

If calling, please ask for Democratic Services

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## Wellington Regional Leadership Committee

Tuesday 6 December 2022, 3.00pm

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

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### Members

Hon. Tracey Martin

Chairperson

### Councils

Mayor Anita Baker

Porirua City Council

Mayor Campbell Barry

Hutt City Council

Mayor Martin Connelly

South Wairarapa District Council

Mayor Tory Whanau

Wellington City Council

Mayor Wayne Guppy

Upper Hutt City Council

Mayor Janet Holborow

Kāpiti Coast District Council

Hon. Mayor Ron Mark

Carterton District Council

Mayor Gary Caffell

Masterton District Council

Council Chair Daran Ponter

Greater Wellington Regional Council

Mayor Bernie Wanden

Horowhenua District Council

### Ministers of the Crown

Hon. Dr Megan Woods

Minister of Housing

Hon. Michael Wood

Minister of Transport

### Iwi organisations

Darrin Apanui

Rangitāne Tū Mai Rā Trust

Kelly Bevan

Te Rūnanga o Raukawa Inc.

Helmut Modlik

Te Rūnanga o Toa Rangatira Inc.

Huia Puketapu

Port Nicholson Block Settlement Trust

Di Rump

Muaūpoko Tribal Authority Inc.

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

# Wellington Regional Leadership Committee

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Tuesday 6 December 2022, 3.00pm

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

## Public Business

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| 1.  | Apologies  |        |      |
| 2.  | Conflict of interest declarations  |        |      |
| 3.  | Public Participation   |        |      |
| 4.  | <a href="#">Confirmation of the Public Minutes of the Wellington Regional Leadership Committee Meeting on 26 July 2022</a> | 22.444 | 3    |
| 5.  | <a href="#">Appointment of the Wellington Regional Leadership Committee Deputy Chairperson</a>                             | 22.489 | 7    |
| 6.  | <a href="#">Programme Director's Report – December 2022</a>  | 22.484 | 12   |
| 7.  | <a href="#">Future Development Strategy Update – December 2022</a>   | 22.496 | 34   |
| 8.  | <a href="#">Wellington Regional Leadership Committee Region Indicators Snapshot – December 2022</a>                        | 22.495 | 43   |
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| 10. | <a href="#">Complex Development Opportunity Update – December 2022</a>   | 22.478 | 77   |



**Please note these minutes remain unconfirmed until the Wellington Regional Leadership Committee meeting on 6 December 2022.**

Report 22.444

## **Public minutes of the Wellington Regional Leadership Committee meeting on Tuesday 20 September 2022**

Taumata Kōrero | Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington at 3.05pm.

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### **Members Present**

Hon. Tracey Martin

Chairperson

### **Councils**

Mayor Anita Baker

Porirua City Council

Mayor Alex Beijen (until 4.06pm)

South Wairarapa District Council

Mayor Greg Lang (remotely, via Teams)

Carterton District Council

Mayor Patterson (until 4.06pm)

Masterton District Council

Council Deputy Chair Adrienne Staples

Greater Wellington Regional Council

Mayor Bernie Wanden

Horowhenua District Council

### **Ministers of the Crown**

Hon. Michael Wood (from 3.26pm)

Minister of Transport

### **Iwi organisations**

Darrin Apanui (remotely, via Teams)

Rangitāne Tū Mai Rā Trust

Kelly Bevan (remotely, via Teams)

Te Rūnanga o Raukawa Inc.

Helmut Modlik (remotely, via Teams, until 3.52pm) Te Rūnanga o Toa Rangatira Inc.

### **Observers**

Hon. Peeni Henare (from 3.57pm)

Associate Minister of Housing

Rachel Keedwell (remotely, via Teams)

Horizons Regional Council

Daphne Luke

Te Matarau a Māui

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

## **Karakia timatanga**

A moment of silence was observed to acknowledge the death of Her Majesty, Queen Elizabeth II, Queen of New Zealand.

## **Public Business**

### **1 Apologies**

Moved: Council Deputy Chair Staples / Mayor Patterson

That the Joint Committee accepts the apologies for absence from Council Chair Ponter, Mayor Barry, Di Rump, and Minister Woods, the apology for lateness from Minister Wood and the apology for early departure from Mayors Beijen and Patterson.

The motion was **carried**.

### **2 Declarations of conflicts of interest**

There were no declarations of conflicts of interest.

### **3 Public participation**

There was no public participation.

### **4 Confirmation of the Public minutes of the Wellington Regional Leadership Committee meeting on 26 July 2022 – Report 22.334**

Moved: Mayor Baker / Mayor Beijen

That the Joint Committee confirms the Public minutes of the Wellington Regional Leadership Committee meeting on 26 July 2022 – Report 22.334.

The motion was **carried**.

### **5 Proposed Meeting Schedule for 2023 – Report 22.400**

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

Moved: Mayor Beijen / Council Deputy Chair Staples

That the Joint Committee:

- 1 Adopts the 2023 meeting dates, as follows:
  - a 7 March 2023
  - b 13 June 2023
  - c 19 September 2023

d 5 December 2023.

- 2 Agrees to the meeting start time of 9.00am.
- 3 Authorises the Kaiwhakahaere Matua/Manager, Democratic Services, Greater Wellington Regional Council, in consultation with the Joint Committee Chair and Programme Director, Wellington Regional Leadership Committee Secretariat, to amend the schedule as necessary.
- 4 Notes, that as the Administering Authority, Greater Wellington will circulate the meeting schedule to members and key stakeholders.

The motion was **carried**.

**Noted:** The Committee noted that its meetings, the CDEM Group and Regional Transport Committee meetings are scheduled for the same day. The Committee requested that officers give consideration to the sequencing and length of the agendas across the three committees and coordinate the meetings and workshops to ensure sufficient breaks throughout the day.

#### **6 Programme Director's Report – September 2022 – Report 22.405**

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

Moved: Mayor Baker / Mayor Beijen

That the Joint Committee:

- 1 Endorses the direction of work outlined in the Programme Director's Report, in particular the work on the Regional Housing Dashboard.
- 2 Notes the key points in Attachment 1 with regard to the alignment of the Wellington Regional Growth Framework and the Regional Policy Statement.

The motion was **carried**.

#### **7 Wellington Regional Leadership Committee Programme Reporting – September 2022 – Report 22.406**

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

Moved: Mayor Beijen / Mayor Patterson

That the Committee:

- 1 Notes the progress on the three projects outlined in this report.
- 2 Agrees that, with regard to the Regional Housing Delivery Unit and Joint Building Consent Unit project:
  - a That no further work should be undertaken on a joint building consenting unit.
  - b That no further work should be undertaken regionally on a regional housing delivery unit.

The motion was **carried**.

**Noted:** The Committee requested that it be provided further information, with regard to decision making on the Future Development Strategy (FDS) and any proposed amendments to the Agreement and Terms of Reference for the Committee

**Noted:** The Committee acknowledged Rangitāne Tu Mai Rā Trust's support for the proposed amendment to the Agreement; to enable the Committee the ability to sign off the FDS and form a subcommittee.

Minister Wood arrived at 3.26pm, during discussion of the above item.

**8 Wellington Regional Leadership Committee and Regional Transport Committee Joint Workshop Outcomes – Report 22.379**

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

Moved: Council Deputy Chair Staples / Mayor Baker

That the Committee agrees to continue to work with the Regional Transport Committee/s through both the Future Development Strategy process and the Regional Land Transport planning process, to identify and agree the key projects, and their sequencing, that best support planned integrated urban development and transport in the region.

The motion was **carried**.

**9 Porirua Northern Growth Area Overview and Specified Development Project – Report 22.426 [For Information]**

Nic Etheridge, General Manager, Policy, Planning and Regulatory Services, Porirua City Council, spoke to the report and presentation.

Helmut Modlik left the meeting at 3.52pm and did not return.

Minister Henare joined the meeting at 3.57pm.

Mayors Beijen and Patterson left the meeting at 4.06pm and did not return.

The meeting lapsed 30 minutes after Mayors Beijen and Patterson left, as quorum was not achieved again following their departure.

The public meeting ended at 4.36pm.

Hon. Tracey Martin

**Chair**

Date:

**Wellington Regional Leadership Committee**  
**6 December 2022**  
**Report 22.489**



**For Decision**

## **PROCESS FOR THE APPOINTMENT OF THE WELLINGTON REGIONAL LEADERSHIP COMMITTEE DEPUTY CHAIRPERSON**

**Te take mō te pūrongo**

### **Purpose**

1. To advise the Wellington Regional Leadership Committee (WRLC) on the procedure and options to appoint its Deputy Chairperson.

**He tūtohu**

### **Recommendations**

That the Committee:

1. **Adopts**, pursuant to Schedule 7 of the Local Government Act 2002, *either*:
  - a. Appointment by statutory voting system A (paragraph 5) *or*
  - b. Appointment by statutory voting system B (paragraph 6)
2. **Agrees** that any voting round that requires a resolution by 'lot' to exclude any person/s will use the procedure where the candidates' names (with the same number of votes) are placed in a container and the name of the person drawn out by an independent person is deemed the winner (i.e., elected or not excluded from the next round).
3. **Notes** that the position of the Deputy Chairperson of the Wellington Regional Leadership Committee will cease at the next triennial local government election.
4. **Agrees** that the Deputy Chairperson will be appointed at the first meeting of the Wellington Regional Leadership Committee of each new triennium.

**Te tāhū kōrero**

### **Background**

#### ***Appointment of Deputy Chairperson***

2. The Wellington Regional Leadership Joint Committee Agreement provides that:
  - a. A Deputy Chairperson is to be appointed by the Committee from the existing membership
  - b. In accordance with standing orders (of the Administering Authority), the Deputy Chairperson must preside at meetings in the absence of the Chairperson

(including before the Joint Committee nominates an independent chairperson and that person is appointed by the Administering Authority).

***Procedure for appointments***

3. The WRLC is a joint committee appointed under sections 30 and 30A of the Local Government Act 2002 (LGA). As such, the procedure for appointing the Deputy Chairperson is provided under clause 25 of the Schedule 7 to the LGA, unless it is varied by agreement with the local authorities or public bodies that appoint members to the committee. The WRLC Joint Committee Agreement does not contain such a variation.
4. Under clause 25, the WRLC must choose one of two statutory voting systems:
  - a Appointment by the majority of members present and voting, or
  - b Appointment by receiving a greater number of votes than any other candidate.

***Characteristics of appointments by majority (Voting system A)***

5. The characteristics of this voting system are:
  - a The person who is appointed receives the votes of a majority of the WRLC Committee members present and voting
  - b There is a first round of voting for all candidates
  - c If no candidate is successful in that round, there is a second round of voting from which the candidate with the fewest votes in the first round is excluded
  - d If no candidate is successful in the second round there is a third, and so on. Each time the candidate with the fewest votes in the first round is excluded
  - e If, in any round, two or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot
  - f Rounds of voting will only be required where there are more than two candidates

***Characteristics of appointments by majority (Voting system B)***

6. The characteristics of this voting system are:
  - a A person is appointed if they receive more votes than any other candidate
  - b There is only one round of voting
  - c If two or more candidates tie for the most votes, the tie is resolved by lot

***Determining by 'lot' where there is a tie***

7. Both voting systems A and B require a resolution by 'lot' if two or more candidates receive an equal number of votes and no one else is elected. The most common procedure is for the names of the candidates with the same number of votes to be placed in a container and the name of the person drawn out by an independent person is deemed the winner (i.e., elected or not excluded from the next round). It is recommended that this process be used in the event that there is a tie between candidates.



**Nga kōwhiringa****Options**

8. The WRLC must choose one of the two voting systems described above to appoint the Deputy Chairperson.

**Option One – Voting system A – Appointment by the majority of members**

| Advantages   | Disadvantages                           |
|--|---|
| The winning candidate is appointed by a majority of members. | There may be multiple rounds of voting. |

9. Voting system A is recommended if WRLC wants to guarantee that the winning candidate receives the votes of a majority of its members.

**Option Two – Voting system B – Appointment by the greatest number of votes**

| Advantages                         | Disadvantages  |
|------------------------------------|--|
| There is only one round of voting. | The winning candidate may not have the majority support of the WRLC members. |

**Ngā hua ahumoni****Financial implications**

10. There are no financial implications from these appointments, as each member of the WRLC is remunerated by their respective councils.

**Ngā Take e hāngai ana te iwi Māori****Implications for Māori**

11. There are no implications for Māori arising from this procedural matter.

**Ngā tikanga whakatau****Decision-making process**

12. The processes for appointing the WRLC's Deputy Chairperson is prescribed by the WRLC Joint Committee Agreement; sections 30 and 30A of, and clause 25 of Schedule 7 to, the Local Government Act 2002. Those processes are set out in paragraphs 2 to 7.

**Te hiranga****Significance**

13. Officers have considered the significance of the matters for decision, taking into account the Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers consider these matters to be of low significance due to their administrative nature.

### **Te whakatūtakitaki**

#### **Engagement**

14. Given the significance of the matters for decision, no external engagement is considered necessary.

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

15. Once the voting system is decided, the Chair will call for nominations for the position of the WRLC Committee Deputy Chairperson.

### **Ngā kaiwaitohu**

#### **Signatories**

|           |  |
|-----------|--|
| Writer    | Breanna Hartley – Kaitohutohu/Advisor, Democratic Services   |
| Approvers | Alex Smith – Kaitohutohu Matua/Senior Advisor, Democratic Services<br>Francis Ryan – Kaiwhakahaere Matua/Manager, Democratic Services<br>Luke Troy – Kaiwhakahaere Matua Rautaki/General Manager, Strategy |

| <b>He whakarāpopoto i ngā huritaonga<br/>Summary of considerations</b>  |
|---|
| <b><i>Fit with Council's roles or with Committee's terms of reference</i></b><br>The appointment process is consistent with WRLC's Joint Committee Agreement.                                   |
| <b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b><br>There are no implications for Council's/Greater Wellington's strategies, policies, and plans. |
| <b><i>Internal consultation</i></b><br>There was no internal consultation, as this is a prescribed process with no impacts for other business groups.   |
| <b><i>Risks and impacts - legal / health and safety etc.</i></b><br>There are no risks.   |

**Wellington Regional Leadership Committee**  
**6 December 2022**  
**Report 22.484**



**For Decision**

## **PROGRAMME DIRECTOR'S REPORT – DECEMBER 2022**

### **Te take mō te pūrongo**

#### **Purpose**

1. To update the Wellington Regional Leadership Committee (WRLC) on the work of the Wellington Regional Leadership Committee Secretariat (the Secretariat) and other parties.

### **He tūtohu**

#### **Recommendations**

That the Committee:

- 1 **Endorses** the direction of work outlined in the Programme Director's Report.
- 2 **Approves** the preparation of a submission for approval by the WRLC on the Spatial Planning Bill and Natural and Built Environment Bill, as outlined in paragraph 4b of this report, noting that approval may be required on the submission content outside of the Wellington Regional Leadership Committee meeting cycle.
- 3 **Approves** the preparation of a submission by the Committee on the Review of the Government Investment in the Screen as outlined in paragraph 31 of this report.

### **Te horopaki**

#### **Context**

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

### **Te tātaritanga**

#### **Analysis**

##### ***National and regional level policy direction of interest***

3. This is a regular item in the Programme Director's report to keep the WRLC informed of policy changes that are occurring at a national and regional level since the last meeting that are likely to have an impact on the work of the WRLC.
4. Officers consider the below policy changes are of interest. Most councils are intending to work on these/submit to these "at the front end" as much as they can to better have

as much influence as possible on the future outcome. This will take considerable resource and may not cover those topics of interest from a region wide perspective.

- a Resource Management Reform legislation was introduced to Parliament on Tuesday 15 November 2022 – see [Spatial Planning Bill 187-1 \(2022\), Government Bill Contents – New Zealand Legislation](#) and [Natural and Built Environment Bill 186-1 \(2022\), Government Bill Contents – New Zealand Legislation](#). **Attachment 1** provides a high level overview of Spatial Planning under the Resource Management Reform.
- b It is recommended that the WRLC make a submission on the Spatial Planning Bill and the Natural and Built Environment Bill. This submission would be limited to matters related to the governance aspects, such as the process for setting up of committees, secretariate etc. These are matters the WRLC has experience in and are not matters related to operational aspects, such as consenting, or environmental aspects, such as freshwater. Both Bills have been referred to the Environment Select Committee, submissions are now open and will close on the 30 January 2023.
- c Future of Local Government. The draft report on the Future of Local Government was launched in October 2022 – see [Draft report – He mata whāriki, he matawhānui \(futureforlocalgovernment.govt.nz\)](#). Submissions are due by 28 February 2023. This is for your information only as it is not intended that the WRLC make a submission.
- d Inquiry into the future of inter-regional regional passenger rail - see [Inquiry into the future of inter-regional passenger rail in New Zealand - New Zealand Parliament \(www.parliament.nz\)](#). Submissions on this closed on 21 October 2022. A number of councils in the WRLC region submitted on this inquiry. The Greater Wellington Regional Council submission on this is provided for your information in **Attachment 2**.

#### ***Future Development Strategy signoff process***

5. It was agreed in March 2022 that the WRLC Secretariat would engage a project lead to develop a regional Future Development Strategy.
6. The March 2022 decision, on a regional Future Development Strategy, was made consistent with previous regional spatial planning which included the Horowhenua, Wellington and Wairarapa areas. It is noted that current RMA Reform sets a direction that will also require a regional spatial plan.
7. The Future Development Strategy is an updated version of the Wellington Regional Growth Framework (WRGF) – see [Wellington Regional Growth Framework Report JULY 2021 \(wrgf.co.nz\)](#). The Future Development Strategy (FDS) is a statutory document that all “Tier 1 and 2” councils are required to prepare under the National Policy Statement – Urban Development (NPS-UD). The NPS- UD requires that the FDS is completed in time to inform 2024 Long Term Plans (LTPs). This timeline means that ideally this work would be completed by mid-2023 so as to enable councils to include any financial and other identified implications in the early drafts of their LTPs.

8. Work on the Future Development Strategy is underway currently utilising a Core Team and Steering Group consisting mainly of local government and central government staff.
9. A decision needs to be made by the WRLC regarding the process for “signoff” of the Future Development Strategy. The earlier this decision can be made, the greater certainty the Secretariat will be able to provide the Committee regarding the process and timeframe in which a draft Future Development Strategy can be delivered.
10. When developing and finalising a Future Development Strategy it is a requirement that the Special Consultative Procedure (SCP) be used. This procedure is required under the Local Government Act. The Local Government Act also requires the signoff of a draft Future Development Strategy (A Statement of Proposal), a hearing (which requires the establishment of a hearings panel) and an approved final Future Development Strategy. This process is the same as that required for Long Term Plans.
11. The Secretariat has received legal advice that states: *“It is beyond the scope of the WRLC powers to approve the FDS, draft or final, on behalf of the member Councils at present. Those decisions on the FDS currently must be made by each individual Council.”*
12. This has arisen because the current Agreement and Terms of Reference of the WRLC identifies that the WRLC is responsible for the Wellington Regional Growth Framework (WRGF) specifically, rather than a more general responsibility for regional spatial planning, which is and has always been the intent.
13. As a comparison, the Agreement has the WRLC responsible for “regional economic development” in a more general term, rather than stating a specific named document.
14. At the WRLC meeting of 20 September 2022, discussion on an agreed process for the Future Development Strategy signoff was raised in Report 22.406 – *Wellington Regional Leadership Committee Programme Reporting*. The Committee requested that it be provided further information with regard to decision making scope on the Future Development Strategy along with any proposed amendments to the Agreement and Terms of Reference for the WRLC.
15. The requested information was to be presented at a workshop and incorporated in a report for the 6 December 2022 Committee meeting. For reasons outlined below the Chair and Programme Director have agreed to postpone the decision paper until the March 2023 meeting. Consideration has been given to the following: :
  - a Feedback from introduction meetings to new councils by the Committee Chair and the Programme Director on the WRLC and the Future Development Strategy.
  - b The number of new mayors and councillors in the region who are dealing with a large amount of information on a range of items who would benefit from more time to consider and understand the Future Development Strategy process and requirements.
  - c A number of iwi partners who would also benefit from more time to consider and consult on the process.
  - d A level of comfort by the council CEOs that a delay in agreeing the Future Development Process signoff process, whilst likely to delay the delivery of the draft Future Development Strategy until after June 2023, will still be able to

provide information required to “inform” Long Term Plans as required under the National Policy Statement on Urban Development

16. To assist in decision making on the Future Development Strategy sign off process at the March 2023 Committee meeting, we are proposing that in February 2023 we run:
  - a A joint working session with the WRLC Senior Staff Group and the WRLC CEO Group.
  - b A separate session with or including in the above session iwi partners who currently have limited representation on the WRLC CEO Group and none on the WRLC Senior Staff Group.
  - c A workshop with the WRLC.

### ***Key Project updates***

17. This section of the report outlines projects that have either reached key milestones or have been updated to the WRLC Senior Staff Group and/or WRLC CEO Group.

### ***Regional Approach to Climate Change Impacts***

18. Phase 2 of Stage 1 of the project has started. The stakeholder workshops for the Economic, Build and Human Domains were completed.
19. However the project has been placed on hold until the end of December 2022 at the request of Ātiawa ki Whakarongotai Charitable Trust. This request centered around the ability to provide more time for them to consider how they, and other mana whenua might want to be involved in the project.
20. The final deliverables dates have been delayed to enable this.
21. Additional funding has been sought from the Councils and the Secretariat specifically to enable mana whenua participation in the project (\$100,000 in total).
22. The project team is currently working alongside mana whenua partners to consider how to restart the project in early 2023. At this stage it is anticipated that the project will start again in January 2023 and be complete by 30 June 2023. To enable this timeline to be finalised details will need to be firmed up with mana whenua partners.

### ***Iwi Capacity and Capability project***

23. Following the approval by the WRLC in May 2022 for the next stage of work on the Iwi Capacity and Capability project an external resource has been working with iwi partners to understand their specific requirements from a technical and process point of view. Four of the six partners on the WRLC have provided input at this stage.
24. We now have a detailed understanding of iwi partner requirements. We also have a number of partners in local government, central government and the private sector who have expressed an interest in being part of this project.
25. Next steps are to hire a part time resource to project manage implementation. This will include resources such as contracts, agreements and matching the needs of iwi partners to organisations who can provide secondment or work placement opportunities.

*Regional Economic Development Plan – Advocacy activity*

26. The Regional Economic Development Plan (REDP) was approved by the WRLC earlier in 2022. It includes a focus on a number of sectors including the Screen Sector which employs nearly 8,000 FTEs and provides over \$1bn per annum to the wider regional economy.
27. At its meeting of 26 July 2022, the Committee endorsed the following:  
*“Agrees to actively engage with central government ministries and agencies to reinforce the value of supporting the screen sector through the screen funding review and any other opportunities.”*
28. The Review of Government Investment in the Screen Sector has commenced, and submissions are due by 18 December 2022. See [Review of Government investment in the screen sector | Ministry of Business, Innovation & Employment \(mbie.govt.nz\)](https://www.mbie.govt.nz/review-of-government-investment-in-the-screen-sector).
29. A Screen Sector Steering Group is advising Screen Wellington (a unit inside WellingtonNZ) on the preparation of a submission to this Review. Screen Wellington is the Regional Film Office (one of 10 around the country) who's role is the facilitation of filming, sector support, development and attraction.
30. Key dates to note are:
  - a December 6 2022 – Wellington Regional Leadership Committee meeting to highlight the timeline and process of the WellingtonNZ submission and propose a Committee submission.
  - b December 9 2022 – Screen Sector Steering Group meet to finalise key points and content of submission.
  - c December 14 2022 – Screen Wellington (in WellingtonNZ) submission finalised and shared with partners, including members of the Wellington Regional Leadership Committee.
  - d December 18 2022 – submissions due.
31. Given the timing of the 6 December 2022 Committee meeting and the timeframes above, this Committee is being asked to approve that the Chair of the Committee prepare and circulate via email, for immediate response, a covering letter outlining the importance of the Screen Sector to this region and endorsing the Screen Wellington submission. This letter will then be used as the Committee submission and sent by December 18, 2022.
32. This covering letter can also be provided in a template form to members of the Committee who might also wish to provide such a letter to the Review.

**Ngā hua ahumoni**

**Financial implications**

33. There are no financial implications from the information outlined in this paper and the recommended decisions. Activity such as submissions and project resource can be provided within current resources and budgets.



## **Ngā Take e hāngai ana te iwi Māori**

### **Implications for Māori**

34. The Iwi Capacity and Capability project has the ability to provide much needed resource to iwi partners to not only participate in the work of the Committee but also to expand resource and knowledge in other areas.
35. Climate change is an important topic for iwi partners and Māori in general. For instance consideration of the potential impact on urupa. Iwi partners are meeting on 1 December to consider resourcing across all projects including the climate change project outlined above and the Regional Food System Strategy and Regional Emissions Reduction Strategy.
36. There are implications for Māori in both the Strategic Planning Act and the Natural and Built Environment Act and those that are relevant will be included in the submission from the Committee on these Bills.

## **Te huritao ki te huringa o te āhuarangi**

### **Consideration of climate change**

37. The Committee has three active climate change projects being:
  - a Regional Approach to Climate Change Impacts
  - b Regional Emissions Reduction Strategy
  - c Regional Food System Strategy
38. Climate change is or has been considered as part of other matters outlined in this paper as required.

## **Ngā tikanga whakatau**

### **Decision-making process**

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

## **Te hiranga**

### **Significance**

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

## **Te whakatūtakitaki**

### **Engagement**

41. None of the matters covered in this report required external engagement. All matters have been discussed at WRLC Senior Staff Group meetings and WRLC CEO Group meetings.
42. Feedback from the WRLC Senior Staff Group at their meeting of 16 November 2022 has been incorporated into this report. The following was noted:
- a The update and progress on the Regional Climate Change Impacts Assessment. After discussion, more in-depth, regular updates on this project will now be undertaken at future Senior Staff meetings.
  - b Agreement for the need for a part time, short term contract role to project manage the implementation of the Iwi Capacity and Capability project. Now that we have an understanding of the Iwi partners technical requirements and some offers from organisations to be “host” organisations, work is required on set up and implementation.
  - c Support for a submission/supporting letter on the Review of Government Investment in the Screen Sector. It was noted that some councils will also be making a submission.
  - d Support for the Committee developing a submission on the Strategic Planning Act and the Natural and Built Environment Act as outlined in point 4b above. It was noted that many councils would also be undertaking submissions and that information on these would be shared.
43. Feedback from the WRLC CEO Group on 25 November 2022 has been incorporated into this report in particular related to:
- a The Future Development Strategy signoff process and timing including a level of comfort that a delay in agreeing the signoff process, whilst likely to delay the delivery of the draft Future Development Strategy until after June 2023, will still be able to provide information required to “inform” Long Term Plans as required under the National Policy Statement on Urban Development
  - b Agreement to submissions by this Committee relating to the Review of Government Investment in the Screen Sector and the Spatial Planning Bill and Natural and Built Environment Bill as outlined elsewhere in this report.

### Ngā āpitihanga

#### Attachments

| Number | Title   |
|--------|---|
| 1      | SPA Presentation UGP Chairs – November 2022   |
| 2      | Greater Wellington Regional Council Submission on the Inquiry into the future of inter-regional passenger rail in New Zealand |

### Ngā kaiwaitohu

#### Signatory

|          |  |
|----------|--|
| Approver | Kim Kelly – Programme Director, Wellington Regional Leadership Committee Secretariat |
|----------|--|

| <b>He whakarāpopoto i ngā huritaonga<br/>Summary of considerations</b>  |
|---|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The Programme Director's report updates the WRLC on work programmes for which it has specific responsibility (e.g. the Wellington Regional Growth Framework) and on other matters of regional importance.</p> |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The activity outlined in this report contributes towards the work of the Wellington Regional Growth Framework.</p>   |
| <p><b><i>Internal consultation</i></b></p> <p>Information and analysis in this report has been discussed at the WRLC Senior Staff Group meeting and the WRLC CEO Group meeting. Related views are incorporated into this paper.</p>   |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no known risks arising from this report.</p>   |

# The new resource management system: Overview of Spatial Planning in the new RM System

*Urban Growth Partnership Chairs*



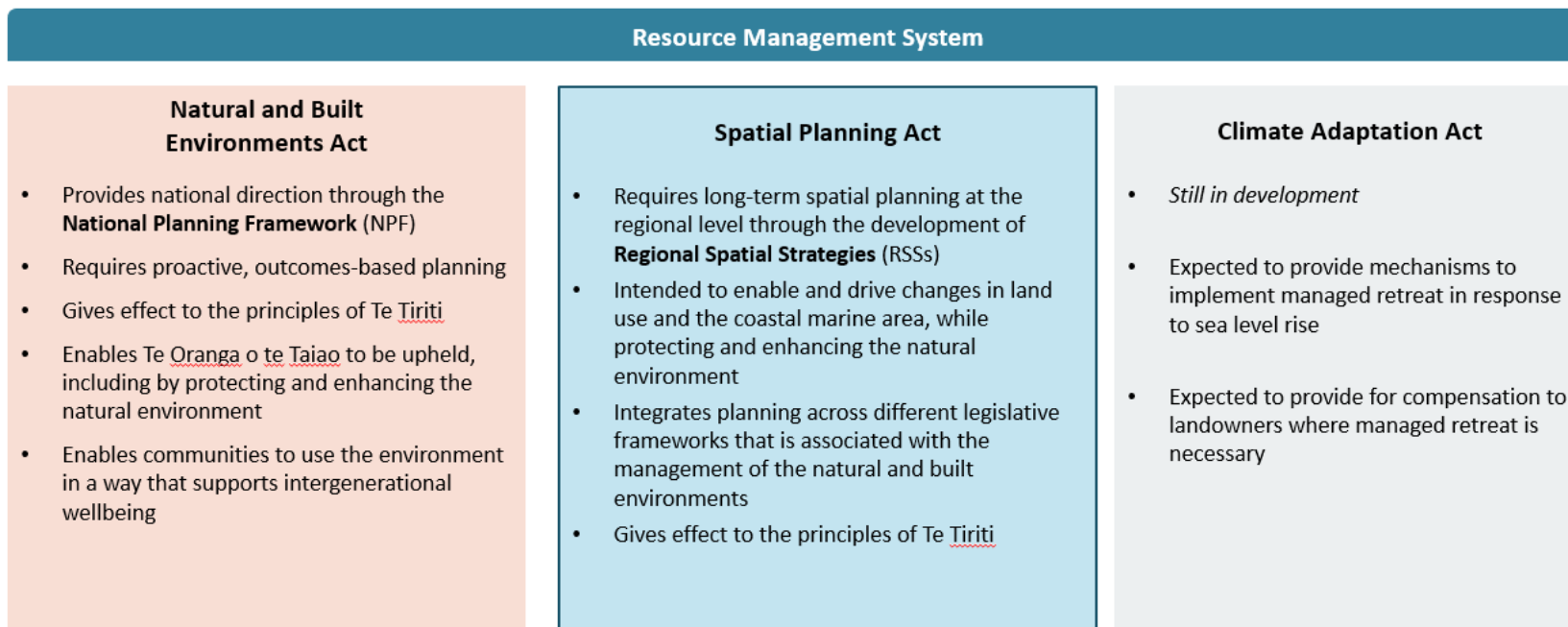
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# Current context

Attachment 1 to Report 22.484



- There is a broad consensus the Resource Management Act 1991 (RMA) has not delivered on its original aspirations across many domains
- The 2020 Resource Management Review Panel noted that decisions on land use, infrastructure, environmental protection, climate change and natural hazards are poorly aligned – with decisions made by different parties operating under different pieces of legislation.
- There are poor incentives for central and local government to coordinate, fund and provide infrastructure.
- In response to these (and other) issues, the Government agreed to repeal the RMA and replace it with three new Acts, shortly to be introduced to Parliament:



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Attachment 1 to Report 22.484

## Spatial planning will play a key role in the new RM system



- Mandatory spatial planning under the SPA builds on the success of the UGP model – and is based on a tripartite partnership between local government, central government and iwi/Māori.
- It will extend the model to a regional level and cover more than urban growth (e.g. environmental improvement, managed retreat, issues facing rural communities etc)
- It will also give these types of spatial plans a more binding legal effect (e.g. it will have legal weight of the RSS over RLTPs and Council LTPs) (*covered in slide 4*)
- To manage capacity in the system, the roll out of the new system is going to be tranced, with different regions commencing their RSSs at different times (*covered in slide 5*)
- The first tranche of regions is referred to as the “model” project (there will be increase CG involvement and support, so we can learn from the experience for later regions)
- We are currently working with potentially willing regions to determine whether they would like to participate
- Following the model region, other regions will commence in staggered manner
- The existence of a UGP is a key consideration in determining the sequencing of the regions
- We are keen to work with the UGPs to figure out how best to fit the UGPs into the new system and when that would ideally take place

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Attachment 1 to Report 22.484

# RSSs will integrate planning decisions across different legislation

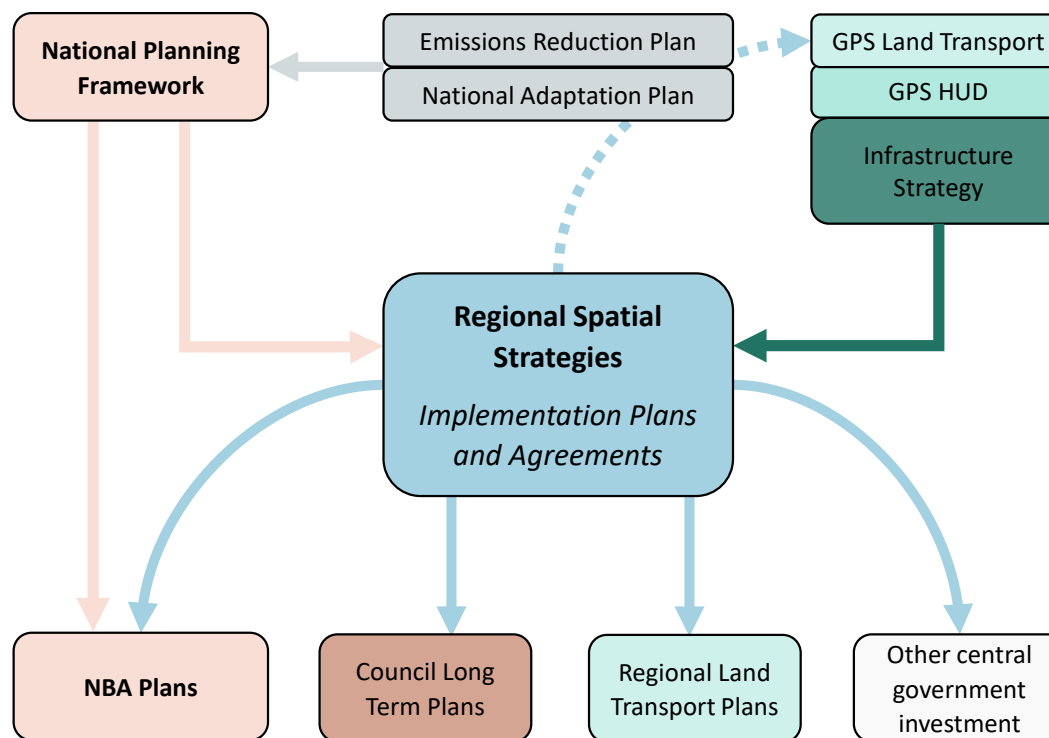


RSSs will have *particular regard* to Government Policy Statements and will *take into account* the Minister's response to the Infrastructure Strategy.

The NPF *cannot be inconsistent with* the Emissions Reduction Plan and National Adaptation Plan.

Council Long Term Plans will take *active steps* to implement RSSs, and Regional Land Transport Plans will *be consistent with* RSSs. The GPS Land Transport must also *take into account* relevant RSSs.

Central government participation in RSSs will inform investment decisions in the annual Budget process.



**Key**

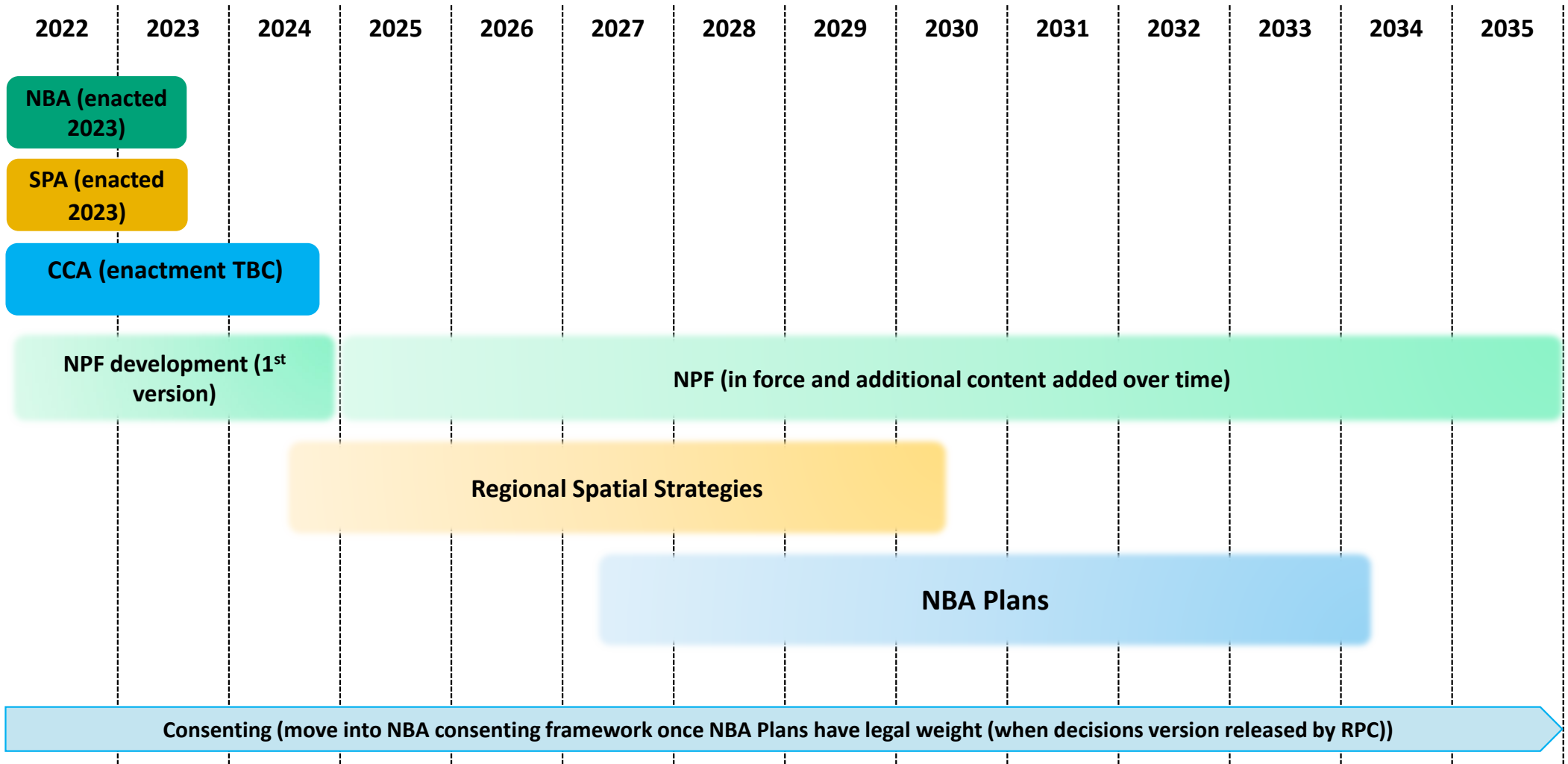
- |   |   |
|---|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #4682B4; border: 1px solid black; margin-right: 5px;"></span> Spatial Planning Act             | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Kāinga Ora Homes & Communities Act |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #FFDAB9; border: 1px solid black; margin-right: 5px;"></span> Natural & Built Environments Act | <span style="display: inline-block; width: 15px; height: 15px; background-color: #2E8B57; border: 1px solid black; margin-right: 5px;"></span> NZ Infrastructure Commission Act   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #D3D3D3; border: 1px solid black; margin-right: 5px;"></span> Climate Change Response Act      | <span style="display: inline-block; width: 15px; height: 15px; background-color: #A0522D; border: 1px solid black; margin-right: 5px;"></span> Local Government Act               |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #7FFFD4; border: 1px solid black; margin-right: 5px;"></span> Land Transport Management Act    |   |

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# Indicative system roll out

Attachment 1 to Report 22.484



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Attachment 1 to Report 22.484



# Pātai | Questions?

## **Submission on Inquiry into the future of inter-regional passenger rail in New Zealand**

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide feedback on the Transport and Infrastructure Committee's Inquiry into the Future of Inter-regional Passenger Rail in New Zealand (the Inquiry).

We support the Inquiry; it is important for New Zealand, given the Government's commitment to reducing transport emissions as set out in the Emissions Reduction Plan, and for the Wellington Region in the context of our recently submitted business case for the Lower North Island Regional Integrated Mobility (LNIRIM) project. The project seeks to provide inter-regional passenger rail between the Wellington and Manawatū regions.

This inquiry is important to our Council as a key stakeholder in the provision of passenger rail in New Zealand.

We wish to speak to our submission.

### **Recommendations summary**

We recommend the following:

- That the Transport and Infrastructure Committee endorses the LNIRIM as referenced in the Committee's Terms of Reference.
- That the Transport and Infrastructure Committee notes the importance of regional council ownership and operation of intra and inter-regional rail to ensure service integration and efficiency across the public transport network.
- That the Transport and Infrastructure Committee notes Greater Wellington's support for North Island Regional Passenger Rail Connector (NIRP) and supports the development of a Programme Business Case for the initiative.

### **Introduction**

Rail provides more than \$1.7 billion annually to the New Zealand economy from reduced congestion by taking cars and trucks off our roads; reduced greenhouse gas emissions and air pollution; improved road safety, including fewer injuries and fatalities; lower road maintenance costs for taxpayers; and fuel savings<sup>1</sup>.

Policy instruments like the National Policy Statement on Urban Development (NPS-UD) and Waka Kotahi's One Network Framework link the provision of public transport, particularly where it is "frequent, quick, reliable and high-capacity"<sup>2</sup>, with regional economic and urban growth, housing development and intensification, and the provision of sustainable social services like health and education.

The Wellington region, and neighbouring Horowhenua and Manawatū, is growing faster than it has done for many decades. These regions are facing immediate and longer-term housing supply and affordability, urban development and infrastructure challenges. We have an immediate issue

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<sup>1</sup> EY Value of Rail Report

<sup>2</sup> NPS-UD definition of a rapid transit service.

relating to a lack of housing supply, a limited range of housing options and declining housing affordability, particularly for first home buyers.

Increasing numbers of vehicles on our 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.

The Wellington region is experiencing a growing inability of the existing rail service to deliver services necessary to meet expected population growth and network demand forecasts, in particular for the Wairarapa and Manawatū lines.

Central government support to build up the existing regional passenger rail service network from the Wairarapa and Manawatū will deliver a range of benefits; including: facilitating the delivery of new regional housing; contributing significantly to climate change mitigations; delivery of improved and more attractive public transport services; and enable value for money with reduced operating risk and increased operating efficiency.

### **Lower North Island Rail Integrated Mobility – a proposal to increase inter-regional rail**

Currently in the Wellington region, we are experiencing a growing inability of the existing rail service to deliver critical regional passenger commuter transport services necessary to enable the validated growth in population and network demand forecast for the Wairarapa and Manawatū lines.

There are four manifest issues we need to address: the current fleets have reached the end of useful life and do not align with modern standards; the existing regional rail services are unattractive to commuters; the current regional passenger services do not maximise the opportunity to meet the government's objectives on decarbonisation; and the existing regional train operations are inflexible and inefficient.

We have recently prepared the LNIRIM business case which aims to increase the frequency and capacity of service to communities between Wellington and Masterton (intra-region) and Wellington and Palmerston North (inter-region). This business case is acknowledged in the Committee's Terms of Reference.

To address the problems we are facing, we have a focus on five primary investment objectives:

- Improve connectivity and access to opportunities through safe and reliable transport options on the Manawatū and Wairarapa corridors.
- Improve corridor capacity by providing for forecast demand for longer distance travel within the growth areas of the Manawatū and Wairarapa corridors.
- Improve attractiveness of land public transport within the corridors.
- Reduce carbon emissions related to commuter travel within the corridors.
- Enhance value for money through increased network productivity and efficiency of operation of transport services.

The proposal seeks to significantly improve regional passenger rail service through the investment in a new fleet of 22 four-car tri-mode units and associated infrastructure.

## Attachment 2 to Report 22.381

Historically, passenger rail services have been instrumental in the development and success of the greater Wellington region and, consequently, Wellington has the highest proportion of rail users in New Zealand. This proposed investment seeks to enable the Lower North Island to further enhance this development and success.

The proposed investment will bring significant benefits to the greater Wellington and Horizons regions including:

- Providing a critical community link, the only commuter alternative to road, to enable inclusive access to economic, social and health opportunities.
- Promoting mode shift by enhancing the attractiveness of public transport. (it will divert 23.8 million trips from the roads, resulting in 0.6 to 1.6 million tonnes of avoided carbon emissions).
- Improving the overall transport corridor resilience and capacity with improved frequency, less crowding and better reliability.
- Reducing greenhouse gas emissions with a potential for full decarbonisation as battery technology improves (a new tri-mode train will emit 8x less carbon than current diesel locomotives hauled trains).
- Improve public transport attractiveness and mode choice with new amenities (it will provide more comfortable, clean and modern trains with good ventilation).
- Improve safety by reducing road congestion with safe and accessible rolling stock (it will prevent over 100 crashes resulting in serious injuries or death).
- Enable value for money with reduced operating risk and increased operating efficiency (new services will cost almost 50% less per service, compared to the do-minimum case).
- Support economic growth by enabling regional land use plans with transport infrastructure.
- Provide benefits that outweigh costs with a benefit cost ratio of 1.83. It will deliver \$481 million in benefits, including:
  - \$186m – rail user benefits
  - \$146m – road user benefits
  - \$68m – environmental benefits
  - \$81m – community benefits

The region will also benefit from rolling stock safety, accessibility, active transport benefits, resilience benefits and wider economic benefits from improved connectivity. The initiative is key to achieving our collective central and local government mode shift and decarbonisation targets<sup>3</sup>.

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<sup>3</sup> The Government Policy Statement on Land Transport 2021-31 prioritises the development of “a low carbon transport system that supports emissions reductions while improving safety and inclusive access”. The Ministry for the Environment’s Emissions Reduction Plan, which sets out a 2050 vision for a “productive, sustainable and inclusive economy” where “transport systems are accessible, affordable and sustainable”.

We see this transport infrastructure investment as the key enabler to unlock access to affordable housing across the Lower North Island, while maintaining connectivity to employment, education, recreation, friends and whānau – which is essential to the continued growth and prosperity of our Lower North Island towns and cities.

It is proposed that the LNIRIM regional trains are procured and designed to enable them to be utilised in other parts of New Zealand (with minimal changes), which, if implemented, would have a benefit of reducing per unit cost, as the upfront design and set up costs could be shared across more vehicles. Now is the right time to increase New Zealand's regional rail services, and hence enable improved economic benefits to be achieved.

Greater Wellington and its partners have continuously represented this business case to the Crown and its Ministers and are optimistically awaiting funding confirmation.

### **Recommendation**

*Greater Wellington respectfully asks Transport and Infrastructure Committee's endorsement of the LNIRIM as referenced in the Committee's Terms of Reference.*

### **Lower North Island Rail Integrated Mobility – Operating regional rail in the Lower North Island**

The Capital Connection service has been historically a commercially centred commuter service that runs a single return peak service between Palmerston North and Wellington on weekdays.

It is currently operated and maintained by KiwiRail. Due to its poor service frequency, and increasing asset costs, the service is no longer commercially viable. As a result, Greater Wellington and Horizons Regional Council (Horizons) each contribute \$100,000 per annum each to the cost of operation, and Waka Kotahi contributes approximately 75% of the cost to operate the service, on a similar basis to the Te Huia service. To enable this funding pathway, Greater Wellington and Horizons contract KiwiRail to deliver the operation and maintenance of the Capital Connection Service.

Greater Wellington is aware that:

- The current KiwiRail carriages that are towed by KiwiRail diesel locomotives are at 'end of life' and will need to be retired from the service by 2027/28.
- The Crown through the New Zealand Upgrade Programme is investing \$26m to refurbish more 1970s British Rail Mark II carriages to maintain service continuity through to 2027/28, as the existing rolling stock is corroded.
- On-going operation of the Capital Connection will require procurement of new trains (as proposed in the LNIRIM business case).
- A decision about whether KiwiRail will continue to operate and maintain the Capital Connection service (and, if so, for how long) or whether the procurement of operation and maintenance of the service should be transferred to Greater Wellington needs to be made.
- If Greater Wellington were to take over as operator and maintainer of the Capital Connection earlier, Waka Kotahi would need to approve Greater Wellington's negotiation of an amendment to the current Partnering Contract with Transdev to enable Transdev to take over operation and maintenance.

Greater Wellington and Horizons' recommendation within the LNIRIM Detailed Business Case is for the trains to be procured via a design, build and maintain contract. Therefore, the trains on the Manawatū service would be maintained by the same entity as the trains that operate on the Wairarapa service. This would enable a single maintainer to operate from dedicated maintenance facilities.

The Wairarapa service is contracted as part of the existing Transdev Operating and Maintenance contract likely until 2031. To obtain operational efficiencies and effectiveness, it is believed strongly desirable for both the Manawatū and Wairarapa services to be operated by the same operator. Therefore, it is likely that Transdev would be directly appointed as the operator of both the Wairarapa and Manawatū Services, until at least 2031.

The LNIRIM business case proposes that Horizons will contract and fund Greater Wellington to procure and manage provision of the Capital Connection between the Wellington region boundary and Palmerston North.

To maximise the benefits of inter-regional rail service we consider that the services should be owned and managed by regional councils, so that they can be integrated into existing Public Transport networks. This maximises the networks reach and access and optimises the customer experience through common customer interfaces.

Managing commuter passenger rail services requires a blend of rail knowledge, asset management expertise, customer experience, contract management, operator management and ticketing systems.

KiwiRail's core function is Rail Network Infrastructure and Freight Operation – as a result, Inter-Regional Rail Services are unlikely to get the focus and attention that an inter-regional passenger rail service would require.

Greater Wellington wish to emphasise the value and importance of Regional Council ownership and operation of intra and inter-regional rail in partnership with KiwiRail as network provider to ensure service integration and efficiency across the public transport network.

### ***Recommendation***

*Greater Wellington respectfully asks that the Transport and Infrastructure Committee notes the importance of regional council ownership and operation of intra and inter-regional rail to ensure service integration and efficiency across the public transport network.*

### **Support for other inter-regional initiatives including Regional Passenger Rail Services between Auckland and Wellington**

The recent development of Passenger Rail Services beyond urban boundaries, between Auckland and Hamilton (Te Huia) and between Palmerston North and Wellington (LNIRIM), presents central government with a new opportunity to investigate a North Island Regional Passenger Rail Service (NIRP). A high-level feasibility study, building on the analysis done for the LNIRIM Detailed business case, confirms that:

- There is a realistic opportunity to successfully deliver a regional passenger rail service that will transform the communities located along the North Island Main Trunk Line, from Auckland to Wellington, to deliver the benefits sought.

- The window of opportunity to maximise benefits and minimise costs is tied to the LNIRIM Investment currently being sought by Greater Wellington and Horizons Regional Council.
- Further analysis of the NIRP opportunity outlined in this high-level study, including its scale and scope, must start in 2022 and follow the Waka Kotahi business case approach to complete the assessment of the opportunity in time to participate into the LNIRIM procurement process.

NIRP is strongly aligned with the current strategic context driving government budgets. It would contribute to the balanced development of New Zealand by defusing the current demographic pressures contrasted across the urban – rural divide. This would happen by making land and communities along the NIMT more attractive as an alternative to urban sprawl.

NIRP aligns with all government strategic priorities and policies, including the Government Policy Statement on land transport 2021-2031, Rautaki Hanganga o Aotearoa, the New Zealand Infrastructure Strategy, and Te hau mārohi ki anamata, the Emission Reduction Plan.

The overall problem that an investment in NIRP is aiming to solve is a growing inability of the existing connectivity solutions to support an equitable development of rural communities and small townships necessary to balance constrained urbanisation.

Current connectivity systems are not sufficient. Professions, employment and leisure activities are all transforming to include a significant digital component, changing communities. While much of this change compounds the need for growth in urban centres, it also allows new opportunities for the revival of rural communities.

Facing the inevitable costs of transforming transport systems, New Zealand can maximise the value it creates and captures outside urban areas by exploiting the capacity of its existing North Island railway network for Passenger Transport.

The scale of change required to allow New Zealand to become the equitable, sustainable, and successful land it aspires to be justifies an equally bold approach to the investigation of passenger rail options. This must include the potential for extended networks and technologically advanced rolling stock technology.

Current investigations into Intercity Services, coupled with life expiry of 1970s rolling stock used on Capital Connection and Te Huia focuses the long-term purpose of an NIRP fleet on regional services as opposed to long distance connections. However, the NIRP initiative serves three purposes:

- To be a 'connector' between Hamilton and Palmerston North, between Te Huia and LNIRIM. With a timely investment, there is a unique opportunity to enable a more equitable development of rural areas along the North Island Main Trunk line.
- To be an 'integrator' of services between Auckland and Wellington.
- To be an early activator of patronage enabling demand growth for an intercity service.

A minimum of 3 daily Auckland -Wellington return services is proposed by integrating 3 daily Auckland - Palmerston North return services delivered by a new fleet to the proposed LNIRIM fleet to promote patronage growth and mode shift from 2048. A fleet of 14 x 4 cars Tri-Mode Multiple Unit should be considered initially with tri-mode fitting to avoid reliance on line electrification. A Maintenance Depot and Infrastructure upgrades (passing loops) will be required by a further analysis. Economic, financial and delivery considerations

A thorough investigation of benefits that can be secured from NIRP will have to include a clear definition of benefits beyond those gained by commuters and road users to include long term community benefits not typically quantified.

The economic profile of the NIRP investment improves when it is considered as part of a programme of investments, suggesting an opportunity for the government to consider a Programme Business Case approach for further investigation into the NIRP initiative.

Timing of the NIRP initiative is essential to meet the opportunity offered by the LNIRIM investment, suggesting that a fast-tracked Business Case for investment in the 'connector' and Te Huia services rolling stock may be appropriate.

Greater Wellington supports the North Island Regional Passenger Rail Connector (NIRP).

***Recommendation***

*Greater Wellington respectfully asks that the Transport and Infrastructure Committee notes our support for NIRP and supports the development of a Programme Business Case for the initiative.*



**Wellington Regional Leadership Committee**  
**6 December 2022**  
**Report 22.496**



**For Decision**

## **FUTURE DEVELOPMENT STRATEGY UPDATE REPORT – DECEMBER 2022**

### **Te take mō te pūrongo**

#### **Purpose**

1. To advise the Wellington Regional Leadership Committee (the WRLC) on the progress made towards the Future Development Strategy and seek endorsement on key elements.

### **He tūtohu**

#### **Recommendations**

That the Committee:

- 1 **Endorses** the “working” spatial scenarios for the Future Development Strategy, as detailed below:
  - a Base spatial scenario – a distribution of growth at suburb level as per the Sense Partners 2022 forecast. A point of comparison for other scenarios.
  - b Spatial Scenario 2 “Dispersed” – a large uptake of greenfield developments identified in the current Wellington Regional Growth Framework.
  - c Spatial Scenario 3 “Medium Density Infill” – a continuation of the status quo over the last 5 years, with townhouse type developments predominately in the Hutt Valley and Wellington City.
  - d Spatial Scenario 4 “Centralised” – a larger uptake of apartments and terrace housing in Wellington City and Lower Hutt spurred by projects such as Let’s Get Wellington Moving and RiverLink.
- 2 **Notes** that the draft constraints mapping, Foundation Report and spatial scenarios will be presented at the next Committee meeting.

### **Te horopaki**

#### **Context**

2. At its meeting in March 2022, the WRLC agreed to support the proposed approach to undertaking the Future Development Strategy (FDS) and the next Housing and Business Development and Capacity Assessment (HBA) for the Wairarapa-Wellington-Horowhenua region (refer Report 22.80).

3. The FDS is an update to the Wellington Regional Growth Framework (WRGF) which 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.
4. With the Spatial Planning Bill now available, it can be seen that the full regional FDS will prepare us adequately for the future Regional Spatial Strategy that will need to be prepared under that legislation.
5. At the WRLC meeting in July 2022, “working challenges and objectives” were agreed to as follows, noting that they are identified as “working” as they still need further discussion with key stakeholders including iwi/Māori, developers and infrastructure providers and final agreement by the WRLC.
6. Our working **challenges** are:
  - a The region lacks sufficient and affordable and quality housing supply and housing and tenure choice and housing affordability is declining.
  - b A significant investment in infrastructure is needed to enable enough housing and quality urban environments, with limited capacity to fund and deliver this and a limited ability to influence the infrastructure needed for “dense sprawl”.
  - c 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.
  - d There is continuing inequitable access to social, educational and economic opportunities within the region.
  - e Mana whenua and Māori in the region have poor access to affordable housing choices.
  - f If we don’t have the right urban form (less car dependent), infrastructure, incentives and behaviours related to mode shift we will still largely use [petrol] vehicles to move people and freight around the region and we won’t be able to meet our long-term climate change and emissions objectives.
7. The working **objectives** of the FDS are:
  - a Increase housing supply, and improve housing affordability and quality, and housing and tenure choice.
  - b Enable growth that protects and enhances the quality of the natural environment and accounts for a transition to a carbon zero future.
  - c Improve multi-modal access to and between housing, employment, education and services.
  - d Rethink urban form to be less car dependent, create behaviour change to rapidly reduce travel by vehicles in order to reduce emissions from transport and meet our regional climate change objectives.
  - e Encourage sustainable, quality, resilient and affordable communities that make efficient use of existing built, social and community infrastructure and resources.

- f Build climate change resilience and avoid increasing the impacts and risks from natural hazards.
  - g Create local sustainable employment opportunities.
8. At the WRLC CEO Group meeting on 25 November 2022, some wording changes were suggested to these working objectives including:
- a Changing the words “urban form” in 7d above to “development” to reflect the need for this objective to include both housing and business areas.
  - b Changing the word “car” in 7d above to “vehicle” again to provide a wider definition.
9. We will incorporate these suggestions along with any from the WRLC, mana whenua, developers and infrastructure providers into the final objectives for the FDS.

## **Te tātaritanga Analysis**

### ***Update of Constraints and Foundation data***

10. The Constraints Report published for the Wellington Regional Growth Framework (WRGF) is being updated to reflect the changes in our environment and context since 2019. GIS mapping is underway and we plan to have this completed in early 2023.
11. The same categorisation of constraints and values presented in the WRGF is used for the FDS. They are categorised in the Constraints Report under the following headings:
- a Wāhi Toitū: areas with enduring presence that, for the purposes of spatial planning, are to be protected from new urban development.
  - b Wāhi Toiora: areas where, for the purposes of spatial planning, potential urban development must be carefully managed with appropriate consideration and mitigation of risks.
12. The key changes to constraints mapping from the WRGF to the FDS are:
- a Tier 1 councils have all recently notified the Intensification Plan Changes to include the Medium Density Standards and High Density development.
  - b We are expecting less reliance on large greenfield sites longer term with more, smaller greenfield development in the short to medium term.
  - c We are seeing a wider range of housing types across the region (i.e. more terrace housing) than anticipated when the WRGF was developed.
  - d The growth profile of Horowhenua and Upper Hutt is now more than was anticipated in the WRGF stage and we are seeing more interest / appetite in intensification. Horowhenua in particular is seeing growth above the 95th percentile. Housing demand – owned and rented continues to increase as affordability decreases.
  - e Greater Wellington Regional Council has updated the key native ecosystems, wetlands, coastal marine area and riparian margins, earthquake hazards, high quality soils mapping.

- f Porirua and Wellington City are well advanced with their full District Plan reviews and have updated mapping that will be incorporated.
  - g We now have central government direction on how to treat Highly Productive Land through the National Policy Statement on Highly Productive Land (NPS-HPL). However, we will not be able to complete detailed mapping in time to inform the FDS process so high-quality soils will be treated as a Wahi Toiora (go carefully) constraint.
13. The Foundation Report published for the WRGF is being updated to reflect our current context, which has changed rapidly since 2020. The Foundation Report sets out key data and assumptions we rely upon for the FDS.
14. Some of the key changes to be reflected in the updated Foundation Report are:
- a Uncertainty about population projections since Covid. We are planning to continue to assume the region will have another 200,000 people living here over the next 30 years as per the 50<sup>th</sup> percentile Sense Partners 2022 projections as this is consistent with the updated Housing and Business Assessment which is a key input into our strategy.
  - b Alignment with Regional Economic Development Framework which has been completed since the WRGF Foundation Report.
  - c Changes to work patterns and transport movements across the region.
  - d Incorporation of new National direction where updated information is available on freshwater, biodiversity and highly productive soils.

### ***Spatial Scenarios***

15. The NPS-UD requires us to test various spatial scenarios<sup>1</sup> for growth. Scenarios are a way to test different futures for where development may occur in our region. It is important to note that the scenarios below are all enabled by current policy settings.
16. We propose to test four spatial scenarios. The “working spatial scenarios” are:
- a Base spatial scenario – a distribution of growth at suburb level as per the Sense Partners 2022 forecast. A point of comparison for other scenarios.
  - b Spatial Scenario 2 “Dispersed” – a large uptake of greenfield developments identified in the current Wellington Regional Growth Framework.
  - c Spatial Scenario 3 “Medium Density Infill” – a continuation of the status quo over the last 5 years, with townhouse type developments predominately in the Hutt Valley and Wellington
  - d Spatial Scenario 4 “Centralised” – sees a larger uptake of apartments and terrace housing in Wellington and Lower Hutt spurred by projects such as Let’s Get Wellington Moving and RiverLink.
17. These spatial scenarios have been endorsed by the FDS Steering group, the WRLC Senior Staff Group and the WRLC CEO Group.

<sup>1</sup> The National Policy Statement on Urban Development states “The strategic priorities in the FDS are identified through: data and an exploration of spatial scenarios”

18. Within these spatial scenarios growth will be distributed along the growth corridors described in the WRGF in accordance with assumptions made in the narratives described in [Attachment 1](#).
19. These spatial scenarios are not discrete futures but realistically are on a spectrum and there are hybrid options that could play out. The dispersed and centralised scenarios are purposely extreme “bookends”.
20. We will evaluate the spatial scenarios against the FDS objectives using a quantitative and qualitative process to determine how these scenarios align with the future we’d like to see (the FDS objectives) and how we can do it and what trade-offs we need to make. This process is similar to the process undertaken for the Wellington Regional Growth Framework.

### **Ngā hua ahumoni Financial implications**

21. There are no financial implications of the work to date. Funding for the Future Development Strategy is being provided by local government partners as part of their annual project funding to the WRLC programme of work.

### **Ngā Take e hāngai ana te iwi Māori Implications for Māori**

22. Iwi/Māori need to be a key partner in developing the FDS and an FDS needs to include a statement of iwi/hapū aspirations for urban development and housing.
23. A wananga is being held on the 1 December 2022 which will include discussion on how to progress this part of the project.

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

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

### **Ngā tikanga whakatau Decision-making process**

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

### **Te hiranga Significance**

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

**Te whakatūtakitaki  
Engagement**

- 27. The FDS project lead reports to a Steering Group made up of senior members of each of the partner local government and central government organisations. Monthly meetings have been held with these staff who have endorsed the approach outlined in this paper.
- 28. The matters in this report were discussed at the WRLC Senior Staff meeting on 16 November 2022 and the group were in general agreement with the scenario approach.
- 29. The matters in this paper were discussed at the WRLC CEO Group meeting on 25<sup>th</sup> November 2022 and the group were in general agreement with the scenario approach.
- 30. At both the WRLC Senior Staff group and the WRLC CEO Group, how mana whenua input into the scenarios was questioned, given their limited representation on the Steering Group, WRLC Senior Staff Group and WRLC CEO Group. An opportunity to do this has not occurred to date due to iwi capacity issues. The conversation with our iwi partners will commence at a wananga on the 1<sup>st</sup> of December.
- 31. Initial engagement has been undertaken with developers and infrastructure providers and will continue to do so as this project progresses.

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

- 32. The next steps in the work programme for this project are:
  - a Complete constraints mapping and Foundation Report
  - b Model the scenarios and evaluate them
  - c Prepare a draft Future Development Strategy for consultation by mid 2023
- 33. Prior to this draft being finalised, workshops will be held in the new year to gain feedback and refinement of the strategy.

**Ngā āpitihanga  
Attachment**

| Number | Title   |
|--------|---|
| 1      | Future Development Strategy – working spatial scenarios |

**Ngā kaiwaitohu  
Signatories**

|          |  |
|----------|--|
| Writer   | Parvati Rotherham Project Lead – FDS and HBA                             |
| Approver | Kim Kelly - Programme Director, Wellington Regional Leadership Committee |

| <b>He whakarāpopoto i ngā huritaonga<br/>Summary of considerations</b>  |
|---|
| <b><i>Fit with Council's roles or with Committee's terms of reference</i></b><br>This work fits within the role and terms of reference of the WRLC particularly the regional growth aspect. |
| <b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b><br>This aligns with the WRLC's key strategies and policies                                   |
| <b><i>Internal consultation</i></b><br>The matters in the paper have been discussed at a workshops with the project Steering Group, the WRLC Senior Staff Group and WRLC CEO Group.         |
| <b><i>Risks and impacts - legal / health and safety etc.</i></b><br>There are only some timing risk should the sign off process not be agreed   |

## Future Development Strategy – working spatial scenarios

Scenarios provide a way to consider and test the implications of different futures of where development may occur in our region<sup>1</sup>. It is important to note that all the scenarios below are all enabled by current planning policy settings. These scenarios have been deliberately separated and exaggerated for the purpose of examining the differences between them. Our reality will likely land somewhere on a spectrum between these options, with the dispersed and centralised scenarios being plausible bookends. We will evaluate these against our objectives using quantitative and qualitative process to determine what it would mean for our regional objectives if growth were to occur in these ways. This will inform consideration of what else we may need to do direct growth towards the future we choose.

As these scenarios are designed to be read as a hypothetical future which could apply to our region, a range of assumptions which are relevant to all scenarios have been made during their creation. These include:

- Hazards such as earthquake or climate change related shoreline damage are consistent across the scenarios
- Transport modelling assumptions have been made using desired ‘outcomes’ rather than current policy settings. For example, by using the Wellington Region’s Vehicle Kilometres Travelled reduction target (as set by the government) to ascertain levels of service of public transport and road, rather than using proposed activities from existing policy or strategy documents.
- Flexible working: these are based on an assumption that flexible working policies continue with hybrid working as a standard for most non-front facing roles.

### 1. Baseline scenario

The National Policy Statement on –Urban Development and other Resource Management Act (RMA) changes have required councils to enable more growth around our region. The baseline scenario takes into consideration what has been enabled by recent District Plan changes and assumes that most of the region will grow at the rate determined by Sense Partners 50<sup>th</sup> percentile<sup>2</sup> growth projections, with the exception of some parts of the region, (such as Horowhenua District Council) which have agreed higher growth projections. It includes all development areas currently in the Wellington Regional Growth Framework. Service levels remain the same for all infrastructure development. Provision is on an as needed basis using the same funding pathways.

### 2. The dispersed scenario

The ‘dispersed scenario’ sees about 70% of residential growth occurring in greenfield development locations and represents 90% of the greenfield capacity in existing strategies such as the Wellington Regional Growth Framework and council growth strategies being taken up. The growth is likely to be predominantly away from main centres, to make use of larger parcels of lower cost land. Decentralisation of jobs to suburban centres may complement this development, as well as continuing remote working and online shopping trends, could result in less incentive to travel into traditional city centres.

This scenario assumes a level of keeping the status quo of a “quarter acre dream”, based on the traditional homeowner’s preference for cheaper standalone housing, and developer reluctance to high density building, although given we have seen some medium density in recent plans for greenfield, we would expect some increase in this type of housing. It assumes that travel remains at a similar cost, or gets cheaper, with the increased uptake of electric vehicles meaning people choose to make use of the improving road infrastructure being completed, such as good quality East-West connections. These transport links would also make new land more accessible, and therefore more appealing, for growth. Improvements to the rail network, will also support this growth in a way that reduces transport related emissions and VKT (vehicle kilometres travelled), as will including public transport links when planning new developments.

<sup>1</sup> in accordance with Section 3.14 (1) (b) of the NPS-UD we must consider the advantages and disadvantages of different spatial scenarios for achieving the purpose of the FDS.

<sup>2</sup> The 50<sup>th</sup> percentile population growth according to Sense Partners is estimated to be around 200,000 extra people living in our region in the next 30 years. 50<sup>th</sup> percentile means that there is a 50% likelihood of this being lower or higher than that.



**Attachment 1 to Report 22.496**

The dispersed scenario could allow more homes to be built, in theory resulting in an increase of affordable housing within the Wellington region. Community facilities and health care facilities such as hospitals are dispersed throughout the region which may increase access or decrease ability to specialise and serve different activity types. Infrastructure will be more difficult to plan for and deliver as the distance needed to be covered and associated costs will be difficult to meet as population density is lower and consenting is more difficult.

The dispersed nature of the housing could make it challenging to meet transport targets, particularly those relating to emissions reduction and vehicle kilometres travelled. People moving into new developments are likely to continue to rely on private vehicle transport unless significant investment and improvement of the public transport system is undertaken and implemented into green-fields development areas at the same time they are being developed.

**3. The medium density and infill scenario**

The 'medium density and infill scenario' sees a continuation of trends from the last five years of an increase in medium density infill and redevelopment townhouse development, further enabled by the introduction of the Medium Density Residential Standards. More growth is located in areas with higher land values and good access to amenities and employment where medium density development is more feasible. Whilst the Baseline and the Medium Density scenarios are superficially similar, this scenario assumes a reduced greenfield uptake, due to the ability to obtain our population growth targets within brownfield areas.

This scenario assumes more people are looking for affordable, low-maintenance housing closer to employment and amenities. Stand-alone house prices will continue to be out of reach for many. With the 'quarter acre dream' now out of reach of many homeowners, the concept of medium density, townhouse living becomes more appealing than high density apartment living. For developers, medium density is seen as a lower risk, more attractive option than high density apartment developments.

'Infill and redevelopment' utilises existing infrastructure and reduces expansion of residential areas into previously undeveloped land, which can impact on viable food production land and other environmentally important land. It allows people to locate into communities with existing community services (i.e. libraries and other social services).

This scenario could be challenged by the Medium Density Residential Standards which could make it difficult for the region to set a clear future development direction when anyone can develop anywhere. As this scenario relies on the existing infrastructure being able to accommodate additional infill dwellings, investment to improve the quality of the infrastructure may be required in some areas.

**4. The centralisation scenario**

The 'centralisation' scenario sees large uptake in apartment developments, and a moderate increase in townhouses in central areas such as Wellington City and Hutt City. This scenario incorporates proposed intensification projects, including the Let's Get Wellington Moving corridor and Riverlink in Hutt City. Decreasing household size drives demand for smaller housing types through our region.

This scenario assumes employment will remain predominantly in the Wellington CBD. The centralised scenario sees people living close enough to obtain their daily needs by walking, cycling, or to a local transit station, to be able to choose active and public modes of transport. The lack of reliance on private vehicles will be increasingly important if this high-density development is coupled with transport policy changes such as congestion charging, or higher transport costs. Infrastructure may be easier to achieve as density supports public transport use and walking and cycling.

**Wellington Regional Leadership Committee**  
**6 December 2022**  
**Report 22.495**



**For Information**

## **WELLINGTON REGIONAL LEADERSHIP COMMITTEE REGION INDICATORS SNAPSHOT - DECEMBER 2022**

### **Te take mō te pūrongo**

#### **Purpose**

This report provides the Wellington Regional Leadership Committee (WRLC) with:

1. An overview of the WRLC region key objectives using key indicator data and,
2. Commentary on how the data relates to the priority areas

### **Te tāhū kōrero**

#### **Background**

3. Key indicators that align with the primary objectives of the WRLC are reported regularly at WRLC meetings ([Attachment 1](#)):
  - a Housing – which indicates regional housing growth
  - b Economic development – which indicates how well economically the region is doing
  - c Climate change – which highlights the trends and issues in regional emissions and protection of the biodiversity of the region.
4. These indicators provide a regional overview with regard to housing, economic development and climate change. They also provide comparison to selected regions across the country.
5. Reporting these indicators allows the Committee to:
  - a Focus on better coordination and alignment of projects and strategies across the WRLC region, to build a better, thriving and resilient future.
  - b Be briefed about the regional needs for prioritisation, planning, decision making, problem solving and issue resolution and risk mitigation.

### **Te tātaritanga**

#### **Analysis**

#### ***Regional Housing Indicators***

6. The housing indicators include:
  - a Regional Total Value of Building work

- b New Dwellings Consented in WRLC region (number and type)
- c Affordability and Demand of Housing in the Region (rent vs household income, housing deprivation, public housing demand).

*Regional Total Value of Building Work, collected from StatsNZ:*

- 7. This data shows the value of building work across the region and adjusted for population. These figures are for residential buildings (new builds, alterations and additions) and non-residential buildings (hotels, prisons, hospitals, nursing homes, education, etc).
- 8. It provides an overview of the investments with selected regions in the country for comparison.
- 9. The amount spent in each region has increased above the level of inflation, which indicates increased activity rather than just price increases.
- 10. While the dollar value of the building work in Auckland is significant compared to other cities, adjusted for population the values are more even.

*New Dwellings Consented in WRLC region:*

- 11. This shows an increase of multi-unit homes (apartments, retirement village units, townhouses, flats, and units).
- 12. The Wellington region shows growth in multi-unit homes.
- 13. There is an upward trend of the number of consents for the WRLC region in recent years.
- 14. While consents have been on an upward trend in general, we should consider:
  - a What is the rate of conversion of consents to actual buildings?
  - b Is this theoretical growth of consents / building keeping up with demand or population growth?
  - c It may be challenging to keep the supply of housing up with demand.

*Affordability and Demand of Housing in the Region*

- 15. Affordable rent is generally considered to be 30 percent or less of household income.
- 16. The data shows in general housing is affordable in the WRLC region, although perhaps less so in the Kāpiti Coast and Horowhenua districts.
- 17. The data also shows that housing deprivation exists across the WRLC region.
- 18. Housing deprivation is a measure of homelessness which includes people living on streets, cars, motels, or having to couch surf with friends/family, or stay in night shelter or refuge.

***Regional Economic Indicators***

- 19. The economic indicators include:
  - a GDP per capita across the Wellington region
  - b Filled Jobs across Wellington Region
  - c All Vacancies Index Measure (Regional, Industry type).

20. The chart shows that in terms of GDP, the Wellington region is above national average.
  - a The Wellington region accounted for 13.7 percent or \$44.87 billion of New Zealand's Gross Domestic Product (GDP) in 2021, most of which is in Wellington City.
  - b GDP per capita across all the other local authority areas in the WRLC region, is below the New Zealand average, particularly Horowhenua, Kāpiti Coast and Porirua.
21. There continues to be growth in jobs filled in our region. Since September 2020, the number of jobs advertised in the WRLC region has been on the increase, though fewer than Auckland, Waikato, Canterbury or the Manawatu / Whanganui.
22. Manufacturing and construction are leading the demand.

### ***Climate Change Indicators***

23. The indicators we are reporting for climate change are regional emissions and biodiversity indicators. This set of indicators illustrates:
  - a Our path to emissions reduction and,
  - b Where development might have an impact on the natural environment of our region.
24. Transport is our largest source of emissions, so it is important to be aware of our transport choices.
25. Transport mode share data provided by the Greater Wellington Transport Analytics unit indicates that people living and working in the Wellington CBD predominantly walk, however people use cars as their primary mode of transport for journeys to work within their respective cities. This suggests need for improvements in the public transport system *within* cities of the region.
26. However, the trend shifts to more use of public transport (especially rail) when people are travelling from other cities in the region to work in the Wellington CBD.
27. Data shows that in the last two decades demand for petrol in the region has reduced, but diesel sales have increased. This might be due to increased economic activities.
28. The data on transport generated CO<sub>2</sub> emissions suggests that our region's current emissions reduction trend does not support the Regional Land Transport Plan (RLTP) target of reducing the current emissions levels to 30% by 2045. This suggests that action is needed if we are to achieve this goal.
29. The land use capability assessment of the WRLC region highlights the productive land within all areas. The National Policy Statement for Highly Productive Land provides enhanced protection of the productive land. This will help to provide resilience in our domestic food supply and as well as protect our ability to export primary products.
30. Natural Wetlands in new development areas - This assessment highlights the existing wetlands within urban areas in Porirua, Kāpiti and Masterton. The National Policy Statement for Freshwater Management provides national direction for managing New Zealand's freshwater. Wetlands are important to support biodiversity and play key role in improving the water quality and protecting against floods.

31. Existing native forest in new development areas assessment shows there is a small proportion of native forest that is impacted by growth, primarily in Waikanae, Porirua, and Wellington city.
32. On environmental protection, the Regional Policy Statement also strengthens the need to consider environmental impacts and protects the existing biodiversity.
33. Finally, the 2022 Quality of Life Survey shows that 88% of our region’s residents reported overall satisfaction with their quality of life compared to 83% of New Zealanders.

**Ngā Take e hāngai ana te iwi Māori  
Implications for Māori**

34. WRLC’s initiatives look to create better outcomes for Māori by improving housing outcomes, creating better economic development opportunities and ensuring that Māori voice and Kaitiakitanga is reflected in WRLC strategies and plans for climate change resilience.
35. In the future, there is an opportunity to report on more targeted indicators that support work on this this objective. For instance, on housing, economic and environmental indicators that provide data specific to Māori.

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

36. Creating better outcomes for regional urban growth, economic development and climate change resilience are key objectives for the Committee.
37. Projects that focus on growth and economic development are undertaken in consideration of environmental impacts.

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

38. The WRLC Secretariat will:
  - a Present the regional snapshot in WRLC quarterly meetings in year 2023
  - b Report changes and/or additions to future Committee meetings.

**Ngā āpitihanga  
Attachments**

| Number | Title   |
|--------|---|
| 1      | Snapshot of Wellington Regional Leadership Committee Region |

**Ngā kaiwaitohu**  
**Signatories**

|          |  |
|----------|--|
| Writer   | Qurat-UI Ain Mahmood – Programme Coordinator, Wellington Regional Leadership Committee |
| Approver | Kim Kelly - Programme Director, Wellington Regional Leadership Committee               |

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

# Snapshot of Wellington Regional Leadership Committee Region

Reporting Indicators: Housing, Economic Development & Climate (Emissions & Biodiversity)



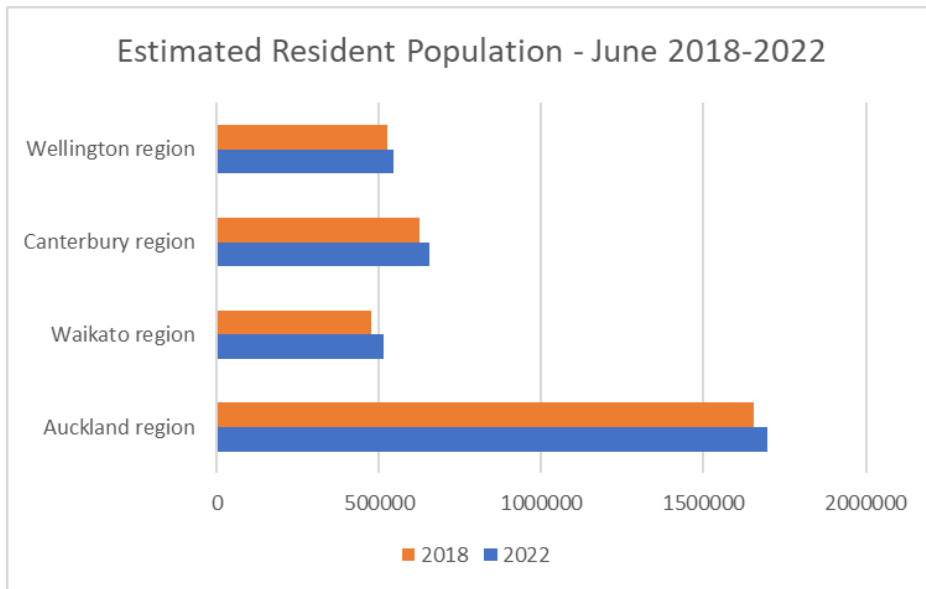


# Housing Indicators

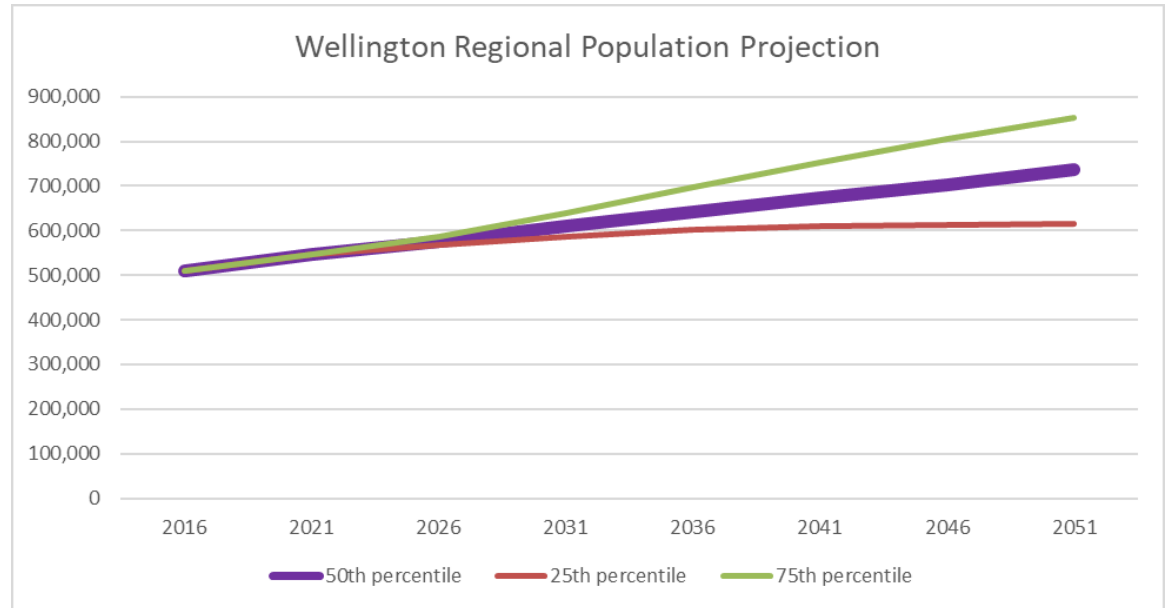


1. Regional Total Value of Building work
2. New Dwellings Consented in WRLC region (number and type)
3. Affordability and Demand of Housing in the Region (rent vs household income, housing deprivation, public housing demand)

*Note that unless indicated, the data does not include Horowhenua*



This shows the Wellington Region's population compared to Auckland, Waikato and Canterbury regions

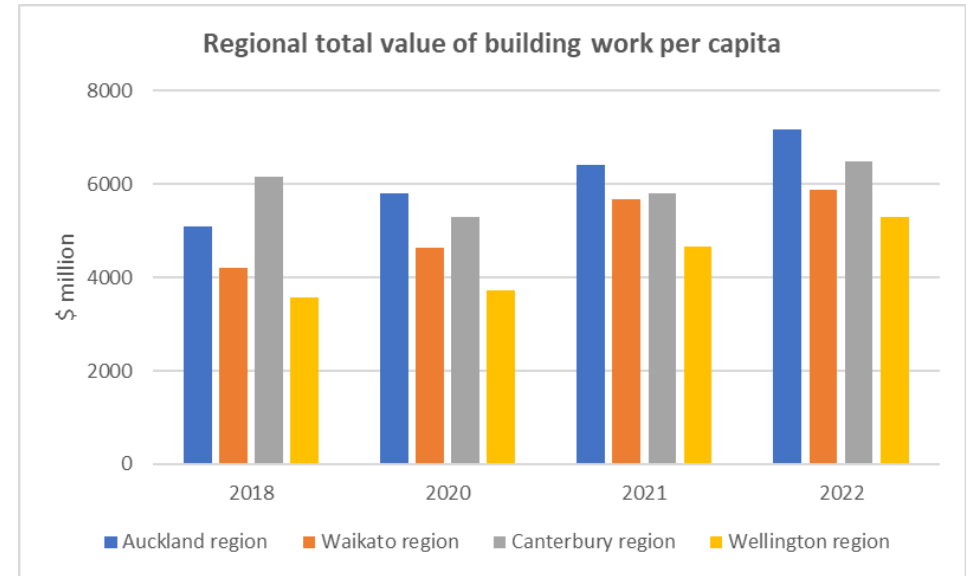
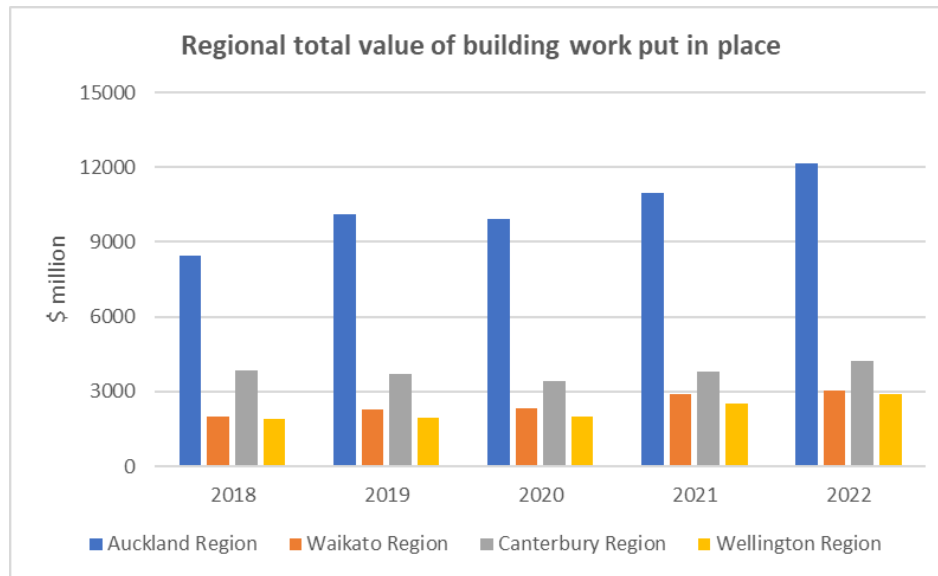


Sense Partners' projection of population growth in the Wellington region

Wellington Regional Population Projection



Attachment 1 to Report 22.495



[Housing | Stats NZ](#)

Values exclude goods and services tax (GST) and consents below \$5,000. Values include new buildings plus alterations and additions to existing buildings.

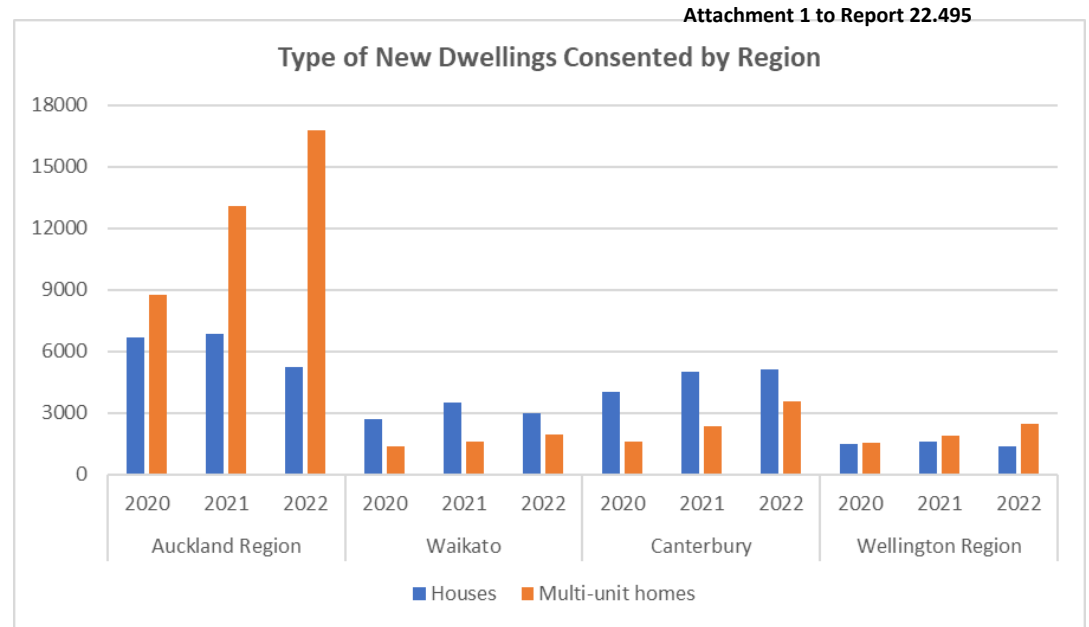
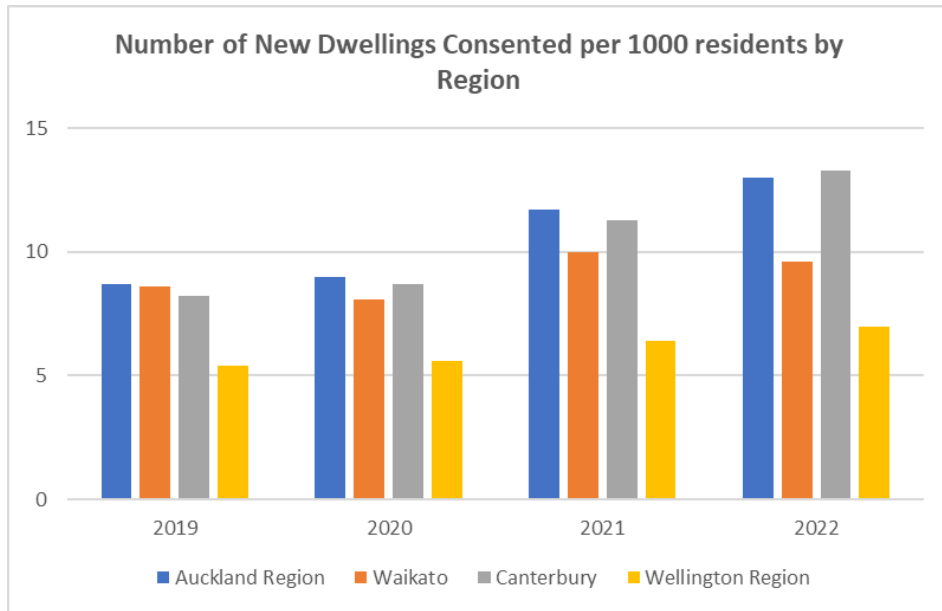
An overview of the value of building work in our region compared to others.

Auckland and Canterbury are spending more on building than Wellington over the past 4 years. This could be due to Auckland's larger population (Auckland : 1,695,200 vs Wellington : 543,500) and building work being carried out as a result of earthquake damage to Christchurch.

When adjusted for population, the difference in the value of building work is less extreme

WRLC Housing Indicator  
Total Value of Building work – across  
Regions





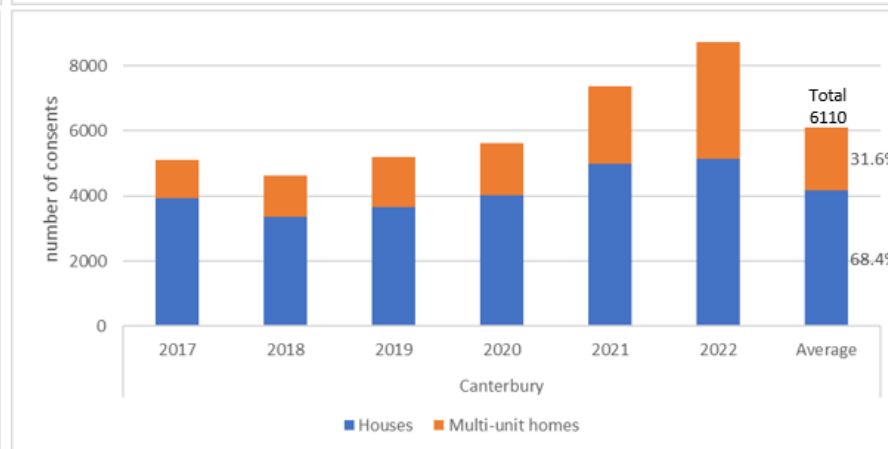
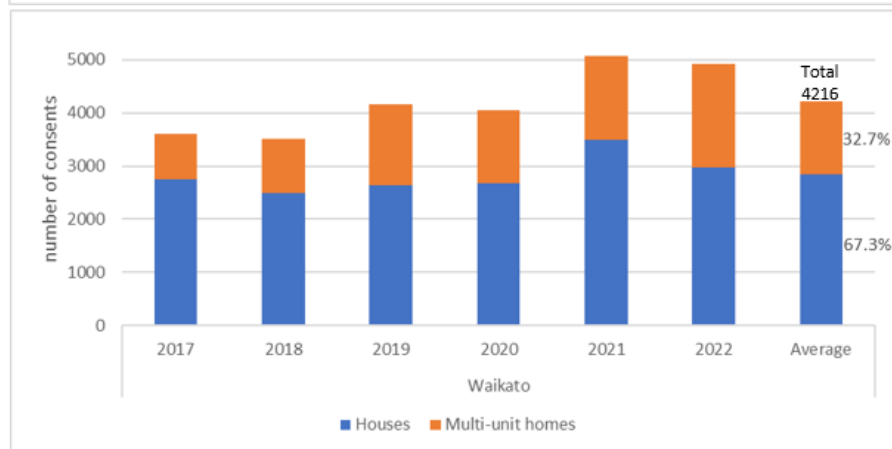
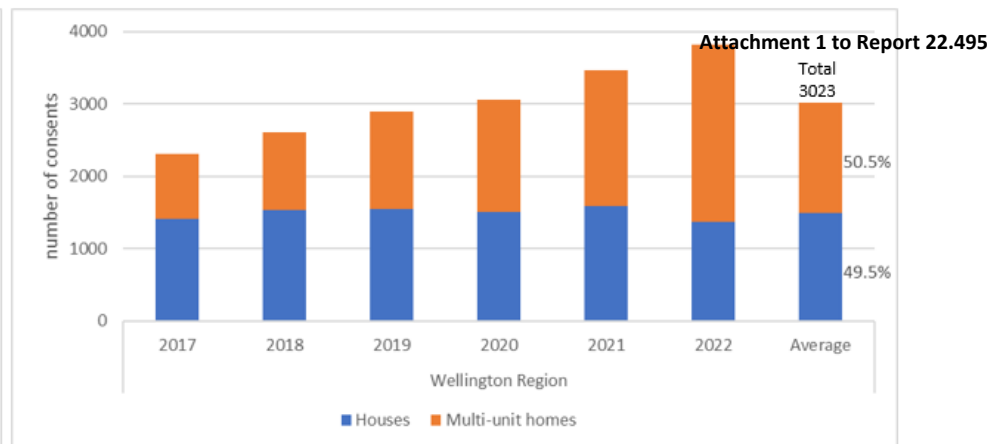
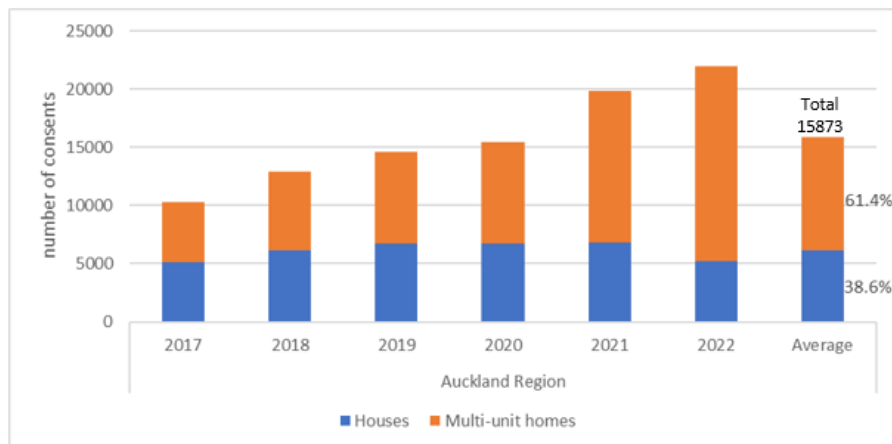
[Housing | Stats NZ](#)

Multi Unit : Includes apartments, retirement village units, townhouses, flats, and units.

In recent years consents for new dwellings has trended upwards

WRLC Housing Indicator - New Dwellings Consented





[Housing | Stats NZ](#)

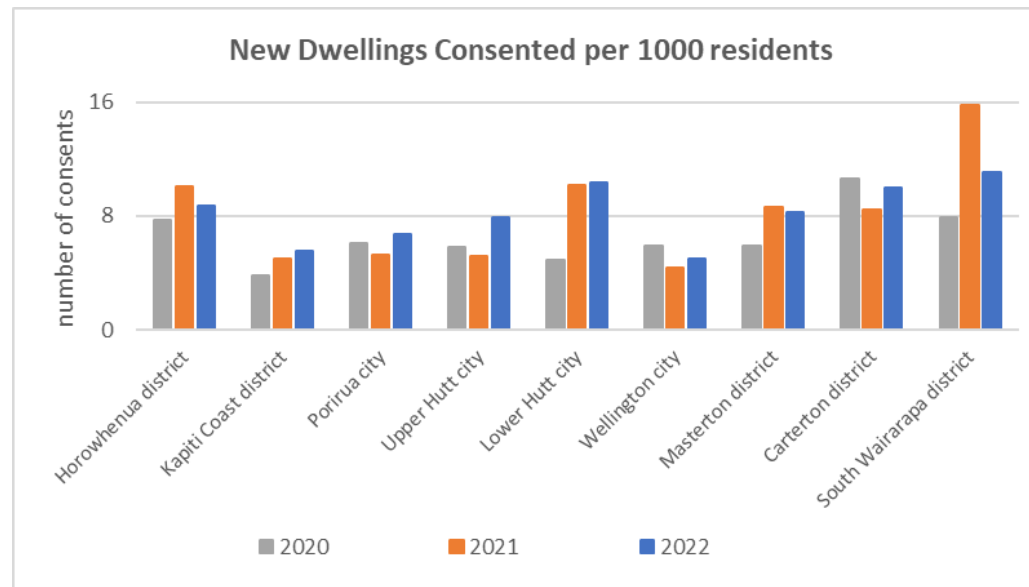
Multi Unit : Includes apartments, retirement village units, townhouses, flats, and units.

Multi-unit dwellings in Auckland and Wellington are growing at a greater rate than in Canterbury and Waikato,

The Wellington chart clearly shows growth in multi-unit homes in our region.

WRLC Housing Indicator - New Dwellings  
Consented across Regions

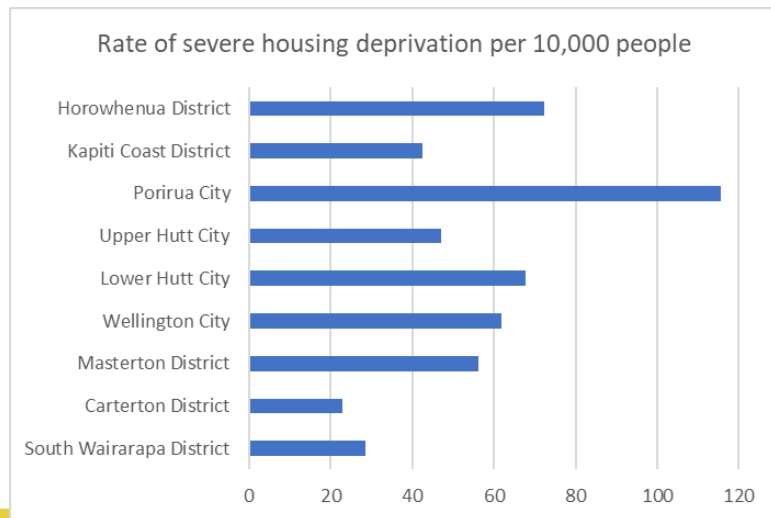
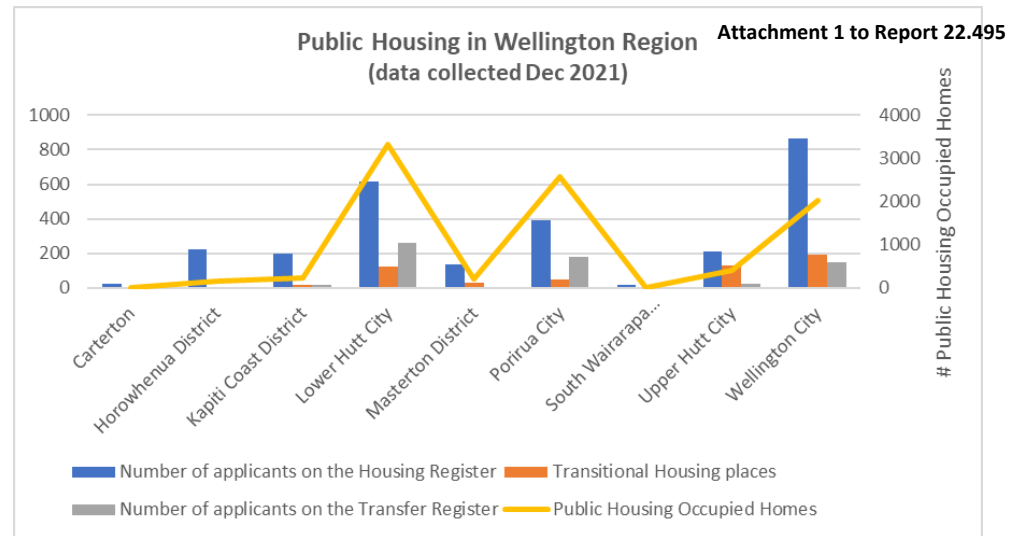
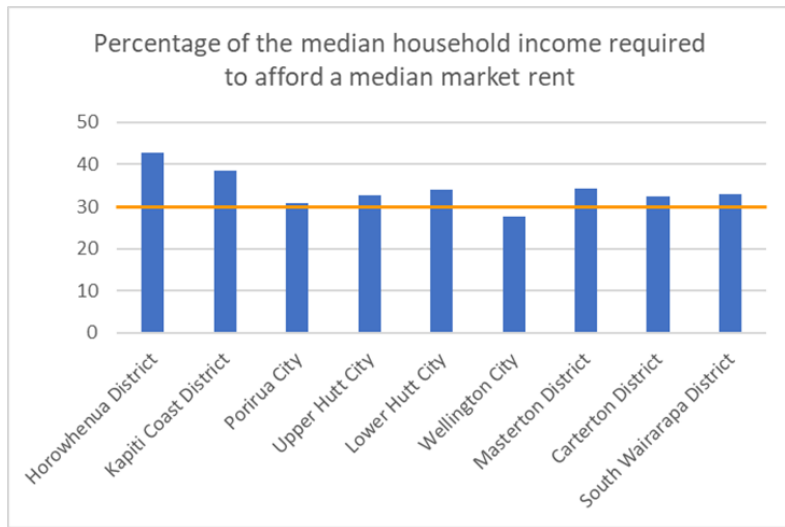




[Housing | Stats NZ](#)

While consents had been trending upwards, not all consents will result in a finished dwelling.

New Dwellings Consented in WRLC Region - Territorial Authorities (by year ending September 2022)



We seems to be going well in terms of housing affordability

Noting though that there is housing depravation across our region, and a number these is demand for various types of public housing and people on the waiting list for public housing.

Affordability and Demand of Housing in the WRLC Region

# Regional Economic Indicators

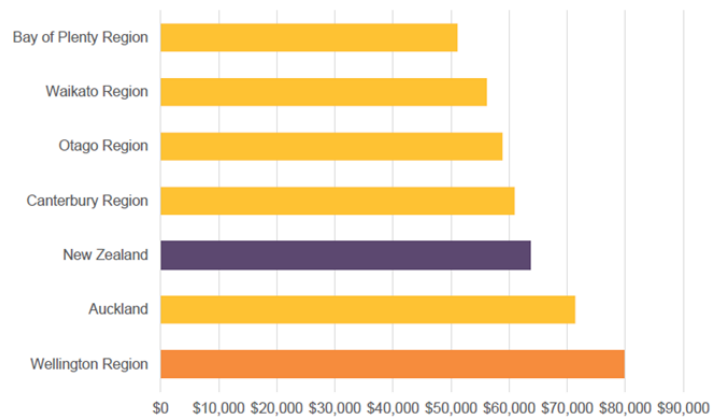


1. GDP per capita across the Wellington region
2. Filled Jobs across Wellington Region
3. All Vacancies Index Measure (Regional, Industry type)

*Note that unless indicated, the data does not include Horowhenua*

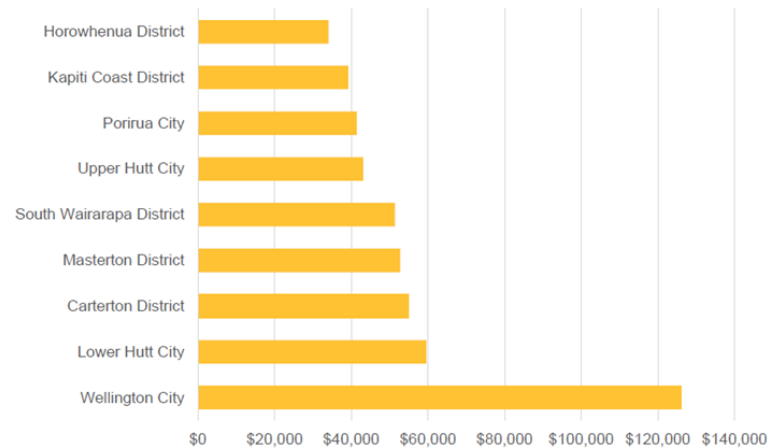


**Figure 4. GDP per capita for Wellington region, New Zealand and comparable regions, 2021**



Source: Infometrics regional database. Note: Wellington excludes Horowhenua

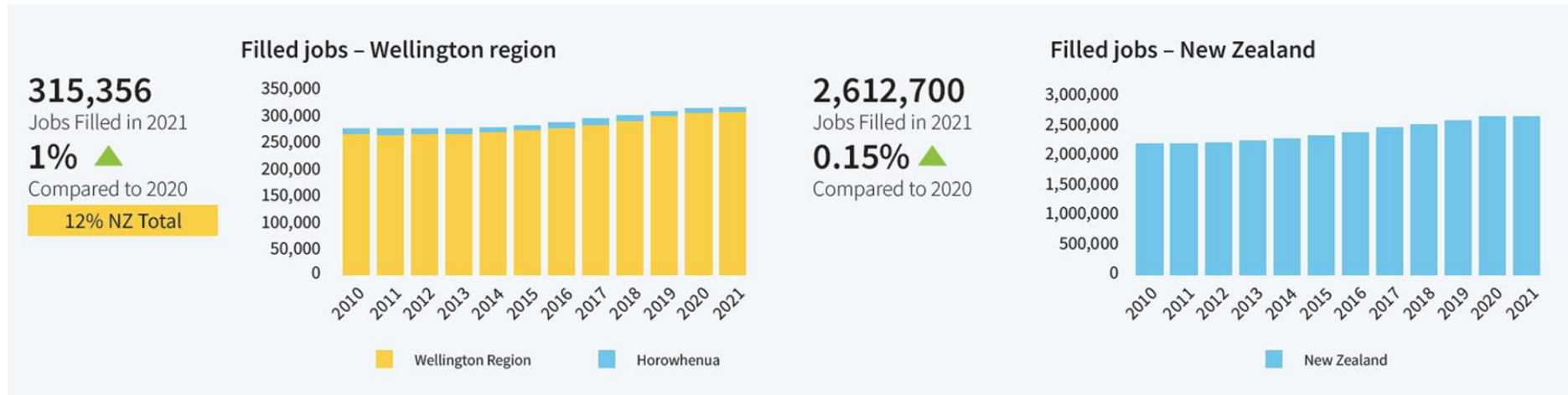
**Figure 5. GDP per capita in Wellington local authorities, 2021**



Source: Infometrics regional database

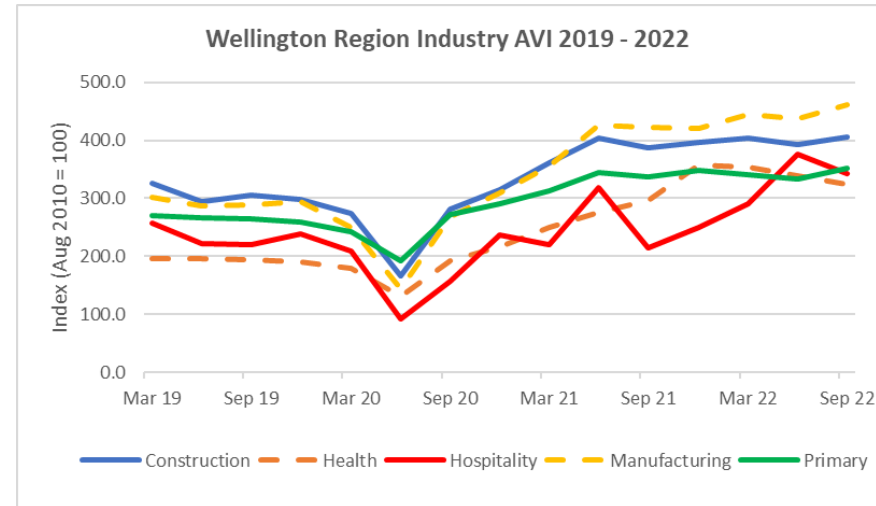
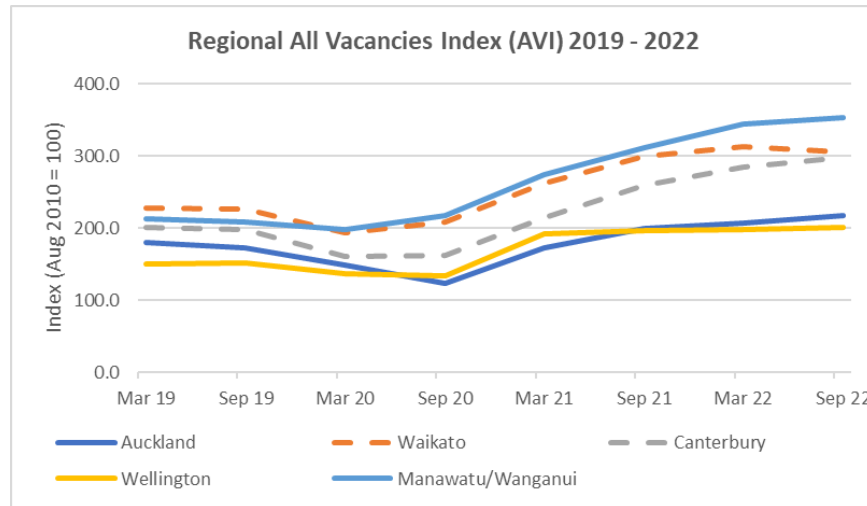
- The Wellington region accounted for 13.7% or \$44.87 billion of New Zealand’s Gross Domestic Product (GDP) in 2021.
- GDP per capita across the Wellington region (excluding Horowhenua) was close to \$80,000, higher than New Zealand at \$63,700.
- Mainly is driven by Wellington City.
- GDP per capita across all the other local authority areas is below the New Zealand average, particularly Horowhenua, Kāpiti Coast and Porirua.

GDP per capita across the Wellington Region



Our regional employment growth over the past decade at 1.5% per year job growth compared to 2% per year nationally. A total increase of 43,100 jobs.

Filled Jobs across Wellington Region



- All Vacancies Index (AVI) measures changes in online job advertisements from 4 internet job boards – SEEK, Trade Me Jobs and Kiwi Health Jobs.
- Job vacancies are an important indicator of labor demand and changes in the economy.
- 2020 the number of jobs advertised in our region has been increasing, lead by demand in manufacturing and construction

# All Vacancies Index

# Climate Change Indicators



## 1. Regional Emissions

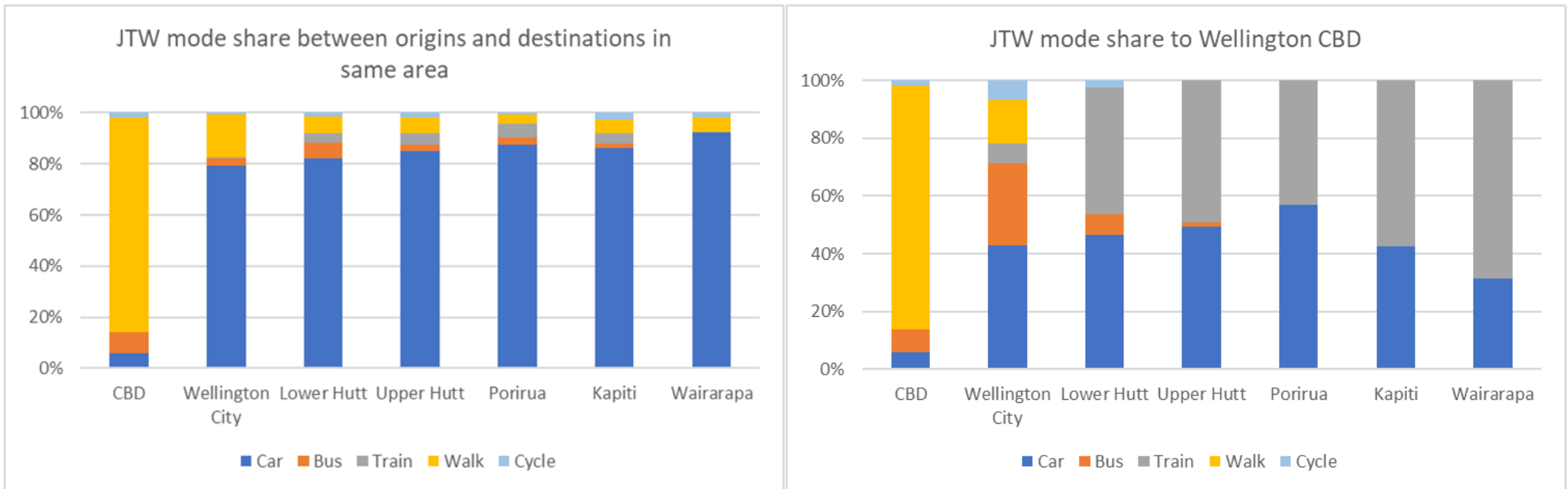
- Transport mode share - Journeys to work (JTW) Wellington Region (census 2018)
- Regional Annual Fuel Sale
- Transport generated CO2 emissions

## 2. Biodiversity Indicators

- Land use capability classes in new developmental areas
- Natural Wetlands in new development areas
- Existing native forest in new development areas

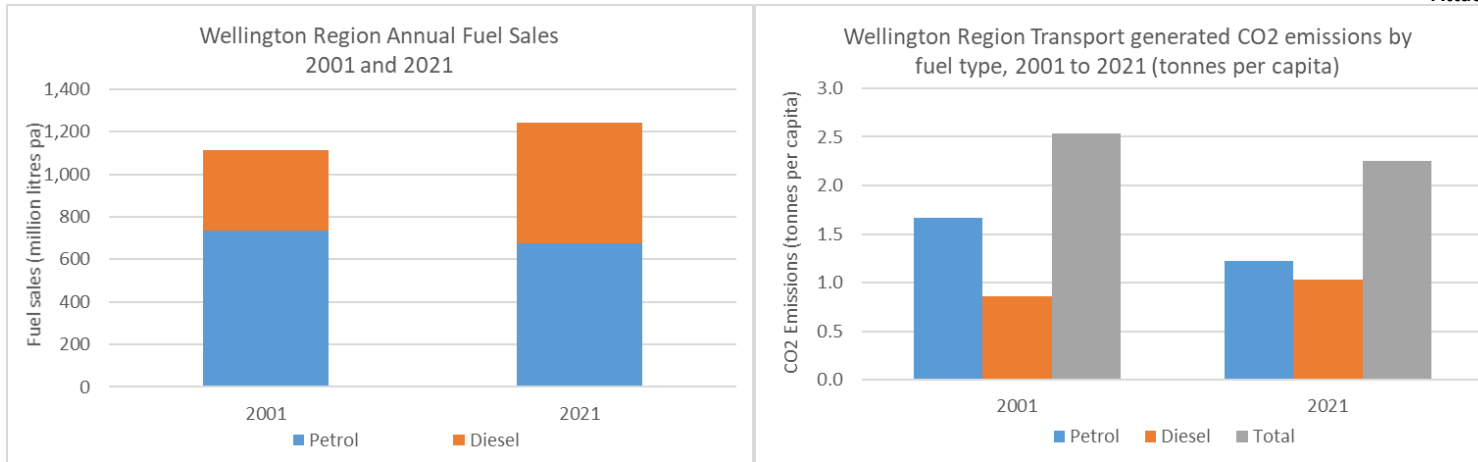
*Note that unless indicated, the data does not include Horowhenua*



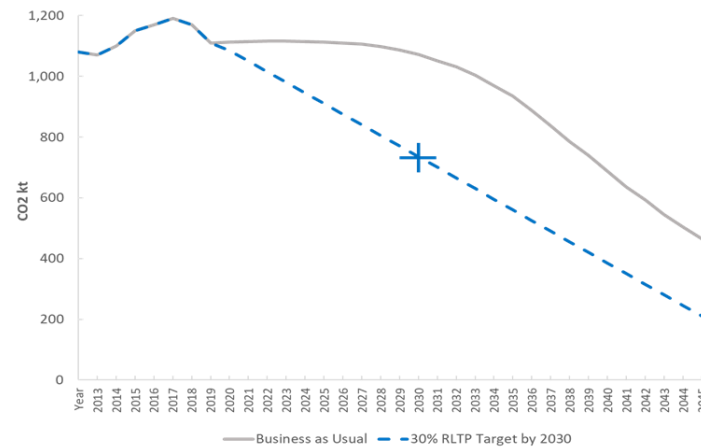


- This data shows the choices people make to commute to work in the Wellington regions.
- It indicates a high number of people walking to work **within** CBD probably due to proximity to their residence, however in rest of the Wellington city and other areas the trend of using car is still high.
- This changes to more use of public transport (bus journey in Wellington) and train when they commute from other areas in the region to the Wellington CBD.

Attachment 1 to Report 22.495



In last two decades while the demand of petrol in region has reduced, sales of Diesel Fuel has increased. Possibly due to increased economic development and business needs.



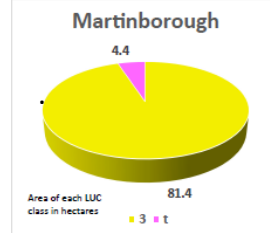
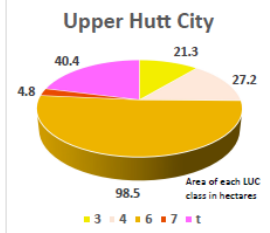
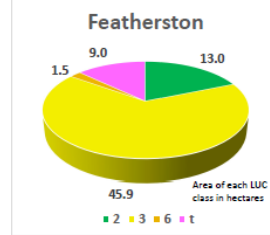
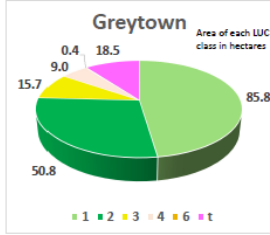
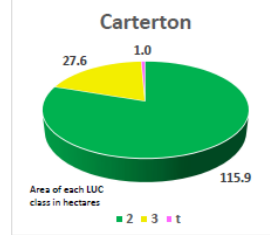
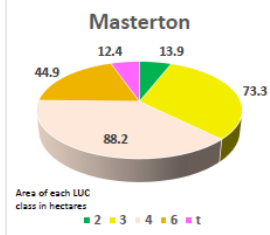
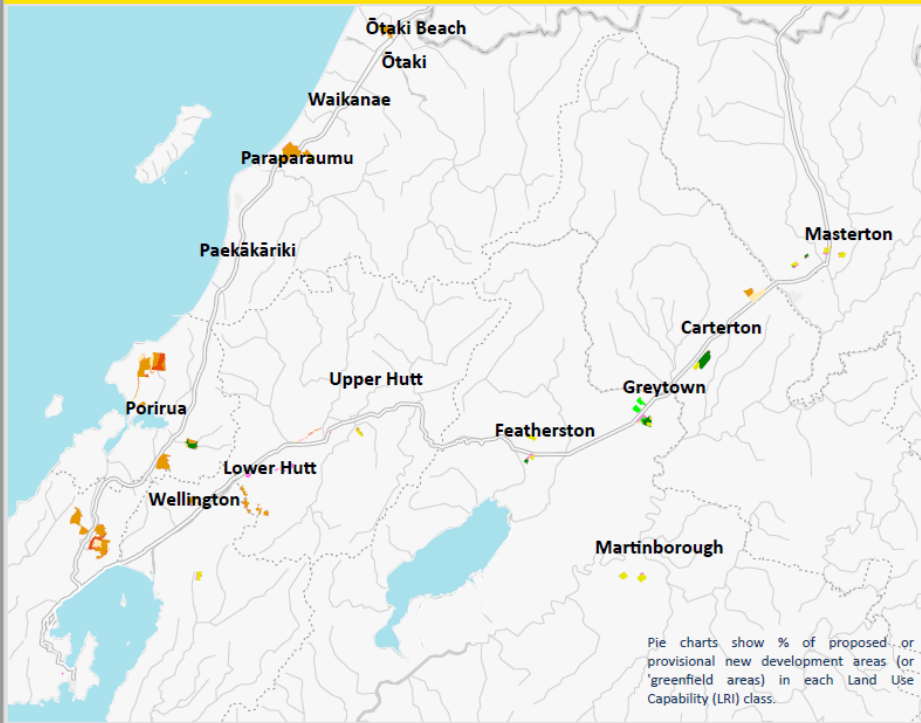
Our current emissions reduction trend means that we need additional action if we hope to meet the RLTP target of reducing the current emissions levels by 30% by 2045.

Regional Annual Fuel Sale and Transport generated CO2 emissions

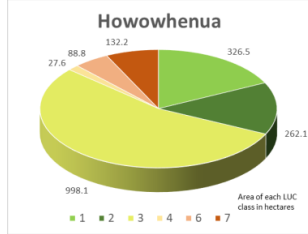
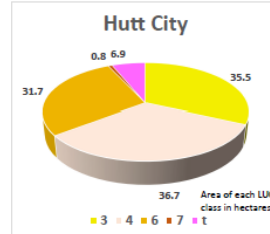
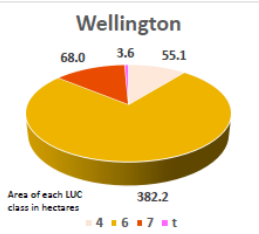
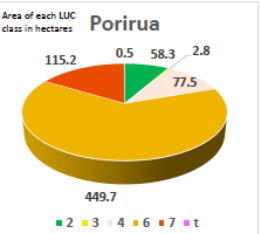
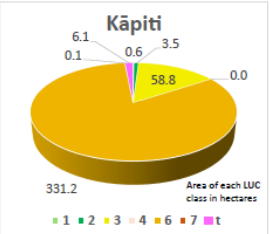


# Land use capability classes in new development areas

Attachment 1 to Report 22.495



- Land use capability**
- 1 arable
  - 2 arable
  - 3 arable
  - 4 arable
  - 5 non arable
  - 6 non arable
  - 7 non arable
  - 8 protection
  - la (lake), ri (river), to (town)



The land use capability charts highlights productive land within urban areas.

The National Policy Statement for Highly Productive Land, provides enhanced protection of this land.

This will help to provide resilience in our domestic food supply and as well as protect our ability to export primary products

Land use capability classes in new development areas

## Significant Natural Wetlands in new development areas



Attachment 1 to Report 22.495

This chart highlights existing wetlands within urban areas.

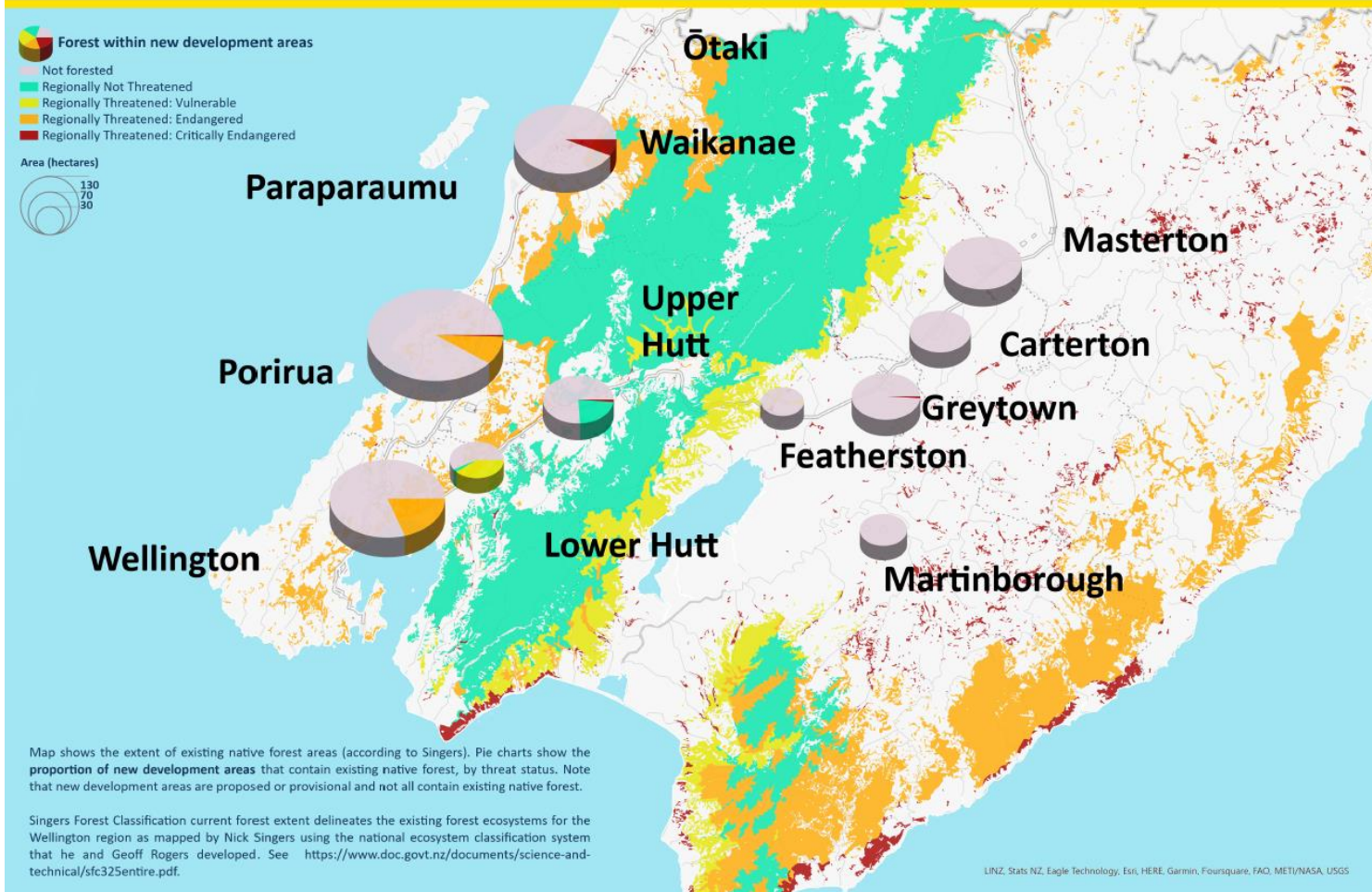
Wetlands are really important to support biodiversity, and improving water quality and protecting against floods.

The National Policy Statement for Freshwater Management provides national direction for managing New Zealand's freshwater.

Significant Natural Wetlands in new development areas



## Existing native forest (Singers) - threat status



Attachment 1 to Report 22.495

This chart highlights existing native forest within urban areas and the level to which they are threatened.

The chart shows that there is a small proportion of native forest that is impacted by urban growth,

Existing native forests

# Overall – we think that life is pretty good in our region

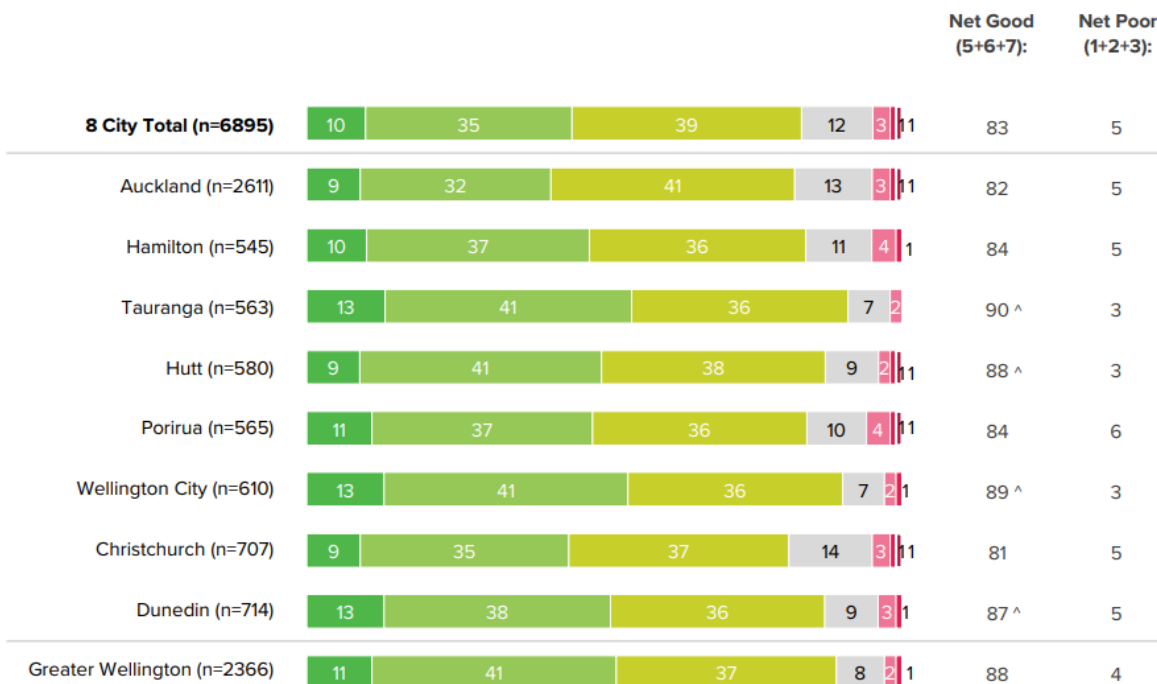


The Quality of Life Survey

*Note this does not include Horowhenua*



Overall quality of life (%)



In the 2022 Quality of Life survey, 88% of our region's residents reported overall satisfaction with their quality of life compared to 83% of New Zealanders. This has remained relatively consistent over the past six years.



**Wellington Regional Leadership Committee**  
**6 December 2022**  
**Report 22.479**



**For Information**

**WELLINGTON REGIONAL LEADERSHIP COMMITTEE PROGRAMME REPORTING  
– DECEMBER 2022**

**Te take mō te pūrongo**

**Purpose**

1. To update the Wellington Regional Leadership Committee (WRLC) on its projects and programmes

**Te horopaki**

**Context**

2. The Programme Report is provided to highlight progress, plans and issues and risks to the Committee.

**Te tātaritanga**

**Analysis**

3. The Programme Report is provided to highlight progress, plans and issues and risks to the Committee.
4. The Programme Report (**Attachment 1**) consists of information from Project Status Reports that are submitted by each project manager.
5. The Programme Report for December 2022 shows that most projects are progressing, although there have been some delays. The issues and risks are covered later in this report.
6. A comprehensive programme of communications and engagement opportunities is also underway.
7. While in the past an Indicator Dashboard is provided to highlight some of the measures relating to the programme's objectives, this will be covered in a separate report this time (refer Report 22.495).

***Complex Development Opportunities***

8. The Complex Development Opportunity (CDO) projects are in initiation phase, with many of them working on defining their project briefs.
9. Reporting on the CDOs will commence in 2023, with the intention of presenting the project briefs in the February-March 2023 meeting cycle.

### ***Regional Economic Development Plan Implementation***

10. The Regional Economic Development Plan (REDP) was signed off in August 2022 and the project has now formally closed.
11. A Programme Management Office within WellingtonNZ will focus on implementation of the REDP, supported by a Implementation Steering Group.
12. The REDP Quarterly Dashboard Report is attached, which summaries the project implementation highlights for each sector.

### ***Regional Housing Action Plan***

13. Like the REDP, the Regional Housing Action Plan is focussing on implementation.
14. Unfortunately, we have not yet been able fill the lead role for this. As soon as a resource in in place a more focused approach to implementation will commence, including designing a progress report to this Committee.

### ***Climate change and sustainability projects***

15. There are currently three active projects relating to climate change and sustainability:
  - a Regional approach to climate change impacts
  - b Regional Emissions Reduction Strategy
  - c Regional Food System Strategy - Phase One.
16. These projects also address topics common to the following projects:
  - a WRLC and Regional Policy Statement (RPS) alignment
  - b Future Development Strategy.
17. The WRLC Secretariat and project teams are working together to ensure that they take an aligned, joined up approach where appropriate, engage with common stakeholders in an efficient and effective manner and avoid conflicting process and approaches.

### ***Project risks and Issues that need to be addressed***

18. The limited capacity and capability of Iwi to participate in projects is a risk signalled from the beginning of the project:
  - a This has now become an in issue for the Regional Climate Change Impacts Assessment project.
  - b The project is on hold at the request of Ātiawa ki Whakarongotai Charitable Trust to provide more time to consider how they, and other mana whenua might want to be involved in the project and progress is being made towards a way forward.
  - c All other project leads will take the lessons learnt to guide how they advance their projects with mana whenua involvement.

- d On 1 December 2022, a wananga with Iwi partners was held to share the WRLC work programme and gain an understanding of our shared priorities and how to help each other achieve them within the WRLC context.
19. An emerging risk is the ability of Council staff to provide input into WRLC projects:
- a Projects like the Climate Change Impact Assessment and Adaptation, Emissions Reduction Strategy and especially the Future Development strategy require input of council staff.
  - b Many Councils council staff are signalling that they are stretched with many demands on their time.
  - c Many projects will require staff input for various reasons (for instance, to fulfil a regulatory requirement, to ensure the work reflects their community, etc).
  - d The Secretariat and project leads are exploring mitigations including:
    - i Backfilling positions to enable the diversion of resources
    - ii Rescheduling or delaying projects to avoid other Council workloads.
  - e The Secretariat and project leads will continue to provide Councils with as much advance warning as possible.

### **Ngā hua ahumoni**

#### **Financial implications**

20. While there are no funding implications from the reporting in **Attachment 1**, it provides a summary of the financial activity and reflects the funding principles as agreed with local government and central government partners.

### **Ngā Take e hāngai ana te iwi Māori**

#### **Implications for Māori**

21. All projects listed include objectives to create better outcomes for Māori.
- a To help overcome iwi capacity and capability challenges in being involved in all our projects (Iwi Capacity and Capability project)
  - b Improving housing outcomes for Māori (Regional Housing Action Plan, Levin Taitoko Structure Plan, Te Mahere Tupu - Lower Hutt Structure Plan, Ōtaki Pilot Project, Complex Development Opportunities)
  - c Ensuring that the Māori voice is reflected in our strategies and plans (Regional approach to climate change, Regional Emissions Reduction Strategy, Regional Food System Strategy Project, Wellington Regional Growth Framework and Regional Policy alignment, Future Development Strategy, West-East Connections)
  - d Creating better economic development opportunities for Māori (Regional Economic Development Plan).

22. There continues to be challenges in ensuring that there is iwi representation in each project, iwi members sit on the WRLC, and they have been part of the programme decision making processes.

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

23. There are three projects in the programme that are specific to climate change objectives (Regional Approach to Climate Change Impacts, Regional Emissions Reduction Strategy, Regional Food System Strategy Project).
24. All projects listed include objectives to create better climate change outcomes.

### **Te whakatūtakitaki Engagement**

25. None of the matters in this report required external engagement. All matters have been discussed at WRLC Senior Staff Group meeting and WRLC CEO Group meeting.
26. There were no comments from the WRLC Senior Staff Group meeting on 16 November 2022.
27. There were no comments from the WRLC CEO Group meeting on 25 November 2022.

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

28. The programme report will be updated with the most current information for each WRLC meeting.
29. The WRLC Secretariat will continue to explore adjustments and improvements to the report, especially as projects progress through their lifecycle.

### **Ngā āpitihanga Attachment**

| <b>Number</b> | <b>Title</b>                       |
|---------------|------------------------------------|
| 1             | WRLC Project Dashboards - Dec 2022 |

### **Ngā kaiwaitohu Signatories**

|          |  |
|----------|--|
| Writer   | Allen Yip - Programme Manager, Wellington Regional Leadership Committee  |
| Approver | Kim Kelly - Programme Director, Wellington Regional Leadership Committee |

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



## WRLC Dashboards - December 22

## Programme Dashboard

| Overview  | Communications and engagement highlights   |
|---|--|
| Since the last report, the Regional Economic Plan was approved, and the project has been completed. Wellington NZ are now working on implementing the plan. Several other projects have also been initiated, including the Food Systems Strategy, Regional Emissions Strategy, Kapiti-Horowhenua project, Upper Hutt Structure Plan, Papakainga Project and the FDS. The Secretariat is pleased that nearly all projects have now been initiated. | <p>Linkedin grows steadily, 467 to 534 since last quarter</p> <p>eNews subscribers increased again to 570.</p> <p>Guest presentation with spatial planning expert Robert Liberty held at Council Chambers with good representation of local, central govt and private sector, positive feedback and interest in more.</p> <p>A Wananga with our WRLC Iwi partners is scheduled for 1 December. This will be to share thoughts on the WRLC work programme and Iwi engagement in the work.</p> |
| The matters of common concern on all projects is, the capacity of Mana Whenua to participate in projects, the availability of Council staff to contribute to projects, project budgets, the risk of losing project resource in this job market. This has manifested itself in declining confidence in the ability to deliver some projects within the initially agreed timeframes.  |  |

| KEY AREA             | Project  | lead organisation | leader                 | start date | project completion | Scope | Programme | Budget | Risk | Confidence |
|----------------------|--|-------------------|------------------------|------------|--------------------|-------|-----------|--------|------|------------|
| Transport            | West-East Access, Housing and Resilience Investigation     | Waka Kotahi       | not appointed yet      |            |                    |       |           |        |      |            |
| Housing              | Future Development Strategy and HBA                        | WRLC Secretariat  | Parvati Rotherham      | Aug-22     | Jul-23             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Iwi capacity and capability                                | WRLC Secretariat  | Kim Kelly              | Nov-21     | Jul-22             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Horowhenua-Kapiti Joint Growth Opportunities               | HDC & KCDC        | Caroline Dick          | Aug-22     | Dec-22             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Kāpiti Papakainga Toolkit (previously Ōtaki Pilot Project) | Te Puni Kōkiri    | Rachelle Johnston      | Feb-22     | Dec-22             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Levin-Taitoko Structure Plan                               | HDC               | Caroline Dick          | Nov-21     | Aug-22             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Lower Hutt Structure Plan -Te Mahere Tupu                  | HCC               | Becky Kiddle           | Nov-21     | May-22             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Regional Housing Approach and Action Plan                  | MHUD, WRLC        | complete               | Aug-21     | Jun-23             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Upper Hutt Structure Plan                                  | UHCC              | Gabriela Jimenez Rojas | Oct-22     | TBC                | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Wellington Regional Growth Framework and Regional Policy   | GWRC              | Matt Hickman           | Aug-21     | Aug-22             | ↕     | ↕         | ↕      | ↕    | ↕          |
| Climate              | Regional approach to climate change impacts                | WCC               | Jamuna Rostein         | Oct-21     | Dec-24             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Regional Emissions Reduction Strategy                      | GWRC              | Arya Franklyn          | Feb-22     | Feb-23             | ↕     | ↕         | ↕      | ↕    | ↕          |
|                      | Regional Food System Strategy - Phase One                  | RPH               | Tessa Acker            | Jul-22     | Jun-23             | ↕     | ↕         | ↕      | ↕    | ↕          |
| Economic Development | Regional Economic Development Plan                         | Wellington NZ     | complete               | Aug-21     | Jun-22             | ↕     | ↕         | ↕      | ↕    | ↕          |

## WRLC Dashboards - December 22

## Programme Dashboard

| KEY AREA             | Project  | Status Summary  |
|----------------------|--|---|
| Transport            | West-East Access, Housing and Resilience Investigation     | A transport planner has been appointed to this Programme Business Case and work is underway.  |
| Housing              | Future Development Strategy and HBA                        | The Project Lead and core team have commenced. Core team engaging in the FDS and HBA process. Delays due to competing time demands. Will worsen with FDS analysis and writeup and TA's hearings for Plan Changes in March-May. Resourcing in each TA must be reviewed by SSG and set aside for effective delivery. An equivalent of 3 FTE will be needed in peak times. The constraints mapping and foundation data for the WRGF have reviewed and are in the process of being updated to inform the FDS. High level scenarios concepts have been agreed to and currently being refined. Further detail will be provided to SSG for noting at upcoming meetings. HBA modeling and analysis and this is underway.  |
|                      | Iwi capacity and capability                                | WRLC has approved the final Scoping Report. The consultant about assisting with implementation.   |
|                      | Horowhenua-Kapiti Joint Growth Opportunities               | The initial report will indicate where further investigation would be valuable to show where a joined-up approach to planning for projected growth could benefit both communities. Further opportunities could for example include public and active transport, social infrastructure. The project is on track despite a leadership change.   |
|                      | Kāpiti Papakainga Toolkit (previously Ōtaki Pilot Project) | Project plan is currently being drafted between Te Puni Kōkiri and KCDC, and will be submitted to the programme team for feedback.  |
|                      | Levin-Taitoko Structure Plan                               | Developed and tested three options for structure plan and evaluated against the Principles – now have a 'hybrid' preferred layout for land uses, transport and green space configurations. We have begun to test the development economics of the layout.   |
|                      | Lower Hutt Structure Plan -Te Mahere Tupu                  | Internal wānanga held on the project to gain across council support for the direction of the strategy in October. Work around the kaupapa profiles that shows the state of play in the city currently have been approved as a way to map the project into key areas. Still work to do to gain approval to proceed.  |
|                      | Regional Housing Approach and Action Plan                  | The Implementation Group continues to oversee actions from the RHAP, including standardising planning provisions across the region, building relationship with existing regional and local developers forums, aligning land opportunities, and finalising a regional housing dashboard.   |
|                      | Upper Hutt Structure Plan                                  | The project brief is currently being drafted, and detailed planning work has commenced.   |
| Climate              | Wellington Regional Growth Framework and Regional Policy   | Submissions on RPS Change 1 closed on 14th October; a number of submitters requested an extension to the end of October. Over 180 submissions have been received. All submissions will be published on the GW website, together with the Summary of Decisions Requested which will trigger the further submissions process. It is planned to complete the further submissions process by mid-December. A paper will be going to Council in December to confirm the hearings panel(s) which will start sitting next year.  |
|                      | Regional approach to climate change impacts                | Phase 2 of Stage 1 of the project has started. The stakeholder workshops for the Economic, Build and Human Domains were completed. The project has however been placed on hold until end of December 2022 as requested by Ātiawa ki Whakarongotai Charitable Trust to provide more time to consider how they, and other mana whenua might want to be involved in the project. The final deliverables dates are delayed to enable this. Additional funding has been sought from the Councils and the WRLC specifically to enable mana whenua participation in the project (\$100,000 in total). The project team is currently working alongside mana whenua partners to see how to restart the project in early 2023. It is anticipated that the project will start again in January and be complete by 30 June 2023, details will be firmed up with mana whenua partners. |
|                      | Regional Emissions Reduction Strategy                      | The main activities this period were: <ul style="list-style-type: none"> <li>•Review Stage One report and gather information to cover key changes in the climate change space since the report was written.</li> <li>•Draft Project Brief document</li> <li>•Meet with Greater Wellington District and City climate change teams, and Auckland Council's climate team.</li> <li>•Meetings with relevant central government agencies, and relevant regional projects leads, eg. RPS1 and RLTP.</li> <li>•Project Sponsor agreed and project structure under development</li> </ul>   |
| Economic Development | Regional Food System Strategy                              | <ul style="list-style-type: none"> <li>•Continue to define project scope and TORs for contractors involved in the project.</li> <li>•Begin community stakeholder and iwi engagement.</li> <li>•Environmental scan of data available and national/regional/local partners/initiatives focused on food systems.</li> <li>•Coordinate objectives, stakeholders, and iwi engagement with other WRLC project leads</li> </ul>  |
|                      | Regional Economic Development Plan                         | Project completed. Transitioning into implementation. A project closure report has been signed off by the steering committee. Regional Economic Development Plan Quarterly reporting dashboard is attached.   |

| Top Programme Risks and Issues  | Mitigation and comment  |
|---|---|
| Iwi capacity and capability to participate in specific projects is limited. This creates a risks for all projects but is a specific issue for the Climate Change Impacts Assessment.  | The Climate Change Impacts Assessment project has needed to be put on hold at the request of Ātiawa ki Whakarongotai Charitable Trust to provide more time to consider how they, and other mana whenua might want to be involved in the project. All project leads are now cautious about advancing their projects while their projects are unable to secure mana whenua involvement.<br>On 1 December, a Wānanga with Iwi leaders will be held to share the WRLC work programme, and gain an understanding of our shared priorities and how to help each other achieve them within the WRLC context. Project leads have been working together on possible ways forward, this discussions now needs to be with Iwi. There is no easy answer because there is a huge demand for Iwi resource all around the country. |
| There are several projects that need Council officers' input. Many Councils council staff are signalling that they are stretched with many demands on their time. Projects like the FDS, ERP require Council input, and Councils are already signalling that this is going to be challenging. | Secretariat and project leads are exploring ways to get council input with less impact on staff. However, some projects will require staff input for various reasons (for instance, to fulfil a regulatory requirement, to ensure the work reflects their community, etc). In these instances, Secretariat and project leads will endeavour to provide Councils with as much advance warning as possible. In the future, when projects are approved by the Committee, the Secretariat will work harder to ensure that the Councils understand the resource commitment required for each project.  |

## WRLC Dashboards - December 22

## Wellington Regional Economic Development Plan

## Quarterly reporting dashboard - overview

November 2022

| Overview  | Key risks and issues  |
|---|---|
| <p>WellingtonNZ have recently completed a change process to align our resources and budget with the priority sectors, enablers and initiatives identified through the REDP. Our focus is now on implementing the REDP.</p> <p>This dashboard provides an initial baseline summary of the status of initiatives as at 30 September 2022. WellingtonNZ have assigned a staff member to regularly connect with and work alongside each initiative lead to support progress.</p> <p>Each initiative is at a different stage however the quarterly reports demonstrate most are underway with their first actions. WellingtonNZ will continue to provide support in multiple ways (including co-funding in some instances) to help initiatives progress.</p> | <p>Majority of the initiatives require some level of funding support. WellingtonNZ have a limited budget available, and while co-funding will be provided to some initiatives, ongoing work will be required to identify external funding sources.</p> <p>WellingtonNZ's only Research and Insights Advisor finished with our organisation in October. Recruitment is underway for a replacement, however in the interim we have limited capacity and capability to analyse regional economic data.</p> |

| Sectors  |   |   |  |
|--|---|---|--|
| Screen, creative and digital   | Science, technology, engineering and manufacturing  | Visitor economy   | Primary sector, food and fibre   |
| <p>WellingtonNZ recently appointed a new Screen Manager and are actively recruiting a Head of Attraction and Facilitation Specialist to support the sector.</p> <p>Initiatives are well underway, with the Screen Steering Group having been established, the showreel being produced to promote filming in our region, and photography being undertaken for the location database. Discussions are being held to establish demand for a screen centre of excellence.</p> <p>The Review of Government Investment in the Screen Sector is now open and will run from 27 October 2022 to 18 December 2022. A submission is being developed.</p>  | <p>WellingtonNZ have recently appointed a Tech Sector Lead and are actively recruiting an Investment and Attraction Manager and Technology Programme and Community Coordinator to work alongside them and make the most of opportunities to grow our regional tech sector.</p> <p>The skill related STEM initiatives are making solid progress, with pilot programmes being established and partners being confirmed.</p> <p>The hub related STEM initiatives remain priorities but will require further engagement with stakeholders and potential funders to enable their development.</p>  | <p>WellingtonNZ recently commissioned research to understand current and future accommodation needs. The resulting report will help us plan for future scenarios.</p> <p>Conversations are underway with Business Central to progress design and deliver a sustainability programme for tourism and hospitality businesses across the region.</p> <p>Significant funding will be required to support the visitor economy attraction initiatives including the Porirua Adventure Park, Wairarapa Dark Skies development and Wairarapa Five Towns Trail network. WellingtonNZ will work alongside initiative leads to advocate for funding.</p> | <p>WellingtonNZ are helping to facilitate engagement and funding discussions for the Ōtaki &amp; Porirua Trusts Board land use assessment.</p> <p>The Western Growth Corridor's food and beverage programme is underway, with the strategy near finalised and an experienced facilitator appointed to establish a cluster of Kāpiti Coast and Horowhenua food and beverage businesses.</p> <p>Our Wairarapa team are in the early stages of building relationships with Wairarapa's primary sector to identify food and fibre priorities within their area.</p>  |
| Enablers   |   |   |  |
| Maori economic development   | Skills, talent and education  | Water accessibility and security  | Resilient infrastructure   |
| <p>WellingtonNZ's new Head of Maori Business Projects and Strategic Relationships is working alongside the Maori economic development initiative leads to explore funding options and facilitate engagement.</p> <p>Highlights include that Te Matarau a Māui and Amotai are hosting a social procurement networking event on 11 November to connect suppliers and buyers. WellingtonNZ and GWRC are also progressing engagement with councils to implement the Te Upoko o Te Ika a Māui social procurement commitment. A needs assessment has been completed for Te Pokapū Pakihi (the Māori business digital hub) however the scope requires further refinement before being progressed.</p> | <p>Planning is underway for the skills, talent and education initiatives, however all require further funding to progress as intended. WellingtonNZ have a small co-funding contribution available to most which will be used to leverage potential external funding contributions.</p> <p>WellingtonNZ have recruited an intern through Tupu Toa who will complete an options exploration to identify potential initiatives that support growing the capacity and capability of Pasifika businesses. Introductions to individuals in the Pasifika business community would be appreciated to help our intern complete wide engagement before identifying a shortlist of options.</p> | <p>The water initiative has been pending the election of new Mayors and Councils. GWRC will now be re-engaging on this programme with the GW Wairarapa Committee and other forums. The first task is to reach agreement on the engagement of a programme coordinator and how this will be funded.</p>   | <p>Advocacy for the infrastructure resilience initiatives can proceed now that elections are complete and WRLC members are confirmed.</p> <p>WellingtonNZ made a submission to the Transport and Infrastructure Select Committee in support of the inquiry into the future of inter-regional passenger rail in New Zealand. In particular, we used this as an opportunity to advocate for the rail slope stability initiative, the electrification of the rail service north of Kāpiti Coast to Levin, improvements to the safety and resilience of the Ōtaki to north of Levin transport corridor, and supporting the visitor economy, based on the issues and opportunities highlighted in the REDP.</p> |

**Wellington Regional Leadership Committee**  
**6 December 2022**  
**Report 22.478**



**For Information**

## **COMPLEX DEVELOPMENT OPPORTUNITY UPDATE – DECEMBER 2022**

### **Te take mō te pūrongo**

#### **Purpose**

This report provides the Wellington Regional Leadership Committee (WRLC):

1. Context, background and outlines benefits in the Complex Development Opportunities (CDOs) framework, particularly for the benefit of new WRLC members.
2. Provides updates on current CDO projects. This meeting will include updates for:
  - a Featherston
  - b Waterloo Transport Oriented Development (TOD).

### **Te tāhū kōrero**

#### **Background**

3. CDOs are projects in which special partnership arrangements with central government agencies are created to ensure their successful delivery.
4. To be a CDO, projects need to broadly fulfil the following criteria:
  - a They will deliver significant housing and other benefits to the region,
  - b They especially support the WRLC objectives,
  - c Are in key locations where successful development gives effect to those agreed strategic objectives:
    - i Offer opportunities for accelerated and/or significant development,
    - ii Are complex and working in partnership is required to deliver at the desired pace and scale.
5. This approach is being used in several other regions in New Zealand because it has provided benefits to development projects. This includes:
  - a Future Proof, In the Hamilton-Auckland corridor,
  - b SmartGrowth, Tauranga City Council,
  - c Auckland,
  - d Queenstown.

6. Using this partnership approach helps because:
  - a It formalises project partnerships between central, local government, iwi and the market,
  - b Getting the right agencies involved at the start of the project enables collective planning, decision making, problem solving and issue resolution and risk mitigation avoiding duplication and replication of business cases and activity,
  - c Having central government agencies involved enhances the ability to access central government resources,
  - d There are enhanced reporting requirements:
    - i The projects have visibility at the highest level ensuring decision makers are briefed as to the core elements of the project. Supports decision making around national and regional prioritisation,
    - ii It improves project communication with the community building social licence.
  - e It improves transparency of the efforts of all project partners.

**Te tātaritanga  
Analysis**

7. A Task Group consisting of senior staff from each Council assessed how well each project fulfilled the CDO criteria, as well as other factors, such as the potential to fulfil the CDO criteria in the future, the local importance of the project and potential vital links to other projects.
8. Following a robust discussion over two sessions, agreement was reached on projects that fit into these one of the following two categories:
  - a CDOs, or
  - b Projects to Watch (PTW).
9. The Committee endorsed the CDO approach at its 22 March 2022 meeting (refer Report 22.81).
10. The qualifying CDOs are as follows (listed in alphabetical order):

| <b>Project</b>                     | <b>Lead agency</b>               |
|------------------------------------|----------------------------------|
| Featherston Masterplan Development | South Wairarapa District Council |
| LGWM - Courtenay Place to Newtown  | Wellington City Council          |
| Otaki                              | Kāpiti Coast District Council    |
| Porirua Northern Growth Area       | Porirua City Council             |
| Riverlink                          | Hutt City Council                |
| Trentham                           | Upper Hutt City Council          |

|   |                                     |
|---|-------------------------------------|
| Waterloo Station Transport Oriented Development | Greater Wellington Regional Council |
|---|-------------------------------------|

11. Projects to Watch (listed in alphabetical order):

| Project                  | Lead agency                   |
|--------------------------|-------------------------------|
| Johnsonville             | Wellington City Council       |
| Lincolnshire Farm        | Wellington City Council       |
| Paraparaumu central area | Kāpiti Coast District Council |
| Tara Ika                 | Horowhenua District Council   |
| Titahi Bay               | Porirua City Council          |
| West-East connection     | WRLC                          |

**How will they work?**

12. CDOs are expected to clearly define their project, including project objectives.
13. CDO projects will establish project governance that includes the central government agencies and lwi that they require to partner with.
14. Kainga Ora have a special interest in CDOs which have received Infrastructure Acceleration Fund assistance (Otaki, Riverlink, Trentham) or qualify as a Special Development Projects (Porirua Northern Growth Area is currently being investigated for a SDP).
15. Kainga Ora has also taken a lead role in making connections with central government agencies and assisting to get them on the project governance groups.
16. All agencies will work towards:
  - a Ensuring very close alignment, integration and coordination between respective key public sector agency programmes and actions as they relate to the selected priority development areas,
  - b Exploring and applying new and innovative tools/processes that support successful development at the required pace and scale within the selected areas,
  - c Assisting with issue resolution and opportunity realisation where and when required.
17. The project group meetings will provide a forum to identify and agree key objectives, address challenges, set priorities and navigate solutions in a trust environment through:
  - a Having a project lead,
  - b Establishing project groups and meet regularly,
  - c Reporting to CDO member leadership teams, and to WRLC,
  - d Taking a programme approach to the group of CDOs.

**What next?**

18. Project leads will:

- a Draft their project briefs, defining project desired outcomes and objectives
  - b Establish their project groups, and work together to deliver their projects
  - c Report progress to their own project structures, the WRLC and relevant Ministers
  - d Meet to share their experiences and connect their projects with each other.
19. Due to the limited opportunity to engage with Iwi partners, we have asked them to propose additional shortlisting assessment criteria. We have also invited our Iwi partners to review the list of projects to highlight any that have the potential to especially contribute to their housing aspirations. Any changes and/or additions from this process will be reported to a future Committee meeting.
20. At previous WRLC meetings we have presented a number of CDOs to WRLC members.
21. Attached are presentations on following two CDOs. Members of both these teams will present at the 6 December 2022 Committee meeting.
- a Featherston ([Attachment 1](#))
  - b Waterloo Transport Oriented Development ([Attachment 2](#))

### **Ngā hua ahumoni Financial implications**

22. There are no financial implications to the WRLC for managing the CDO programme.
23. Each CDO project will have its own financial plan that the lead organisation is responsible for.

### **Ngā Take e hāngai ana te Iwi Māori Implications for Māori**

24. Creating better outcomes for Māori is a key objective for the Wellington Regional Leadership Committee and the work it oversees.
25. As such, criteria that the Task Group applied in its decision-making process included the extent to which each project can:
- a Contribute to improving housing outcomes for Māori,
  - b Offer affordable, inclusive and diverse housing opportunities
26. One of the key objectives of each CDO is that its governance group includes mana whenua representation.
27. We expect that there will be challenges in ensuring that there is Iwi representation in each project. While Iwi members sit on the WRLC and are part of the programme decision making process, their capacity to be involved at the project level has been a challenge.

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

- 28. For the WRLC, climate change is one the of key consideration that underpins its priorities.
- 29. As such, criteria that the Task Group decision-making process considered included:
  - a Supports a transformational shift to a low carbon future, including supports transformational shift to public transport and active modes
  - b Encourages sustainable, resilience and affordable settlement patterns/urban forms
  - c Hazards mitigated including addressing climate change impacts

**Te whakatūtakitaki  
Engagement**

- 30. None of the matters in this report required external engagement. All matters have been discussed at the WRLC Senior Staff Group meeting and the WRLC CEO Group meeting.
- 31. CDO projects may require public engagement, and this will be included in their project plans.
- 32. There were no comments from the WRLC Senior Staff Group meeting on 16 November 2022.
- 33. There were no comments from the WRLC CEO Group meeting on 25 November 2022.

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

- 34. The CDO programme will be fully active in 2023.
- 35. The CDO Leadership group will:
  - a Receive the CDO project briefs,
  - b Develop reporting.

**Ngā āpitihanga  
Attachments**

| Number | Title  |
|--------|--|
| 1      | Featherston Masterplan Summary Update - WRLC |
| 2      | Waterloo TOD CDO - WRLC                      |

**Ngā kaiwaitohu  
Signatories**

|          |  |
|----------|--|
| Writer   | Allen Yip - Programme Manager, Wellington Regional Leadership Committee  |
| Approver | Kim Kelly - Programme Director, Wellington Regional Leadership Committee |



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

# Featherston Masterplan

Summary Update to WRLC  
16 November 2022



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DISTRICT COUNCIL**  
*Kia Reretahi Tātau*

# Content

- Featherston Masterplan-Key Challenges and Opportunities
- Process to date for developing masterplan
- Foundation Document Concept Options 1 and 2
- The Community Engagement and Feedback
- Council Decision 21 Sept.
- Design Charette | Outcomes- Five Principles Guiding Featherston Masterplan- Refined Masterplan
- Next Steps
- Feedback/Questions



# Featherston – Key Challenges | Opportunities

| Theme  | Challenge   Opportunity  |
|--|--|
| Location and amenity of existing train station | Train station/commerce area are separate, station has no built attributes that will attract intensification, however residents see the location of the existing train station as accessible from across Featherston  |
| Balancing Place and Movement functions         | The main street functions as a State Highway and is bisected by the rail line, hard to know where town centre is, opportunity to balance place and movement functions  |
| Economic importance of regional network        | Town on key movement networks providing access to regions, this is a driver for commerce, can take advantage of this   |
| Affordable housing                             | Housing is increasingly unaffordable, need new initiatives to deliver affordable housing and more diverse housing types while protecting what's valued- family living/lifestyle; affordable and public housing can be enabled through partnerships and new zones |
| Infrastructure capacity and quality            | Significant investment in water infrastructure required to service growth; good level of public open space, need to connect town centre, to station, to public open space  |

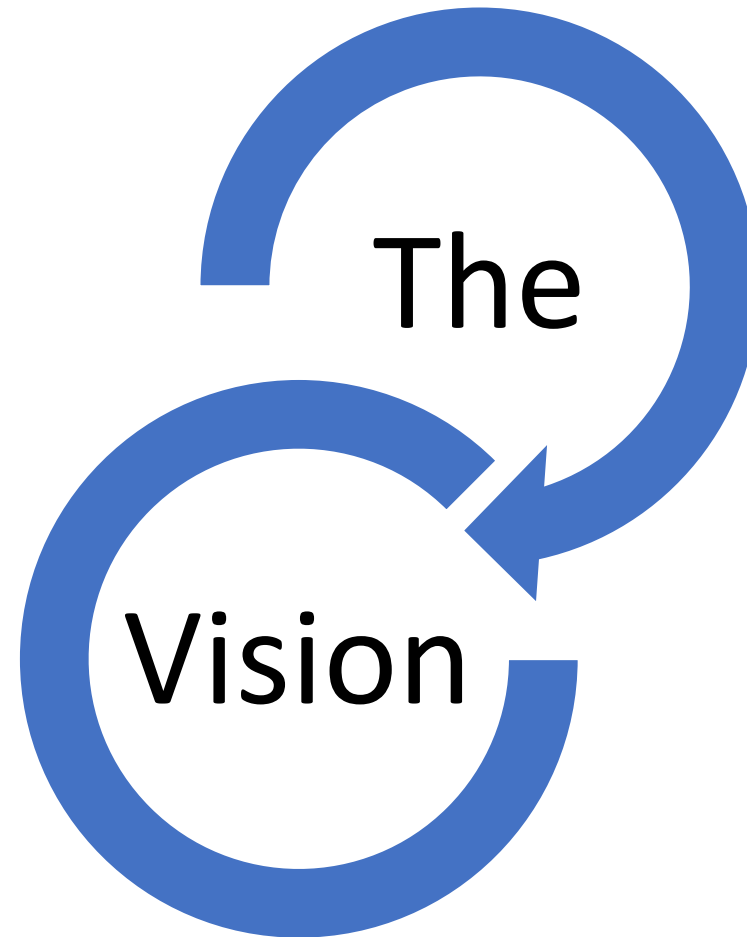
# Our Process So Far | Feb-October 2022

Attachment 1 to Report 22.478

- Iwi/hapu engagement through Pae tū Mōkai o Taurira
- Online public meeting March 2022
- 2 Multi-agency design charettes April/October 2022 – WRLC, GWRC, Wtgn Water, Kāinga Ora, Waka Kotahi, KiwiRail, Pae tū Mōkai o Taurira reps
- Evidence gathering (eg. population data, housing costs, infrastructure capacity, school growth rates, building consent data, walkability survey, public open space data)
- Community Engagement - Drop-in sessions and Survey
- Feedback - Cllr and Community Board Workshop/Meetings



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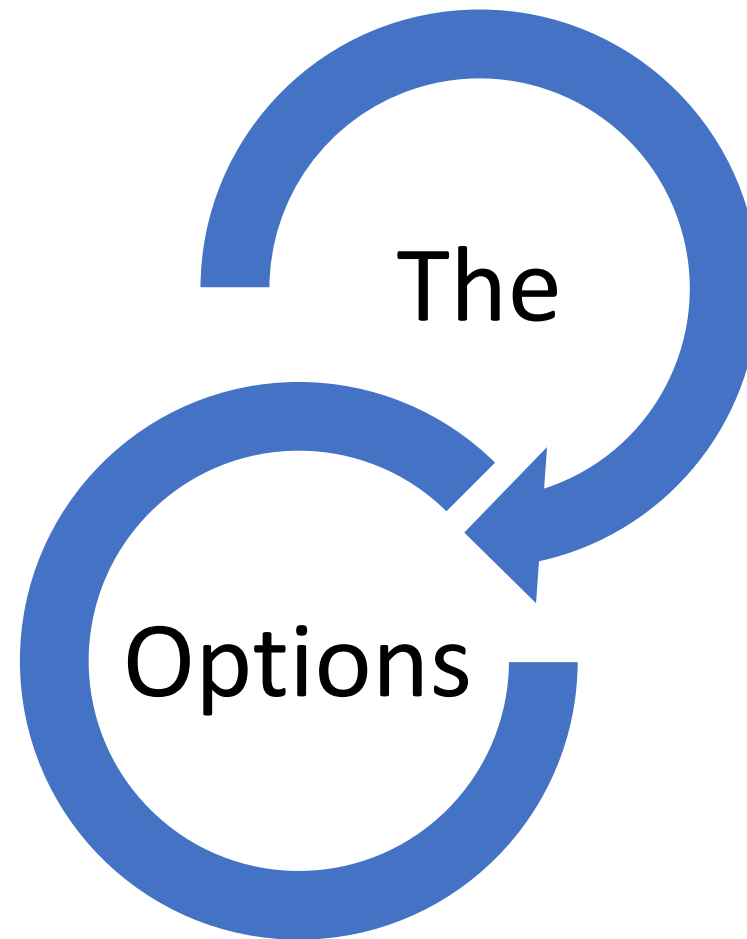
## Draft Foundation Document Vision Statement Attachment 1 to Report 22.478

Featherston is to be a strong, caring community where there is a place for everyone

121 people agreed that the proposed vision was reflective of Featherston as it currently is, but people wanted a more aspirational vision that captures the uniqueness and qualities of the town that aren't found elsewhere.

- “We are workers, families, creatives - we are a working town and get things done”
- “Were not pretending to be anything and we don't follow trends”
- “We want living to be as good as it can be”
- “If there was an emergency I would want to be here as we have a resilient community who pulls together when its needed most. Storms, wind, covid the community comes together”






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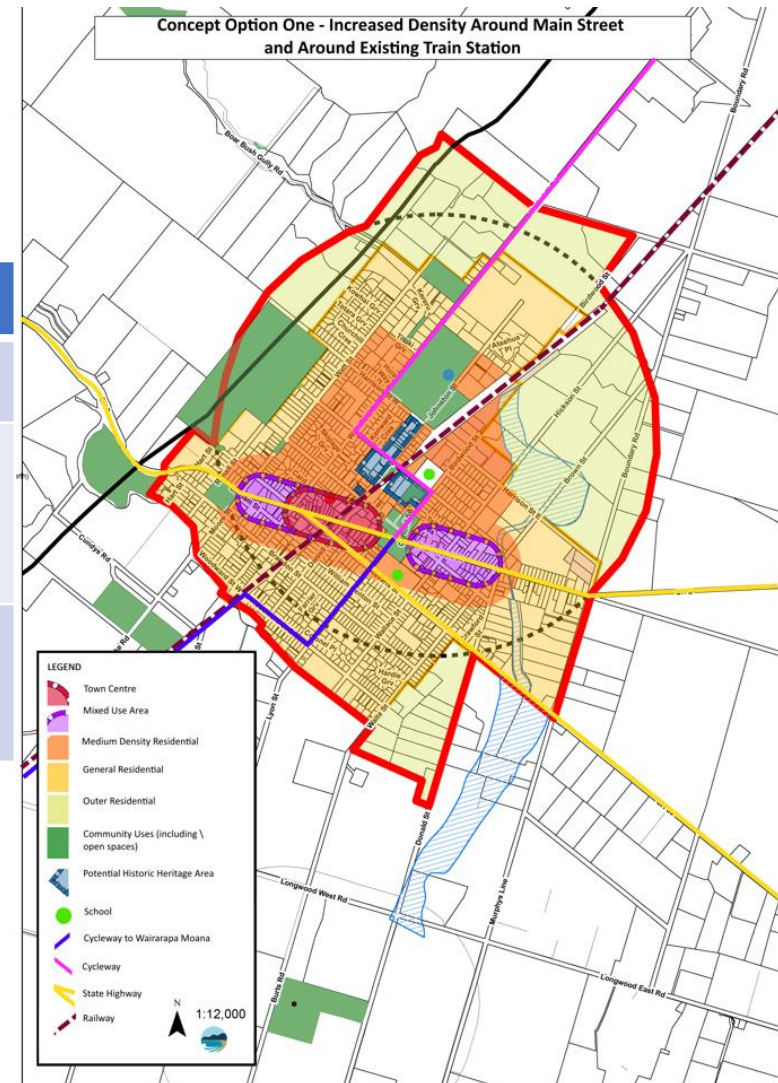


Attachment 1 to Report 22.478

## Option 1 | Intensification around the existing town centre and existing train station

| Feedback theme   | Mentions    |
|--|-------------|
| No need to move station  | 86 mentions |
| Focus on main street development and create a walkable corridor to station instead | 42 mentions |
| Less costs associated with option 1  | 33 mentions |

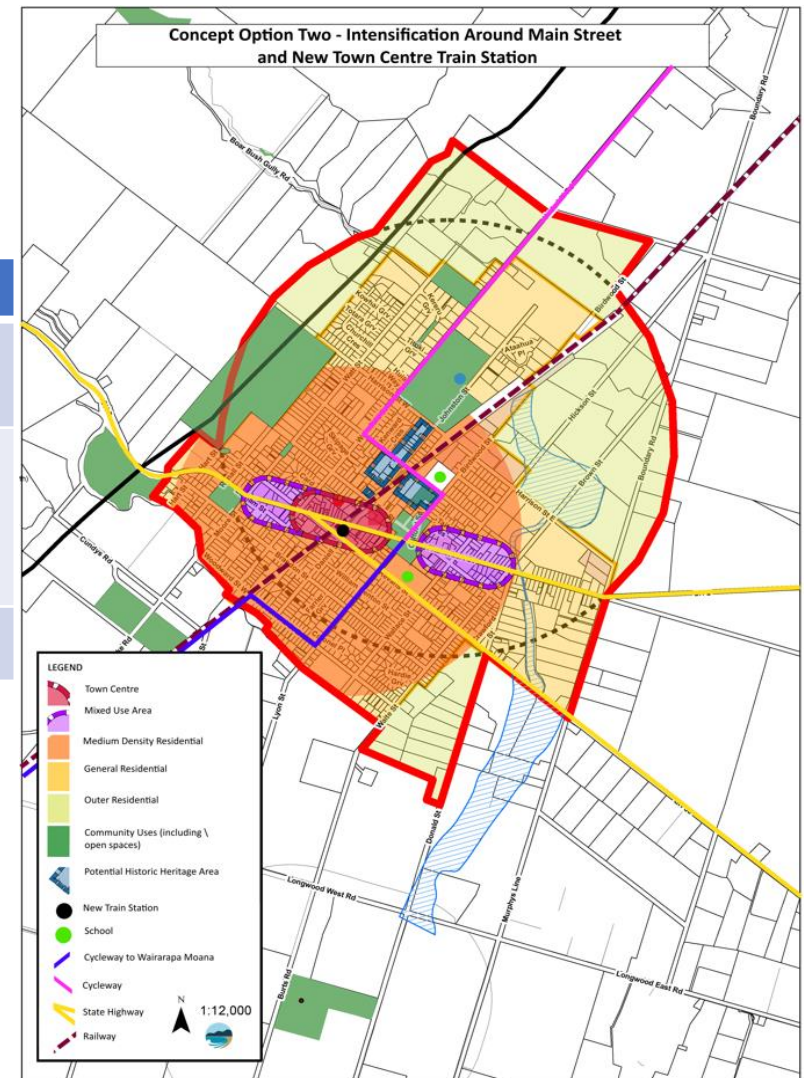
 Medium density development primarily north of Main Street (SH2)-and NE/NW rail line to the existing train station



## Option 2 | Intensification around town centre and new location for train station

| Feedback theme  | Mentions    |
|---|-------------|
| It would help stimulate town centre                       | 12 mentions |
| Better access for people who live on southern end of town | 5 mentions  |
| Unsure  | 4 mentions  |

 Medium density north and south of town centre



# Community Engagement | Feedback on Concept Options

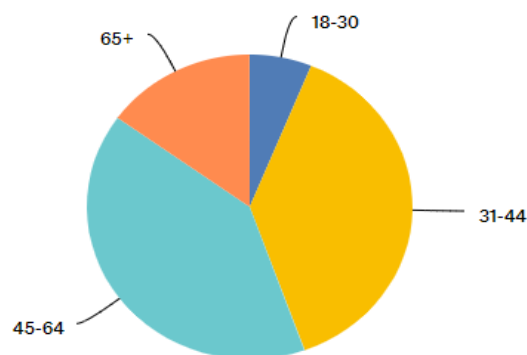
The Featherston Masterplan Foundation Document was out for feedback from 22 July to 19 August 2022. 11 questions were asked to understand what the community wants for the future of Featherston.

## Drop in sessions

- Three library drop in sessions
- Two evening drop in sessions
- **Total of 32 people attended drop-ins**

## Survey feedback

- 13 from business/organisations
- 141 from local residents
- **Total of 154 Survey responses received**



186 people reached



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## Council Decision | 21 September 2022

1. Receive the Featherston Masterplan – Concept Option, Masterplan Development and Detailed Design Report.
2. Approve
  - **Vision 1** *Featherston- A thriving community of workers, families and creatives all supporting each other;* and
  - **Vision 2** *Featherston- Resilient, Creative, Caring*

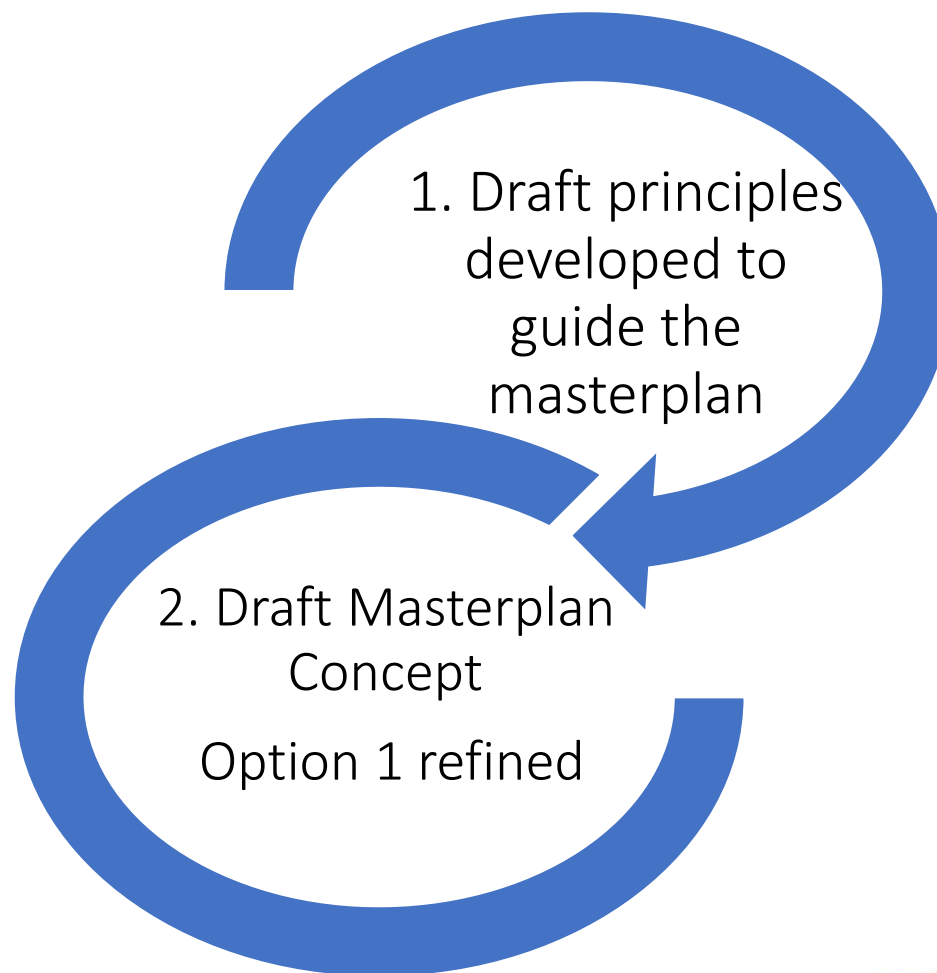
to be included in the Draft Masterplan for formal consultation and the community to respond with their preferred Vision 1 or 2.

3. **Approve Concept Option 1** (*Intensification around the existing town centre and existing train station*) to proceed to the Draft Masterplan detailed design stage.
4. Endorse the two detailed design plans as priorities for the masterplan being:
  - i) *A detailed design of the Pathway and link from the town centre to the rail station.*
  - ii) *A detailed design of the main street.*



# Multi – agency Design Charette Outcomes | 5 October 2022

Attachment 1 to Report 22.478



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# Featherston Masterplan | Five Guiding Principles

1. Honoring the past “Ka mua, ka muri” acknowledging the past to move forward
2. Comfortable with being ourselves and caring for each other
3. Acknowledging mana whenua, and whanau Maori
4. Caring about our physical and natural environment
5. Doing what we can, being solution focused.



# Matters Agreed - Design Charette 05

October 2022

## - SH2/Main Street (Fitzherbert Street)

- A. Concentrate 'town centre' uses into a more compact area
- B. Better link the existing open spaces
- C. Create Gateway features (x4)
- D. Street Improvements to allow easier crossing and increase amenity of environment
- E. Upgrades to improve appearance of entry to town centre
- F. Create a shared multifunction space
- G. Provide direct pedestrian link from main street to Community Centre and Medical Centre



# Matters Agreed - Design Charette 05

October 2022

## - Linkages to Train Station & Sports Facilities

- H. Featherston Train Station
- I. Transform pedestrian and cycle linkage to Station/Sports Grounds and Swimming Pool
- J. On-street pedestrian and cycle route
- K. Narrow Daniell Street carriageway and build dedicated pedestrian/cycle link
- L. Provide recreation opportunities for youth to increase use of area
- M. Carry out maintenance of planting alongside existing pedestrian/cycle route and improve signage
- N & O Work with Kiwi Rail to confirm best options for upgrades and closures of crossings





# Process from here | Next Steps to delivering Masterplan to include Implementation Plan

Attachment 1 to Report 22.478

- Engagement Regional Leadership Forum
- Ongoing liaison WRLC | CDO project meetings | multi-agency feedback | iwi/hapu
- Drawings, mapping
- 2 Detailed design options developed (to be agreed with council)
- High level design public realm/parks
- Quantity survey (costings)-relative feasibility
- Draft Masterplan prepared
- Feedback and Clr/Com Board Workshop(s)
- Draft Masterplan reported to Committee December 2022
- Formal LGA public consultation early 2023



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# Questions | Discussion

Your views?



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# WATERLOO TOD CDO

## CDO UPDATE

16 November 2022 - WRLC WORKSHOP

Emmet McElhatton – Manager, Policy Metlink

Rebecca O’Sullivan – Development Manager, Kāinga Ora



# AGENDA

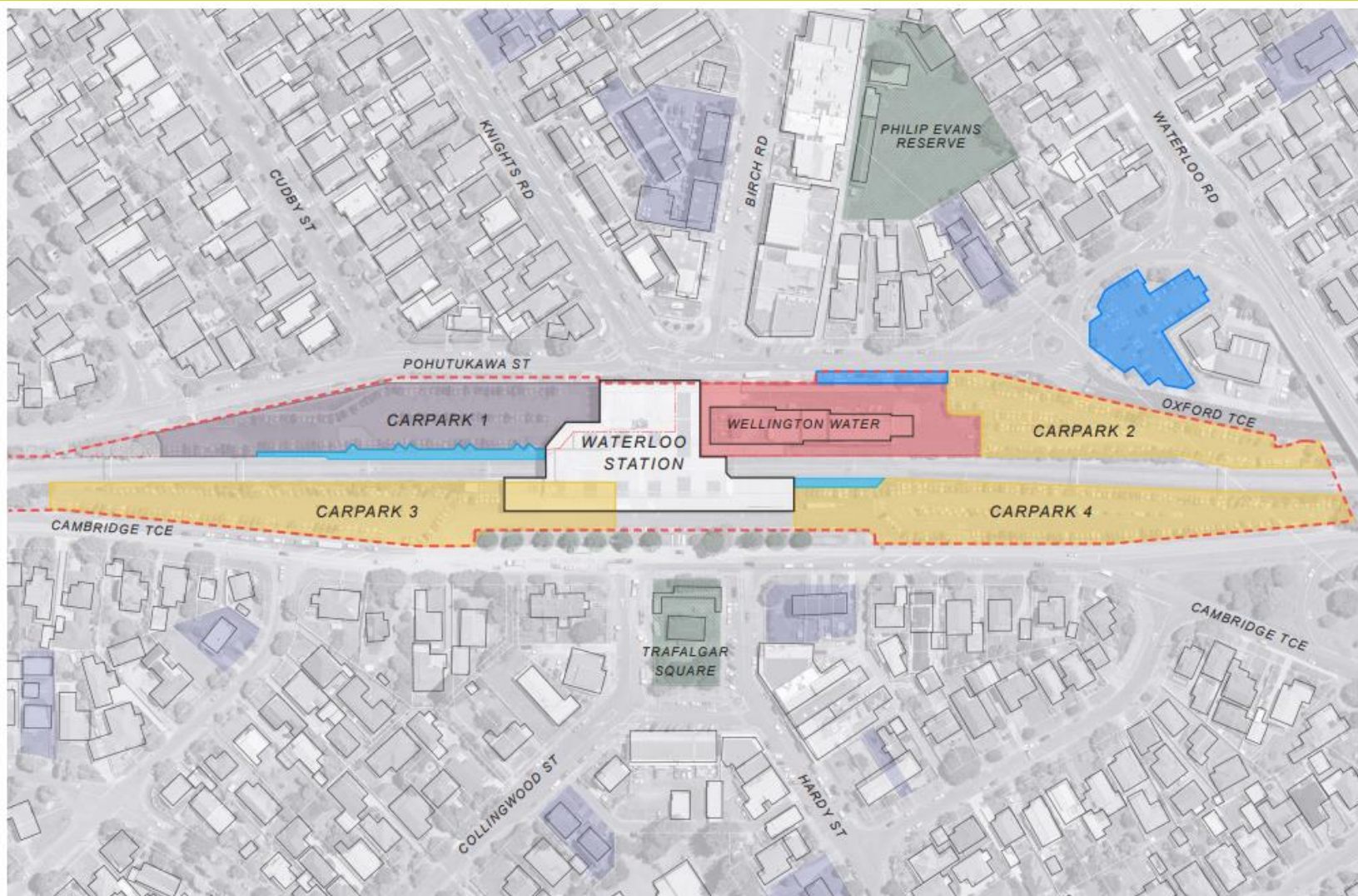
Attachment 2 to Report 22.478

- Intro to precinct
- Precinct context – urban, public housing, public transport, planning
- Scale comparison other NZ TODs
- Precinct development opportunities
- Site development potential
- Stage I development
- Focus for the year



# Waterloo Precinct – Current State

Attachment 2 to Report 22.478



- Major bus-rail interchange
- Predominantly residential area
- Poorly integrated with surrounding community
- End of life infrastructure
- An 'empty space' outside peak commute hours
- 19K M<sup>2</sup> developable land in station precinct (2 ha)
- Concept Study outcomes

# Broad Urban Context

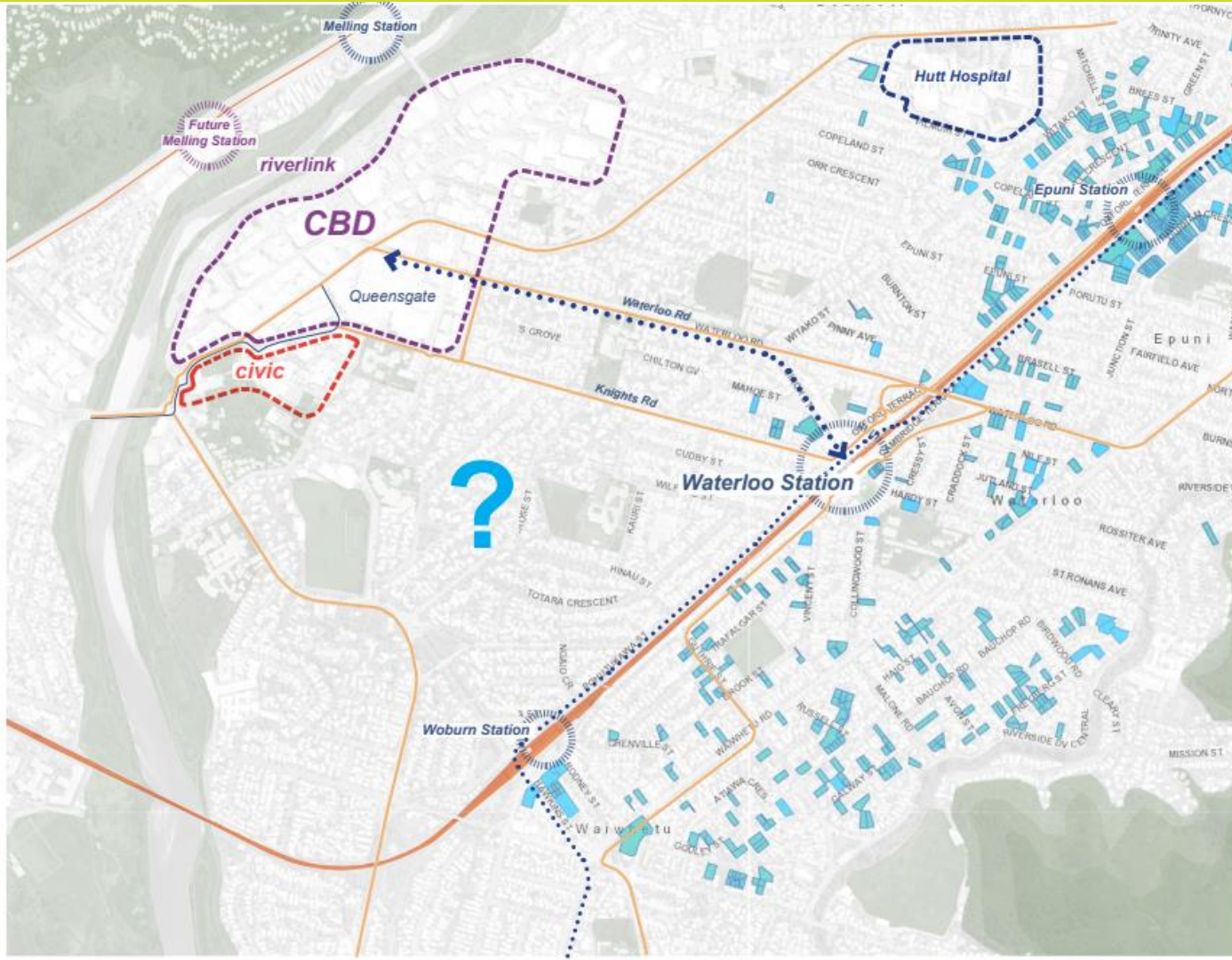
Attachment 2 to Report 22.478



- Primary links to CBD, Civic precinct, RiverLink & Queensgate
- Major transport hub for outer suburbs like Wainuiomata
- Major transport link between Hutt Valley and Wellington CBD/Upper Hutt City/Wairarapa







# Public Housing Context

Attachment 2 to Report 22.478



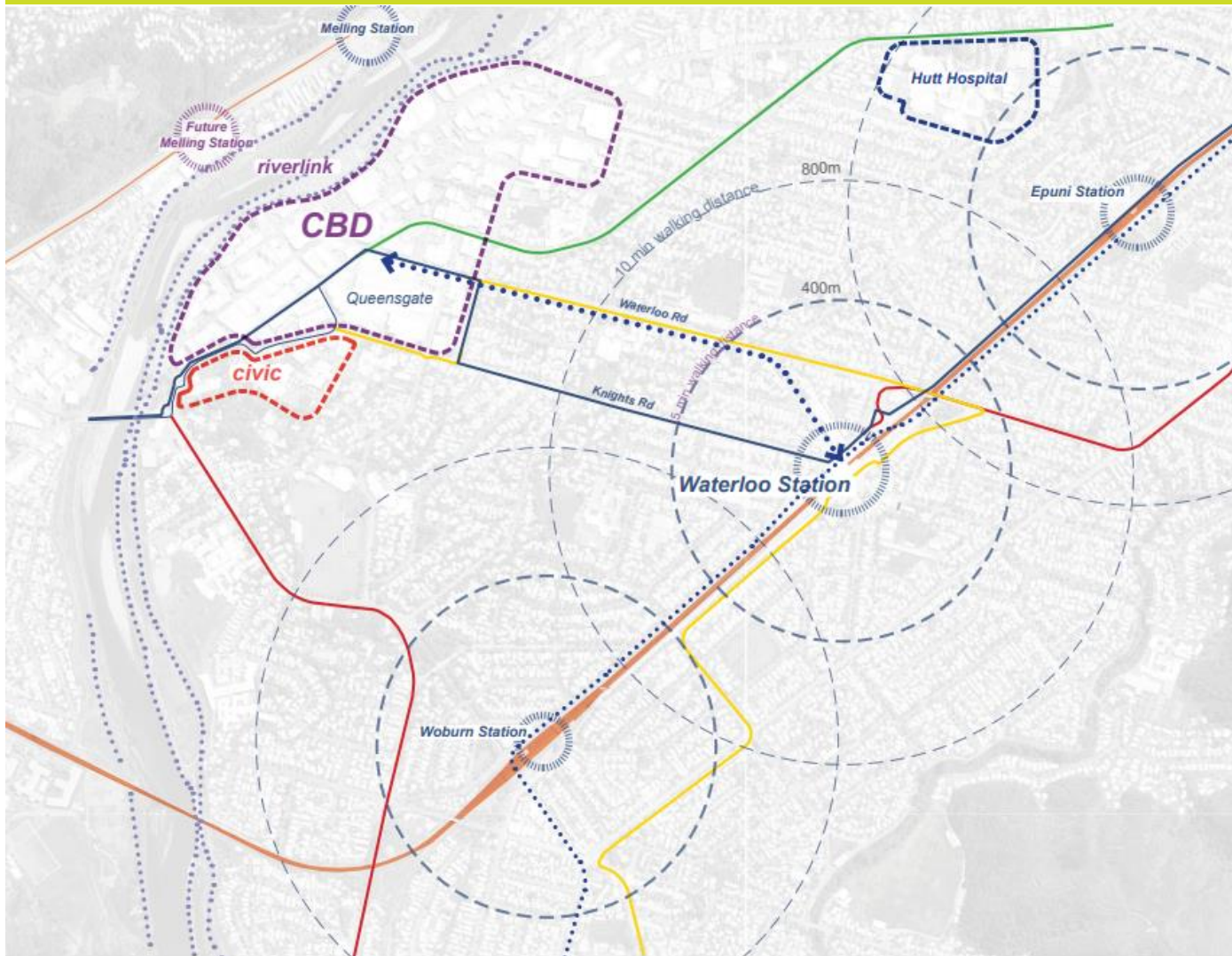
- Kāinga Ora Home ownership
- Kāinga Ora activity in the area
- Demand

## LEGEND:









-  Train station
-  Existing bus route
-  Hutt Valley train line
-  Proposed cycle route
-  Existing cycle route
-  Kāinga Ora ownership

# Public Transport Context

Attachment 2 to Report 22.478



## LEGEND:

-  Train Stations
- Bus Routes:**
  -  160 - Lower Hutt/Wainuiomata
  -  170 - Wainuiomata South
  -  130 - Naenae/Waterloo/L. Hutt
  -  121 - Stokes Valley/L. Hutt
  -  150 - Kelson/L. Hutt/Petone
-  Proposed cycle route
-  Existing cycle route



# Planning Context

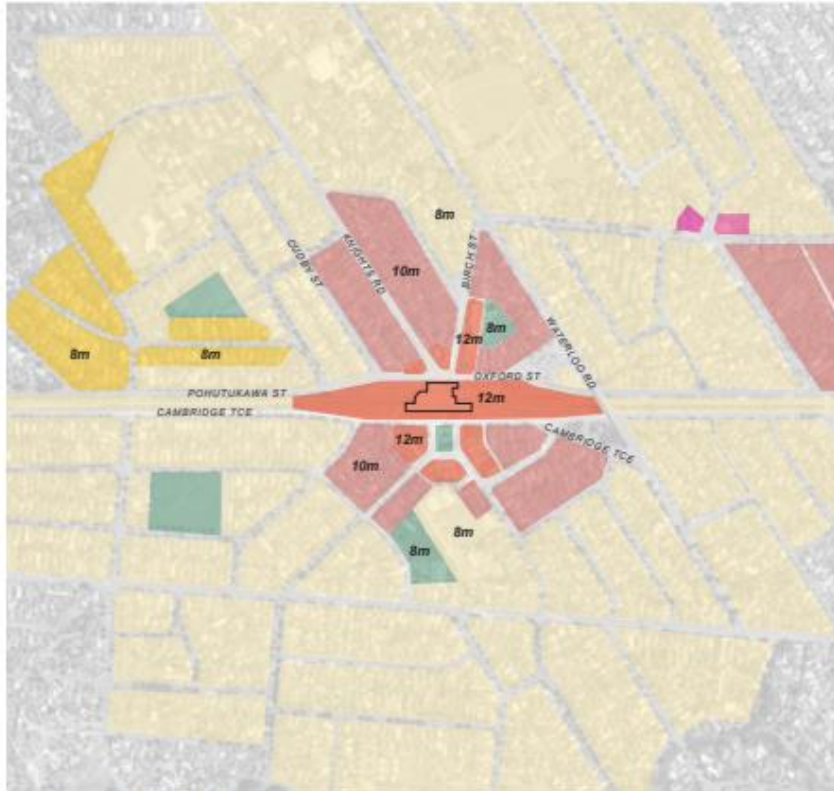


Fig 25. Current District Plan Height Limits

- Medium Density Residential Area
- Suburban Mixed Use Area
- General Recreation
- General Residential
- Special Residential



Fig 26. Potential NPS-UD height limits

- Proposed Six Storey Height Limit
- Current District Plan Medium Density Area

# NPS-UD & Broader Precinct

Attachment 2 to Report 22.478

**NPS-UD Height Limit**



*Fig 64. Axonometric Diagram - NPS-UD Height Limit*

# Scale Comparison with Auckland TODs

Attachment 2 to Report 22.478

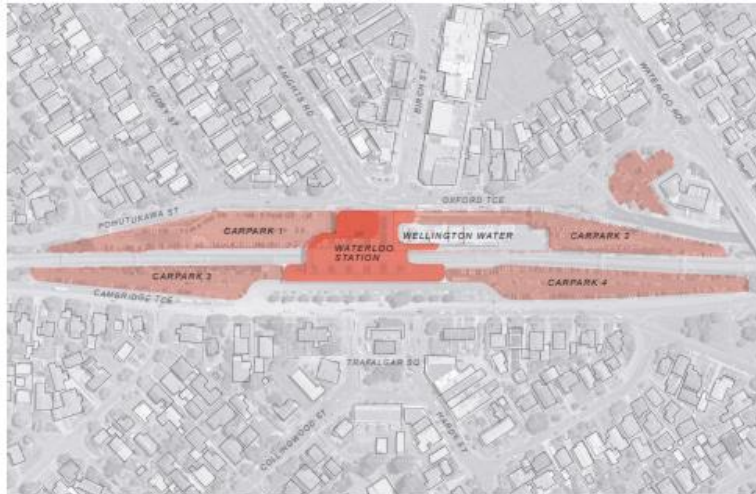


Fig 35. Aerial Plan - Waterloo Station



Fig 36. Aerial Plan - New Lynn Station and Merchant Quarter



Fig 37. Aerial Plan - MIT Transport Interchange



Fig 38. Aerial Plan - Puhunui Station

# Precinct Development Opportunities

Attachment 2 to Report 22.478

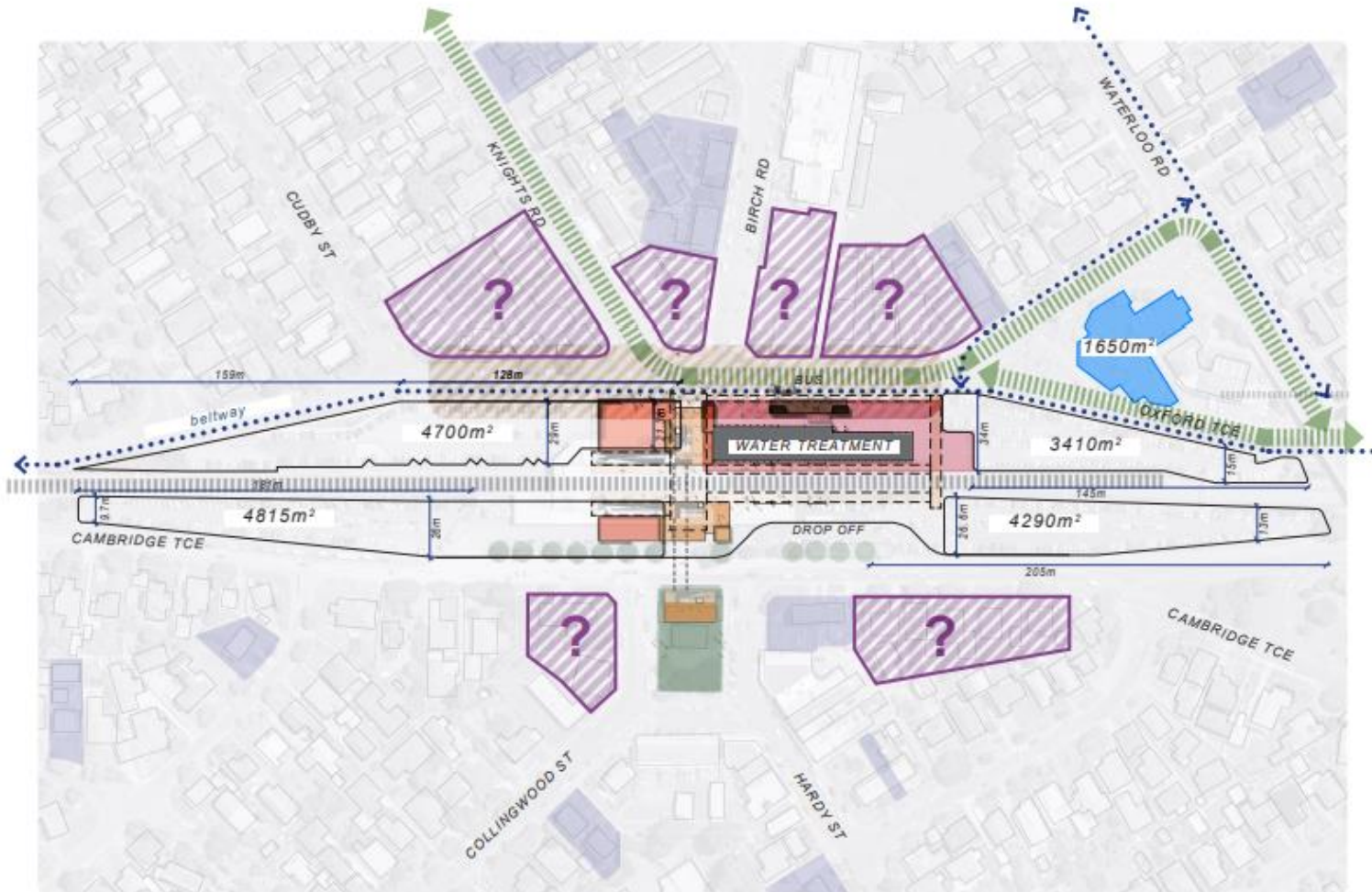


Fig 60. Site plan with approximate areas and parcel dimensions

- 19K m<sup>2</sup> developable land in 4-5 parcels
- 4700 m<sup>2</sup> (plus main station) GW ownership (currently carparks and redundant office building)
- 12,500+ m<sup>2</sup> KiwiRail (currently carparks)
- 1650 m<sup>2</sup> Hutt City ownership (carparks adjacent to Ambulance building)

## LEGEND:

- Kāinga Ora ownership
- Broader development opportunities
- Cycle route
- Bus route

# Site Development Potential

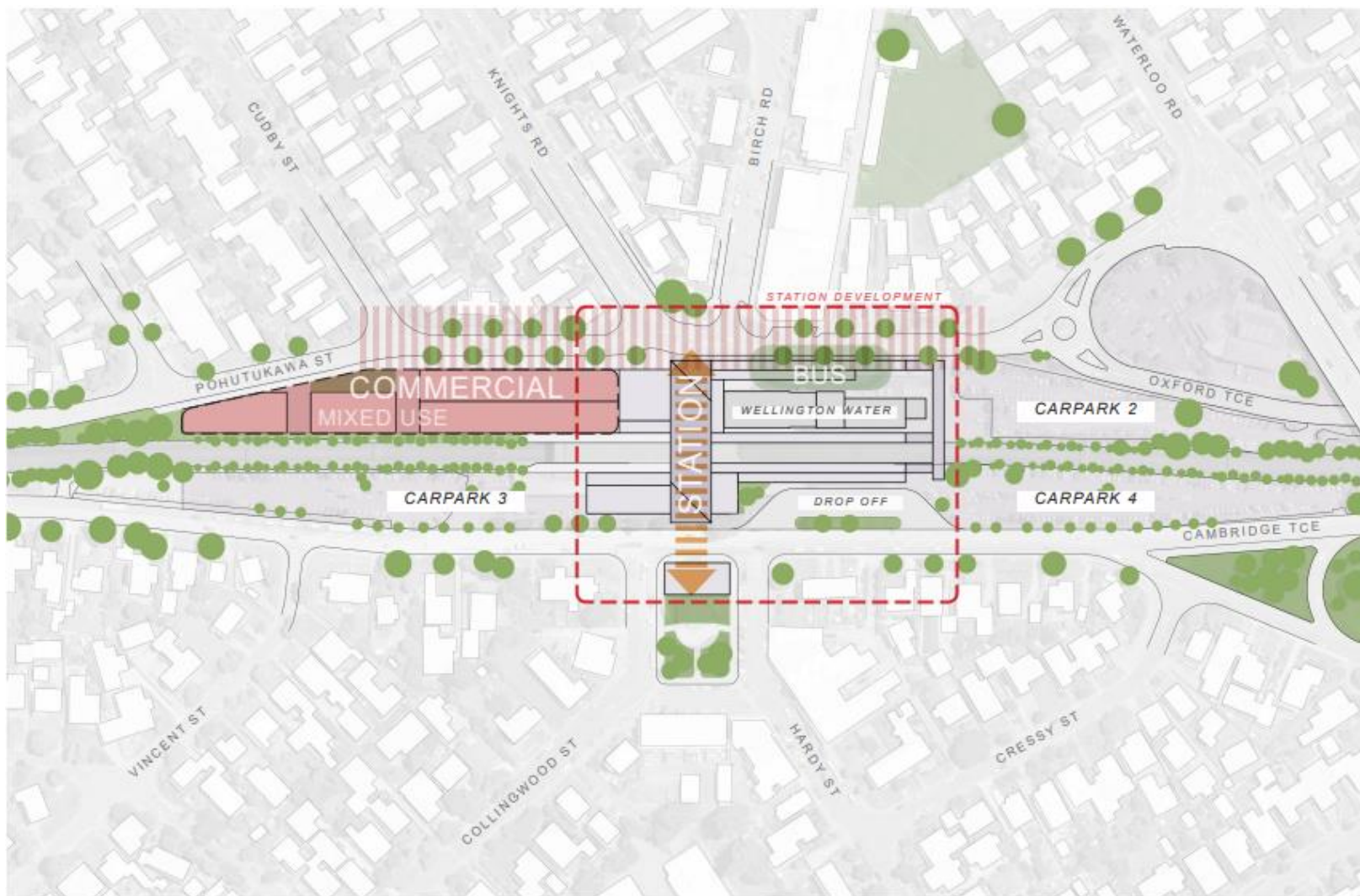
Attachment 2 to Report 22.478



Fig 70. Site Plan - Potential zoning of wider site development

# Stage I of Development

Attachment 2 to Report 22.478



## Stage I focus

- Carpark 1 commercial mixed-use development (4700m<sup>2</sup>)
- Station redevelopment
- New bus interchange

- Commercial/ Mixed Use Area
- Medium Density Residential Area
- Community/ Mixed Use Area
- Community/ Service/ Mixed Use Area
- General Residential Area

# A New Transport Experience

Attachment 2 to Report 22.478



Fig 55. Section Perspective - Proposed Station



Fig 56. Subway Entrance 1



Fig 57. Subway Entrance 2



Fig 58. Subway Entrance 3

# Focus for the Year Ahead

Attachment 2 to Report 22.478

CDO partnership process  
– commenced July 2022

Commercial development study  
– commencing December 2022

Impact assessments  
– commencing February 2023

Public engagement  
– commencing May 2023

