panel (Delegation under the COVID-19 Recovery (Fast-track Consenting) Act 2020 – Report 20.361).

Legislation requiring further consideration

11. The Resource Management Amendment Act 2020, the Urban Development Act 2020, and other sections of the COVID-19 Recovery (Fast-track Consenting) Act 2020 may all impact the current delegation structure for the RMA. Given this, officers are reviewing the whole suite of RMA delegations and will report to Council's 10 December 2020 meeting regarding any proposed changes to these delegations.

Te tātaritanga Analysis

Privacy Act 2020

12. The Privacy Act 2020 repeals and replaces the Privacy Act 1993 from 1 December 2020. Whilst retaining most of the current legislative requirements, the new Act adds significant new elements, notably:
 - a Mandatory notification to the Privacy Commissioner of a privacy breach that has caused, or is likely to cause, serious harm
 - b The Privacy Commissioner's ability to require a business or organisation to do, or stop doing, something to meet its obligations under the Privacy Act (compliance notices)
 - c The Privacy Commissioner's ability to make binding decisions on complaints relating to access to personal information
 - d Limitations on a New Zealand business or organisation disclosing personal information to an overseas agency where that agency is subject to privacy laws that provide comparable safeguards to the Privacy Act
 - e The new Act has extraterritorial effect, meaning that an overseas business or organisation may be treated as carrying on business in New Zealand for the purposes of its privacy obligations, even if it does not have a physical presence in New Zealand (e.g. Google and Facebook)
 - f New criminal offences, with a penalty of up to \$10,000, for:
 - i Misleading a business or organisation by impersonating someone, or pretending to act with that person's authority, to gain access to their personal information or to have it altered or destroyed
 - ii Destroying a document containing personal information, knowing that a request has been made for that information.

Proposed delegations

13. Currently, Council has delegated to the Chief Executive all of its power, functions and duties under the Privacy Act 1993 that are capable of delegation. In addition, that Act gives powers to the Chief Executive to make decisions on privacy requests (which are currently sub-delegated to Greater Wellington's Principal Privacy Officer and the Privacy Officer).
14. Officers propose a similar delegation under the Privacy Act 2020, effective from 1 December 2020. As such, and given the continued effect of the Privacy Act 1993 until 30 November 2020, we propose that Council approves an updated set of statutory delegations from Council to the Chief Executive ([Attachment 1](#)). The only change to this set of delegations (made by Council on 13 December 2017 (Review of delegations framework – Report 17.408)) is to include the Privacy Act 2020.
15. Officers will recommend subsequently to the Chief Executive that the power to make decisions on privacy requests and the power to notify the Privacy Commissioner of a

privacy breach causing serious harm are sub-delegated (to Greater Wellington's Principal Privacy Officer and the Privacy Officer).

Ngā hua ahumoni
Financial implications

16. There are no financial implications arising from this report.

Ngā tikanga whakatau
Decision-making process

17. The matter requiring decision in this report was considered by officers against the requirements of Part 6 of the Local Government Act 2002.

Te hiranga
Significance

18. Officers have considered the significance of this matter for decision, taking into account the Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. As this decision implements legislative changes (which have already undergone public consultation) and concern Council's internal allocation of decision-making rights, officers considers this matter to be of low significance.

Te whakatūtakitaki
Engagement

19. Given the significance of the matter for decision, no external engagement was considered necessary.

Ngā tūāoma e whai ake nei
Next steps

20. If the proposed delegations are approved, officers will update Council's *Delegations Manual* and provide the Chief Executive and relevant general managers with a copy of the approved delegations.

Ngā āpitihanga
Attachment

Number	Title
1	Statutory delegations from Council to the Chief Executive

**Ngā kaiwaitohu
Signatories**

Writer	Will Ogier – Principal Advisor Democratic Services
Approvers	Francis Ryan - Manager Democratic Services Luke Troy – General Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Council can, under clause 32 of Schedule 7 to the Local Government Act 2002, delegate to an officer its responsibilities, duties or powers under the 2020 Act.
<i>Implications for Māori</i> There are no known implications for Māori.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The proposed delegation does not contribute to the Annual Plan, Long Term Plan, or Council's or Greater Wellington's key strategies, policies and plans.
<i>Internal consultation</i> This report was prepared in consultation with the Environmental Policy department and Greater Wellington's Privacy Officer.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks or impacts arising from the matter for decision.

Attachment 1 to Report 20.342

Statutory delegations from Council to the Chief Executive

Delegation

The Council delegates to the Chief Executive all the powers, duties and responsibilities of the Council in the legislation (and any associated regulations) and bylaws set out as follows:

Biosecurity Act 1993

Building Act 2004

Civil Defence Emergency Management Act 2002

Hazardous Substances and New Organisms Act 1996

Land Drainage Act 1908

Land Transport Management Act 2003

Litter Act 1979

Local Government Act 2002

Local Government Official Information and Meetings Act 1987

Marine and Coastal Area (Takutai Moana) Act 2011

Maritime Transport Act 1994

Privacy Act 1993 (until 30 November 2020)

Privacy Act 2020 (from 1 December 2020)

Property Law Act 2007

Protected Disclosures Act 2000

Public Records Act 2005

Public Works Act 1981

Rating Valuations Act 1998

Reserves Act 1977

Resource Management (Simplifying and Streamlining) Amendment Act 2009

Soil Conservation and Rivers Control Act 1941

Statutory Land Charges Registration Act 1928

Summary Proceedings Act 1957

Attachment 1 to Report 20.342

Statutory delegations from Council to the Chief Executive

Trespass Act 1980

Walking Access Act 2008

Wellington Regional Water Board Act 1972

Wellington Regional Council (Water Board Functions) Act 2005

Parks, Forests and Reserves Bylaws 2016

Navigation and Safety Bylaws 2003

Wellington Regional Water Board Bylaws 1976.

In addition, if the Council has powers, duties and responsibilities under any other legislation, regulation or bylaws that is not specified in the above list and are of an enforcement, inspection, licensing or administrative nature, then the Chief Executive is delegated those powers, duties and responsibilities as if the legislation, regulation, or bylaw, was specified in the above table.

Exceptions

The following exceptions apply to the above delegation. The delegated authority does not include:

- Matters that cannot legally be delegated (including those powers set out in legislation, regulations, or bylaws that are required to be made by resolution)
- The power to adopt:
 - Council plans (this includes statutory plans and non-statutory plans, for example, flood management plans and parks network plans); or
 - Council strategies; or
 - Council policies.

(This exception does not include management and operational strategies, plans and policies.)

- Those powers retained by Council
- The powers delegated to any Committee.

Power to sub-delegate

The Chief Executive is able to sub-delegate these delegations.

Explanatory note: the Local Electoral Act 2001 was intentionally excluded from the list above (and therefore powers, functions and responsibilities under that Act remain with Council).

Council
29 October 2020
Report 20.400



For Decision

NOTICE OF MOTION: CR ROS CONNELLY

Te take mō te pūrongo

Purpose

1. Councillor Connelly has given notice of her intention to move a motion at the Council's meeting on 29 October 2020. Information provided by Cr Connelly relating to her intended motion is contained in [Attachment 1](#).

Motion

That Council:

1. **Agrees** to publicly support, through words, deeds and votes, the following birds for Bird of the Year 2020 (in preference order):
 - a Kākā
 - b Banded Dotterel/Tūturiwhatu
 - c Kererū
 - d Tieke and
 - e Kākāriki
2. **Agrees** that these birds all represent birds that are growing in abundance in the Wellington Region and can be considered as the 'Whanganui-a-tara Five' voting ticket.

Ngā āpitihanga

Attachment

Number	Title
1	Notice of Motion – Voting in Bird of the Year Competition 2020

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Council's Standing Orders provide for members to lodge Notices of Intended Motions (S.O 3.9 refers.)
<i>Implications for Māori</i> There are no direct implications for Māori arising from this report.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> Not applicable.
<i>Internal consultation</i> There was no internal consultation.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks.

Notice of Motion – For Full Council Meeting on Thursday 29 October 2020

Voting in Bird of the Year Competition 2020

Motion

That the Greater Wellington Regional Council publicly support, through words, deeds and votes, the following birds for Bird of the Year 2020 (in preference order):

- 1) Kākā
- 2) Banded Dotterel / Tūturiwhatu
- 3) Kererū
- 4) Tīeke and
- 5) Kākāriki

These birds all represent birds that are growing in abundance in the Wellington Region and can be considered as the 'Whanganui-a-tara Five' voting ticket.

Kākā

Some might describe Kaka as 'bogan birds' however Dr Colin Miskelly the Curator of Vertebrates at Te Papa says that the reintroduction of Kākā is a phenomenal success story. He says that there is no other city where Kākā are regular present and they remain a rare bird in most of our national parks and forest parks. While they are still largely confined to Wellington City they are steadily spreading across the region. Kaka have been recently recorded in Pinehaven (Upper Hutt) and Plimmerton (Porirua) so they certainly are birds on the move.

The Zealandia webpage provides the following description of Kākā:

This forest-dwelling parrot is a cousin of the mischievous alpine parrot, the kea, and is one of our most visible and engaging birds. There are two sub-species: the North Island kākā (N. m. septentrionalis) and the South Island kākā (N. m. meridionalis).

The kākā is a large, olive-brown forest parrot with flashes of crimson and orange plumage under their wings. They have a strong curved beak that they use for climbing and for stripping bark from trees to feed on grubs and sap. Kākā also have a brush-tipped tongue that they use to drink nectar from flowers. They can be seen feeding on kōwhai, rātā and flax when they are in bloom.

Like most parrots, the kākā is social and intelligent. You can often hear them and see them socialising in large flocks. The word kā can mean 'screech' in Māori and so the name kākā is thought to be a reference to their their loud 'skrark' call. Kākā can also produce some beautiful songs and whistles that can vary significantly as regional dialects. These parrots are diurnal (active during the day) but can sometimes be heard screeching and chatting throughout the night.

Other Top Five

This year for the second time, the Bird of the Year voting process allows voters to vote for up to five birds. This is where the 'Whanganui-a-tara Five' voting ticket idea comes in. Although Kākā are the stand-out performers of the Wellington Regional Bird scene the other four birds put forward as part of the ticket are also increasing throughout the region. Recent surveys have shown that 344 Banded Dotterels/ Tūturiwhatu occupy braided river habitats in the Wairarapa, while a further 38-45 occupy the lower Otaki River. By combining the results of three recent surveys, it is estimated that the Wellington region supports a breeding population of 728 banded dotterels. In the 2020 Great Kererū Count, for example, a total of 21,509 kererū were counted around Aotearoa. In Wellington, 5,619 of the quirky birds (or 26 percent of the total national count) were seen – the highest figure from any region – with runners up Auckland spying 3,580 kererū and Otago 3,475.

A short description of the other four birds is included below (from New Zealand Birds Online):

The **Banded Dotterel, or Tūturiwhatu**, is slightly larger than a blackbird, and nests in braided rivers and on shorelines. Although their plumage varies seasonally, they are readily identified by their brown upperparts and complete or partial chestnut breast band, the latter being quite striking in breeding plumage. Like other typical plovers, the body is held erect and they have a characteristic run-stop-peck-run foraging behaviour in their pursuit of small invertebrates. Dotterels often nest on the foreshore of beaches just above the high-water mark. They use camouflage and remain well-hidden unless disturbed. They are so well hidden that it's easy to overlook them, which is their main defence from predators. However, this also leaves them especially vulnerable to disturbance

The **Kererū** (or New Zealand pigeon) has a widespread distribution through the country, being present in extensive tracts of native forest, and rural and urban habitats, including most cities. As well as allowing close approach, it often roosts conspicuously, such as on powerlines or on the tops of trees. The distinctive sound of its wing beats in flight also draws attention. Kererū also frequently feature on works of art, such as paintings and sculptures. However, even though it is widespread, like many forest birds its abundance is severely compromised by introduced mammals, particularly possums, stoats and ship rats. Only where these pests are not present (predator-free islands) or are controlled to low levels do kereru populations thrive

The **Tieke** (or North Island saddlebacks) are conspicuous and easily observed in regenerating scrub, forests and coastal forests. They call frequently, particularly in response to disturbance, and are very active, noisy foragers. They are about the size of a European blackbird. Tieke were widespread at European contact, but rapidly declined on the mainland following the introduction of predatory mammals, especially ship rats and stoats. By the early 1900s, Tieke were confined to a single population on Hen Island (Taranga) off the northeast coast of the North Island. A series of successful translocations was initiated by the New Zealand Wildlife Service in the 1960s, and there are now 15 island populations and five at predator-fenced mainland sites.

Kākāriki are medium-sized, emerald green parrots with an obvious red crown. Although they are widely distributed throughout the New Zealand region, and very common on some islands, they are almost entirely absent from the two main islands. One exception is Wellington city, where birds dispersing from Zealandia and Matiu/Somes Islands are occasionally seen in suburban gardens. Kākāriki occupy a variety of habitats ranging from tall forests to grass and shrublands. In the late 1800s, this species sometimes occurred in large flocks with two other species of *Cyanoramphus* parakeets, causing considerable damage to orchards.

Mover: Cr Ros Connelly

Seconder: Cr Josh van Lier

15 October 2020

Council
29 October 2020
Report 20.394



For Information

COUNCILLOR FIELDTRIP TO AUCKLAND ON 1 AND 2 OCTOBER 2020

Te take mō te pūrongo

Purpose

1. A report on the trip by five Councillors to Auckland Council on 1 and 2 October 2020 is attached as **Attachment 1**. A further five attachments cover presentations made during the course of the meetings with Auckland Council representatives (**Attachments 2 to 6**).

Ngā āpitihanga

Attachment

Number	Title
1	Report on Councillor fieldtrip to Auckland, 1 and 2 October 2020
2	Auckland Transport presentation
3	City Rail Link presentation
4	Auckland's Climate Plan presentation
5	Auckland Council's Emissions Reduction Plan presentation
6	Auckland Plan 'Plan-on-a-page'

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> It is standard practice for a report to be provided to Council on external trips undertaken by Councillors in their official capacity.
<i>Implications for Māori</i> There are no direct implications for Māori arising from this report.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The fieldtrip gained information which can be utilised to help inform Council's consideration of relevant matters.
<i>Internal consultation</i> There was no internal consultation.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks.

REPORT TO COUNCIL ON FIELD TRIP TO AUCKLAND COUNCIL ON 1 - 2 OCTOBER 2020

For Information

1. Purpose

To report to Council on a field trip by the GWRC Chair and four Councillors/ Committee Chairs and Deputy Chair to Auckland Council on 1 and 2 October 2020, including lessons learned and observations on possible future actions for GWRC.

2. Summary of Key Observations

- New Lynn is a great example of successful place-making in Auckland. It includes a trenched rail line (to reconnect the community above) and station, bus station and hub, commercial and retail developments and apartments.
- Opportunities for Transport Oriented Development (TOD) in the Wellington Region could include Porirua City Centre and Railway station, Johnsonville town centre, mall and PT interchange, and Waterloo Railway Station and environs in Lower Hutt. The Wellington Regional Growth Framework provides a mechanism to advance these TOD opportunities, working together with GWRC, WCC, and HCC.
- The Auckland Transport Alignment Project (ATAP), with members Auckland Council, Auckland Transport, Ministry of Transport (MoT) and Waka Kotahi/NZTA , which began in 2015, has helped to transform the relationship between Central Government and Auckland Council/AT, and enabled agreement on potentially controversial projects. There could be potential benefit in exploring a Wellington Transport Alignment Project with MoT, Waka Kotahi, GWRC and WCC.
- The Grand Alliance model of contracting seems to be working very well on City Rail Link, New Zealand's largest infrastructure project to date.
- Possible future actions for GWRC on Climate Change are:
 - i) Acknowledge the importance of common documents for the Wellington Region on: 1) risk assessment; and 2) regional emissions profile and reduction pathways;
 - ii) Take a leadership role in the development of these documents, possibly through the Wellington Regional Climate Change Working Group;
 - iii) Hold an internal GWRC workshop to consider options for regional climate planning - last quarter 2020;

- iv) Hold a Wellington Regional Climate Change Working Group workshop with GW councillors and regional Mayors on emissions pathways - first quarter 2021;
 - v) Set up a climate focal point on regional climate planning within the Regional Growth Framework programme - this could be GWRC
- Our agenda for discussions included the Auckland Plan ('plan-on-a-page' version attached) which captures the spatial planning for the region for the next 30 years, climate change and the management of water allocation and supply, and water quality with particular focus on the Government's Freshwater changes.
 - While we might naturally focus on Auckland's urban challenges, they too have significant farming areas and coastal management concerns. They are approaching the process differently to us, and therefore it is of key interest for us to find out more about how they are going, and they were likewise eager to find out more about our approach. We note that our council officers are aware, but it is at the political level (hence the visit) that there is an absence of dialogue and the opportunity to share thinking.
 - The Panuku model of urban development is one that has not been explored by Wellington previously – except for isolated construction elements. However, there could be considerable benefit to us adopting a model similar to this, especially if we were to take a more hands-on role in creating Transport Oriented Developments.

3. Background

Since the formation of this Council in October 2019, there have been informal discussions amongst GWRC Councillors of the potential benefits of visiting and engaging with other regional councils to learn and share ideas and experiences that would enhance the work of this Council for our community. A visit to Auckland Council has been suggested because of the wide diversity and innovation of initiatives relevant to GWRC, with a view to learning lessons and building relationships that will have enduring benefits to the work of GWRC for our community.

The members of the field trip to Auckland Council on 1 - 2 October 2020, reported in this paper, comprised:

Council Chair, Cr Daran Ponter
Cr Roger Blakeley, Chair, Transport Committee
Cr Penny Gaylor, Chair, Environment Committee
Cr Thomas Nash, Chair, Climate Change Committee
Cr Ros Connelly, Deputy Chair, Environment Committee.

This group included the GWRC Chair, and Chairs and a Deputy Chair of the two Committees of the Whole (Transport and Environment) and the Climate Change

Committee, and was able to engage with their counterparts the Mayor of Auckland and Chairs of Auckland Council's two Committees of the Whole, the Planning Committee and the Environment and Climate Change Committee. Cr Connelly and Cr Blakeley are also members of the Te Whanganui-a-Tara Whaitua Committee (which is relevant to this field trip).

4. Itinerary

Thursday, 1 October 2020

9.00am	Mayor Phil Goff and Deputy Mayor Bill Cashmore, Auckland Council
10.00am	Alec Tang, Acting Chief Sustainability Officer, Sarah Anderson, Principal Specialist, Climate Resilience, Auckland Council
11.00am	Barry Potter, Director, Infrastructure and Environmental Services, Auckland Council
12.00pm	Lunch
1.00pm	Auckland Transport Wayne Donnelly, Deputy Chair; Wally Thomas, Executive General Manager, Stakeholders, Communities, and Communication; Hamish Bunn, Group Manager INP, Policy and Sustainability; Andrew McGill, Head of Integrated Network Planning (INP); Stacey Van der Putten, Group Manager, Metro Services
1.05pm	Briefing on Auckland Public Transport Plan and implementation
2.00pm	Network Tour: Northern Busway, Upper Harbour Highway to Hobsonville Point, North Eastern Motorway (future rapid transit route) to New Lynn Transit Oriented Development (TOD), Train from New Lynn Station to Britomart Station
5.00pm	End of official day

Friday, 2 October 2020

8.00am	City Rail Link, Patrick Brockie, CFO, Steve Brunell, Programme, Performance and Controls Director, briefing on CRL project
8.45am	City Rail Link, Site Visit to Preparations of Mt Eden Portal for Underground Tunnelling
10.00am	Panuku Development Auckland Site Visit to Wynyard Quarter, Richard Leggat, Board Member, Ian Wheeler, Chief Operating Officer, Fiona Knox, Priority Location Director
11.30am	Lunch
12.30pm	Cr Chris Darby, Chair, Planning Committee, Cr Richard Hills, Chair, Environment and Climate Change Committee, Cr Josephine Bartley, Deputy Chair, Environment and Climate Change Committee, Auckland Council.
1.30pm	Megan Tyler, Chief of Strategy, Auckland Council
3.00pm	Oakley Creek, Te Auaunga Walkway – community placemaking, Mt Roskill
4.00pm	Depart to Auckland Airport for flight back to Wellington.

5. Governance lessons

We met briefly with the Mayor of Auckland, Phil Goff and the Deputy Mayor, Bill Cashmore. We thanked them both for Auckland's role in keeping the rest of NZ safe during the latest COVID-19 community outbreak.

It was clear that, as a unitary authority and with a much bigger population, Auckland's issues and Auckland Council's (AC's) operations are at another level from those dealt with by GWRC, including the financial position that AC currently finds itself in and some of the cut-backs that are having to be made (most contractors have been let go, decisions on EV buses shelved, etc).

Clearly, there are some tensions between AC and some of its CCOs, such as Auckland Transport (AT), but potentially no greater or less than we have in the Wellington Region, where functions are carved up between agencies in a different way (i.e. AT consolidates most road controlling functions whereas in the Wellington Region these sit with TAs).

It was interesting to hear reflections on the AC local board structure throwing up new challenges to the decision-making – i.e. this different Board arrangement presents new challenges to what existed before the 'supercity' was formed in 2010.

It was clear that City Rail Link (RL - metro rail tunnel project) is occupying a great deal of time and concern – a lot is riding on this project.

6. Transport lessons

6.1 Meeting with Auckland Transport

We met with Auckland Transport at their Viaduct Harbour Office.

Chair Adrienne Young-Cooper and CE Shane Ellison were away on leave. We met with AT Deputy Chair Wayne Donnelly, Wally Thomas, Exec GM Stakeholder, Communities and Communication, Hamish Bunn, Group Manager INP, Policy and Sustainability, Andrew McGill, Head of Integrated Network Planning, and Stacey Van der Putten, Group Manager Metro Services.

Andrew McGill led a presentation (attached to this report):

Highlights were:

- Our strategic and planning framework
- Our approach to public transport
 - Rapid
 - Frequent
 - Connector

- Local
- Occasional
- Our successes
 - Auckland Transport Alignment Project
 - Regional Fuel Tax (contributes \$1.5B to PT)
 - High and growing patronage - 8% pa over last few years
 - High satisfaction
 - Spare capacity in place for growth
 - Met target of 90% of people living within 500m of bus service
 - 85% plus use of HOP card
- The Rapid Transit Network Back Bone
- Where to next and challenges
 - **Challenges:**
 - COVID—loss of confidence in PT
 - pressure (sweating the assets)
 - Land use pattern, topography and growth
 - Tackling ingrained issues, like reliability
 - **Coming up:**
 - Completion of City Rail Link – still 4 years away from completion
 - Continued expansion of FTN
 - Commencement of next Rapid Transit Network projects
 - Developing greenfield areas
 - On-demand
 - City centre pressure
 - Electrification of bus fleet- need a national purchasing strategy - international suppliers not interested if under 200 units

Site tour

Wally Thomas, AT led us on a 'site' tour:

- Caught Northern Busway to Constellation Station (\$15m upgrade underway)
- Upper Harbour Highway to Hobsonville Point then onto Westgate
- North-western Motorway (future rapid transit route) to New Lynn (Transit Oriented Development, TOD)
- Train from New Lynn Station to Britomart Station, Auckland City Centre.

6.2 New Lynn Transit Oriented Development (TOD)

In the 1990s New Lynn centre was in decline, as were local employment opportunities.

A community-led place-making process resulted in a master plan that would eventually see its revitalisation and transformation over the coming decades.

It was a transformational vision for New Lynn as a major urban growth area, based on the principles of a transit oriented development.

This large-scale public investment and development was sustained over more than a decade, and was vital for New Lynn's transformation into a more market attractive centre.

The transport and public realm investments were largely complete by 2012 and the New Lynn rail station, a key transport interchange for west Auckland, is now the busiest rail station on the western line.

Today the streets and public spaces are more pedestrian-friendly, with new public facilities, space for more businesses, and higher density housing within walking distance of the train station.

Through place-making, New Lynn has become a better connected, high-quality centre, with the infrastructure to support market-led growth.



Observations:

New Lynn is a great example of successful place-making in Auckland. It includes a trenched rail line (to reconnect the community above) and station, bus station and hub, commercial and retail developments and apartments.

Opportunities for TOD in Wellington Region could include Porirua City Centre and Railway station, Johnsonville town centre, mall and PT interchange, and Waterloo Railway Station and environs in Lower Hutt. The Wellington Regional Growth Framework provides a mechanism to advance these TOD opportunities, working together with GWRC, WCC, and HCC.

6.3 Meeting with City Rail Link

We met with Pat Brockie, CFO and Steve Brunell, Programme, Performance and Controls Director, City Rail Link.

Steve gave us a very interesting presentation about '*City Rail Link: building New Zealand's biggest transport project to date*' (presentation attached):

Highlights were:

- CRL Scope
 - 3.4km twin track underground tunnels connecting Britomart to Mt Eden
 - Tunnel depth up to 42 m
 - Two new stations- Aotea and Karangahape
 - Wider network improvements at The Strand, Henderson, Otahuhu, and Newmarket
 - Nine-car electric trains
 - 100-year asset life
- City Rail Link Benefits
 - Unlocks Auckland's entire rail network
 - A train every ten minutes at peak
 - Increases capacity from 14,000 pph to 54,000 pph into city centre
 - Eases bus congestion in city centre
 - Attractive alternative to the car
- Early Contracts D&C, Remainder – one 'Grand Alliance'
- More than just railway stations
 - Catalyst for intensification around the stations
 - Exemplar of integrated transport and land-use development
- Project Management Challenges of a Major Infrastructure Project
 - Delivery strategy
 - Procurement: right form of contract, selecting the right partner(s)
 - Programme – key delivery tool
 - Change management and Impact
 - Risk management and ownership
 - Open and honest reporting
 - Group think – optimism or pessimism bias – “boiled frog scenario”

Gerry Goodwin took us on a site tour at the Mt Eden Portal to watch site preparations for introduction of the tunnel boring machine.

Observations:

The Grand Alliance model of contracting seems to be working very well on City Rail Link, New Zealand's largest infrastructure project to date.

7. Climate Change lessons

7.1. Meetings on climate

We met with Auckland Council officers Alec Tang (Acting Chief Sustainability Officer) and Sarah Anderson (Principal Specialist: Climate Resilience and Sustainability) to hear about Te Tāruke-ā-Tāwhiri, which is Auckland's regional climate plan. We also met with Councillors Richard Hills (Environment and Climate Change Committee Chair) and Chris Darby (Planning Committee Chair). Most of this report is informed by our meeting with Alec Tang and Sarah Anderson.

7.2. Key reflections

Sustainability and climate work sits with Auckland Council's strategy team, led by Megan Tyler. Megan was a key architect of our visit and very supportive of building up a stronger exchange between Auckland Council and GWRC on climate and other matters. Megan interacts with Luke Troy at the regional sector officers' level.

Auckland's regional climate plan is an impressive piece of work that sets out a roadmap for the city and region to halve its emissions by 2030 and become net zero emissions by 2050. It goes well beyond reduction of Auckland Council's corporate emissions and, as such, was the result of a significant process of consultation and public engagement. The whole process took place between February 2018 and July 2020.

Key elements of work on the plan included:

- an emissions profile and risk assessment - done internally by Auckland Council's in-house research unit
- setting up a mana whenua climate ropu - done via the existing Mana Whenua Kaitiaki Forum, which is separate from the Independent Māori Statutory Board.
- convening a major conference with business, NGOs, mana whenua, etc.
- wider public consultation as well as effective targeted consultation with Māori and youth
- a public perception survey, which showed strong support for the plan.

The plan seeks to weave a te ao Māori perspective through the plan as well as acknowledge the need for the broader systems change that will be necessary to achieve the plan's goals. Auckland Council indicated their findings that 'business-as-usual' will not allow them to achieve their goals and that they have had to acknowledge they will really need to do things differently.

Consultations showed that, while big businesses are well resourced to take action on climate, small and medium businesses have fewer resources to reduce their emissions and increase their resilience. This will be a focus for Auckland in their implementation work on the plan.

The emissions reduction targets are in line with the legally binding target set out in the Paris Agreement 'with the intent to pursue' a target to stay within 1.5 degrees of warming above pre-industrial levels. This means a 50% reduction in Auckland's emissions by 2030 and becoming net zero as a region by 2050. Auckland Council stressed the importance of incorporating carbon budgets into the plan and understanding the implications of cumulative emissions on this planning.

During the course of the plan's development, Auckland Council also has done two highly successful Green Bond issues, the first raising \$200m and the second raising \$150m.

A key point of interest is the detailed analysis of what exactly will need to change in the region in order for each segment of emissions to halve its emissions by 2030.

Examples here included:

- all new residential and commercial buildings to operate at net zero emissions;
- 40% of new dwellings are in transit oriented developments;
- vehicle kilometres travelled (VKT) by private vehicles reduced by 12% as a result of avoided vehicle travel;
- public transport mode share to increase from 7.8% to 24.5%;
- cycling mode share to increase from 0.9% to 7%;
- walking mode share to increase from 4.1% to 6%;
- 40% of passenger and light vehicles to be electric or zero emissions;
- 10% reduction in methane emissions from livestock;
- 23% reduction in GHG emissions from industrial processes;
- food waste reduced by 30% and 30% of remaining food waste diverted to anaerobic digestion and composting.

On adaptation, the Council is taking a "dynamic adaptive policy pathways" approach, planning for 3.5 degrees of warming and taking into account modelling on climate future and associated risks in order to inform its adaptation work. The process of developing the Auckland Climate Plan has unlocked significant levers for climate action, including a budget line on climate work in the LTP and the requirement for climate impact statements on all projects. The Council has also embarked on an adaptation pilot project in Whangaparāoa and this will inform further climate adaptation work.

With the plan now in place, Auckland Council is now focusing on setting up a partnerships and governance structure to implement it.

7.3. Observations of possible future actions for GWRC:

- i) Acknowledge the importance of common documents for the Wellington Region on:
 - 1) risk assessment; and 2) regional emissions profile and reduction pathways.
- ii) Take a leadership role in the development of these documents, possibly through the Wellington Regional Climate Change Working Group.
- iii) Hold an internal GWRC workshop to consider options for regional climate planning - last quarter 2020
- iv) Hold a Wellington Regional Climate Change Working Group workshop with GW councillors and regional Mayors on emissions pathways - first quarter 2021
- v) Set up a climate focal point on regional climate planning within the Regional Growth Framework programme - this could be GWRC.

8. Environment lessons

On Thursday morning we met with Barry Potter, who is the Director of Infrastructure and Environmental Services. The title underplays the expansive breadth of Barry's role which ranges from biosecurity, biodiversity, housing, waste management, and community infrastructure.

It was an opportunity to understand how Auckland Council has structured its 'in-house' functions, as separate from the functions that sit externally across their various CCO entities which control other core services of the Auckland Council.

This scene setting was useful as our tour programme unfolded where we then met our political counterparts and senior staff delivering infrastructure programmes in public transport, public spaces, housing and environmental improvements.

On the Friday afternoon, Roger, Ros, Thomas and Penny met with Councillor Chris Darby, Chair of the Auckland Council's Planning Committee, Cr Richard Hills, Chair of the Environment and Climate Change Committee and Cr Josephine Bartley, Deputy Chair of the Environment and Climate Change Committee. This is possibly the first ever meeting of like-chairs between the two councils.

Our agenda for discussions included the Auckland Plan ('plan-on-a-page' version attached) which captures the spatial planning for the region for the next 30 years, climate change and the management of water allocation and supply, and water quality with particular focus on the Government's Freshwater changes.

While we might naturally focus on Auckland's urban challenges, they too have significant farming areas and coastal management concerns. They are approaching the process differently to us, and therefore it is of key interest for us to find out

more about how they are going, and they were likewise eager to find out more about our approach. I note that our council officers are aware, but it is at the political level (hence the visit) that there is an absence of dialogue and the opportunity to share thinking.

9. Panuku Development Auckland lessons

On Friday morning we met with Fiona Knox, Richard Leggat, Ian Wheeler, Frith Walker and Letechia Connell from Panuku Development Auckland.

We visited Precinct Properties and Mark McGuiness of Willis Bond who are two of Panuku's development partners, and then met with Kurt Grant of the Wynyard Edge Alliance, who talked us through the infrastructure work almost completed for the America's Cup.

Panuku Development Auckland is the council-controlled organisation that delivers urban regeneration in Tāmaki Makaurau (Auckland). They work across many neighbourhoods throughout our Auckland – from large, long-term urban regeneration plans to small projects on specific sites – to meet the needs of the city's long-term growth, including more types of homes people can afford. They are Auckland Council's agent and work alongside other parts of the council (eg infrastructure and climate), government organisations, businesses and locals to regenerate Auckland in ways that benefit both the community and Auckland as a whole.

They optimise returns for council, but at the same time ensure their buildings contribute positively to their neighbourhoods. A development agreement is reached between Panuku and developers which specifies all aspects of the build including environmental standards, community art and number of units. While the apartments at Tiramarama Way were all sold to maximise returns, other apartments buildings require a number of affordable homes or include Kainga Ora as part of the plans.

The Panuku model of urban development is one that has not been explored by Wellington previously – except for isolated construction elements. However, there could be considerable benefit to us adopting a model similar to this, especially if we were to take a more hands-on role in creating Transport Oriented Developments.

The Wynyard Edge Alliance has been formed to consent, design and construct the infrastructure required to support the 36th Americas Cup (AC36) event at Auckland in 2020 /2021 and other associated works in the Auckland downtown area.

This work is funded by Auckland Council and Central Government who are also the alliance Owner- Participants and are represented in the governance of the alliance by Auckland Council, Panuku and the Ministry of Business, Innovation and Employment (MBIE). The Non-Owner Participants in the Wynyard Edge Alliance are constructors Downer and McConnell Dowell and designers Beca and Tonkin & Taylor.

Attachment 1 to Report 20.394

The goal of the Alliance is to create an attractive, welcoming waterfront destination Aucklanders and visitors will love, that lasts well beyond a single sporting event.

The common vision of Government, Auckland Council and Emirates Team New Zealand is for the 36th America's Cup to be an inclusive event, with a waterfront that will allow an experience accessible for everyone. Part of the vision looks far beyond 2021 to create open spaces for people overlooking the harbour. Extending the team bases to Wynyard Wharf will open up Wynyard Point to the public, and create space for the future redevelopment of the regional destination park which will start in 2022 onwards (although no permanent developments can be made for a ten year period post the America's Cup). It is hoped that the new land and water spaces will be perfect for future water-based events making it easier for Auckland to bid for large international events.

10. Report prepared by:

Council Chair, Cr Daran Ponter
Cr Roger Blakeley, Chair Transport Committee
Cr Penny Gaylor, Chair Environment Committee
Cr Thomas Nash, Chair Climate Change Committee
Cr Ros Connelly, Deputy Chair Environment Committee

Attachment 1 to Report 20.394



From left to right: Cr Penny Gaylor, Cr Roger Blakeley, Chair Daran Ponter, Mayor Phil Goff, Cr Ros Connelly, Cr Thomas Nash, Deputy Mayor Bill Cashmore

Auckland's Public Transport Plan

Presentation to Wellington
Regional Councillors



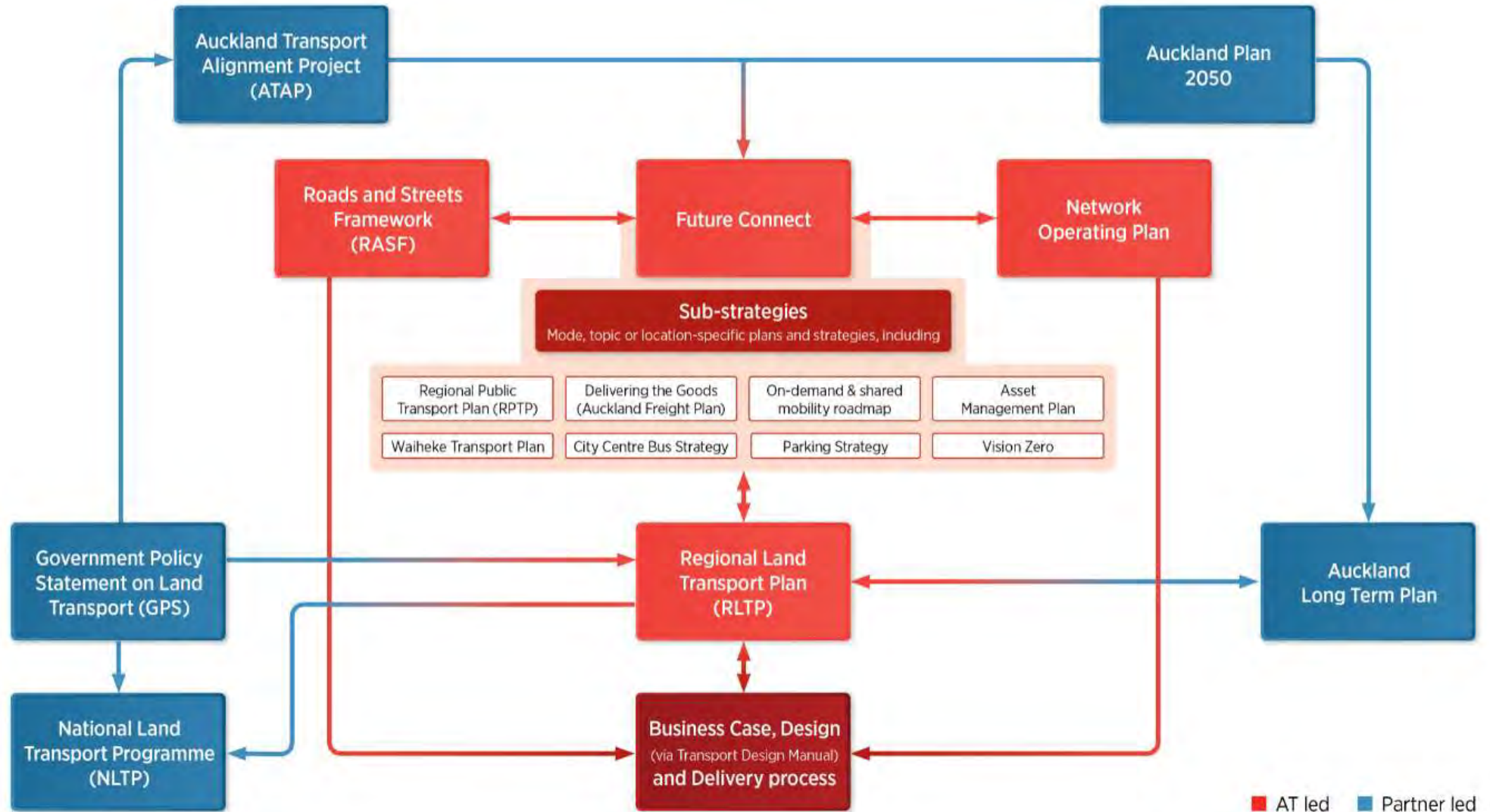
In this presentation

- Our strategic and planning framework
- Our approach to public transport
- Our successes
- Where we are going next / issues to address



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Our strategic and planning framework



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Our approach to public transport

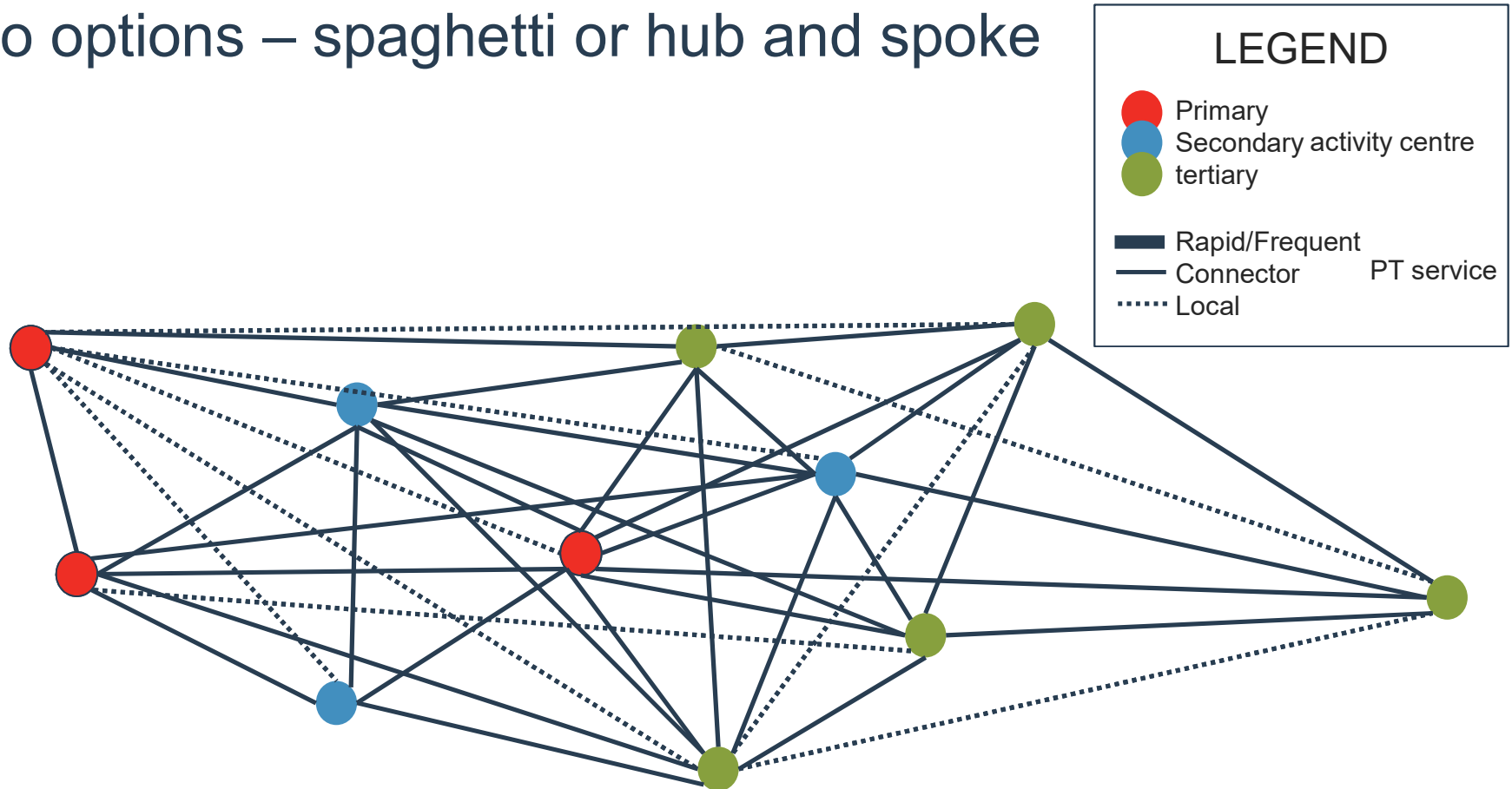
- Fundamentally PT exists for two core reasons:
 - As a community service obligation available to everyone
 - As a core transport choice, moving and connecting large numbers of people directly and efficiently
- AT has 10 strategic objectives. PT has a role in many of these:



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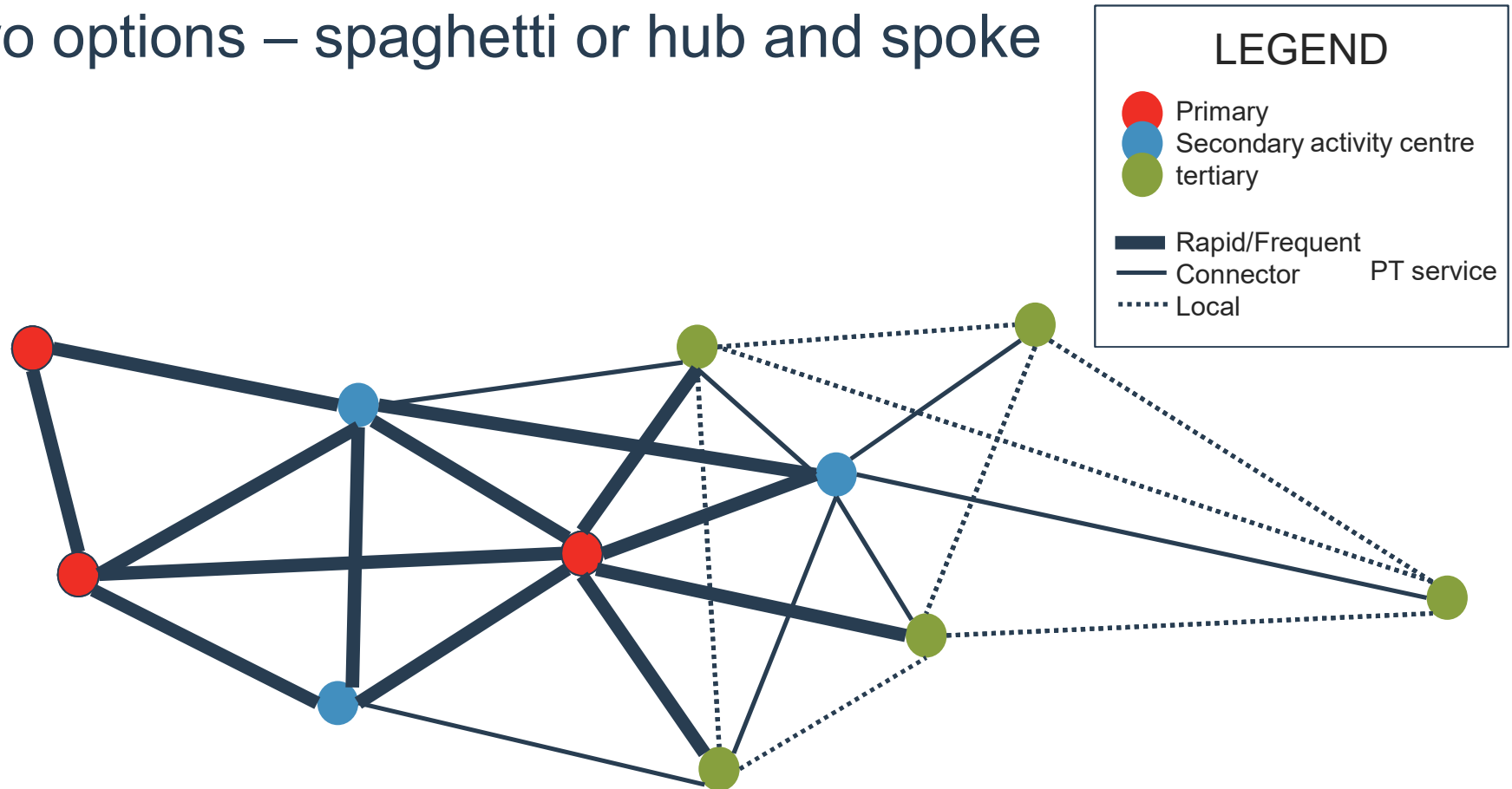
Our approach to public transport

- Two options – spaghetti or hub and spoke






Our approach to public transport

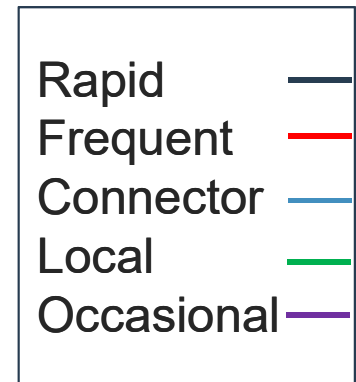
- Two options – spaghetti or hub and spoke



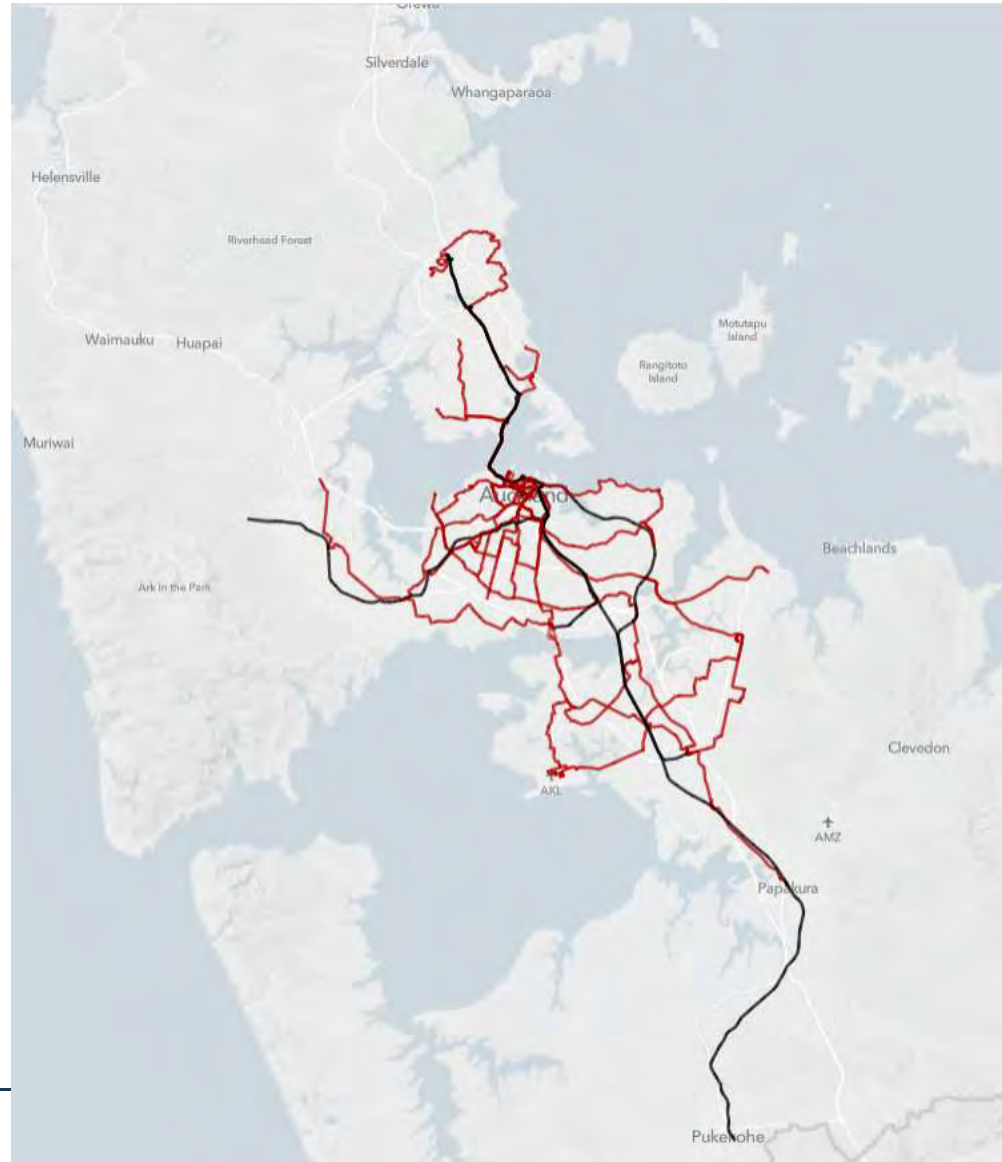
Service levels

SERVICES LAYER	RAPID 	FREQUENT 	CONNECTOR 	OTHER SERVICES (Local, rural-township, peak only, school, Total Mobility, on-demand services)
Defining feature	CORE – ALL DAY NETWORK			SUPPORTING NETWORK
Minimum hours of operation	6am - 11pm			No minimum
City Centre Services Minimum Headway	15 minutes		30 minutes	Driven by need
Non-City Centre services 7am-7pm, 7 days Minimum Headway	15 minutes		30 minutes	
Outside those times Minimum Headway	30 minutes		60 minutes	
Achieving Efficiency and Reliability	(full)	Dedicated Right of Way (partial)	Priority measures	Limited priority measures

Our approach to public transport



Our approach to public transport



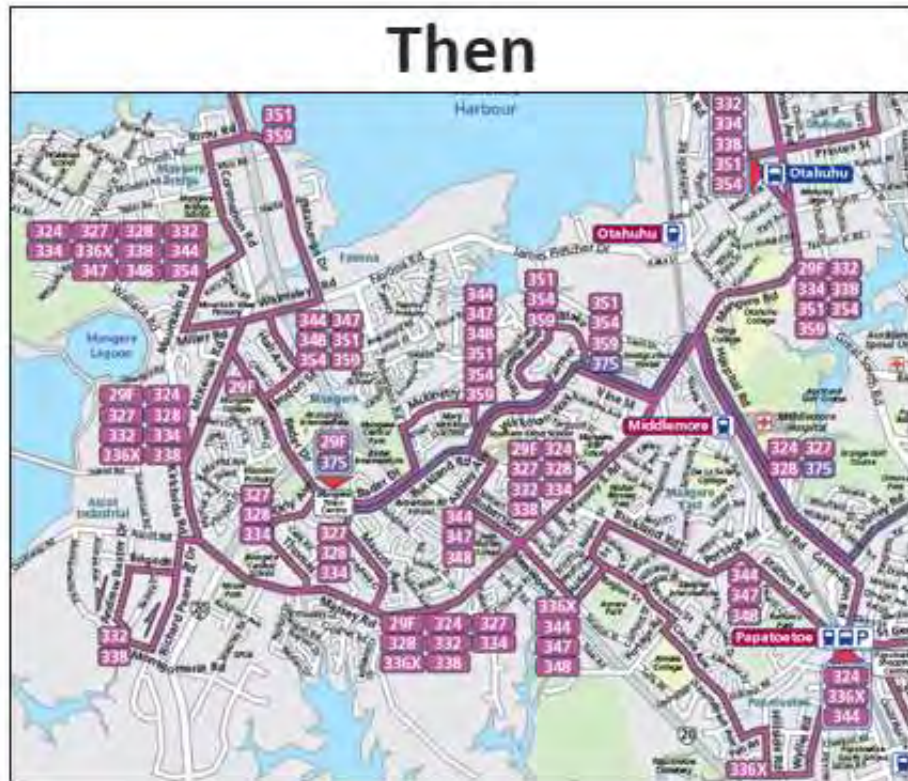
Rapid	—
Frequent	—
Connector	—
Local	—
Occasional	—

Our approach to public transport



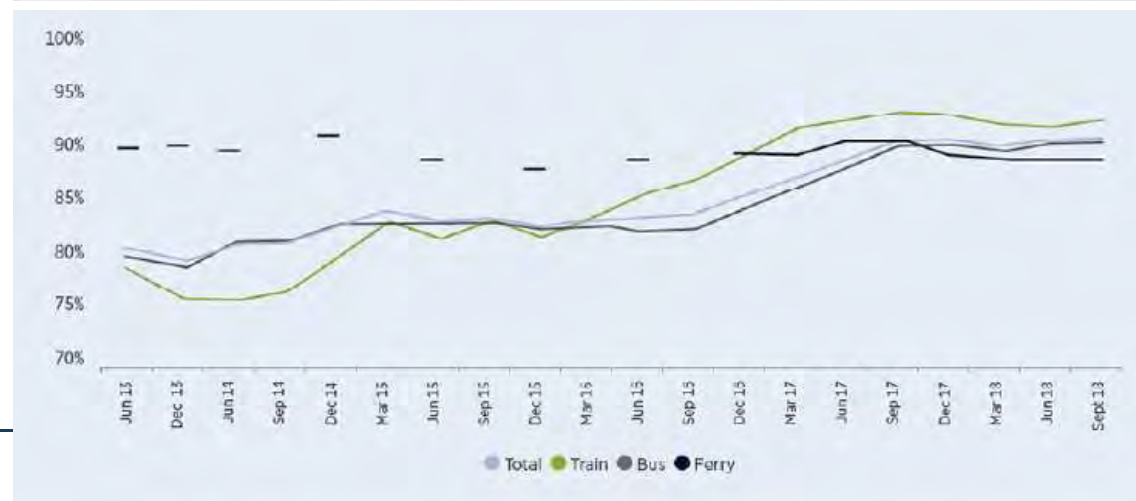
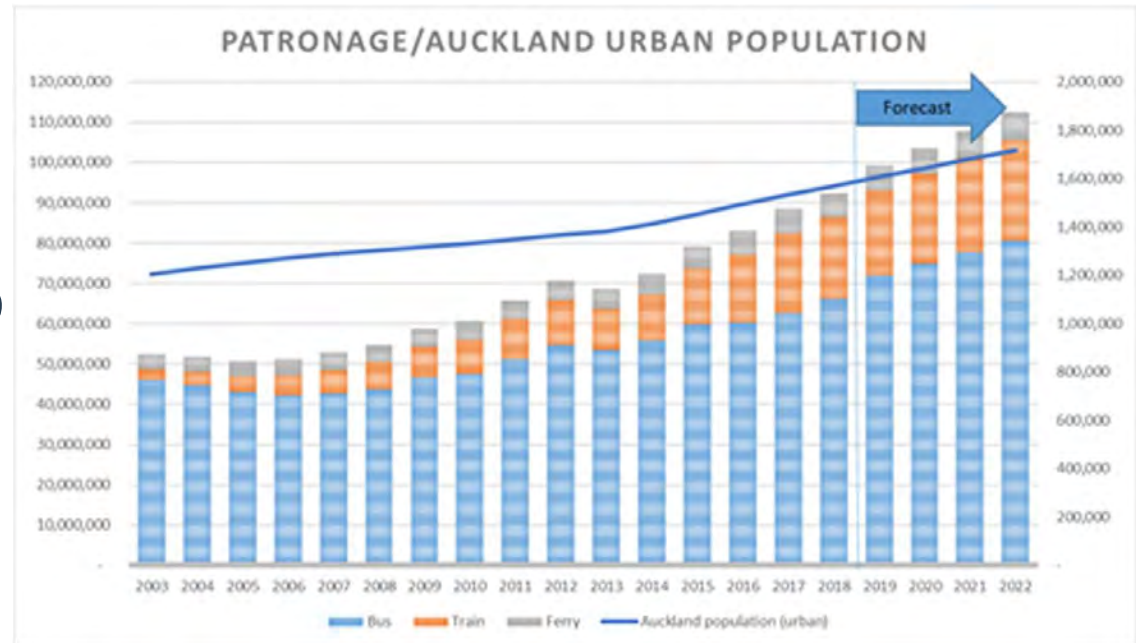
Rapid	—
Frequent	—
Connector	—
Local	—
Occasional	—

Real world example

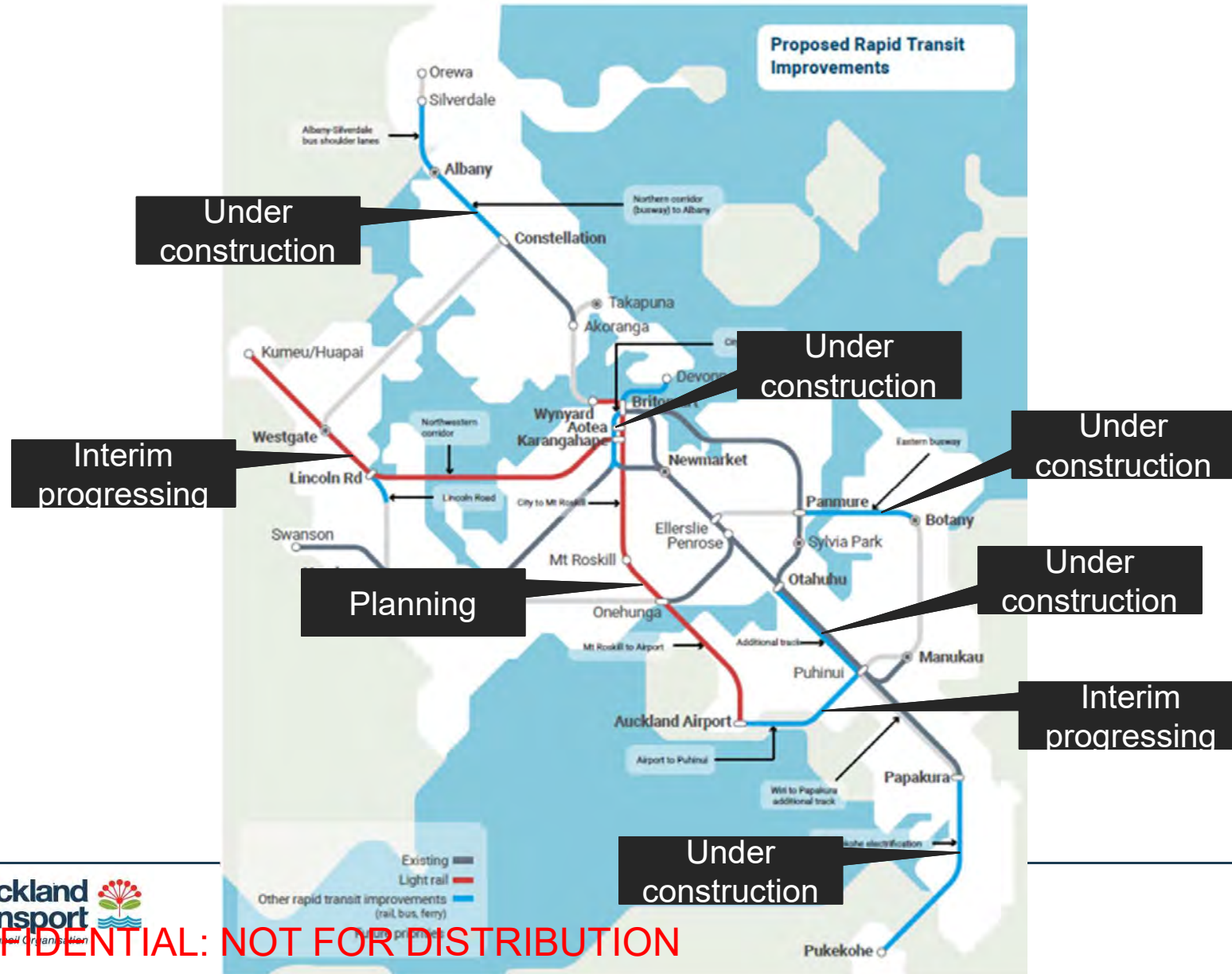


Our successes

- ATAP, smoother process
- Regional Fuel Tax (contributes \$1.5B to PT)
- High and growing patronage
- High satisfaction
- Spare capacity in place for growth
- 85%+ use of HOP card



The Rapid Transit Network backbone



Where to next & challenges

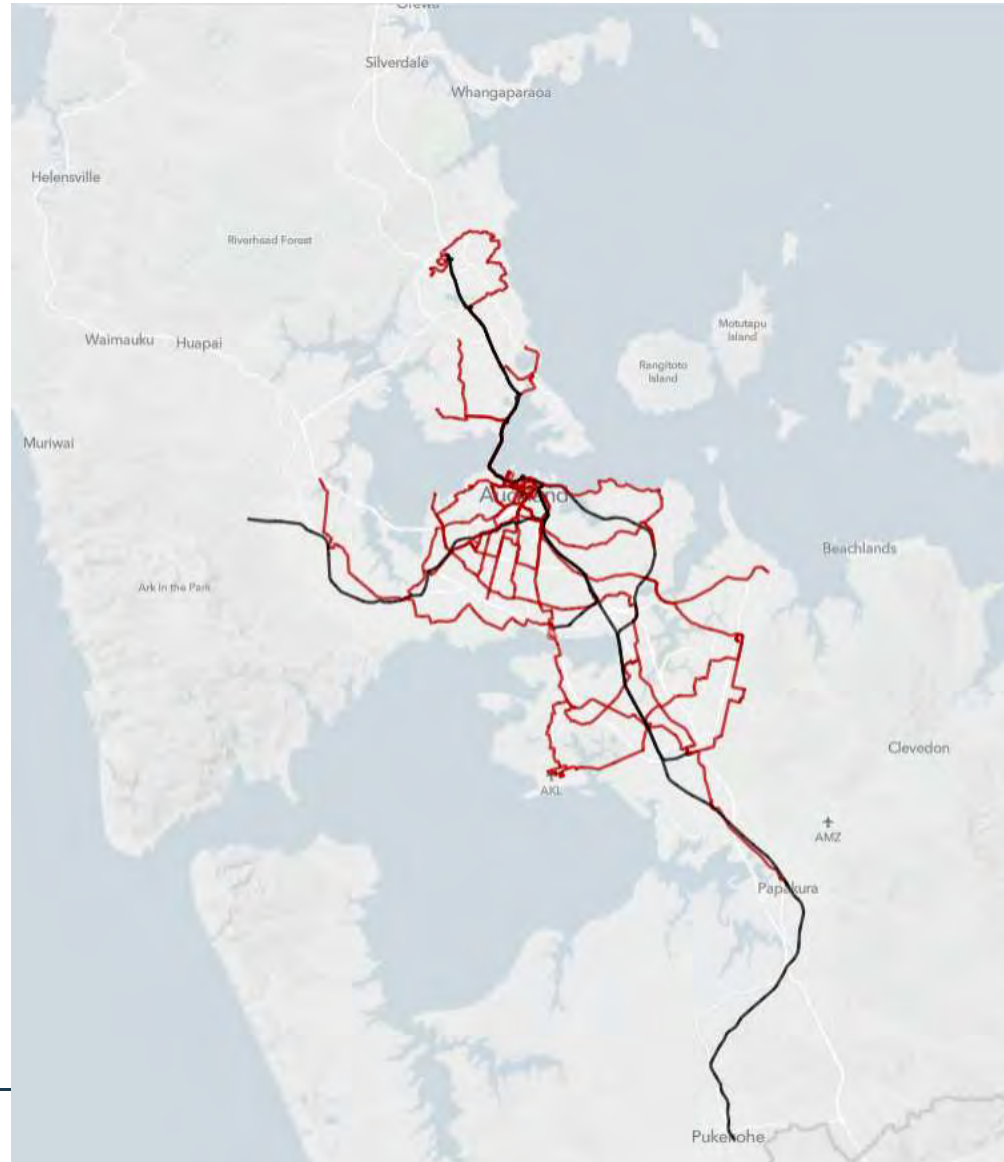
Challenges

- COVID – loss of confidence in PT
- Pressure (sweating the assets)
- Land use pattern, topography and growth
- Tackling engrained issues, like reliability

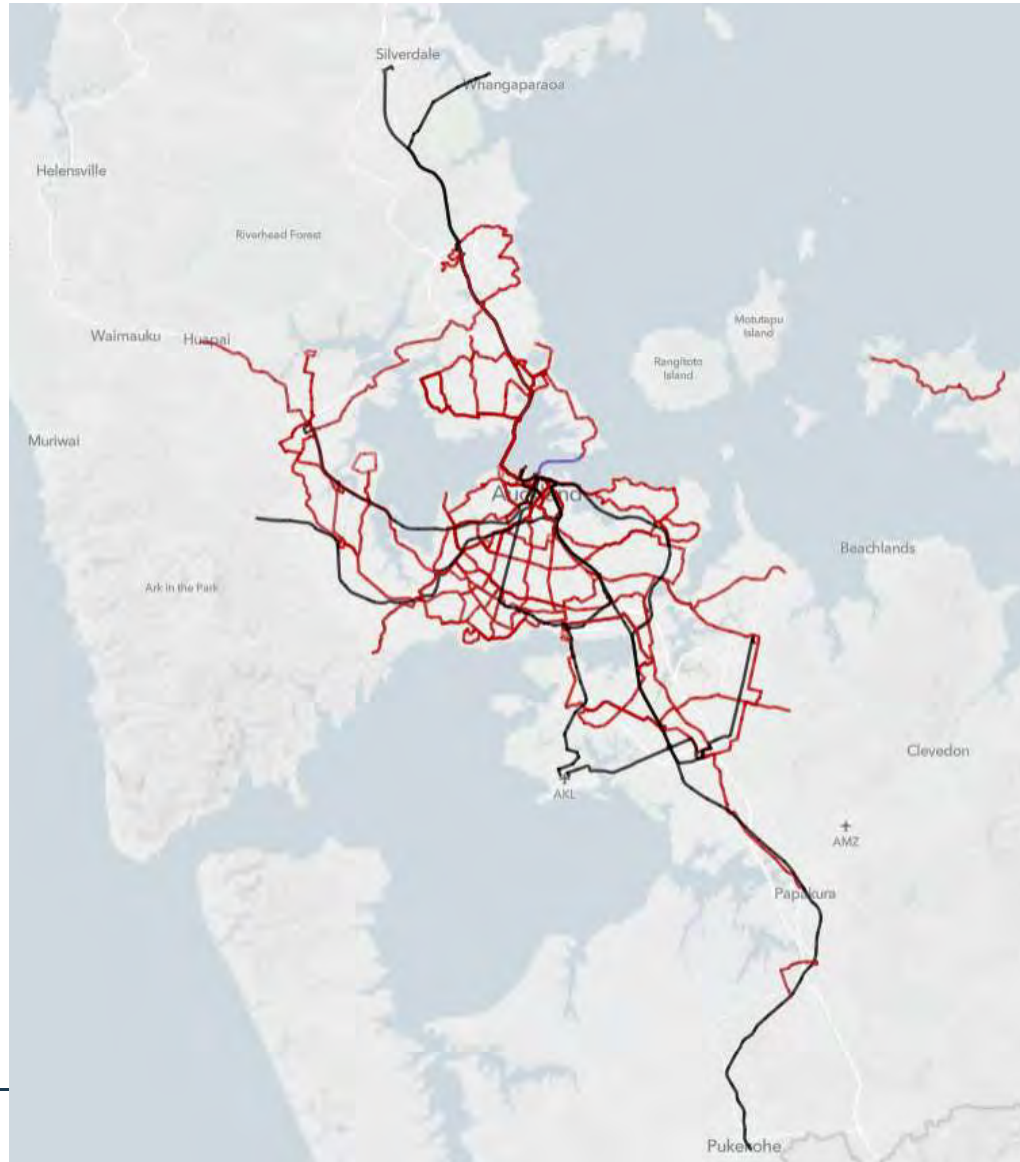
Coming up...

- Completion of CRL
- Continued expansion of FTN
- Commencement of next RTN projects
- Developing greenfield areas
- On-demand
- City centre pressure
- Electrification

Coming soon



Coming soon



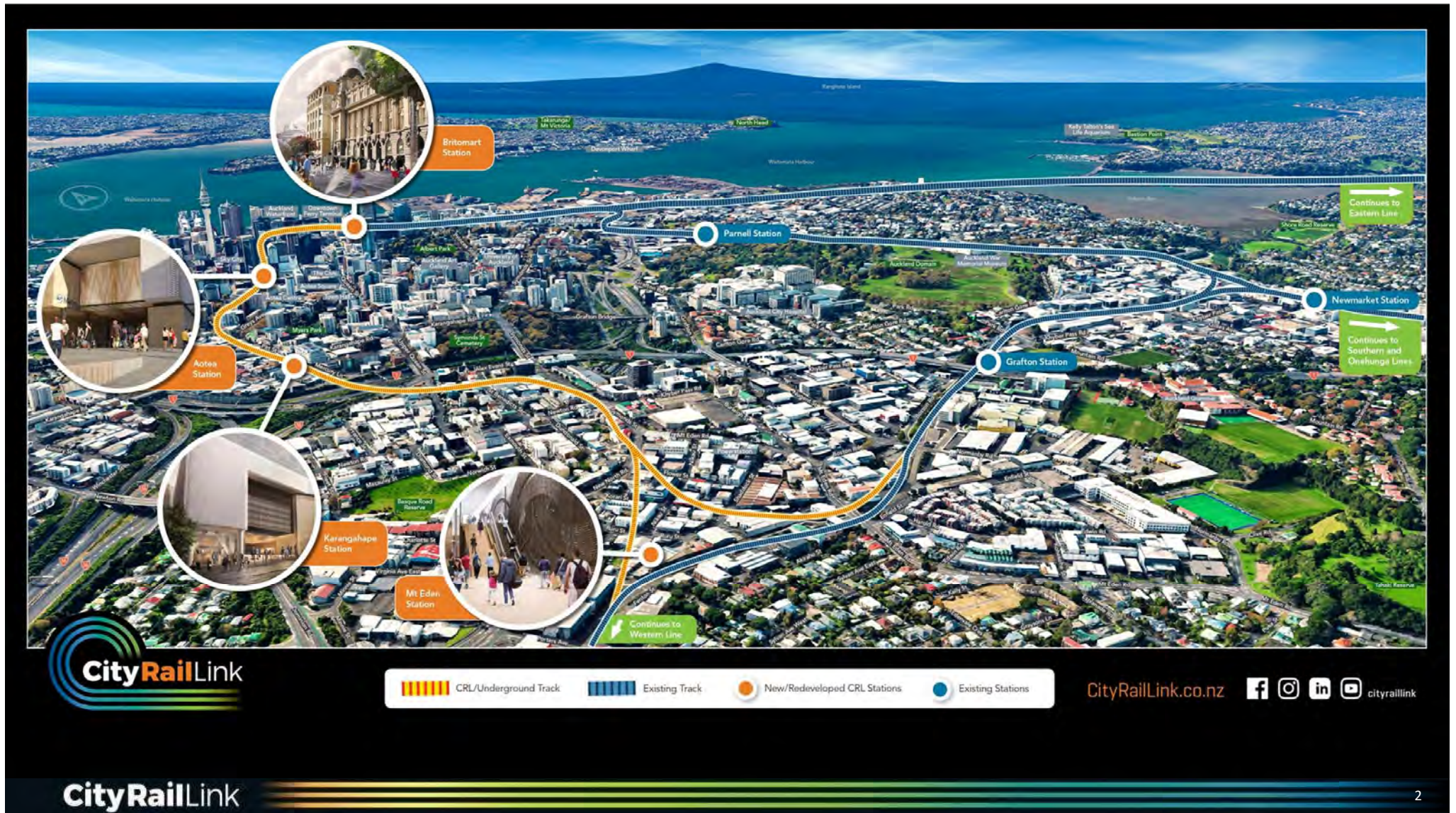
City Rail Link building New Zealand's biggest transport project to date

Steve Brunell, Programme Performance & Controls Director

2nd October 2020



CityRailLink.co.nz     CityRailLink



Overview of the City Rail Link



CRL Scope

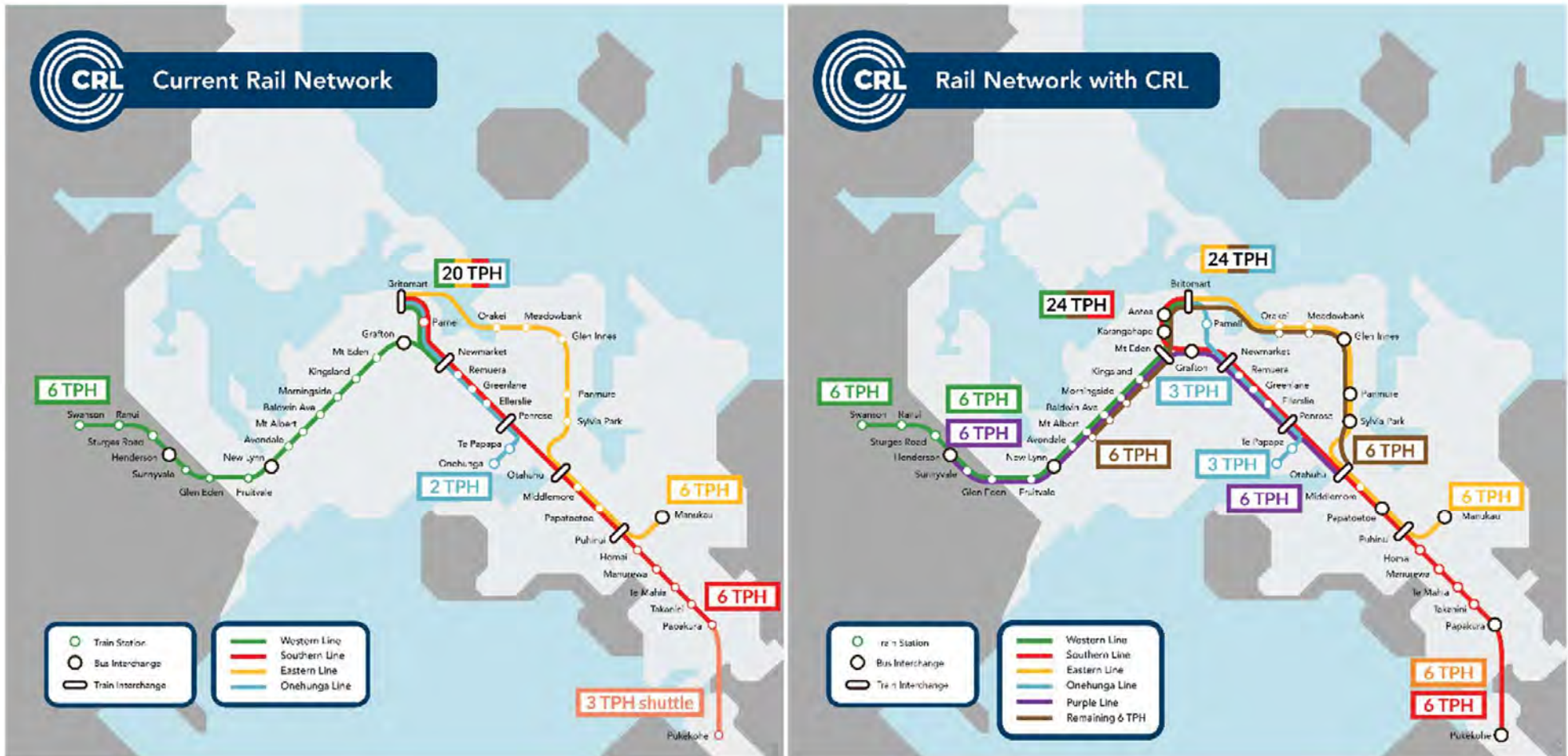
- 3.4km twin track underground tunnels connecting Britomart to Mt Eden
- Tunnel depth up to 42m underground
- Two new stations - Aotea & Karangahape
- Major redevelopment of Britomart and Mt Eden stations
- Wider network improvements at The Strand, Henderson, Ōtāhuhu and Newmarket
- Nine-car electric trains
- 100 year asset life



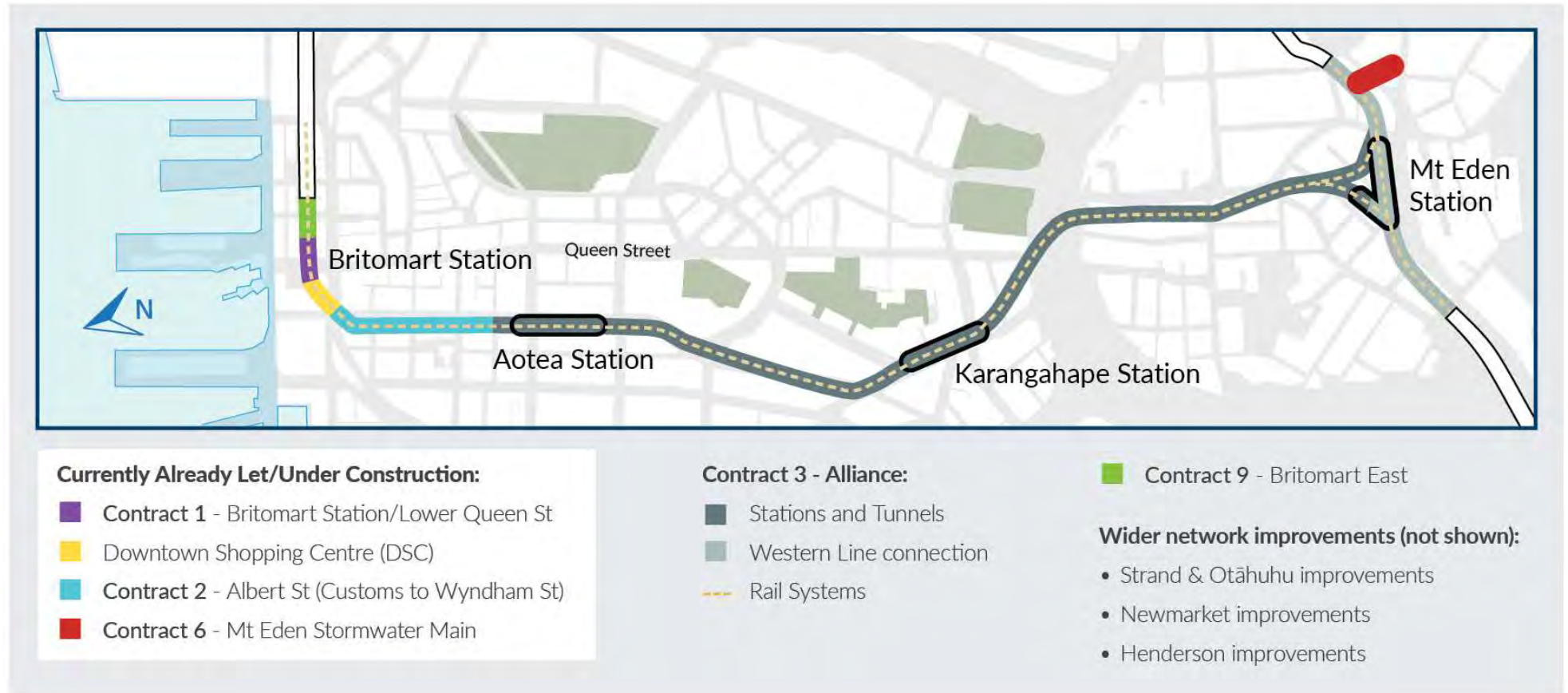
City Rail Link benefits

- Unlocks Auckland's entire rail network
- A train at least every ten minutes in peak
- Increases capacity from 14,000 pph to 54,000 pph into the city centre
- Adds the equivalent of an additional 16 lanes of traffic into the city centre in peak
- Significant commercial and residential opportunities around stations
- Double the number of people within 30 minutes of NZ's biggest employment hub
- Job creation for up to 1500 people during peak construction
- Eases bus congestion in city centre
- Attractive alternative to car

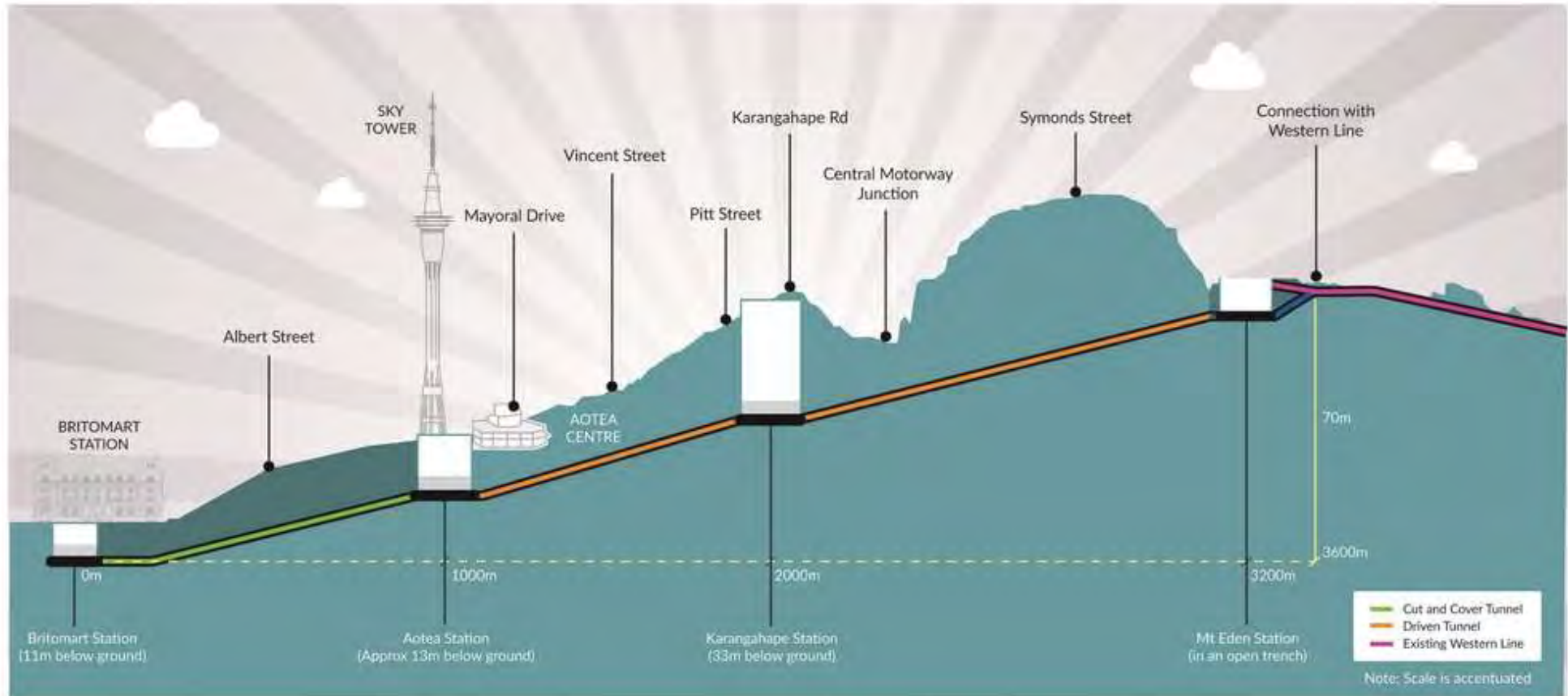




Early Contracts D&C, remainder - one “Grand Alliance”

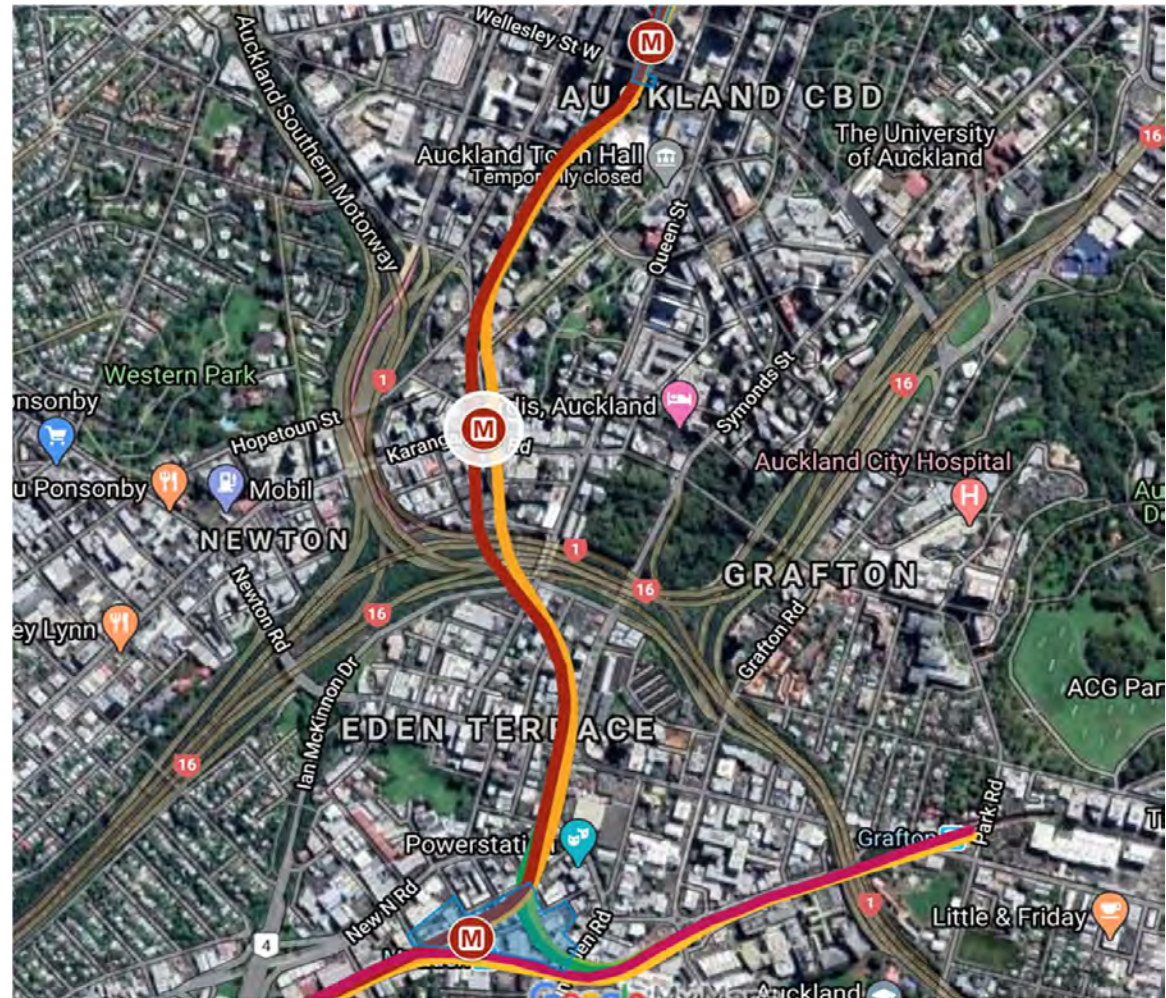


Overview of the City Rail Link

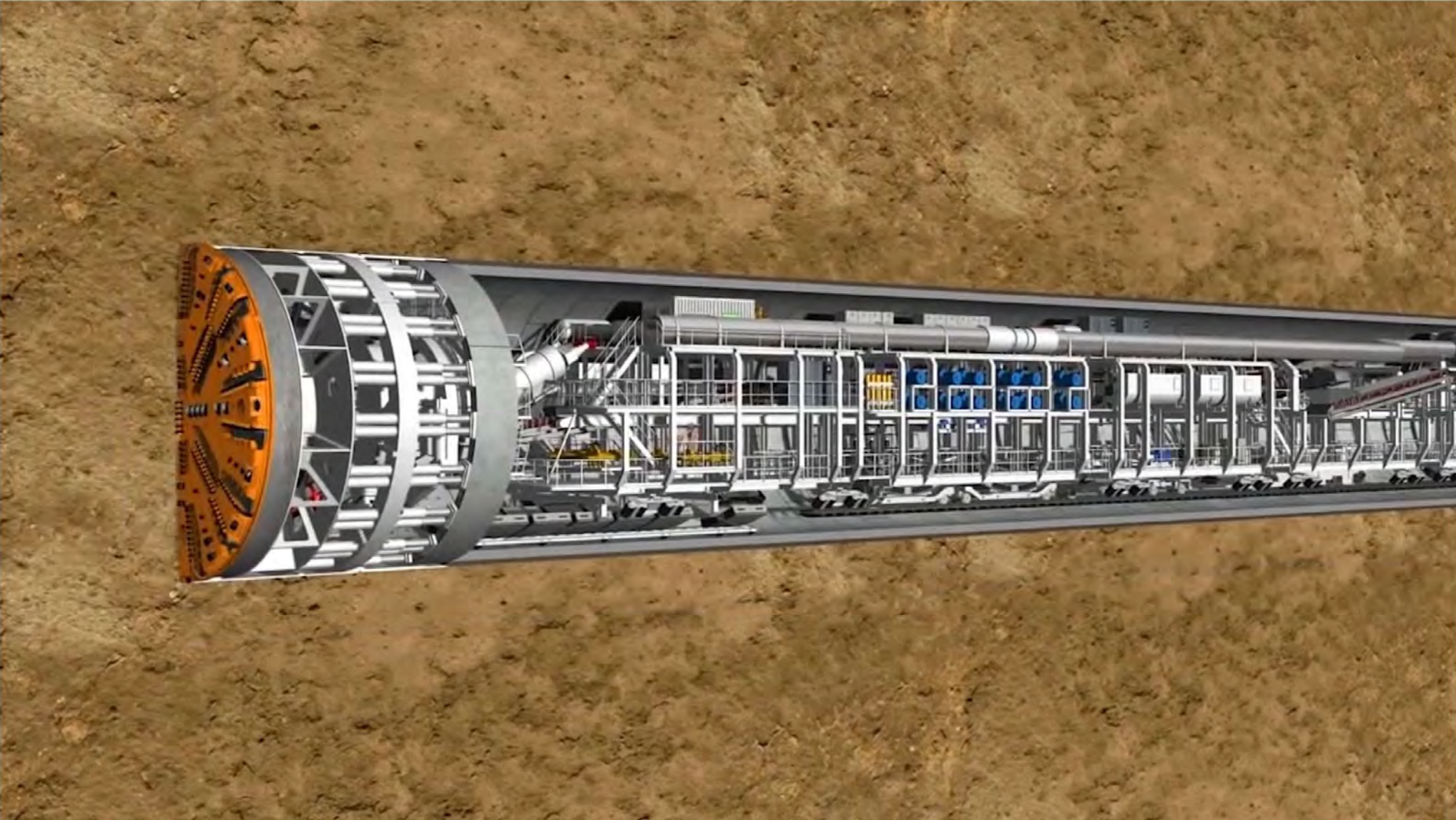


TBM alignment

- TBM tunnels downhill at a 3% gradient
- Tightest horizontal curve of 140 metres
- Height from surface to tunnel crown varies from approx 8 metres and 35 metres according to location



Attachment 3 to Report 20.394

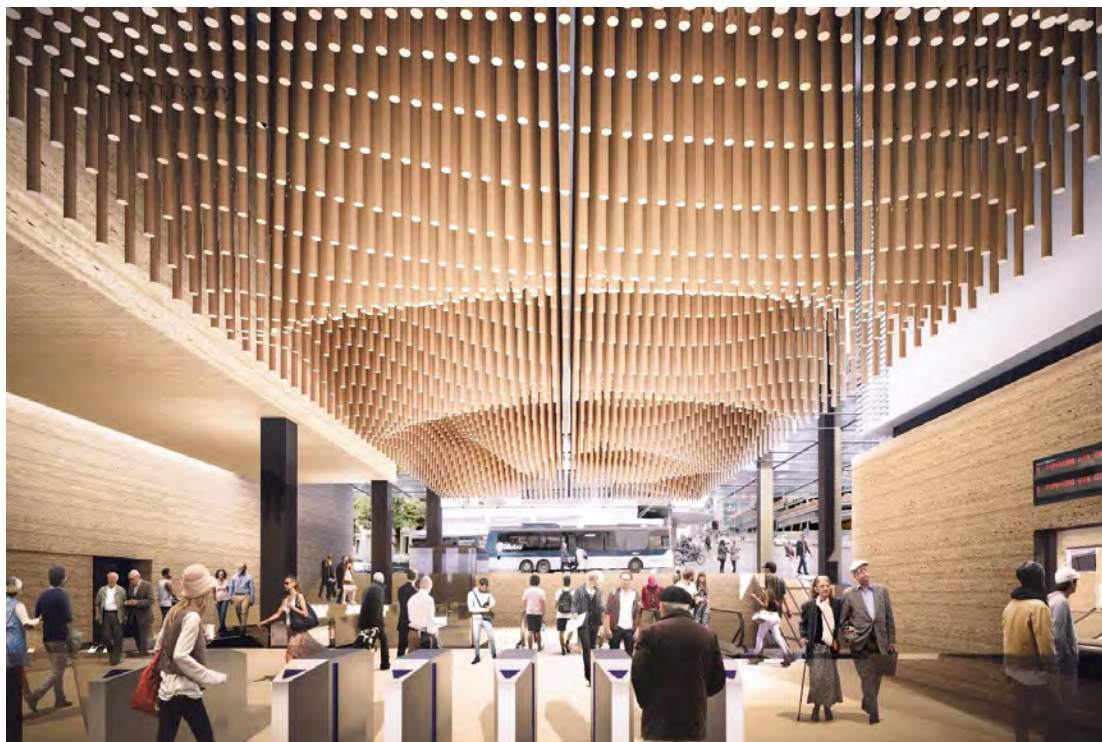


The redeveloped Britomart Station



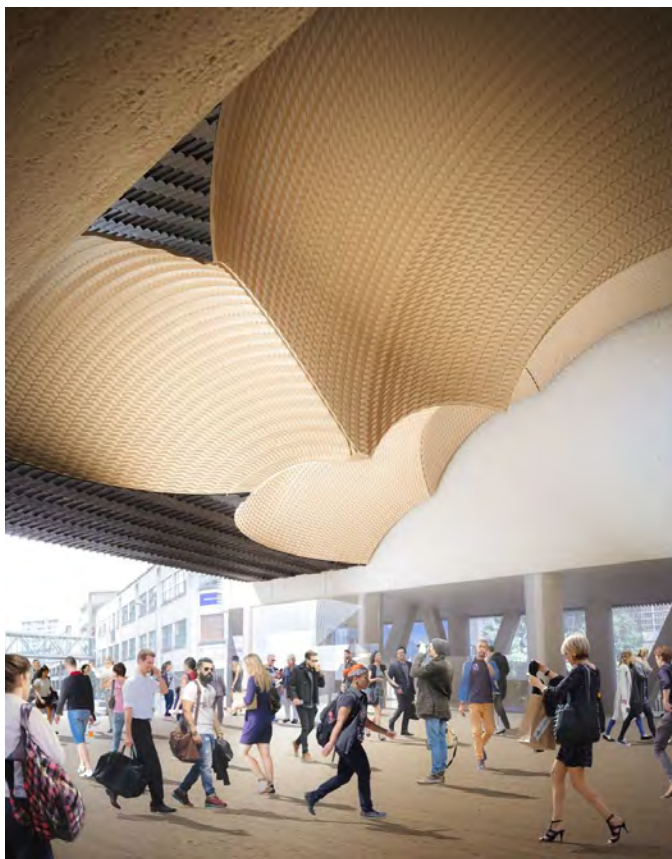
The new Aotea Station

Entrances on Wellesley & Victoria Streets



The new Karangahape Station

Entrances on Mercury Lane & Beresford Square



The redeveloped Mt Eden Station



More than just railway stations

- Catalyst for intensification around the stations
- Exemplar of integrated transport and land-use development
- Helps achieve the broader transformational objectives of Auckland Council and NZ Government housing initiatives



Project Management Challenges of a Major Infrastructure Project Discussion Points

- Benefits and Objectives
- Delivery Strategy
- Procurement
 - The right form of contract
 - Selecting the right partner(s)
- Programme – the key delivery tool
- Change Management & Impact
- Risk Management & ownership
 - have you really passed the risk on or is it waiting to tap you on the shoulder
- Open and honest reporting
- Group think – optimism or pessimism bias – “boiled frog scenario”

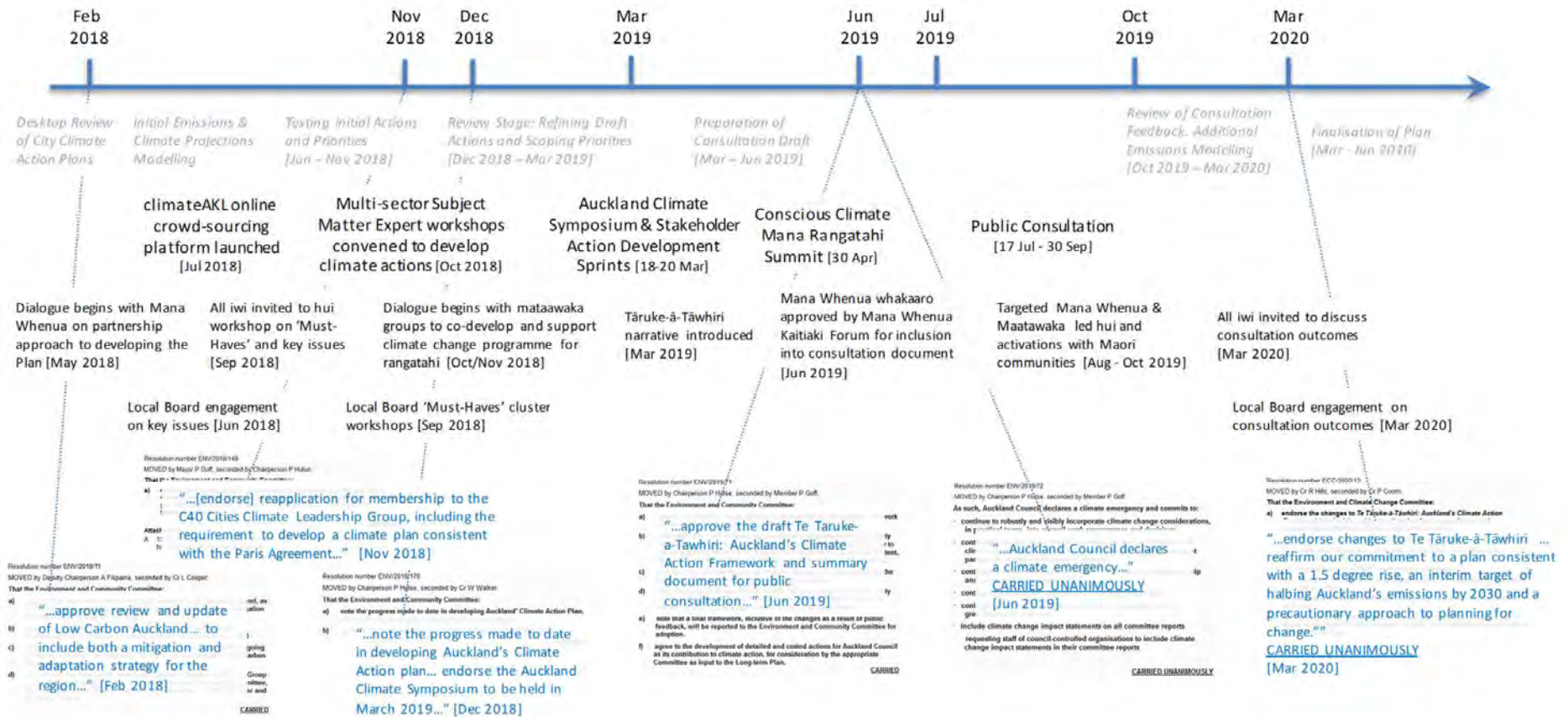


Auckland's Climate Challenge & Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan

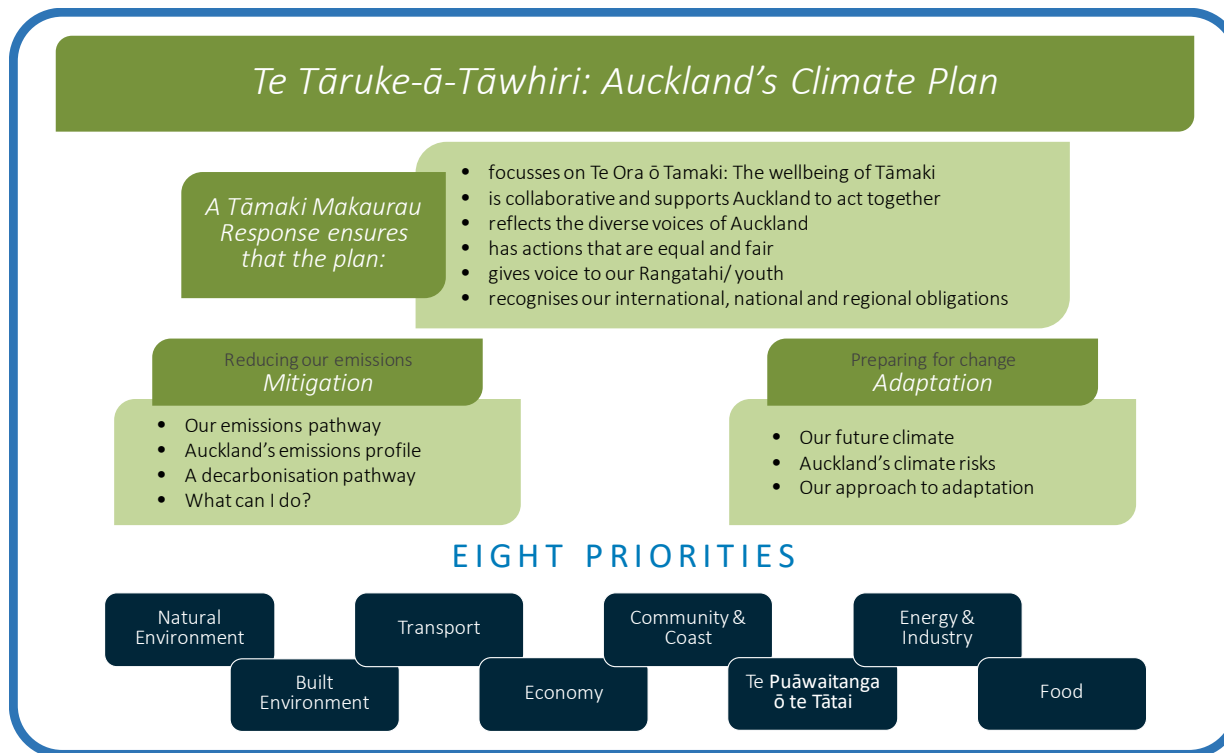
Chief
Sustainability
Office



Auckland's Climate Response



Auckland's Climate Response



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Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan reaches milestone

Published: 21 July 2020

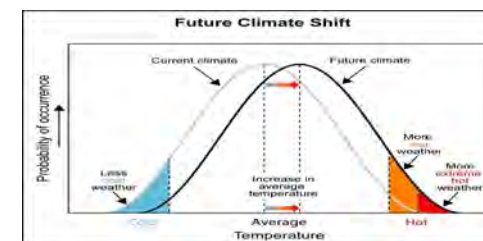
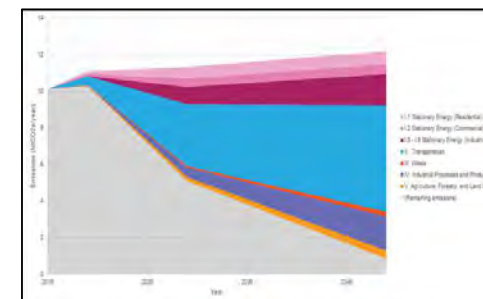
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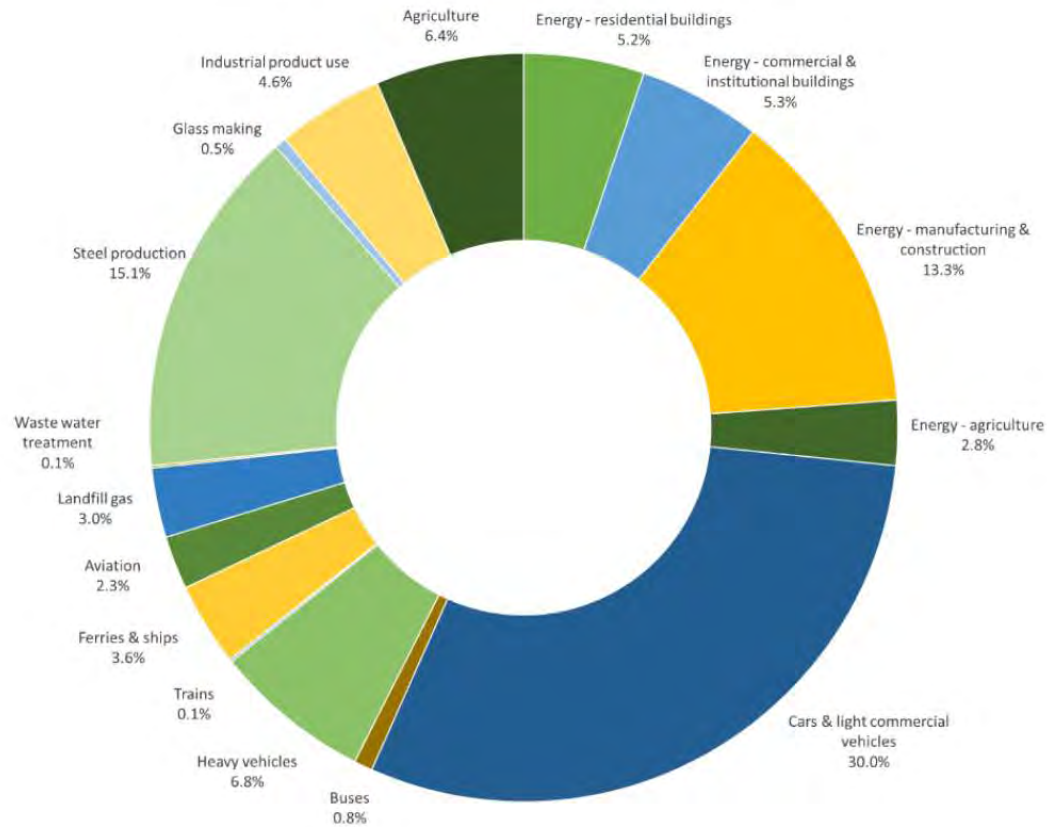
Auckland's Climate Response

Te Tāruke-ā-Tāwhiri is founded on three key elements to drive climate action:

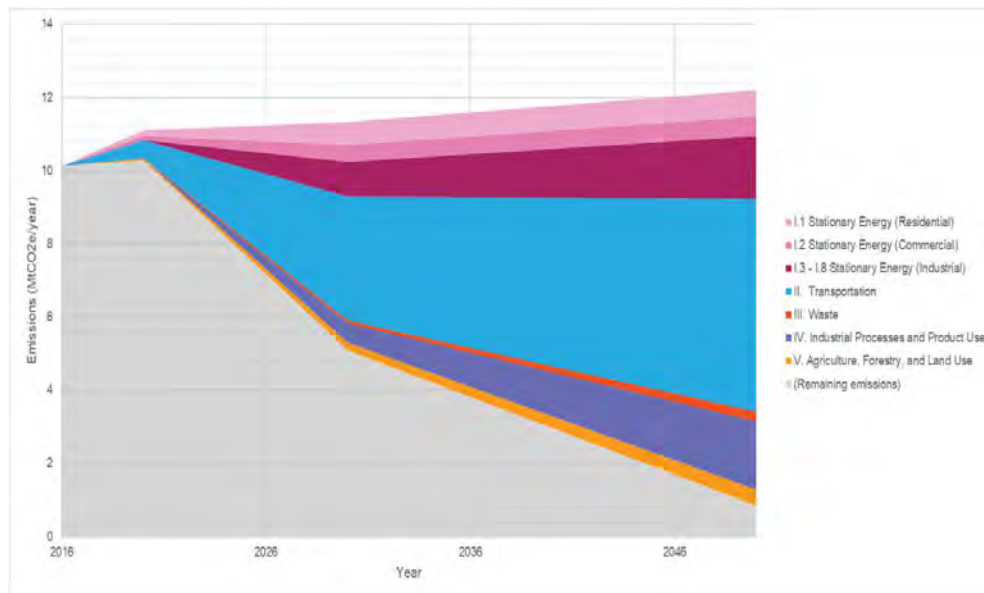
- An overarching Tāmaki response approach reflecting:
 - the uniqueness of Tāmaki Makaurau
 - the need to embed issues like equity, te ao Māori and a strong rangatahi voice.
- A focus on clear greenhouse gas emissions reduction targets for the region, including:
 - **halving emissions by 2030**
 - reaching net zero emissions by 2050.
- Preparing Auckland for the impacts of climate change, including a stronger focus on:
 - how we will adapt to climate change
 - **taking a precautionary approach**
 - preparing for our current emissions pathway and the prospect of a 3.5 degrees warmer region.



halving emissions: what does this mean?



halving emissions: what does this mean?



- **All sectors** must decarbonise
- The scale of change required to meet 50% by 2030 is significant:
 - Stationary energy 65% [gross emissions reduction]
 - Transport 64%
 - Industrial processes and product use 23%
 - Agriculture 15%
 - Waste 24% [considering a business as usual increase in emissions]

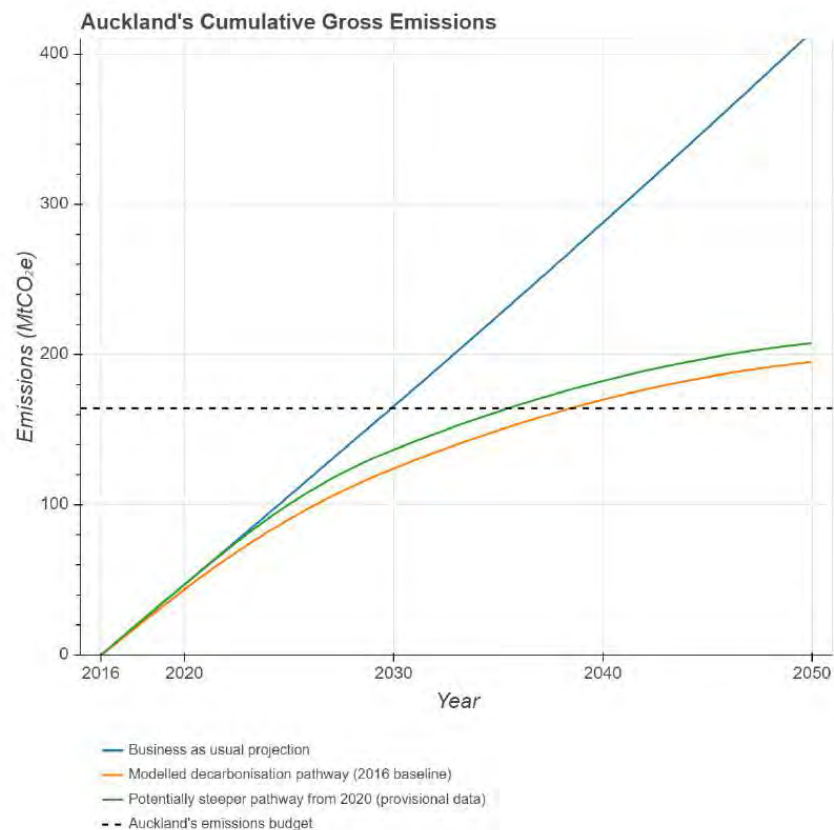
halving emissions: what does this mean?

Some of the modelled climate actions

***by 2030*:**

- All new residential and commercial buildings to operate at net zero emissions.
- 40% of new dwellings are in transit orientated development.
- VKT by private vehicles reduced by 12% as a result of avoided motorised vehicle travel
- Public transport mode share to increase from 7.8% to 24.5%
- Cycling mode share to increase from 0.9% to 7%
- Walking mode share to increase from 4.1% to 6%
- 40% of passenger and light commercial vehicles to be electric or zero emissions
- 10% reduction in methane emissions from livestock
- 23% reduction in GHG emissions from industrial processes
- Food waste reduce by 30% and 30% of remaining waste diverted to anaerobic digestion and composting.

cumulative emissions



- Our emissions reduction targets are informed by the carbon budget calculated by C40 Cities in line with Auckland delivering a 'fair share' contribution to achieving the Paris Agreement.
- Auckland's carbon budget is 164 MtCO₂e from 2017-2050 (14x Auckland's 2016 emissions).
- The modelled decarbonisation pathway delays the date at which the carbon budget is exceeded until around 2038 and flattens the curve, significantly but still exceeds our carbon budget, emphasising the need for additional strategies and new technologies and sequestration to achieve net zero emissions by 2050.

a precautionary approach to climate change

How will Auckland's climate change?



INCREASING TEMPERATURES

The average annual temperature in Auckland has increased by about 1.6 °C over the past century and is expected to increase through the 21st century.



INCREASE IN EXTREME WEATHER

Seasonal rainfall patterns will change with wetter autumns and drier springs. Increasing extreme rainfall intensity is likely because warmer air holds more moisture.



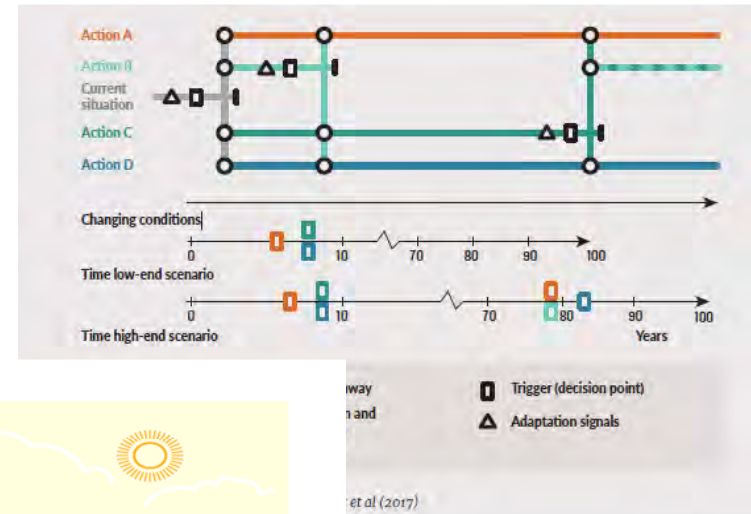
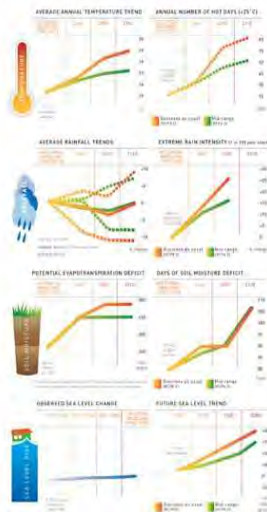
INCREASING CHANCE OF DROUGHT

Longer dry spells will mean increased potential for drought conditions. Moisture in our soil is expected to decline due to increased evaporation and changing rainfall patterns.



SEA LEVEL RISE & OCEANIC CHANGE

Sea levels around Auckland have risen. This is expected to continue and potentially accelerate.



eight priorities for action



- For each priority, we cover:
 - Our Goal
 - Why is this a Priority?
 - Indicators
 - Our Priority Actions
 - Roles in Delivery
 - Related Actions

eight priorities for action

Natural Environment

Our Goal

Oranga taiao, oranga tāngata: a healthy and connected natural environment supports healthy and connected Aucklanders. The mauri (life essence) of Tāmaki Makaurau is restored.

Our Priority Action Areas

Action N1: Build the resilience of Auckland's indigenous biodiversity, habitats, and ecosystems to the impacts of climate change

Action N2: Grow and protect our rural and urban ngahere/forest to maximise carbon capture and build resilience to climate change

Action N3: Integrate connected, nature-based solutions in development planning

Action N4: Maximise potential of terrestrial and marine ecosystems to capture carbon

Action N5: Advocate for land use practices that deliver healthy, resilient soils, waterways, and ecosystems

eight priorities for action

Built Environment

Our Goal

A low carbon, resilient built environment that promotes healthy, low impact lifestyles.

Our Priority Action Areas

Action B1. Ensure our approach to planning and growth aligns with low carbon, resilient outcomes

Action B2. Ensure new infrastructure is planned and designed to minimise climate risks and lifecycle emissions

Action B3: Ensure the management of existing infrastructure increases climate resilience and reduces emissions

Action B4: Identify and deliver alternative water supply options to address population growth and climate change while protecting and enhancing te Mauri o te Wai

Action B5: Encourage sustainable design and construction for new buildings

Action B6: Deliver and support retrofit programmes to transition to low-carbon, resilient, healthy buildings

Action B7: Develop and support initiatives to minimise construction and demolition waste

Action B8: Ensure public spaces support a low carbon, climate resilient Auckland and optimise multi-functional benefits

Action B9: Establish and rapidly scale low carbon, resilient precincts across Auckland

eight priorities for action

Transport

Our Goal

A low carbon, safe transport system that delivers social, economic and health benefits for all.

Our Priority Action Areas

- Accelerating and broadening the actions
- Regional investment programmes
- Wider policy, advocacy, and reform

Action T1. Changing the way we all travel

Action T2. Make travelling by public transport more appealing than using personal vehicles

Action T3. Rapidly increase access to bicycles, micro-mobility devices and the safe, connected, and dedicated infrastructure that supports their use

Action T4. Rapidly improve safety, connectivity, and amenity of walking infrastructure

Action T5. Accelerate the transition of our passenger and light commercial vehicle fleet to low emissions vehicles

Action T6. Make heavy freight systems more efficient and low carbon

Action T7. Enhance the resilience of our transport network

eight priorities for action

Economy

Our Goal

A resilient, low carbon economy, guided by our kaitiaki values, that supports Aucklanders to thrive.

Our Priority Action Areas

Action E1. Accelerate Auckland's transformation to a resilient, regenerative, and distributive economy

Action E2. Accelerate the uptake of innovation that supports the delivery of a resilient, climate-proof, and regenerative economy

Action E3. Accelerate the decarbonisation of Auckland's business sector

Action E4. Ensure Aucklanders are prepared for the transition to a zero-carbon economy

Action E5. Leverage public sector and large business procurement to deliver climate outcomes for Auckland

Action E6. Manage our resources to deliver a zero waste, circular economy

eight priorities for action

Communities & Coast

Our Goal

Communities and individuals are prepared for our changing climate and coastline, and carbon footprints of Aucklanders have reduced.

Our Priority Action Areas

Action C1. Work together to strengthen the resilience of our communities, people, and places

Action C2. Address the effects of climate change on our coastline

Action C3. Enable and empower all Aucklanders to have a say in climate decisions and to act

Action C4. Unlock barriers and support community-based initiatives that reduce emissions and build resilience in a fair way

Action C5. Plan for climate-related migration

eight priorities for action

Food

Our Goal

A low-carbon, resilient, local food system that provides all Aucklanders with access to fresh and healthy food.

Our Priority Action Areas

Action F1. Support primary industries and small businesses to increase food security, reduce emissions and build economic and climate resilience

Action F2. Protect our productive soils and move toward regenerative practices to increase food security and carbon sequestration

Action F3. Prevent and reduce waste and maximise the value of surplus food

Action F4. Increase supply and demand for local, seasonal, and low carbon food

Action F5. Provide strategic direction and governance for Auckland's food system

eight priorities for action

Te
puāwaitanga
ō te tātai

Our Goal

Intergenerational whakapapa relationships of taiao (nature), whenua (land) and tangata (people) are flourishing. The potential and value of Māori is fully realised. Māori communities are resilient, self-sustaining and prosperous.

Our Priority Action Areas

Manaakitanga. Actively manaaki (care for) and protect whānau and communities in a way that enhances mana and wellbeing, especially during periods of change or stress. Ensure tamariki (children), rangatahi (youth) and pakeke (elderly) are valued and cared for.

Kaitiakitanga. Restore, maintain and protect mana whenua whakapapa connections to kaitiaki (people), whenua (place), and ātua (primal ancestors). Enable active kaitiakitanga (guardianship) of whakapapa connections in current management and planning practices, but also future innovations and processes of change.

Whānaungatanga. Strengthen whakapapa-centred relationships across Te Moana-nui-a-Kiwa (Pacific Ocean) and our tāngata pasifika whānaunga (Pasifika relatives).

Rangatiratanga. Actively protect Māori rights and interests in accordance with Te Tiriti o Waitangi / Treaty of Waitangi. Empower rangatahi to be facilitators of whakaaro (ideas) from te ao Māori (Māori world) perspectives. Increase Māori participation and representation in public and private sector governance.

Mātauranga. Develop a mātauranga Māori framework to safeguard taonga knowledge and achieve a balance between western science and indigenous narratives of our changing climate.

Ōritetanga. Enable and support wāhine, tamariki, Rangatahi and kaumātua resilience, safety and well-being.

Tōnuitanga. Enable sustainable circular Māori economic development and grow and Māori business ecosystems. Lift Māori whānau from poverty.

eight priorities for action

Energy & Industry

Our Goal

A clean energy system that supports and provides for a resilient, low carbon Auckland.

Our Priority Action Areas

Action EN1. Reduce process heat and industrial process emissions in the Auckland region

Action EN2. Investigate and support the role of alternative, low carbon fuels in Auckland

Action EN3. Reduce emissions from the electricity grid

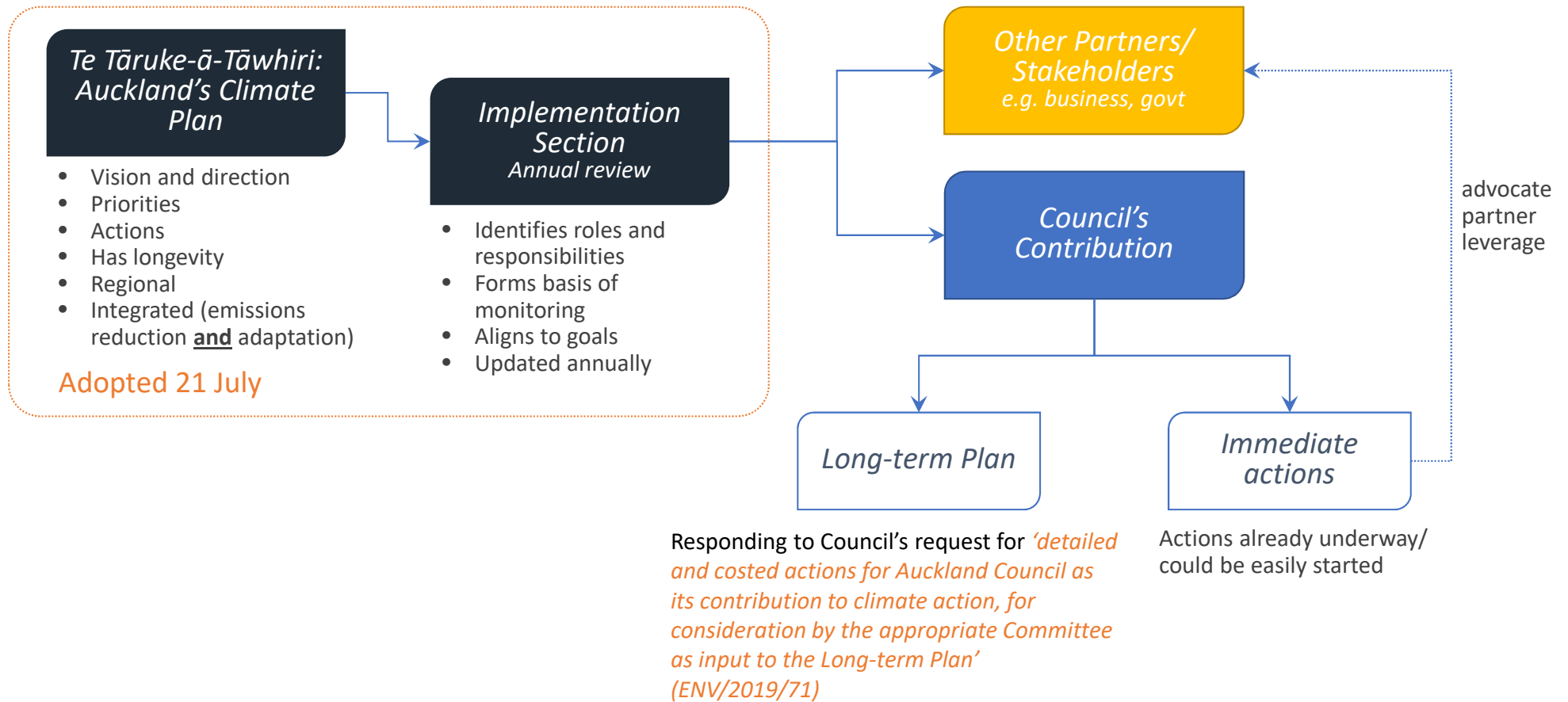
Action EN4. Reduce emissions from industrial product use, such as hydrofluorocarbon (HFC) refrigerants

Action EN5. Develop, deliver and support local and regional decentralised, renewable energy solutions

Action EN6: Support energy demand management technologies, tools and techniques to address Auckland's energy use, including peak loads

2. Partnerships and governance

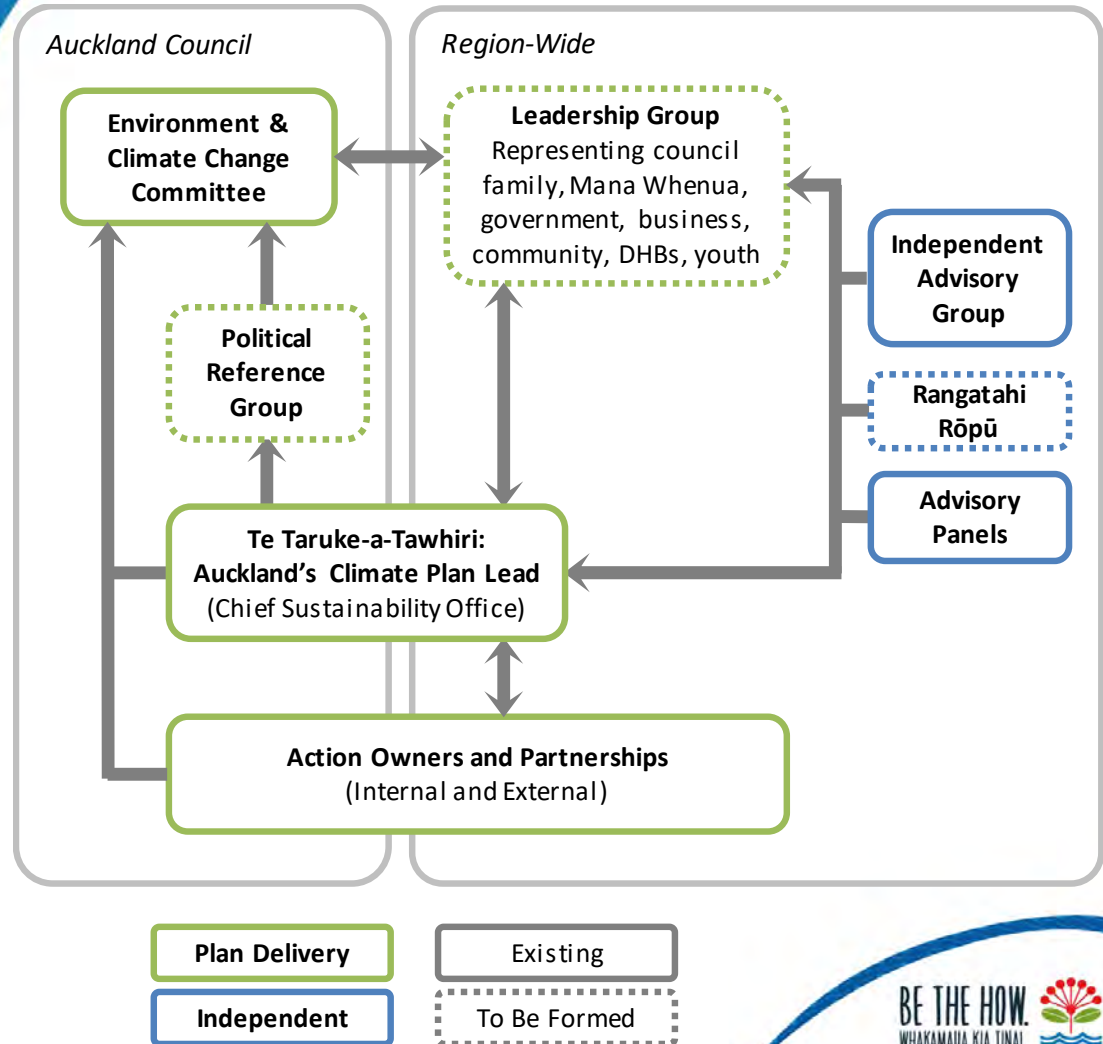
Implementing Te Tāruke-ā-Tāwhiri



Levels of partnerships and governance

We need to set up structures that provide commitment and oversight of delivery of the plan and enable greater collaboration

Does not duplicate existing approaches for established programmes and projects



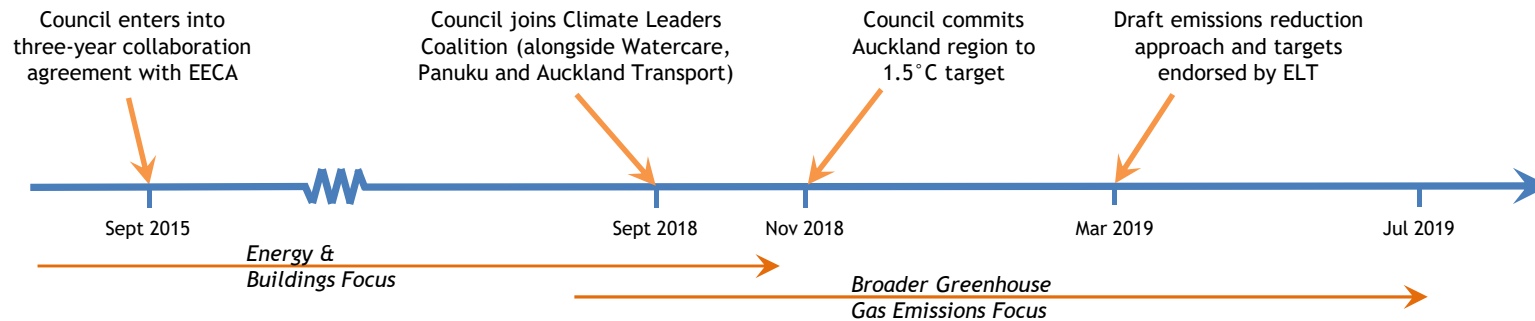
thank you



Reduction Target and Approach for Auckland Council's Greenhouse Gas Emissions

Councillor Briefing
July 2019

Background



Energy Efficiency Conservation Authority (EECA) Collaboration Agreement

Key achievements:

- Development of Energy Management Plan and energy saving verification plan.
- 3.1GWh of energy savings.
- Additional feasibility and concept projects, e.g. Flat Bush multi use facility; wastewater heat recovery at Westwave.

Climate Leaders Coalition

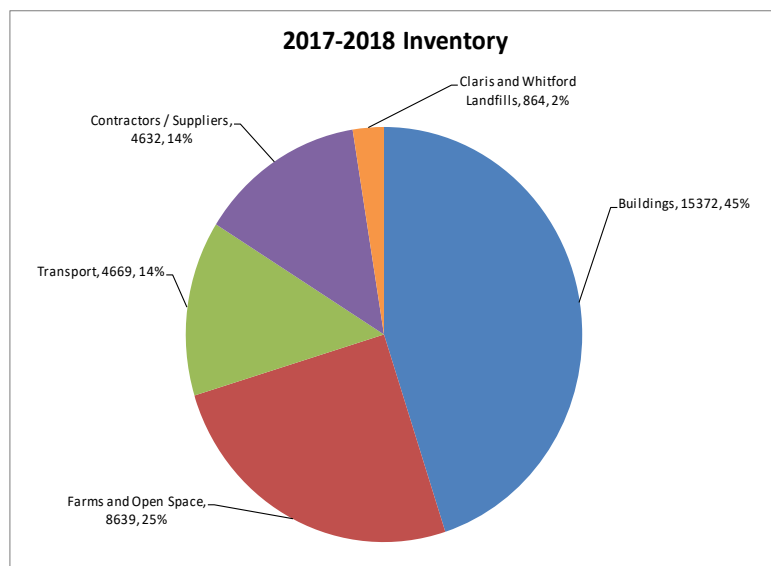
As a signatory to the Climate Leaders Coalition, Auckland Council committed to:

- Measure our greenhouse gas emissions and publicly report on them.
- Set a public emissions reduction target consistent with keeping within 2°C of warming.
- Work with our suppliers to reduce their greenhouse gas emissions.



Operational Greenhouse Gas Inventory

- Auckland Council has collected data relating to its corporate greenhouse gas emissions since 2012.
- Since 2017, this emissions inventory has been independently verified as aligning to ISO 14064-1:2006.
- The most recent inventory is presented below.



Material Emission Sources

In the most recent inventory (for 2017/18), the most material greenhouse gas emission sources were identified as:

Buildings (Stationary Combustion)	7,977tCO ₂ e / 21%
Buildings (Electricity + Other)	7,163tCO ₂ e / 24%
Farms and Open Spaces	8,639tCO ₂ e / 25%
Transport (Fleet + Scope 3 emissions)	4,669tCO ₂ e / 14%
Contractors and Suppliers	4632tCO ₂ e / 14%
Claris Landfill	864tCO ₂ e / 2%

Key Action Areas

To address the most significant contributions to Auckland Council emissions inventory, four key actions areas were identified:

- Buildings
- Farms and Open Space
- Transport
- Contractors and Suppliers

In addition, supporting actions were identified in the following areas:

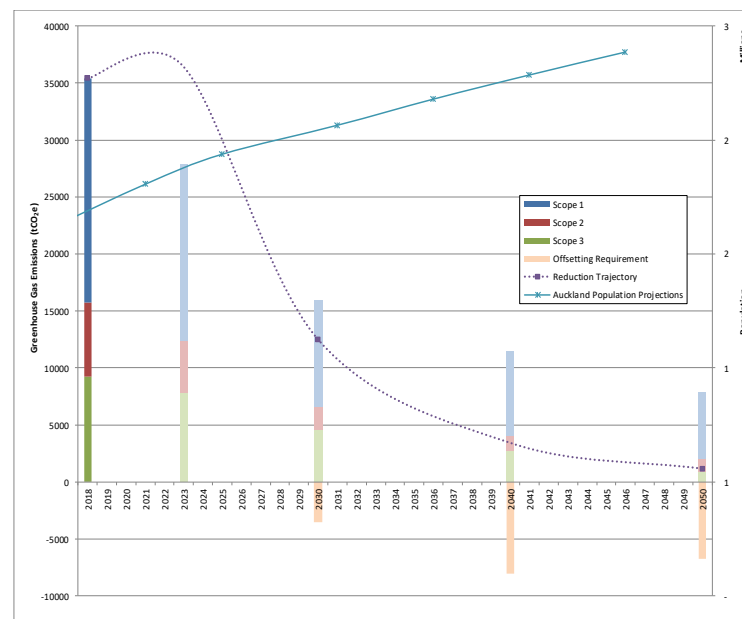
- Staff and Customer Behaviours
- Infrastructure Carbon

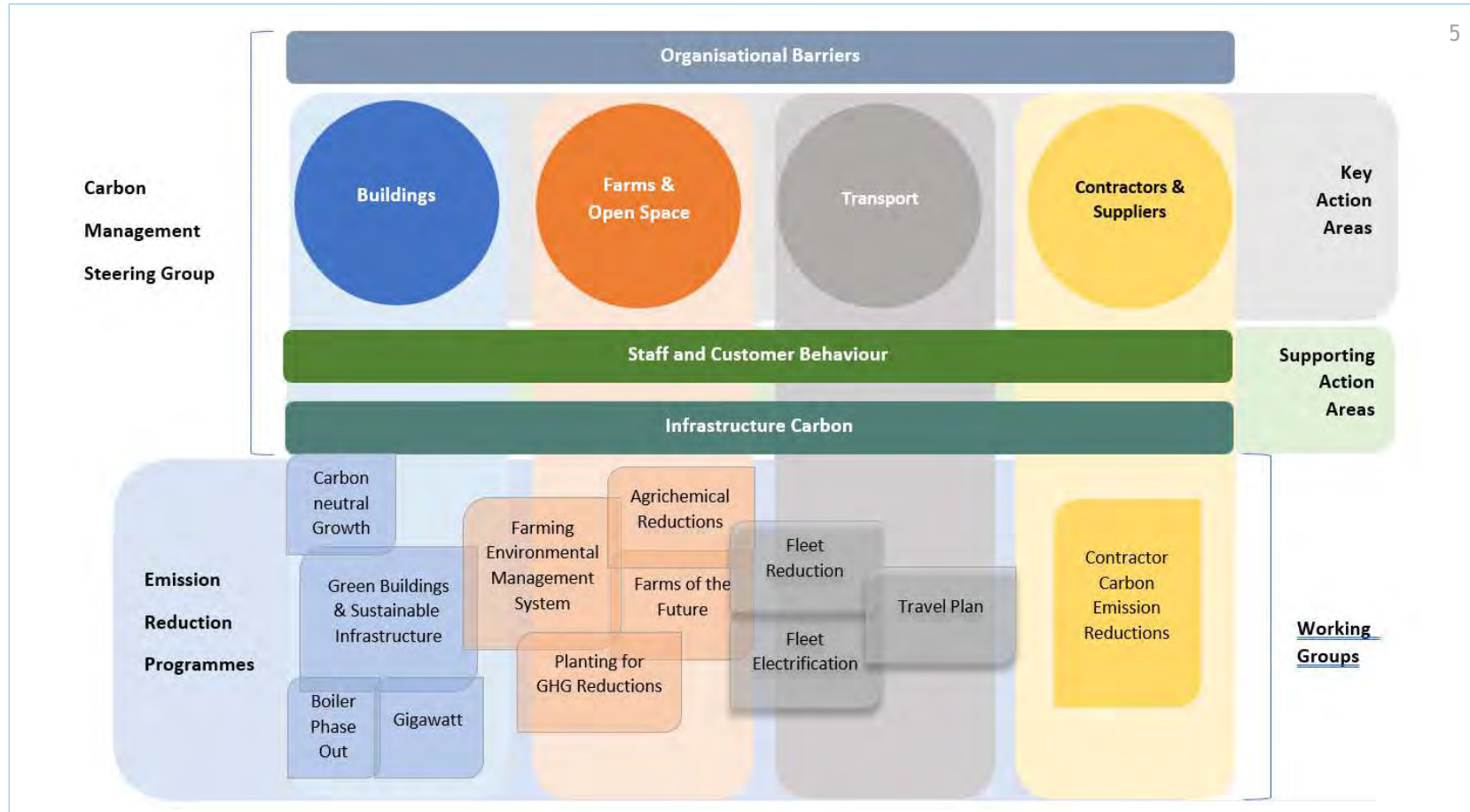
Emissions Reduction Pathway and Targets

To support the development and prioritisation of actions, high level modelling was undertaken of potential 1.5°C compliant reduction pathways and reduction targets for each action area.

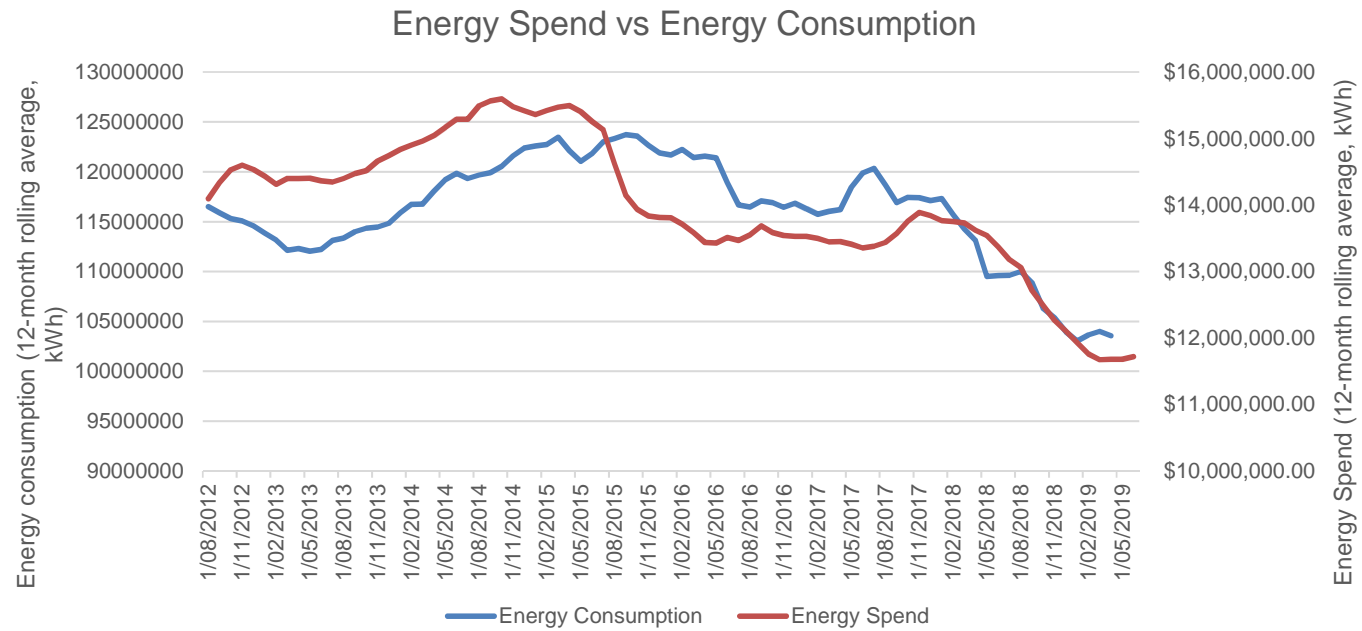
The proposed reduction pathway and targets set out below were endorsed by Auckland Council’s Carbon Management Steering Group and Executive Leadership Team in March 2019.

Inventory Aspect	2018	2023	2030	2040	2050
Buildings <i>(incl. stationary combustion & electricity)</i>	15372	-20%	-45%	-65%	-83%
Farms & Open Space <i>(incl. fertilisers)</i>	8639	-10%	-20%	-35%	-55%
Transport <i>(incl. scope 3 transport emissions)</i>	4669	-10%	-25%	-50%	-75%
Contractors and Suppliers	4632	-15%	-30%	-60%	-90%
Offset Requirement (tonnes)	-	-	3637	7841	5657

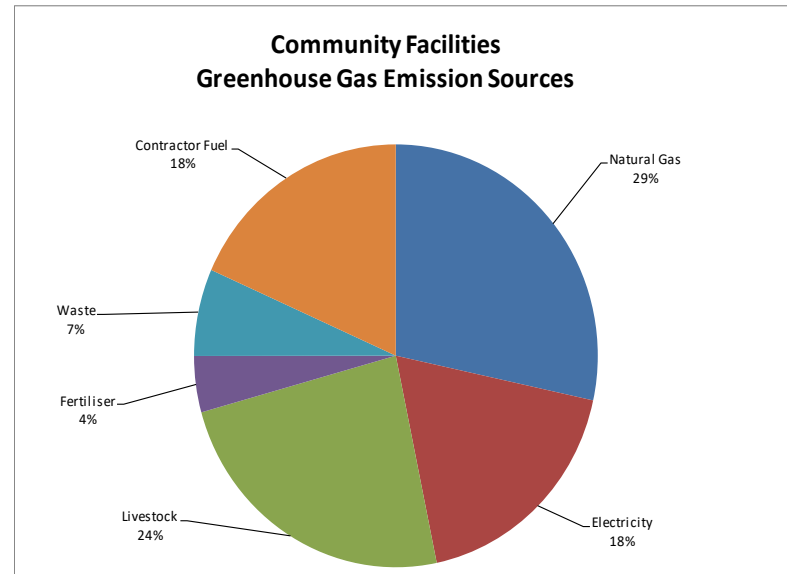
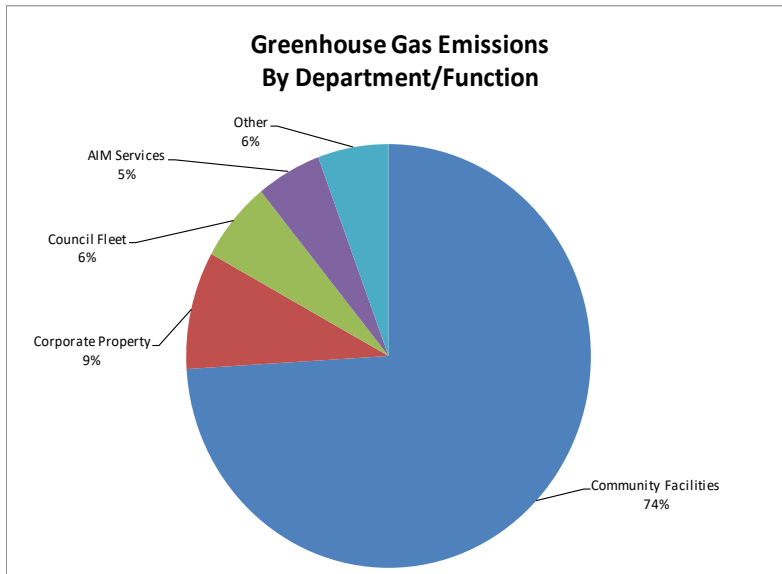




Achievements to Date: 16% reduction in energy use since 2015



Operational Greenhouse Gas Inventory



Emissions Reduction: 90% by 2050 What is Needed?

- **Carbon Neutral Growth**
- **Improved Efficiency**
 - Services and assets
- **Renewable Energy**
 - Phase out fossil fuels
 - More generation
- **Offsets and Planting**



Emissions Reduction: Key Action Areas

- **Buildings**
 - Carbon neutral growth
 - Gas boiler phase out
 - Green building and infrastructure
 - Gigawatt
 - Off the Grid
- **Transport**
 - Zero emission fleet
 - Fleet rationalisation
 - Travel plan



Emissions Reduction: Reduction Example Actions

- **Farms and Open Space**
 - Retire unproductive land for planting
 - Farms for the Future/farm system optimisation
 - More productive animals
 - Waste reduction
- **Contractors and Suppliers**
 - Expand Project 17 Greenhous Gas KPIs to all contracts



Emissions Reduction: Supporting Actions

- **Staff Engagement**
 - Travel Plan
 - Live Lightly
 - Sustainability Champions Network

- **Infrastructure Carbon**
 - Develop framework for measuring and reducing
 - Continue to work with Watercare and Auckland Transport

Next Steps

- **Programme Business Cases to Carbon Management Steering Group**

Community Facilities


- **Update Strategic Asset Management Plan**
 - Links into 2021-2031 Long Term Plan

13

Questions?


AUCKLAND PLAN 2050

Setting the direction for Auckland's future



Outcome
Belonging and Participation
Te whai panga me te whai wāhi atu

- Direction 1:** Foster an inclusive Auckland where everyone belongs
- Direction 2:** Improve health and wellbeing for all Aucklanders by reducing harm and disparities in opportunities
- Focus area 1:** Create safe opportunities for people to meet, connect, participate in and enjoy community and civic life
- Focus area 2:** Provide accessible services and social and cultural infrastructure that are responsive in meeting people's evolving needs
- Focus area 3:** Support and work with communities to develop the resilience to thrive in a changing world
- Focus area 4:** Value and provide for te Tiriti o Waitangi / the Treaty of Waitangi as the bi-cultural foundation for an intercultural Auckland
- Focus area 5:** Recognise, value and celebrate Aucklanders' differences as a strength
- Focus area 6:** Focus investment to address disparities and serve communities of greatest need
- Focus area 7:** Recognise the value of arts, culture, sport and recreation to quality of life



Outcome
Māori Identity and Wellbeing
Te tuakiri Māori me tōna oranga

- Direction 1:** Advance Māori wellbeing
- Direction 2:** Promote Māori success, innovation and enterprise
- Direction 3:** Recognise and provide for te Tiriti o Waitangi outcomes
- Direction 4:** Showcase Auckland's Māori identity and vibrant Māori culture
- Focus area 1:** Meet the needs and support the aspirations of tamariki and their whānau
- Focus area 2:** Invest in marae to be self-sustaining and prosperous
- Focus area 3:** Strengthen rangatahi leadership, education and employment outcomes
- Focus area 4:** Grow Māori intergenerational wealth
- Focus area 5:** Advance mana whenua rangatiratanga in leadership and decision-making and provide for customary rights
- Focus area 6:** Reflect mana whenua mātauranga and Māori design principles throughout Auckland



Outcome
Homes and Places
Ngā kāinga me ngā wāhi haere hōa

- Direction 1:** Develop a quality compact urban form to accommodate Auckland's growth
- Direction 2:** Accelerate the construction of homes that meet Aucklanders' changing needs and preferences
- Direction 3:** Shift to a housing system that ensures secure and affordable homes for all
- Direction 4:** Provide sufficient public places and spaces that are inclusive, accessible and contribute to urban living
- Focus area 1:** Accelerate quality development at scale that improves housing choices
- Focus area 2:** Increase security of tenure and broaden the range of tenure models, particularly for those most in need
- Focus area 3:** Improve the built quality of existing dwellings, particularly rental housing
- Focus area 4:** Invest in and support Māori to meet their specific housing aspirations
- Focus area 5:** Create urban places for the future



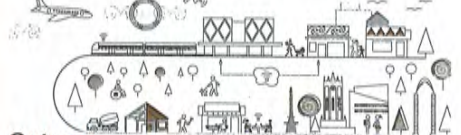
Outcome
Transport and Access
Ngā mahi-kawenga me te noho wātea mai

- Direction 1:** Better connect people, places, goods and services
- Direction 2:** Increase genuine travel choices for a healthy, vibrant and equitable Auckland
- Direction 3:** Maximise safety and environmental protection
- Focus area 1:** Make better use of existing transport networks
- Focus area 2:** Target new transport investment to the most significant challenges
- Focus area 3:** Maximise the benefits from transport technology
- Focus area 4:** Make walking, cycling and public transport preferred choices for many more Aucklanders
- Focus area 5:** Better integrate land-use and transport
- Focus area 6:** Move to a safe transport network, free from death and serious injury
- Focus area 7:** Develop a sustainable and resilient transport system



Outcome
Environment and Cultural Heritage
Te taiao me ngā tikanga ā-iwi tuku iho

- Direction 1:** Ensure Auckland's natural environment and cultural heritage is valued and cared for
- Direction 2:** Apply a Māori world view to treasure and protect our natural environment (taonga tuku iho)
- Direction 3:** Use growth and development to protect and enhance Auckland's natural environment
- Direction 4:** Ensure Auckland's infrastructure is future-proofed
- Focus area 1:** Encourage all Aucklanders to be stewards of the natural environment, and to make sustainable choices
- Focus area 2:** Focus on restoring environments as Auckland grows
- Focus area 3:** Account fully for the past and future impacts of growth
- Focus area 4:** Protect Auckland's significant natural environments and cultural heritage from further loss
- Focus area 5:** Adapt to a changing water future
- Focus area 6:** Use green infrastructure to deliver greater resilience, long-term cost savings and quality environmental outcomes



Outcome
Opportunity and Prosperity
Ngā angitū me ngā whai huatanga

- Direction 1:** Create the conditions for a resilient economy through innovation, employment growth and raised productivity
- Direction 2:** Attract and retain skills, talent and investment
- Direction 3:** Develop skills and talent for the changing nature of work and lifelong achievement
- Focus area 1:** Harness emerging technologies and ensure equitable access to high quality digital data and services
- Focus area 2:** Ensure regulatory planning and other mechanisms support business, innovation and productivity growth
- Focus area 3:** Advance Māori employment and support Māori business and iwi organisations to be significant drivers of Auckland's economy
- Focus area 4:** Leverage Auckland's position to support growth in exports
- Focus area 5:** Increase educational achievement, lifelong learning and training, with a focus on those most in need

Council
29 October 2020
Report 20.367



For Decision

ISSUE OF UNPAID SHARE CAPITAL TO FUND GREATER WELLINGTON RAIL LIMITED CAPITAL EXPENDITURE FOR 2020/21

Te take mō te pūrongo

Purpose

1. This report seeks Council's:
 - approval and consent to the issue of 12.1 million unpaid \$1 shares by WRC Holdings Limited (WRCHL) to Council
 - consent to WRCHL approving the issue of 12.1 million unpaid \$1 shares by Greater Wellington Rail Limited (GWRL) to WRCHL
 - approval to execute an agreement for the issue of shares which makes provision for the respective boards to make calls for payment of the shares as GWRL's 2020/21 budgeted capital expenditure becomes due for payment.

He tūtohu

Recommendation/s

That Council:

- 1 **Notes** that the amount of \$16.7 million is required by GWRL to fund GWRL's budgeted 2020/21 year capital expenditure.
- 2 **Notes** that GWRL's budgeted 2020/21 capital expenditure will be funded by:
 - The issue of 12.1 million unpaid ordinary \$1 shares by GWRL to WRCHL, and
 - The issue of 12.1 million unpaid ordinary \$1 shares by WRCHL to Council.
 - The utilisation of 4.6 million unpaid ordinary \$1 shares issued by GWRL to WRCHL in prior periods but not yet called.
 - The utilisation of 4.6 million unpaid ordinary \$1 shares issued by WRCHL to Council in prior periods but not yet called.
- 3 **Approves** the issue of 12.1 million unpaid ordinary \$1 shares in WRCHL to Council.
- 4 **Approves** WRCHL approving the issue of 12.1 million unpaid ordinary \$1 shares in GWRL to WRCHL.

- 5 **Authorises** the Council Chair and Deputy Chair to sign the required Entitled Persons Agreement attached approving and consenting to the issue of shares on behalf of Council.
- 6 **Authorises** the Council Chair to sign the agreement attached for the issue of shares approving the basis upon which the respective WRCHL and GWRL boards may make calls for payment of the shares.
- 7 **Requests** that the Council Chair confirms the consent and approvals referred to in this report, in writing to WRCHL.

Te tāhū kōrero/Te horopaki

Background

2. Each year Council approves the issue of share capital by WRCHL and in turn by GWRL to fund GWRL's capital programme.
3. The shares are issued as uncalled and when the funds are spent in GWRL the monies are drawn down against the respective shares.
4. On 16 June 2020 the WRCHL Board approved the Statement of Intent (SOI) for WRCHL for the three years ending June 2023. The SOI includes budgeted capital expenditure which is to be 100% funded by share capital.
5. The 2020/21 budgeted capital expenditure for GWRL is \$16.7 million.
6. As with all budgets they are estimates of expenditure. There remain shares which were issued in previous years and have not yet been called to match capital expenditure. This has occurred due to timing of expenditure and with projects coming in under budget due to either savings or non-utilisation of contingency allowances.
7. At 30 June 2020 after the call on shares for the 2019/20 year the total value of issued but uncalled shares remaining was \$4.6 million.
8. The proposed new share issue of 12.1 million \$1 shares, plus the existing 4.6 million \$1 uncalled shares, equates to this year's budgeted capital expenditure in GWRL of \$16.7 million.

Te tātaritanga

Analysis

9. The issue of the new unpaid shares required to fund part of GWRL's \$16.7 million budgeted 2020/21 year capital expenditure will occur as follows, and requires the following approvals:
 - Council as the sole shareholder and entitled person of WRCHL is required to approve the issue of unpaid ordinary \$1 shares by WRCHL equivalent to \$12.1 million (being the balancing amount required to fund GWRL's budgeted 2020/21 year capital expenditure).
 - This is approved by authorising the signing of an entitled persons agreement (refer [Attachment 1](#)).

- Council is required to approve and authorise the signing of the agreement for the issue of shares to record the basis upon which the respective boards of WRCHL and GWRL make calls for the payment of the shares (refer [Attachment 2](#)).
- The Directors of WRCHL approved the issue of unpaid shares to Council at the WRCHL meeting on 20 October 2020, subject to Council approval (the subject of this report).
- The Directors of GWRL approved the issue of unpaid shares to WRCHL at the GWRL meeting on 20 October 2020, subject to Council approval (the subject of this report).

Ngā hua ahumoni Financial implications

10. There are financial implications of the issue of \$12.1 million shares in both WRCHL and GWRL. However, this is within the budgeted 2020/21 year capital expenditure of GWRL.

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

11. The matters addressed in this report are of a procedural nature, and there is no need to conduct a climate change assessment.

Ngā tikanga whakatau Decision-making process

12. Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.
13. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

Te hiranga Significance

14. Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.
15. Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance. As set out above, the matters for decision in this report implement budgeted capital expenditure set out in the Long-term Plan.

Te whakatūtakitaki

Engagement

16. Engagement on the matters contained in this report took place when the budgeted capital expenditure was consulted on as part of the Council's Long-term Plan.

Ngā āpitihanga

Attachments

Number	Title
1	WRCHL – Entitled Person Agreement
2	Agreement for the issue of shares recording basis for calls on the shares shares

Ngā kaiwaitohu

Signatory/Signatories

Writer	Ashwin Pai, Financial Controller
Approvers	Alison Trustrum-Rainey, Chief Financial Officer Samantha Gain, General Manager Corporate Services

<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>Council is responsible for approving the issue of shares with WRCHL and GWRL.</p>
<p><i>Implications for Māori</i></p> <p>There are no known impacts for Māori.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The matters for decision implement budgeted capital expenditure set out in the Long-term Plan.</p>
<p><i>Internal consultation</i></p> <p>The Finance and Strategic and Corporate Planning departments were consulted in preparing this report.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no specific risks arising from the matters for decision.</p>

WRC HOLDINGS LIMITED
(363481)
(the Company)

WELLINGTON REGIONAL COUNCIL
(the Shareholder)

Agreement of the sole shareholder and entitled person of the Company pursuant to section 107 of the Companies Act 1993 (the Act) and dated 29 October 2020

- 1 The Shareholder, being the sole shareholder and entitled person of the Company agrees to the issue of 12.1 million ordinary unpaid shares valued at \$1 each by the Company (**the Shares**) to the Shareholder, on the terms set out in the annexed resolution of directors (**the Board Resolution**).
- 2 The Shares be unpaid, but otherwise issued on the same terms as, and ranking equally with the existing ordinary shares in the Company but to the extent that they are not inconsistent with the additional terms contained in the Board Resolution.
- 3 In accordance with section 50 of the Act, the Shareholder consents to becoming the holder of the Shares.

Signed by the **Wellington Regional Council**, being the sole shareholder and entitled person of the Company, by:

Authorised Person

Authorised Person

COPY OF RESOLUTION SIGNED BY THE BOARD OF WRCHL AT ITS MEETING ON 20 October 2020

WRC HOLDINGS LIMITED

(363481)

(the Company)

Directors' written resolution pursuant to clause 32 of the Company's Constitution and dated 20 October 2020

Resolved that:

- 1 Subject to the approval and agreement of the sole shareholder and entitled person of the Company, Wellington Regional Council (the Shareholder), under section 107(2) of the Companies Act 1993, the Company issue 12.1 million ordinary unpaid shares (the Shares) valued at \$1 each to the Shareholder.
- 2 The Shares be unpaid, but otherwise issued on the same terms as, and ranking equally with, the existing ordinary shares of the Company and shall be issued in accordance with the Agreement for the issue of those shares tabled at the Directors' meeting.
- 3 The share register of the Company be updated accordingly to reflect the issue of the Shares.
- 4 The Company acquire a further 12.1 million ordinary unpaid shares valued at \$1 each in the Company's wholly owned subsidiary, Greater Wellington Rail Limited (GWRL), on the same terms as, and ranking equally with, the Company's existing ordinary shares in GWRL.

Acknowledged that:

- 5 No call shall be made by the Company in respect of the Shares that is in excess of any certified amount required by the Company to fund all or a part of the Company's budgeted 2020/21 capital expenditure of up to \$16.7 million.

Signed by all the directors of **WRC Holdings Limited**:

Prue Lamason

Glenda Hughes

Helen Mexted

Nick Leggett

Chris Kirk-Burnnand

Roger Blakeley

Nancy Ward

**Agreement for the issue of shares
(GWRL 2020/21 capital expenditure)**

Wellington Regional Council
WRC Holdings Limited
Greater Wellington Rail Limited

Parties

Wellington Regional Council (**WRC**)

WRC Holdings Limited registered number 363481 (**WRCHL**)

Greater Wellington Rail Limited registered number 1846367 (**GWRL**)

Background

- A. GWRL is a company wholly owned by WRCHL, which in turn is a company wholly owned by WRC.
- B. The Board of GWRL, with the prior approval of all entitled persons, has resolved to issue to WRCHL 12.1 million unpaid ordinary shares at \$1 each.
- C. The Board of WRCHL, with the prior approval of all entitled persons, has resolved to issue to WRC 12.1 million unpaid ordinary shares at \$1 each.
- D. The shares are being issued to provide funding for GWRL to partly meet budgeted 2020/21 year capital expenditure of \$16.7 million (the **FY21 Capital Expenditure**).
- E. WRC, WRCHL and GWRL are entering this contract for the issue of those shares to record the basis upon which the respective Boards may make calls for the payment of those shares.

It is agreed between the parties as follows

1. As GWRL is required to make payments to meet the FY21 Capital Expenditure, it shall be entitled to make a call on any of the 16.7 million \$1 shares issued to WRCHL, and within five business days of making that call WRCHL shall make payment. GWRL has authorised the Chief Financial Officer of WRC to make such calls on its behalf, and when giving notice of any such call, the Chief Financial Officer of WRC must certify that the amount being called will be used only to fund the FY21 Capital Expenditure and the amount of the call made does not exceed the amount certified which is due for payment in respect of such FY21 Capital Expenditure.
2. As WRCHL is required to make payments to meet a call made on the shares issued to it, WRCHL shall be entitled to make a call on any of the 16.7 million \$1 shares issued to WRC, and within five business days of making that call WRC shall make payment. WRCHL has authorised the Chief Financial Officer of WRC to make such calls on its behalf, but when giving notice of any such call, the Chief Financial Officer of WRC must certify that the amount being called will be used only to fund payment of sums unpaid in respect of the shares issued to WRC and that in turn, such sums will be used only by GWRL to meet GWRL's FY21 Capital Expenditure and the amount of the call made does not exceed the amount certified which is due for payment in respect of such FY21 Capital Expenditure.

Execution and date

Executed as an agreement.

Date:

Signed on behalf of
Wellington Regional Council

.....
Authorised officer

WRC Holdings Limited by:

.....
Signature of director

.....
Signature of director

.....
Name of director (print)

.....
Name of director (print)

Greater Wellington Rail Limited by:

.....
Signature of director

.....
Signature of director

.....
Name of director (print)

.....
Name of director (print)

Council
29 October 2020
Report 20.368



For Decision

LOCAL GOVERNMENT FUNDING AGENCY ANNUAL GENERAL MEETING 2020

Te take mō te pūrongo

Purpose

1. To advise Council of the Local Government Funding Agency (LGFA) Annual General Meeting (AGM) and to:
 - a appoint a proxy for the meeting
 - b provide instructions for the proxy on how to vote.

He tūtohu

Recommendations

That Council:

- 1 **Appoints** Samantha Gain, General Manager Corporate Services, as proxy to vote on behalf of the Council at the Local Government Funding Agency's Annual General Meeting on 19 November 2020, and Seán Mahoney, Company Portfolio and Economic Development Manager, as alternate.
- 2 **Instructs** the appointed proxy to:
 - a Receive the financial statements and reports.
 - b Re-elect Philip Cory-Wright as Independent Director
 - c Re-elect Michael Timmer as a non-independent Director
 - d Approve the changes to the foundation policies of the company
 - e Elect two of the following three councils, as Nominating Local Authorities
 - i New Plymouth District Council
 - ii Wellington City Council
 - iii Tasman District Council.

Te horopaki

Context

2. The LGFA provides debt funding to local authorities. Greater Wellington is a shareholder of the LGFA and one of the 54 guarantor councils of this debt.

3. The LGFA is enabled under the Local Government Borrowing Act 2011 and is a council-controlled organisation (CCO) for the purposes of the Local Government Act 2002. The LGFA board holds an AGM each year to present the Annual Report to shareholders and to pass the necessary resolutions around company appointments and related matters. The notice for this meeting is included as [Attachment 1](#).
4. The LGFA Shareholders' Council (SC) provides oversight and monitoring of the LGFA on behalf of all members. It is their role to make recommendations to the shareholders on the appointment, removal, re-election, replacement and remuneration of directors. They have provided advice to shareholders in respect of the AGM (refer [Attachment 2](#)).

Te tātaritanga

Analysis

5. The SC recommends approving the financial statements and auditors report.
6. The SC recommends that Philip Cory-Wright is re-elected as independent director. Philip Cory-Wright is seeking re-election unopposed.
7. The SC recommends Mike Timmer be re-elected as non-independent director. Mike Timmer (GWRC's Treasurer) is recommended to provide continuity and experience to the board. The SC describes him as a "strong performer within a highly competent board". The alternative candidate is Wayne Maxwell, CEO of Kapiti District Council.
8. The SC has not made a recommendation on the election of nominating local authorities given it believes it has a conflict of interest. Two authorities (Wellington City Council and Tasman District Council) are offering themselves for re-election. New Plymouth District Council are offering themselves for election. The re-election of the two existing councils would provide for continuity; however, the current nominating local authorities have all been re-elected so the ability to effect change and provide for new opportunities has been restricted over the past five years. On that basis it is recommended that Wellington City Council and New Plymouth District Council be elected as nominating local authorities.
9. The changes to the foundation policies would remove the limits on the current amount a council can borrow from the LGFA that matures in a 12 month period. These changes are proposed as the LGFA has matured its debt profile and management facility. The LGFA is reviewing its treasury policy to monitor the parameters of borrowing. A tracked change version of the proposed amended policy is included as [Attachment 3](#). The SC recommends supporting the changes to the foundation policies.

Ngā hua ahumoni

Financial implications

10. There are no financial implications to approving the LGFA resolutions.

Ngā tikanga whakatau

Decision-making process

11. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

**Te hiranga
Significance**

12. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of these matters, taking into account Council’s Significance and Engagement Policy and Greater Wellington’s Decision-making Guidelines. Officers recommend that these matters are of low significance due to their administrative nature.

**Te whakatūtakitaki
Engagement**

13. The engagement process for considering the LGFA’s proposal was conducted by the LGFA and the SC.

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

14. The proxy form for the LGFA special meeting ([Attachment 4](#)) will be completed and submitted to the LGFA.

**Ngā āpitihanga
Attachments**

Number	Title
1	New Zealand LGFA Notice of Annual Meeting
2	Letter to shareholders 14 October 2020
3	LGFA Foundation Policies Proposed Tracked Changes – AGM November 2020
4	Proxy Form-LGFA AGM November 2020

**Ngā kaiwaitohu
Signatories**

Writer	Seán Mahoney – Company Portfolio and Economic Development Manager
Approver	Samantha Gain – General Manager, Corporate Services

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Council, as a LGFA shareholder, must approve the proxy and resolutions.
<i>Implications for Māori</i> There are no known implications for Māori.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> There are no direct contributions to Council's or Greater Wellington's strategies, policies and plans.
<i>Internal consultation</i> There was no internal consultation.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks identified.

**NEW ZEALAND LOCAL GOVERNMENT FUNDING AGENCY LIMITED
NOTICE OF ANNUAL MEETING**

Notice is given that the 2020 annual meeting of shareholders of New Zealand Local Government Funding Agency Limited ("**Company**" or "**LGFA**") will be held at the **Bolton Hotel, 12 Bolton Street, Wellington** on **19 November 2020** commencing at **2:00pm**.

BUSINESS

1. **FINANCIAL STATEMENTS AND REPORTS:** To receive and consider the financial statements of the Company for the year ended 30 June 2020 together with the directors' and auditor's reports to shareholders.

2. **ELECTION OF DIRECTORS**

In accordance with clause 3.3 of the SHA, **Philip Cory-Wright** retires by rotation and, being eligible, offers himself for re-election as an Independent Director.

In accordance with clause 3.3 of the SHA, **Michael Timmer** retires by rotation and, being eligible, offers himself for re-election as a non-Independent Director.

In accordance with clause 3.5 of the SHA, **Wayne Maxwell** has been nominated by **Kapiti District Council** to the non-Independent director position made available by the retirement by rotation of Mike Timmer.

Accordingly, to:

- (a) Re-elect Philip Cory-Wright as an Independent Director of the Company, by way of Ordinary Resolution;
- (b) Re-elect or elect (as appropriate) as a non-Independent Director of the Company, by the way of Ordinary Resolution, either:
- (i) **Michael Timmer**; or
- (ii) **Wayne Maxwell**.

(See Explanatory Note 2)

3. **ELECTION OF NOMINATING LOCAL AUTHORITIES**

In accordance with clause 4.6 of the SHA, **Tasman District Council** and **Wellington City Council** retire by rotation. **Tasman District Council** and **Wellington City Council** being eligible, offer themselves for re-election.

In accordance with clause 4.8 of the SHA, **New Plymouth District Council** has notified LGFA that it wishes to seek election as a Nominating Local Authority to the Shareholders' Council.

Accordingly, to re-elect or elect (as appropriate) as a Nominating Local Authority, by way of Ordinary Resolution, two of either:

- (a) **Tasman District Council** as a Nominating Local Authority;
- (b) **Wellington City Council** as a Nominating Local Authority; or
- (c) **New Plymouth District Council** as a Nominating Local Authority.

(See Explanatory Note 3)

4. **CHANGES TO FOUNDATION POLICIES**

In accordance with clause 5.1(c) of the SHA, to approve, by way of Ordinary Resolution, the amendments to the foundation policies of the Company ("**Foundation Policies**") as explained in Explanatory Note 4.

5. **GENERAL BUSINESS**

To consider such other business as may properly be raised at the meeting.

Please refer to the explanatory notes that accompany this notice of meeting.

By order of the board:

A handwritten signature in blue ink, appearing to read 'C Stobo', with a horizontal line underneath.

Craig Stobo, Chairman

18 September 2020

ORDINARY RESOLUTIONS: *Ordinary resolutions are resolutions approved by a simple majority of more than 50% of the votes of the shareholders entitled to vote and voting at the annual meeting.*

SHAREHOLDERS ENTITLED TO ATTEND AND VOTE: *Pursuant to section 125 of the Companies Act 1993, for the purposes of voting at the annual meeting, those registered shareholders of the Company as at 9.00am on Thursday 19 November 2020 shall be entitled to exercise the right to vote at the meeting.*

CAPITALISED TERMS: *Unless otherwise defined in this notice, capitalised terms have the meanings given to them in the Shareholders' Agreement dated 7 December 2011 (as amended and restated on 6 July 2020) ("SHA").*

EXPLANATORY NOTES

EXPLANATORY NOTE 1 - PROXY VOTE

A shareholder entitled to attend and vote at the meeting is entitled to appoint a proxy to attend and vote instead of the shareholder. The proxy need not be a shareholder. To be effective, a copy of the proxy form must be received by the Company at **Level 8, City Chambers, 142 Featherston Street, Wellington 6145** not later than 48 hours before the start of the meeting.

A corporation may appoint a person to attend the meeting as its representative in the same manner as that in which it could appoint a proxy.

EXPLANATORY NOTE 2 - ELECTION OF DIRECTORS

The SHA provides that, beginning at, and including, the annual meeting for 2013, two Directors comprising one Director who is an Independent Director and one Director who is not an Independent Director shall retire from office at the annual meeting of the Company in each year. The Directors to retire shall be that Independent Director, and that Director who is not an Independent Director, who have been longest in office since their last election. If two or more relevant Directors were last elected on the same day, the Directors to retire shall (unless they otherwise agree among themselves) be determined by lot. A retiring Director is eligible for re-election.

In this case, **Philip Cory-Wright** (being an Independent Director) who has been longest in office since being elected on 24 November 2016 (Craig Stobo having been re-elected on 21 November 2017, Anthony Quirk having been elected on 21 November 2017, John Avery having been re-elected on 21 November 2018 and Linda Robertson having been re-elected on 21 November 2019) and **Michael Timmer** (being the only Director who is not an Independent Director) shall retire by rotation at this annual meeting. **Philip Cory-Wright** and **Michael Timmer**, being eligible, offer themselves for re-election.

Wayne Maxwell the current Chief Executive of Kapiti District Council has been nominated by Kapiti District Council for the non-Independent Director position.

In accordance with the Ordinary Resolution passed by shareholders at the annual meeting for 2017, the size of the Board is set at six Directors, comprising five Independent Directors and one non-Independent Director. In order to comply with the restriction of only having one non-Independent Director, only one of Michael Timmer or Wayne Maxwell may be elected as a Director.

The following biographies have been provided by the candidates:

Philip Cory-Wright Biography

Philip Cory-Wright is a professional company director with over 20 years' experience. He is a Chartered Fellow of the Institute of Directors and a qualified lawyer, having worked at Belle Gully. Philip then worked in corporate finance for over 25 years for Southpac, Macquarie Bank and then on his own account. Currently he is director of three council-controlled companies. Philip has specialised in infrastructure and energy businesses. He was a member of the Local Government Infrastructure Expert Advisory Group.

His current directorships are Papa Rererangi I Puketapu (New Plymouth Airport) which he chairs, Southport NZ, Matariki Forests, Powerco and LGFA. He is on the Audit Committee of Southport and LGFA and the Treasury Committee of Powerco.

Michael Timmer Biography

Mike's biography is attached as a separate document to this notice of meeting.

Wayne Maxwell Biography

The letter of nomination from Kapiti District Council and Wayne's biography are attached as separate documents to this notice of meeting.

EXPLANATORY NOTE 3 - ELECTION OF NOMINATING LOCAL AUTHORITIES

The SHA provides that a Principal Shareholder may be appointed or removed as a nominator to the Shareholders' Council ("**Nominating Local Authority**") at any time by an Ordinary Resolution, provided that no more than nine Nominating Local Authorities may be so appointed. Each Nominating Local Authority, and the New Zealand Government (for so long as it is a shareholder), may appoint one member of the Shareholders' Council, and remove and replace any member so appointed, in accordance with clause 4.4 of the SHA.

The SHA provides that, beginning at, and including, the annual meeting for 2013, the shareholders shall ensure that two Nominating Local Authorities retire from office at the annual meeting of the Company in each year. The Nominating Local Authorities to retire shall be those who have been longest in office since their last election, and if two or more of those Nominating Local Authorities were last elected on the same day, the Nominating Local Authority to retire shall (unless they otherwise agree among themselves) be determined by lot. A retiring Nominating Local Authority is eligible for re-election.

In this case, Tasman District Council having been re-elected as a Nominating Local Authority on 24 November 2015 and Wellington City Council having been re-elected as a Nominating Local Authority on 24 November 2016, are the Nominating Local Authorities who have been longest in office since their last election (Christchurch City Council having been elected as a Nominating Local Authority on 24 November 2016, Whangarei District Council having been re-elected as a Nominating Local Authority on 21 November 2017, Bay of Plenty Regional Council having been re-elected as a Nominating Local Authority on 21 November 2017, Hamilton City Council having been re-elected as a Nominating Local Authority on 21 November 2018, Tauranga City Council having been re-elected as a Nominating Local Authority on 21 November 2018, Western Bay of Plenty District Council having been re-elected on 21 November 2019 and Auckland Council having been re-elected on 21 November 2019). Accordingly, being the longest in office since their last election, **Tasman District Council** and **Wellington City Council** shall retire by rotation at this annual meeting.

The Shareholders' Council is comprised of between five and ten members. The New Zealand Government can appoint a member and the remaining members are nominated by up to nine Nominating Local Authorities. Following the retirement of **Tasman District Council** and **Wellington City Council** there are currently two positions available.

Tasman District Council offer themselves for re-election as a Nominating Local Authority.

Wellington City Council offer themselves for re-election as a Nominating Local Authority.

New Plymouth District Council offer themselves for election as a Nominating Local Authority.

EXPLANATORY NOTE 4 – CHANGES TO FOUNDATION POLICIES

This resolution seeks shareholders' approval for amendments to the Foundation Policies of the Company.

The Foundation Policies of the Company are set out in schedule 1 to the SHA. Clause 5.1(c) of the SHA provides that neither the Board nor any shareholder shall take or permit any action to cause any alteration to any of the Company's Foundation Policies unless it is approved by Ordinary Resolution of the Company's shareholders (or, if required by law, a Special Resolution).

The proposed changes to the Foundation Policies requiring shareholder approval by Ordinary Resolution relate to:

1. an increase in the size of the liquid assets held on the LGFA balance sheet, requiring greater Treasury Policy limits; and
2. removing a limit on a council's loans maturing in a rolling 12-month period.

Adjustments required to recognise growth in liquid assets

LGFA holds a liquid assets portfolio ("**LAP**") of fixed income investments that can be used to meet short term liquidity requirements such as timing mismatches between loans made to councils and bonds issued by LGFA to finance those loans.

As the LGFA balance sheet has grown rapidly, then so has the need for a larger LAP. As the LAP grows it is important to have as much flexibility as possible both in the range of investments held and the term to maturity of these investments.

Liquid Assets Portfolio (NZ\$ millions)



As at 25 August 2020, the LAP composition was weighted towards holdings of securities issued by, or deposits with the NZ Government (30.6%) and domestic banks (46.5%). Extending the term of Non-Government instruments from the current 3 years to 5 years will allow for greater diversification with a larger investable universe of high-grade bonds in the 3-year to 5-year term. Most primary issuance by issuers are for terms beyond 3 years so LGFA is currently restricted to secondary market purchases.

Cash at RBNZ	NZ Govt Bonds	NZ Govt Treasury Bills	SSA Kauri Bonds	Corporate Bonds	Commercial Paper	Bank Bonds	Bank RCDs	Bank Term Deposits	Cash Management Deposits
22.2%	3.9%	4.5%	16.6%	3.0%	3.2%	6.6%	0.7%	27.5%	11.7%

As the issuance term of LGFA bonds has lengthened, there is an increasing maturity bucket mismatch (and hence increased risk) between our average issuance term and the use of bond issuance proceeds (LAP and council loans). We are currently funding most of the LAP from LGFA bond issuance as our LGFA bonds on issue exceed council loans by approximately \$1 billion. While this overfunding may reduce over time, we are funding the LAP conservatively e.g. the average term to maturity of LGFA bond issuance is approx. 5.1 years while the average term to maturity of the LGFA loan book to councils is 4.3 years and the average term to maturity of the LAP is approx. 0.74 years.

Extending the current 3-year term of the Non-Government holdings in the LAP to a term of 5 years will reduce some of that term risk while enhancing yield. Currently the only instrument that can be held in the LAP with a term greater than 3 years are New Zealand Government Bonds. Extending the term will allow the LAP to hold more high-grade bonds e.g. Kauris, Transpower and Housing NZ who will typically issue in the 5-year tenor.

The additional credit risk incurred by lengthening the maximum term to maturity of Non-Government investments from 3 years to 5 years is minimal using S&P Global Ratings default methodology.

Given that LGFA is currently issuing bonds with an average term longer than council on-lending, and is in a positive yield curve environment, the restriction on Non-Government holdings is a drag on profitability. Having the ability to invest in longer dated liquid assets reduces that cost.

The LAP is currently restricted to holding 'A1' or 'A1+' rated commercial paper ("CP"). Adding a small amount of 'A2' rated short term CP with a maturity date less than 365 days is also beneficial from a portfolio diversification and yield pickup perspective, without incurring much additional risk. 'A1' rated CP is currently trading between flat to 8 bps over BKBM, while 'A2' rated CP trades between 15 bps and 35

bps over BKBM, which is an attractive yield pickup given that BKBM is now 0.28%. 'A2' rated CP issuers are energy sector borrowers, Fonterra and infrastructure companies such as ports and airports.

Removing the limit on the maximum amount a council can borrow from LGFA that matures in a 12-month period

This change is proposed for the following reasons:

- The limit is no longer relevant to LGFA. The limit was relevant in the establishment phase of LGFA as it was designed to ensure there was minimal risk to LGFA if a council borrower could not repay its loans, given the LGFA bonds were "back to back" with council loans. That is no longer the case as the LGFA loan book is well diversified across sixty-seven councils and a range of maturities, and there is a substantial LAP to ensure that LGFA is not reliant upon a single council being able to refinance its loans. The New Zealand Debt Management facility and treasury stock available for repo has also reduced LGFA's reliance upon councils repaying on time.
- The limit is better suited in the individual council's Treasury Policy e.g. a council could be within the LGFA limit but may be borrowing an equal amount through other sources in the same 12-month bucket. In that situation we would find it difficult to monitor and to enforce such a limit.

Attachment 2 to Report 20.368

14 October 2020

The Shareholders
NZ Local Government Funding Agency

Dear Shareholder

You have recently received papers from the LGFA for its Annual General Meeting (AGM) on 19 November 2020. The Shareholders' Council has considered this material and wishes to make recommendations to help with your decision making prior to the AGM.

Our role (as per the Shareholders' Agreement) includes requirements to:

- Make recommendations to Shareholders as to the appointment removal, re-election, replacement and remuneration of Directors.
- Make recommendations to Shareholders as to any matters which require the approval of Shareholders.

Our recommendations on the AGM resolutions are as follows:

Resolution 1 – Financials

The financial statements and Auditor's report for the company for the year ended 30 June 2020 will be presented for consideration and discussion.

The Shareholders/ Council recommends this resolution is approved.

Resolution 2 – Appointment of Directors

Earlier this year the Shareholders' Council met to consider Board representation. At that time we formed the view that there was no pressing need to change the Board composition and we would therefore support the re-appointment of the incumbent retiring directors.

This support was conditional upon:

- a review being conducted in 2020/21 of the current Board's performance
- determining the skills and experience needed going forward
- an assessment of the incumbent Board against this matrix
- a review of succession planning for the Board Chair and Audit & Risk Chair roles.

As a result of this decision the Shareholders' Council did not actively seek additional nominations for the Director roles.

However, a nomination was subsequently received from Kapiti Coast District Council for the appointment of their CEO, Wayne Mawell, as a Non-Independent Director. The incumbent Non-Independent Director, Mike Timmer, is seeking re-election, meaning this position is contested.

Philip Cory-Wright, as the retiring Independent Director, seeks re-election, with no other nominees for this position.

Yesterday the Shareholders' Council interviewed the two nominees for the Non-Independent Director role. The unanimous view of those members present was that Mike Timmer should be re-appointed as:

- Given the uncertainty and volatility in financial markets forecast over the next year, there was a strong case for Board continuity
- He has been a strong performer within a highly competent Board
- He was able to demonstrate an awareness of issues facing all stakeholders i.e shareholders, guarantors, borrowers and investors

While Wayne also has strong credentials and offers a fresh perspective, it was felt that any new appointments should only be made after completing the review of the required composition and skills outlined above.

The Shareholders' Council recommends Philip Cory-Wright and Mike Timmer are re-elected.

Resolution 3 – Election of Nominating Local Authorities

This issue is not specified as being within the role of the Shareholders' Council, and while it falls within "matters which require the approval of Shareholders" we feel there is conflict of interest and it would be inappropriate to make a recommendation as two of the three candidates are already Shareholders' Council members.

Shareholders are therefore requested to make their own determination on this matter.

The Shareholders/ Council abstains from making a recommendation on this matter.

Resolution 4 – Changes to Foundation Policies

The proposed changes have been discussed in depth with LGFA management, and we agree that they are sensible adjustments that reflect the ongoing development and maturity of the company and in particular the changing nature of the lending portfolio.

In supporting the changes, we have requested LGFA complete a comprehensive review of the Treasury Policy within the next twelve months and continue to monitor relevant borrowing parameters, regardless of whether they are specified covenants.

The Shareholders/ Council supports the changes to the foundation policies.

I trust you find this information helpful. Please contact me or your Shareholders' Council liaison should you wish to discuss any matter relating to this letter or any other aspects of LGFA operations.

Yours sincerely



Alan Adcock
Chair, LGFA Shareholders' Council
cc. Mark Butcher, Chief Executive LGFA

Foundation Policies

(Clause 5.1 of the Shareholders' Agreement)

All foundation policies may be reviewed annually by Principal Shareholders at the annual meeting of Shareholders. Any alteration requires approval pursuant to clause 5.1.

Credit Risk

Lending Policy

All Local Authorities that borrow from the Company will:

- Provide debenture security in relation to their borrowing from the Company and related obligations, and (if relevant), equity commitment liabilities to the Company and (if relevant) guarantee liabilities to a security trustee approved for the Company's creditors.
- Issue securities (bonds / FRNs / CP) to the Company and/or enter into facility arrangements with the Company.
- Comply with their own internal borrowing policies.
- Comply with the financial covenants outlined in the following table, provided that:
 - Unrated Local Authorities or Local Authorities with a long-term credit rating lower than 'A' equivalent can have bespoke financial covenants that exceed the:
 - Lending policy covenants outlined in the following table with the approval of the Board;
 - Foundation policy covenants outlined in the following table with the approval of an Ordinary Resolution.
 - Local Authorities with a long-term credit rating of 'A' equivalent or higher:
 - will not be required to comply with the lending policy covenants in the following table; and
 - can have bespoke financial covenants that exceed the foundation policy covenants outlined in the following table with the approval of an Ordinary Resolution; and in any event, will not be required to comply with the Net Debt / Total Revenue foundation policy covenant outlined in the following table until the financial year ending 30 June 2026. Until that date, such Local Authority must comply with the Net Debt / Total Revenue covenant set out in the table entitled "Alternative Net Debt / Total Revenue Covenant" below.
 - Any Board or Ordinary Resolution approval of bespoke financial covenants will only be provided after a robust credit analysis and any approval must also include bespoke reporting and monitoring arrangements.
- If the principal amount of a Local Authority's borrowings, or the Company's commitment under a facility agreement with a Local Authority, is at any time greater than NZD 20 million, be a party to a deed of guarantee and an equity commitment deed (in each case in a form set by the Company).

Financial covenant	Lending policy covenants	Foundation policy covenants
Net Debt / Total Revenue	<175%	<280%
Net Interest / Total Revenue	<20%	<20%
Net Interest / Annual Rates Income	<25%	<30%
Liquidity	>110%	>110%

Alternative Net Debt / Total Revenue Covenant	
Financial Year ending	Net Debt / Total Revenue
30 June 2020	<250%
30 June 2021	<300%
30 June 2022	<300%
30 June 2023	<295%
30 June 2024	<290%
30 June 2025	<285%

Total Revenue is defined as cash earnings from rates, grants and subsidies, user charges, interest, dividends, financial and other revenue and excludes non government capital contributions (e.g. developer contributions and vested assets).

Net debt is defined as total debt less liquid financial assets and investments.

Liquidity is defined as external debt plus committed loan facilities plus liquid investments divided by external debt.

Net Interest is defined as the amount equal to all interest and financing costs less interest income for the relevant period.

Annual Rates Income is defined as the amount equal to the total revenue from any funding mechanism authorised by the Local Government (Rating) Act 2002 together with any revenue received from other local authorities for services provided (and for which the other local authorities rate).

Financial covenants are measured on Council only basis and not consolidated group basis, unless requested by a Local Authority and approved by the Board.

During the initial three years of operation the Auckland Council will be limited to a maximum of 60% of the Company's total Local Authority (including CCOs (as defined below)) assets. After three years Auckland Council will be limited to a maximum of 40% of the Company's total Local Authority (including CCO) assets.

~~No more than the greater of NZD 100 million or 33% of a Local Authority's or CCO's (as defined below) borrowings from the Company will mature in any 12 month period.~~

Subject to implementation of any amendments or other actions considered necessary, advisable or expedient by the Board and the approval of the Board in relation to the relevant CCO (as defined below) (which may be a Council-Controlled Trading Organisation), an approved CCO may borrow from the Company provided that:

- The CCO is a "council-controlled organisation" as defined in section 6 of the Local Government Act 2002, where the CCO is a company in which equity securities carrying at least 51% or more of the voting rights at a meeting of the shareholders of the CCO are held or controlled, directly or indirectly, by one or more Local Authorities (respectively, a "CCO" and each such Local Authority being a "CCO Shareholder");
- Each CCO Shareholder provides a guarantee in respect of the CCO in favour of the Company and/or there is sufficient uncalled capital in respect of the CCO to meet the financial obligations of the CCO;
- Each CCO Shareholder provides equity commitment liabilities to the Company, guarantees liabilities to a security trustee approved for the Company's creditors, and provides debenture

Attachment 3 to Report 20.368

security for its equity commitments to the Company and guarantee liabilities to the security trustee;

- Each CCO Shareholder complies with Lending policy financial covenants, Foundation policy financial covenants or other financial covenants required by the Board (if any) and, in the case of a CCO Shareholder with a long-term credit rating of 'A' equivalent or higher, until the financial year ending 30 June 2026, the Net Debt / Total Revenue covenant in the table entitled "Alternative Net Debt / Total Revenue Covenant" above.
- The CCO complies with any covenants required by the Board; and
- If required by the Board, the CCO will grant security in favour of the Company (which may be subject to any intercreditor arrangements acceptable to the Board).

Where the Company agrees to provide funding to the CCO, it must within 90 days of receiving annual financial covenant reporting from a CCO Shareholder (in its capacity as a borrower) report to the Shareholders' Council, holders of ordinary shares in the Company and any Local Authority guarantors of the Company's liabilities as to whether that CCO Shareholder has complied with its financial covenants on an individual and consolidated group basis.

Notwithstanding the definition of "CCO" set out above, the Board may not approve a CCO to borrow from the Company unless 100% of the equity securities carrying voting rights at a meeting of shareholders of the CCO are held or controlled, directly or indirectly, by one or more Local Authorities and the Crown (if applicable).

Cash and Liquid Investment Policy

The Company will only invest in NZD senior debt securities, money market deposits and registered certificates of deposits within the counterparty limits outlined in the following table.

New Zealand Local Authority and CCO securities are excluded from the Company's cash and liquidity portfolio.

Counterparty ¹	S & P Credit Rating or equivalent ² (Short-term / long-term) ³	Maximum % Limit (Total Cash + Liquid Assets)	Minimum % Limit (Total Cash + Liquid Assets)	Maximum New Zealand Dollar counterparty Limit (millions) ⁴	Maximum term (years) ⁵
Category 1: NZ Government or RBNZ ⁶	N/A	100%	20%	Unlimited	No longer than the longest dated LGFA maturity on issue
Category 2	A1+ / AAA	80%	N/A	300	53
Category 3	A1+ or A1 / AA+	80%	N/A	200	53
	A1+ or A1 / AA	80%	N/A	200	53
	A1+ or A1 / AA-	80%	N/A	200	53

¹ Category 2, 3, 4 and 5 counterparties do not include the RBNZ or the NZ Government.

² [Equivalent rating from Fitch Ratings or Moody's](#)

³ Short term rating applies for all securities with a maturity date of 365 days or less.

⁴ If the counterparty credit rating is downgraded below the allowed limit, LGFA has 30 days to sell the security.

⁵ Maximum term applies from the date of settlement.

⁶ At least 20% of the portfolio must be held at the RBNZ or invested in NZ Government securities.

Attachment 3 to Report 20.368

Category 4	A1: /A+, NZ Registered Bank	60%	N/A	200	3
Category 5	<u>A1 or A2</u> : /A+ <u>A1 or A2</u> : /A Other Issuers	10%	N/A	50	1

The maximum individual counterparty limit (excluding the NZ Government) cannot be greater than 100% of Accessible Capital. Accessible Capital is defined as issued and paid capital plus retained earnings plus issued and unpaid capital plus outstanding borrower notes.

Derivative Policy

Unless explicitly approved otherwise by the Board, all derivative transactions must be transacted with New Zealand Debt Management as counterparty.

Market Risk

The Company's total 12 month forecast portfolio PDH (Partial Differential Hedge) Limit is \$100,000⁷.

The Company's total portfolio Value at Risk (VaR) daily limit is \$1,000,000⁸.

Foreign exchange risk policy

The Company will take no foreign exchange risk.

Operational Risk

Unless explicitly approved otherwise by the Board, the Company will outsource the following functions to New Zealand Debt Management as follows:

- Hedging – New Zealand Debt Management is the LGFA interest rate swap counterparty.

Dividend policy

The policy is to pay a dividend that provides an annual rate of return to Shareholders equal to the Company's cost of funds plus 2.00% over the medium term, recognising that, to assist in the start-up period, the initial expectation is for no dividend for the part period to 30 June 2012, and for a dividend equal to 50% of the target dividend in the two periods to 30 June 2014 to be paid. Thereafter, the intention is to pay at least the full target dividend until the target dividend return is achieved as measured from commencement, including consideration of the time value of money at the target annual rate of return.

At all times payment of any dividend will be discretionary and subject to the Board's legal obligations and views on appropriate capital structure.

⁷ PDH risk measures the sensitivity of a portfolio to a one basis point change in underlying interest rates. For example a PDH of \$100,000 means that the portfolio value will fall by \$100,000 for a one basis point fall in interest rates.

⁸ VaR measures expected loss for a given period with a given confidence. For example, 95% confidence, daily VaR of \$1,000,000 means that it is expected that the portfolio will lose \$1,000,000 on 5% of days. i.e. 1 day in 20 the portfolio value will decrease by \$1,000,000.

NEW ZEALAND LOCAL GOVERNMENT FUNDING AGENCY LIMITED

PROXY FORM



I/We _____

of _____

being a shareholder of New Zealand Local Government Funding Agency Limited ("**Company**") appoint _____

of _____ or failing him/her _____

of _____ as my/our proxy to vote for me/us at the annual meeting of the Company to be held on 19 November 2020 and at any adjournment thereof.

If you wish to direct the proxy how to vote, please indicate with a in the appropriate box below. Unless otherwise instructed, the proxy will vote as he or she thinks.

- | | | | | |
|-------------|--|--------------------------|--------------------------------|--------------------------------------|
| | For | Against | | |
| 1(a) | To re-elect Philip Cory-Wright as an Independent Director of the Company | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Michael Timmer | OR | Wayne Maxwell | |
| 1(b) | To re-elect or elect (as appropriate) Michael Timmer or Wayne Maxwell as a non-Independent Director of the Company (SELECT ONE) | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Tasman District Council | | Wellington City Council | New Plymouth District Council |
| 2 | To re-elect or elect (as appropriate), two of either Tasman District Council , Wellington City Council or New Plymouth District Council as a Nominating Local Authority (SELECT UP TO TWO) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | For | | Against | |
| 3 | To approve the changes to the foundation policies of the Company | <input type="checkbox"/> | <input type="checkbox"/> | |

(Please refer to the notice of meeting for details of the resolutions)

Signature of Shareholder

Dated: 2020

Notes:

1. If you wish you may appoint as your proxy the chairperson of the meeting.
2. If you are a body corporate, this proxy form must be signed on behalf of the body corporate by a person acting under the body corporate's express or implied authority.
3. For this proxy form to be valid, you must complete it and produce it to the Company at least 48 hours before the time for holding the meeting. You can produce it to the Company by delivering it to **Level 8, City Chambers, 142 Featherston Street, Wellington 6145. It must be received at least 48 hours before the time for holding the meeting.**
4. If this proxy form has been signed under a power of attorney, a copy of the power of attorney (unless already deposited with the Company) and a signed certificate of non-revocation of the power of attorney must be produced to the Company with this proxy form.
5. If you return this form without directing the proxy how to vote on any particular matter, the proxy can vote how he or she thinks fit if authorised by you in this proxy form by ticking the appropriate box. Otherwise, the proxy will be deemed to have abstained from voting on that matter.
6. Capitalised terms in this proxy form have the meanings given to them in the shareholders' agreement dated 7 December 2011 (as amended and restated on 6 July 2020) between the Company and its shareholders.

Council
29 October 2020
Report 20.412



For Decision

RESOLUTION TO EXCLUDE THE PUBLIC

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

Public Excluded minutes of the Council meeting on 24 September 2020 – Report PE20.363

Wellington Regional Stadium Trust – appointment of trustee – Report PE20.369.

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

Public Excluded minutes of the Council meeting on 24 September 2020 – Report PE20.363	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
Information contained in these minutes relates to the terms of a loan to Water Wairarapa Limited. The release of this information is likely to prejudice the Council in the negotiation of the proposed loan agreement. Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.	The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act (to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)).
Wellington Regional Stadium Trust – appointment of trustee – Report PE20.369	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
The information contained in this report includes personal and identifying information about the proposed candidate. Withholding this information prior to Council's decision is necessary to protect the privacy of that natural person as releasing this information would	The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act (to protect the privacy of natural persons).

disclose their consideration as a Trustee of the Wellington Regional Stadium Trust.	
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Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.	
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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.