

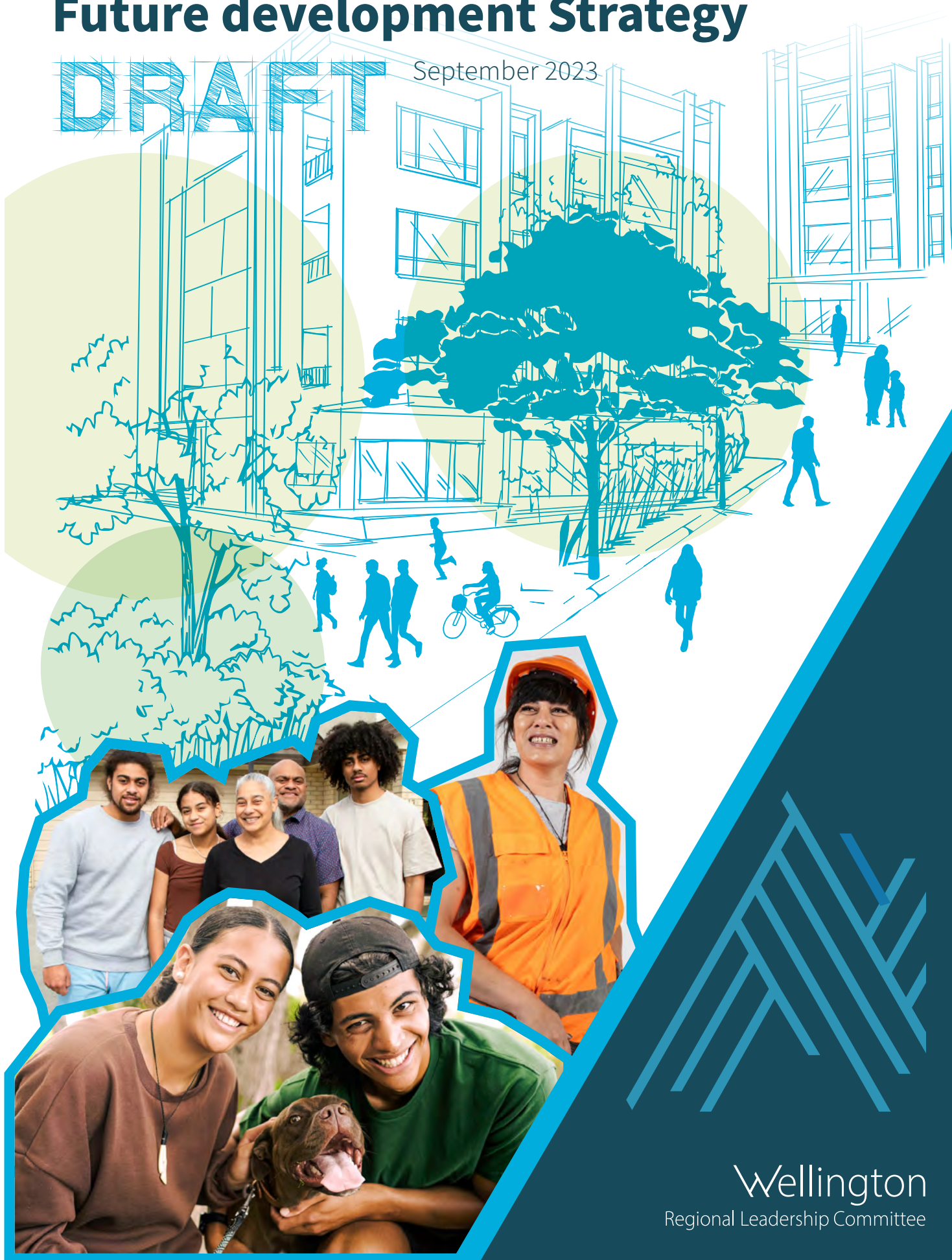
Te Rautaki Whanaketanga ki tua a Wairarapa- Wellington- Horowhenua - HUKI

Wairarapa-Wellington-Horowhenua

Future development Strategy

DRAFT

September 2023



Rārangi Kaupapa

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Whakarāpopototanga Matua

Executive Summary

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

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

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

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

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

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

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

The Future Development Strategy:

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

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

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

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

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



200,000 more people



99,000 more homes



A greater supply of business and industrial land



new community services and amenities, in accessible locations



upgraded and new infrastructure to meet our current and growing needs



the region becoming more climate and natural hazard resilient.

To address this specifically for this region:



We have enabled capacity for over 206,000 houses, this is twice as much as we need over the next 30 years – a major shift since our previous spatial plan.



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



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



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



Infrastructure plans and budgets identify the supporting infrastructure we can currently afford to support development. Planning for infrastructure will need to be efficient as these budgeted amounts are less than what we need for almost all types of infrastructure.



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



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

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



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



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

Introduction

PREDICTING OUR FUTURE POPULATION

In 2020 Sense Partners forecast a population increase in the region of around 250,000 by 2051; however, it is now not certain that growth will reach that pre-COVID-19 projection. The latest (2023) Sense Partners projections suggest growth of around 184,000 by 2052, while Stats NZ suggests a more modest median projection of about 79,000 between 2018 and 2048. For context, 212,000 people were living in Wellington City in June 2022.

The extent of the divergence between projections highlights the uncertainty of predicting the future, and how much growth relies on international migration. This Future Development Strategy is based on the higher growth rate (i.e. 200,000) but acknowledges that it would rely on sustained high net migration. To address this uncertainty, it prioritises and sequences new growth areas and investments.

ESTIMATING HOUSING AND BUSINESS NEEDS

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

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

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

MAKING THE BEST USE OF OUR INFRASTRUCTURE

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

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

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

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

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

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

THE SPATIAL STRATEGY

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

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

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

1 The Future Development Strategy vision

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

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

2. The strategic direction

The strategic direction for this Future Development Strategy comprises:

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

3. Iwi aspirations for urban development

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

4. How we prioritise areas for development

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

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

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

HOW IT ALL COMES TOGETHER

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

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

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

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

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

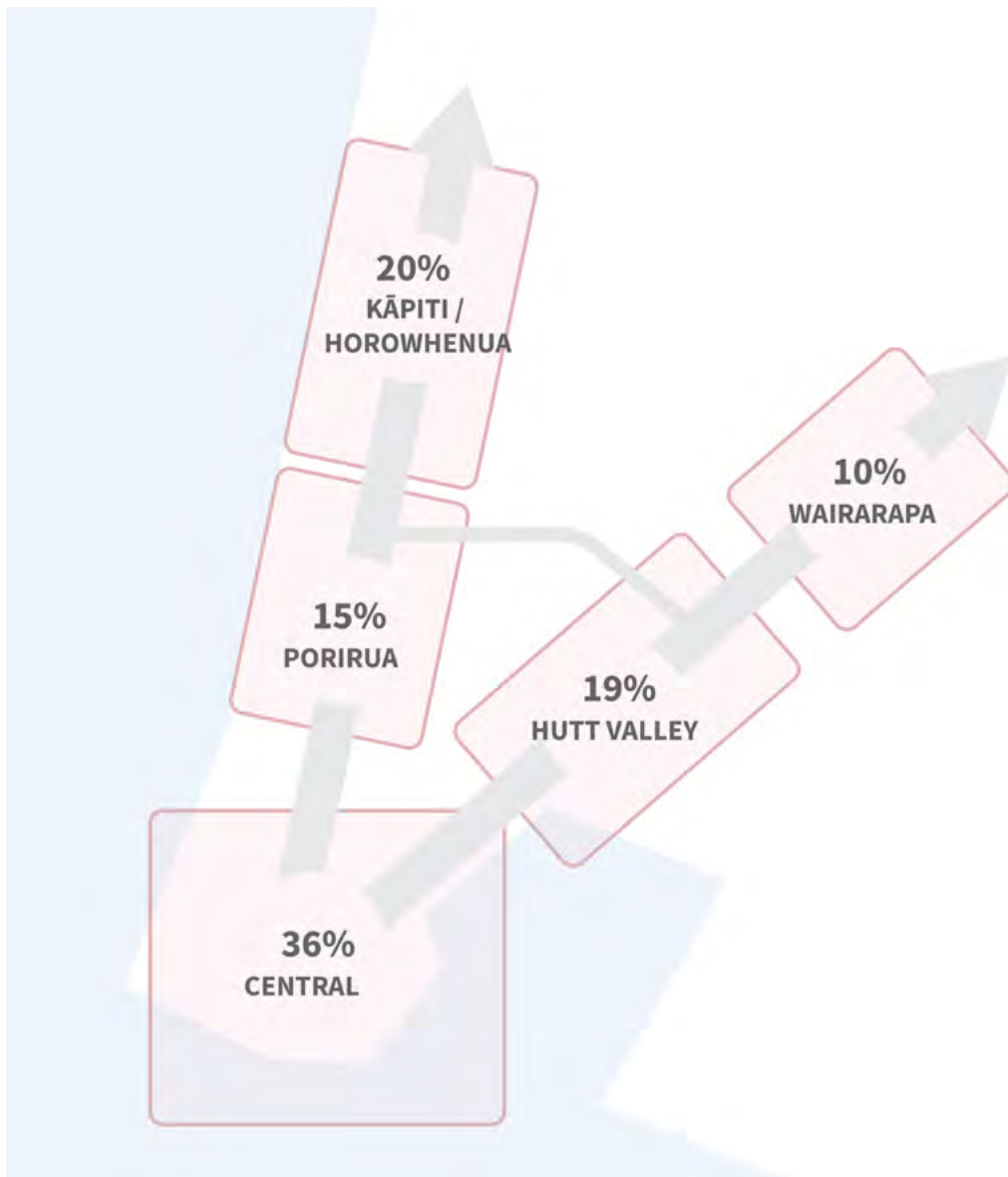
In the 30 years of the Future Development Strategy - we would expect to see 18% of housing development in greenfield land and 82% of brownfield land.

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

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

Diagram 1 shows the planned distribution of development at the end of the 30-year period of the Future Development Strategy.

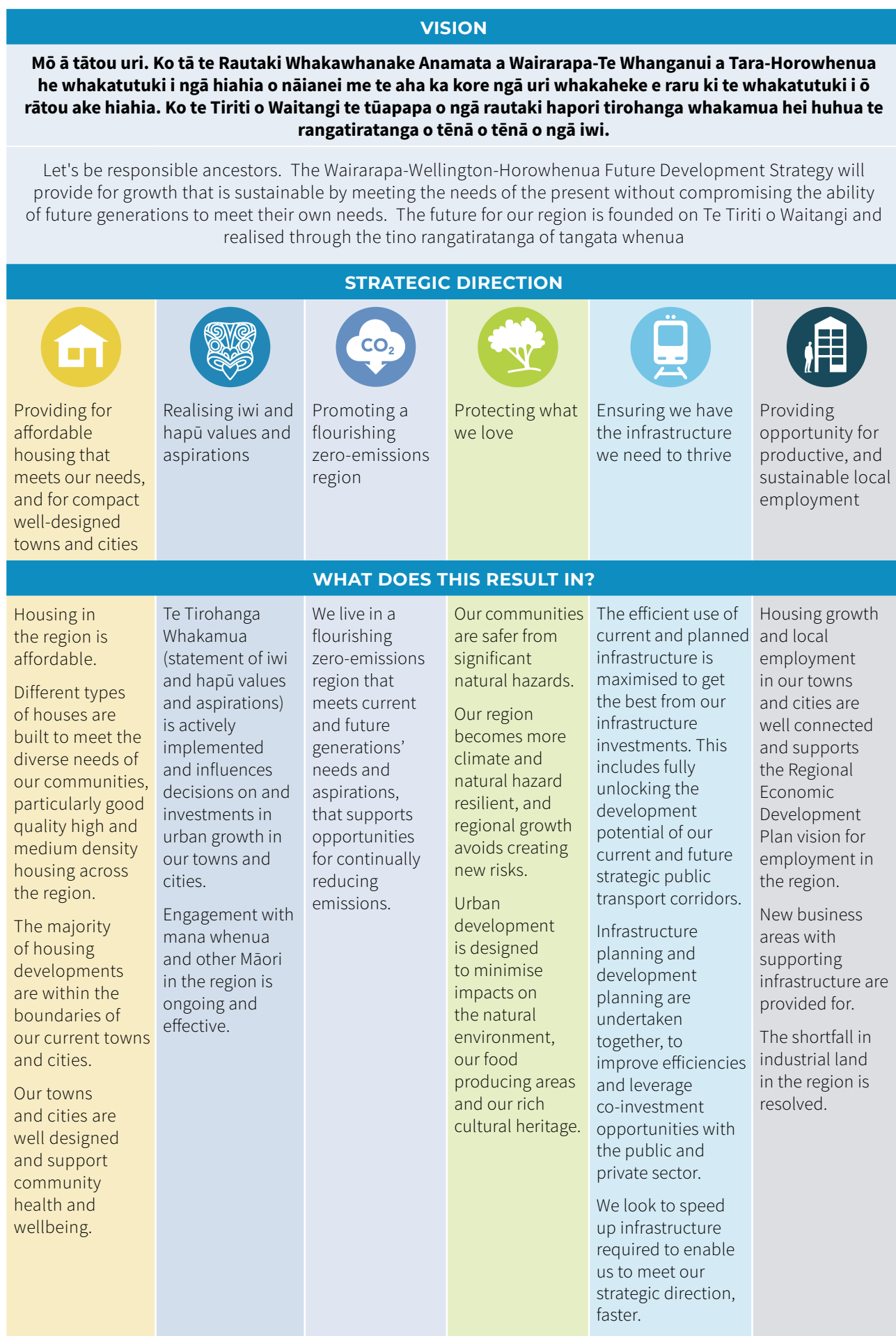
Diagram 1: Distribution of development over 30 years of the Future Development Strategy



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

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

Diagram 2: Overview of the Future Development Strategy



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



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

Continued collective implementation of Priority Development Areas.

Supporting mixed used development so that people can live closer to where they work.

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

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

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



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

Avoiding development on certain sites of cultural and environmental significance.

Developments observing statutory acknowledgements

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

Prioritising developments in "Areas of importance to iwi for development".

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



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

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

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

served by infrastructure including public transport.

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

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

Finalising the Regional Emissions Reduction Plan.



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

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

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

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

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

Encouraging hydraulic neutrality and nature-based solutions.

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



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

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

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

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

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

Investigating further improvements to the Metlink bus network and further infrastructure that is required for new greenfield developments.

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

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



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

Increased intensity of business uses within existing commercial areas.

Undertaking a regional industrial land study to consider

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

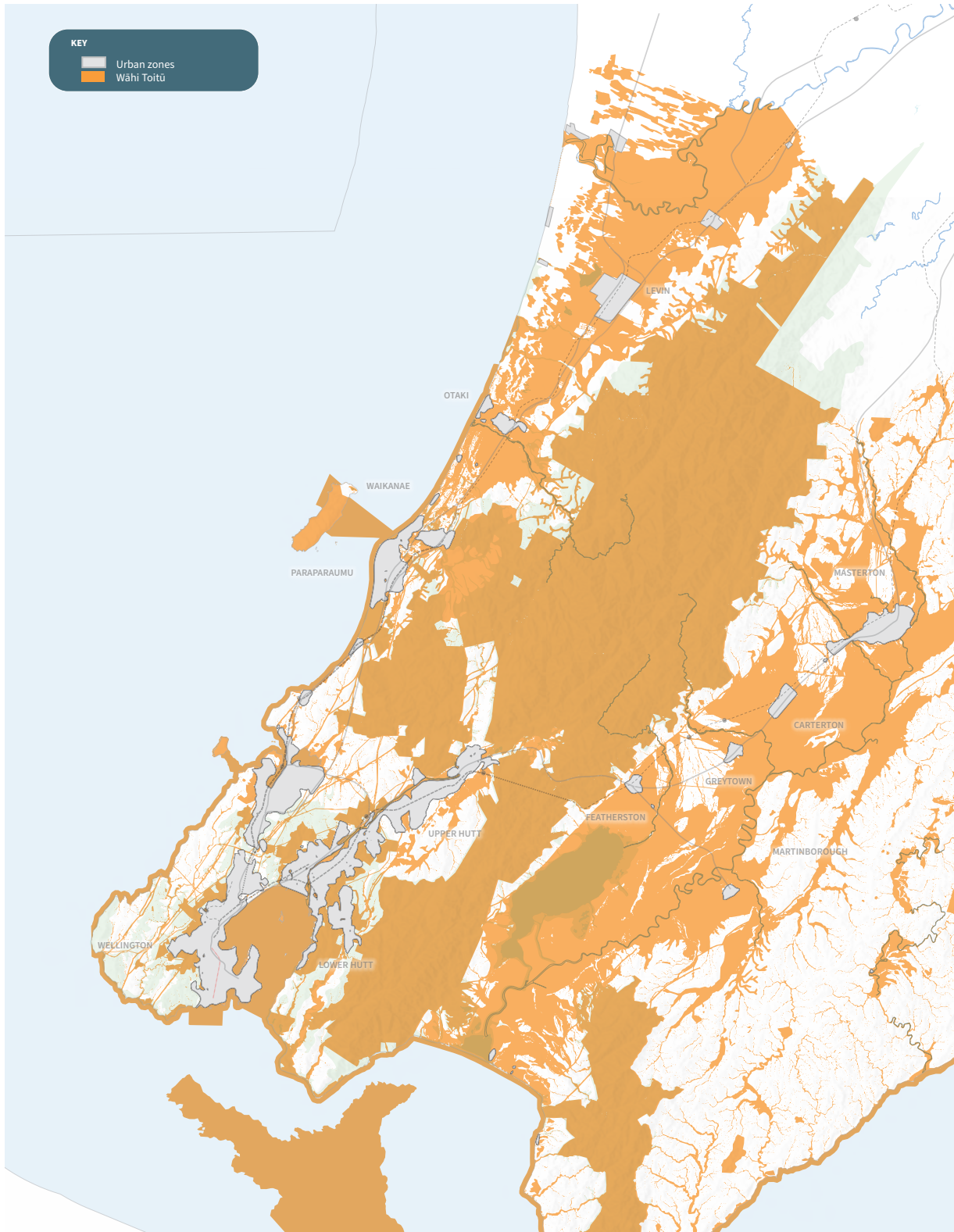
New business areas with supporting infrastructure are provided for.

Continued implementation of the Regional Economic Development Plan.

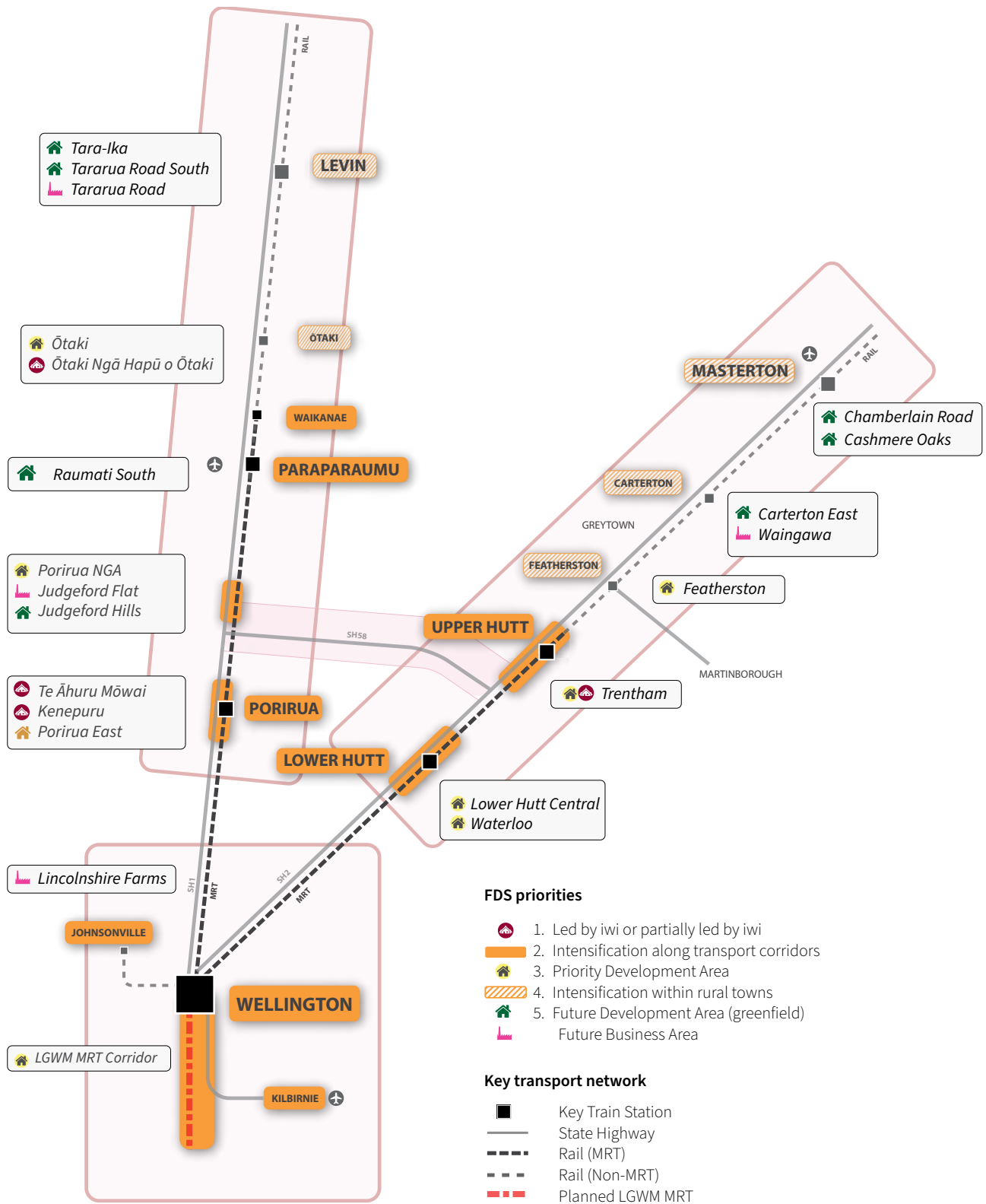
Key spatial maps

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

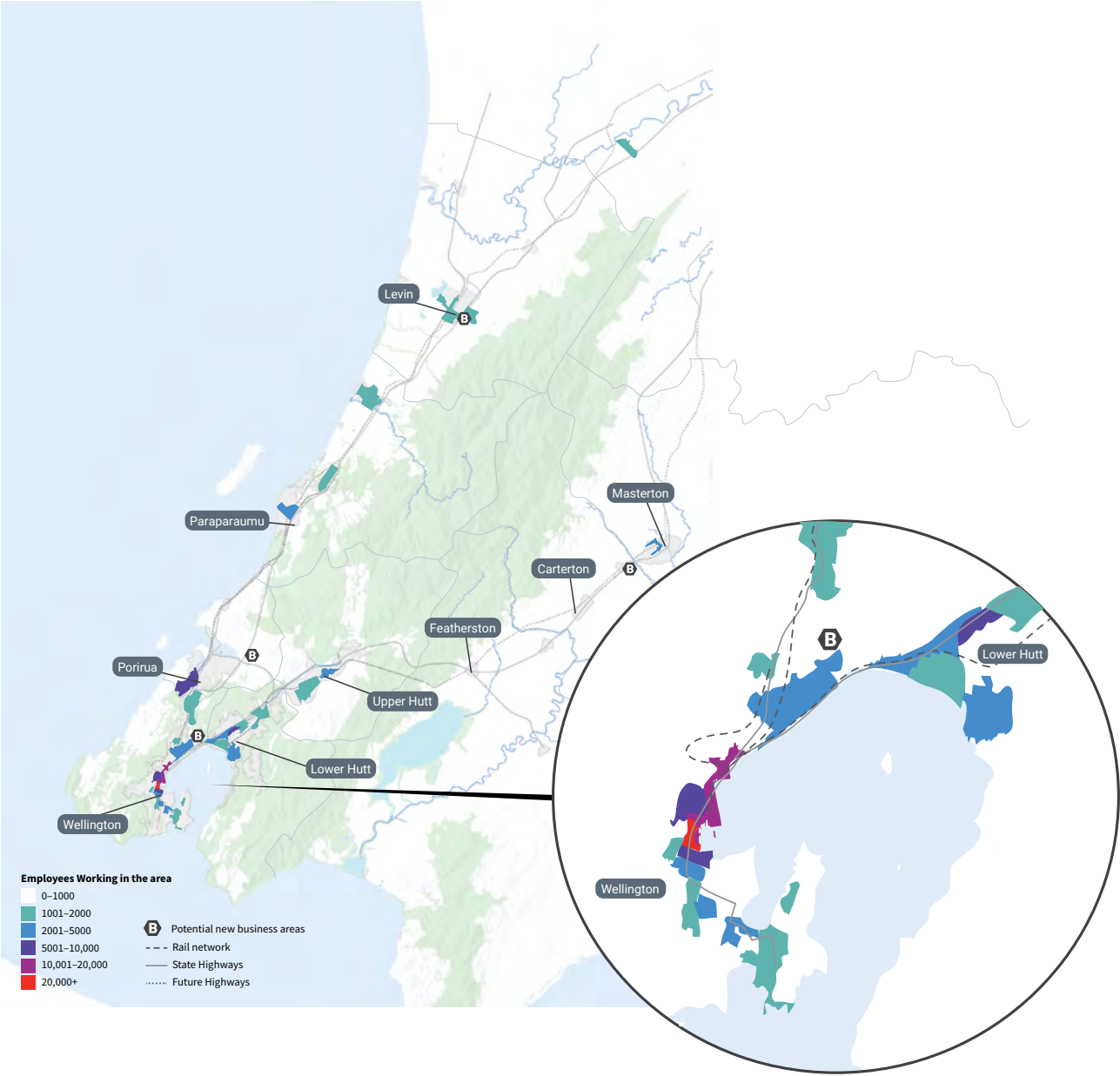
Where we won't grow



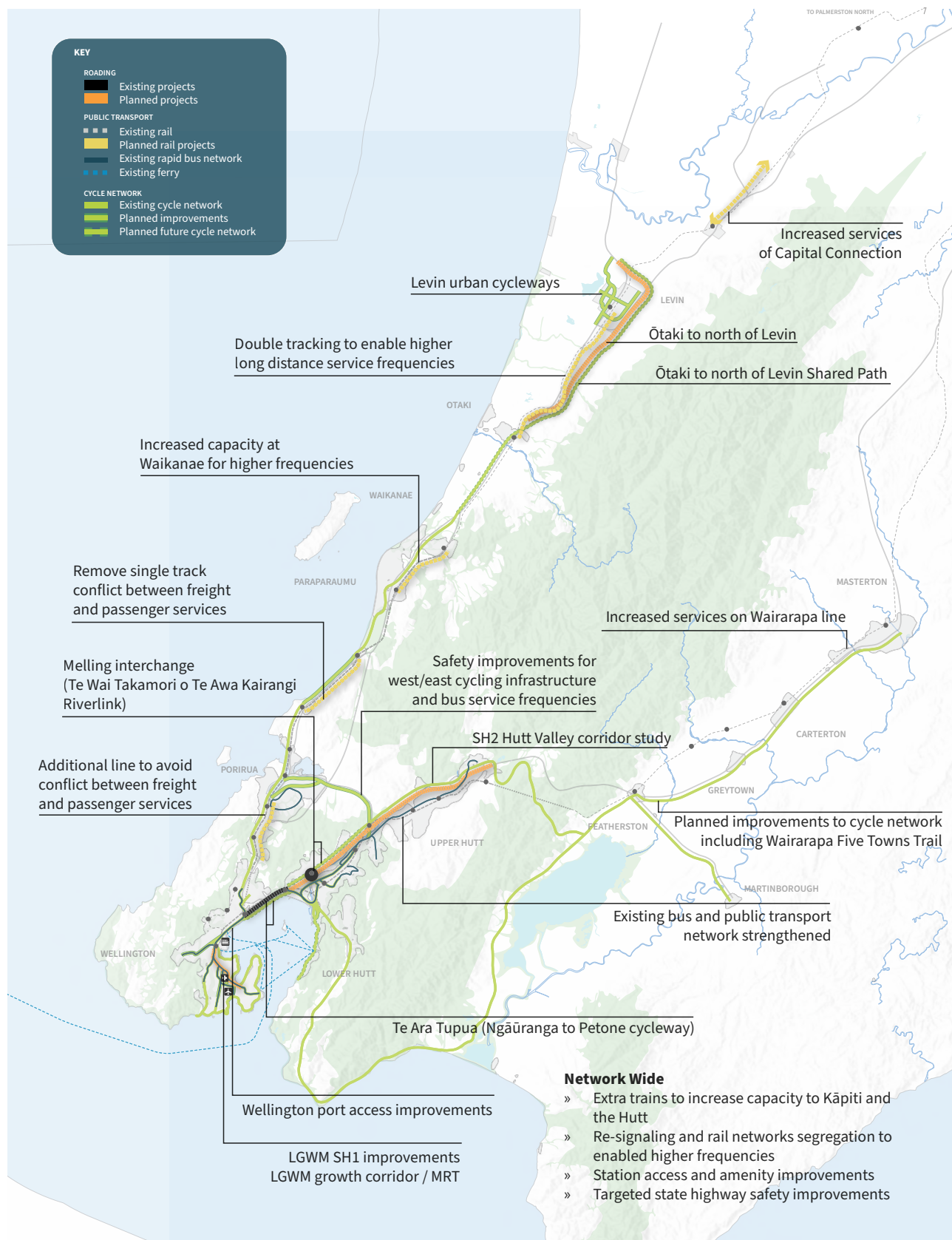
Where we will grow



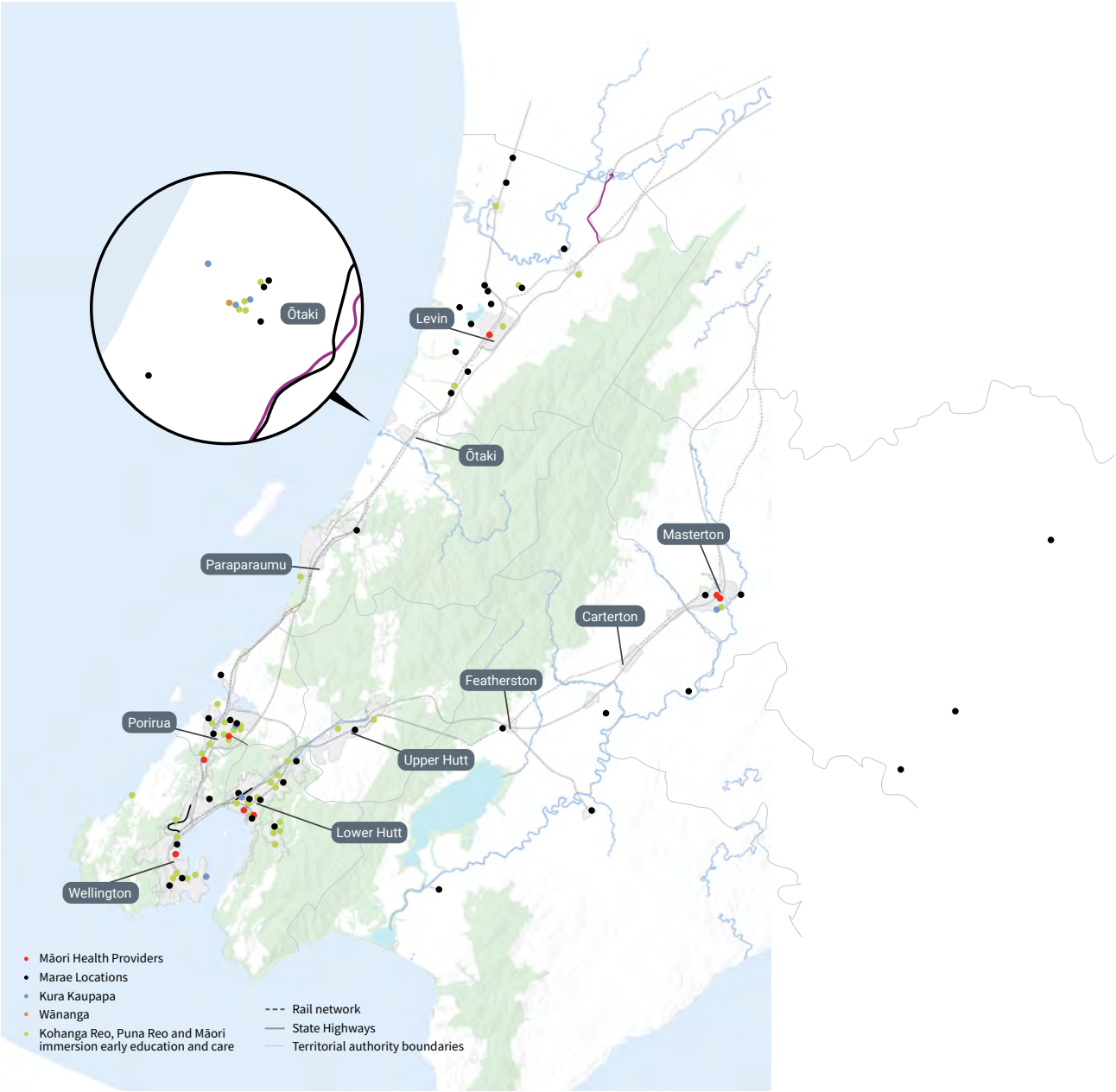
Key employment areas



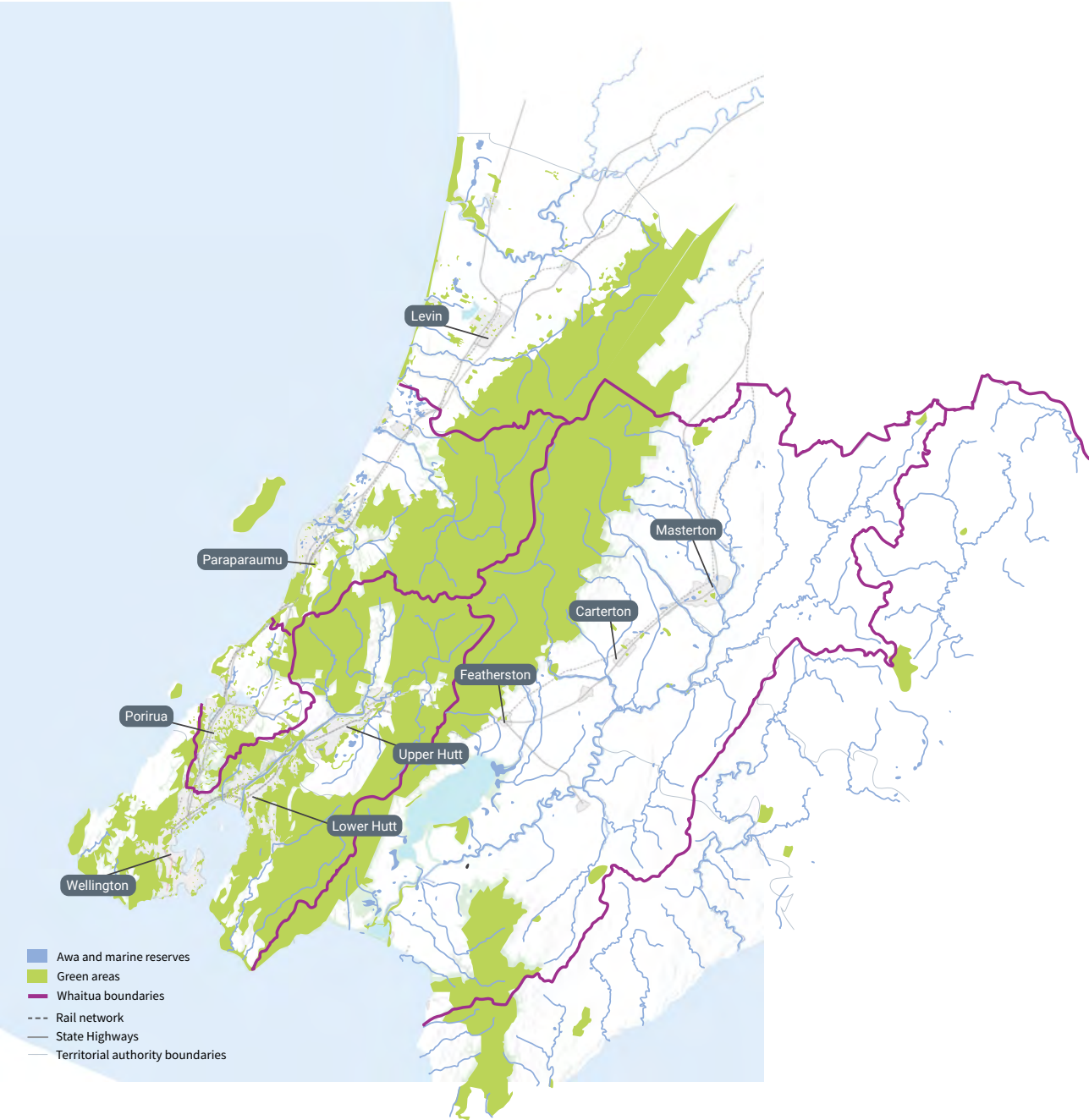
Key parts of our strategic transport network



Key parts of our regional social and cultural infrastructure network



Key parts of the blue green network



The Future Development Strategy is presented in five parts:

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

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

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

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

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

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

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

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

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

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

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

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

The contribution of our iwi partners has been integral to the development of this Future Development Strategy. Iwi and hapū in our region have their own diverse values and aspirations for urban development that are steeped in a holistic worldview that is grounded in tikanga (cultural principles), mātauranga Māori (Māori knowledge) and kawa (cultural practices).

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

The statement will also inform future work carried out by the Wellington Regional Leadership Committee. The statement has its own mauri (life force) and is a gift to our region. It helps us to understand how to uphold our treaty obligations and to deliver better outcomes for all of our people, communities and our environment when planning for the future development of our region. Te Tirohanga Whakamua is a dynamic, living document, to be altered and added to over time.

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

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

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

Te Whai Māramatanga ki Te Tirohanga Whakamua

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

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

Understanding Te Tirohanga Whakamua

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

- Te tūāpapa or the foundation of the whare emphasises the role of Mana Whenua as Kaitiaki for our region and the responsibility everyone has to protect, replenish and sustain te taiao me te whenua, the environment and the land.
- Upon the foundation rest four pou or pillars of the whare: Pou tahi: Rangatiratanga, Pou rua: Mātauranga Māori, Pou toru: Kotahitanga/ Ōritetanga/Mana taurite, and Pou Whā: Kaitiakitanga. These pou are important parts of Te ao Māori, speaking to elements such as self-determination, Māori worldviews and knowledge, equity and unity, and holistic wellbeing. They are the central pillars of what sustains and holds up Mana Whenua and our communities into the future.
- Atop the four pou is te tuanui (roof), the future vision. ‘Ko te Tiriti o Waitangi te tūāpapa o ngā rautaki hapori tirohanga whakamua hei huhua te rangatiratanga o tēnā o tēnā o ngā iwi.’ This statement emphasises aspirations of Mana Whenua for the future of our region as one founded on Te Tiriti o Waitangi and realised through the tino rangatiratanga of tangata whenua.
- The whare is supported by six kōkiri or design principles. These that are value statements to guide and provide consistency in the way we plan for and make decisions on the future of our region. This includes supporting Treaty partnership, circular economy models, sustainable growth, removing barriers iwi face, investment that reduces inequality and promotes economic growth and equipping future generations to face challenges, such as climate change.

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

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

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

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

Kei mua i te aroaro o Te Tirohanga Whakamua

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

Hei āpiti atu ki ngā uara me ngā wawata e kitea ana ki te pikitia o te whareniui kei te Hoahoa 23, mō ētahi atu whakamāramatanga o ngā pou me te ara e whakatinana ai tō tātou rohe i ngā uara me ngā wawata nei, tirohia te rīpoata Iwi values and aspirations detail report prepared for the Wairarapa-Wellington-Horowhenua Draft Future Development Strategy, tērā i tohua i runga ake.

More details on the full extent of our collaboration with WRLC iwi partners on the development of the strategy are included in a supplementary report called ‘Iwi values and aspirations report prepared for the Wellington-Wairarapa-Horowhenua Future Development Strategy’ (available the WRLC website wrlc.org.nz). It recognises all the mahi with the WRLC iwi partners and the Future Development Strategy project team. It includes:

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

How is the Future Development Strategy informed by Tirohanga Whakamua?

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

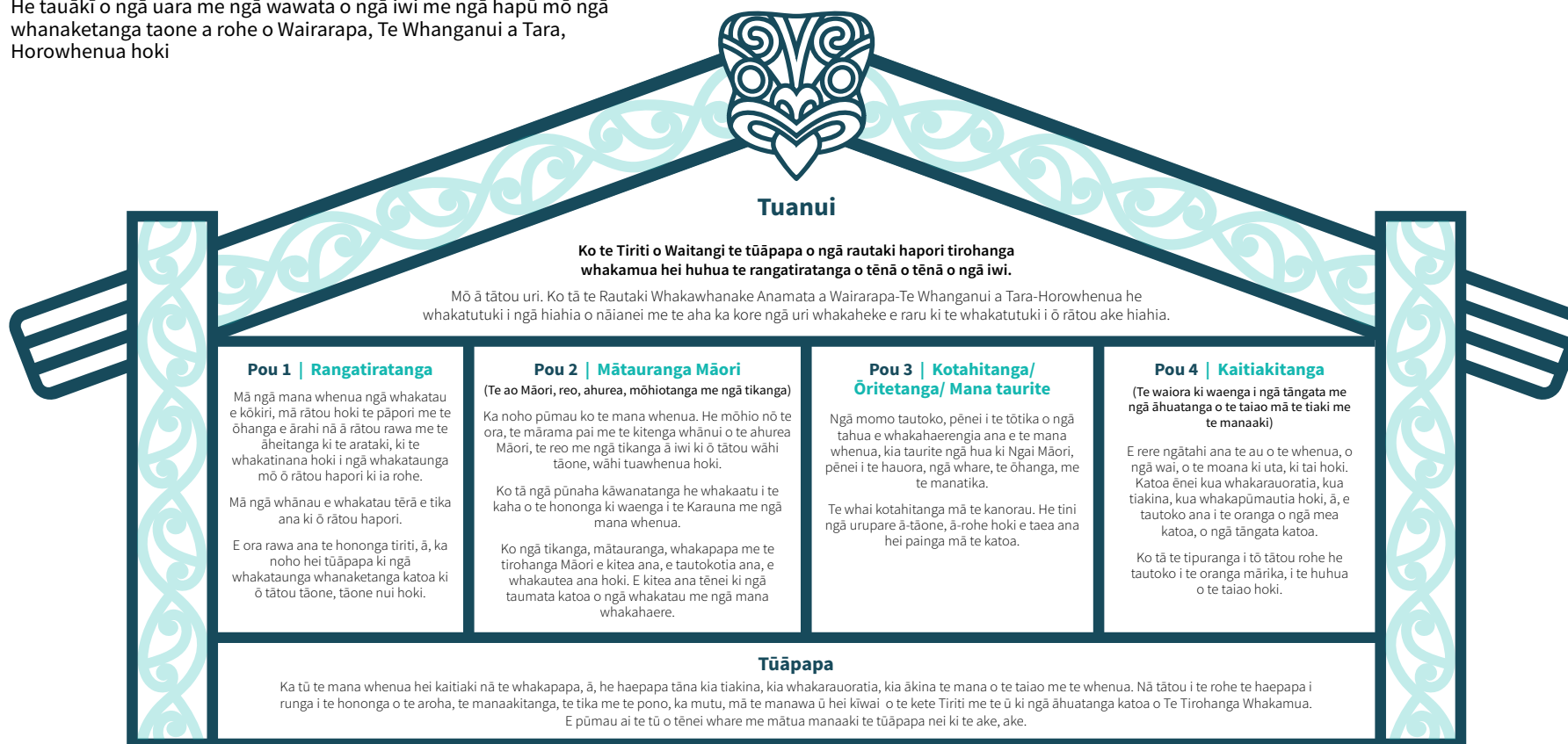
Next steps for Te Tirohanga Whakamua

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

In addition to the values and aspirations set out in the whare image in Diagram 24, below more details explaining the pou and about what it means to put these values and aspirations into action for our region can be found in the Iwi values and aspirations detail report prepared for the Wairarapa-Wellington-Horowhenua Draft Future Development Strategy mentioned above.

Te Tirohanga Whakamua

He tauāki o ngā uara me ngā wawata o ngā iwi me ngā hapū mō ngā whanaketanga tāone ā-rohe o Wairarapa, Te Whanganui a Tara, Horowhenua hoki



Kōkiri 1

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

Kōkiri 2

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

Kōkiri 3

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

Kōkiri 4

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

Kōkiri 5

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

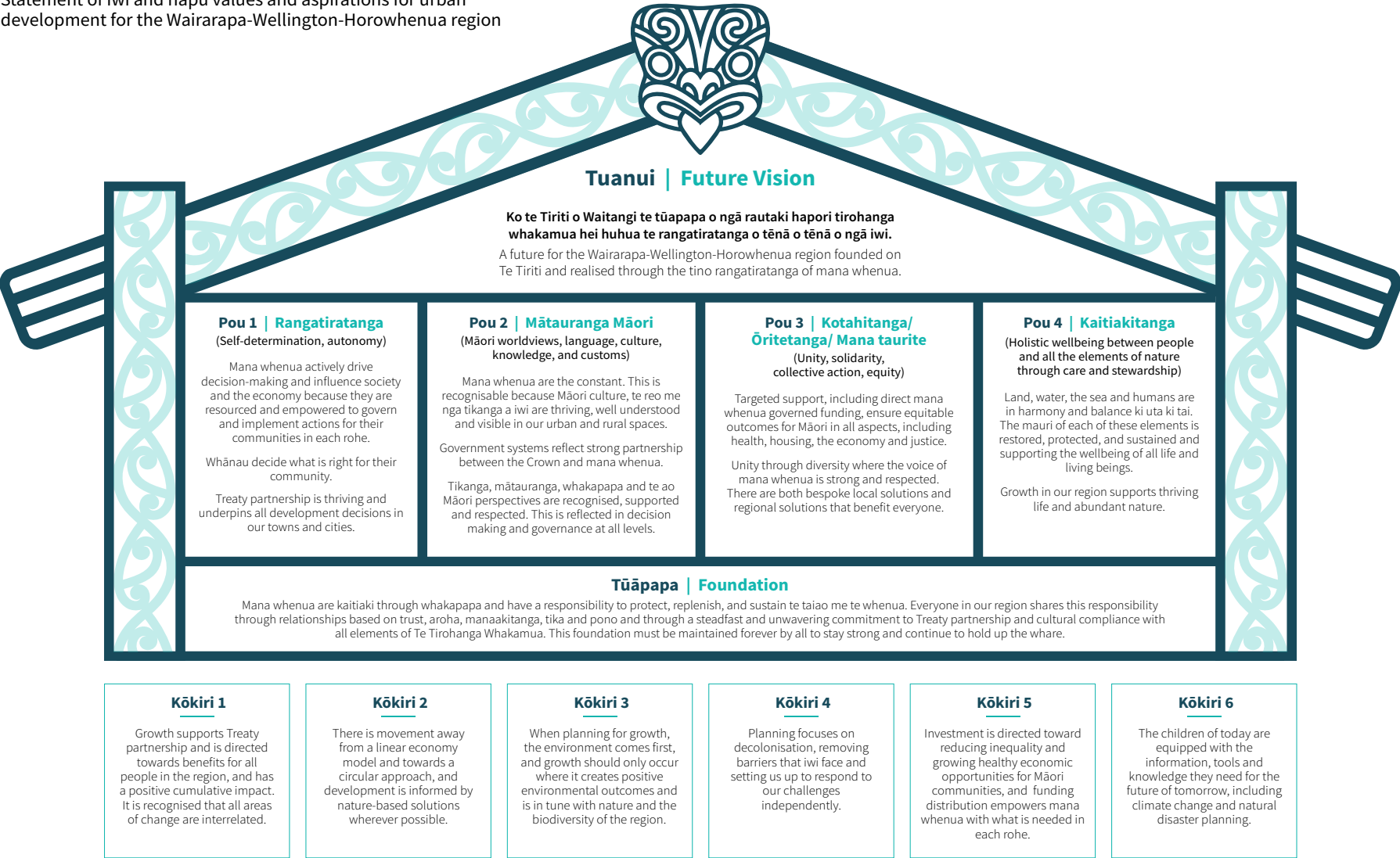
Kōkiri 6

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

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

Te Tirohanga Whakamua

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



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

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



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

Our overall vision

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

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

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

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

SETTING OUR STRATEGIC DIRECTION?

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

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

Our strategic direction guides us in achieving our vision for the region. It helps us to plan where, when and how we should grow in the next 30 years and helps us to measure the success of the Future Development Strategy and whether future developments deliver the environmental, cultural, social and economic outcomes we want to achieve. Diagram 4 sets this out in more detail.



Diagram 4: Our strategic direction



PROVIDING FOR AFFORDABLE HOUSING THAT MEETS OUR NEEDS, AND FOR COMPACT, WELL-DESIGNED TOWNS AND CITIES

Housing in the region is affordable. Different types of houses are built to meet the diverse needs of our communities, particularly good-quality high and medium-density housing across the region.

The majority of housing developments are within the boundaries of our current towns and cities.

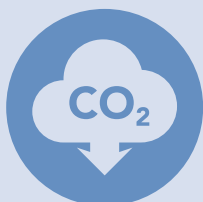
Our towns and cities are well designed and support community health and wellbeing.



REALISING IWI AND HAPŪ VALUES AND ASPIRATIONS

Te Tirohanga Whakamua (the statement of iwi and hapū values and aspirations) is actively implemented and influences decisions on and investments in urban growth in our towns and cities.

Engagement with mana whenua and other Māori in the region is ongoing and effective.



A FLOURISHING ZERO-EMISSIONS REGION

We live in a flourishing zero-emissions region that meets current and future generations' needs and aspirations, in line with the vision of our Regional Emissions Reduction Plan. This means, for instance, that we live in a region that:

- has communities that are engaged and empowered to live low-emissions lifestyles
- reduces emissions at scale and with pace, while restoring our natural and cultural environment
- implements shared climate action plans that have immediate impact and enable intergenerational change
- achieves sustainable prosperity that supports vulnerable communities and reduces inequality
- supports opportunities for renewable energy generation.



PROTECTING WHAT WE LOVE

Our communities are safer from significant natural hazards and are becoming more climate-and natural-hazard resilient, and regional growth avoids creating new risks.

Urban development is designed to minimise impacts on the natural environment, our food-producing areas and our rich cultural heritage. This means, for instance, we have a region where:

- regional growth is in harmony with and minimises our impacts on *te Taiao* (the natural environment) and restores Te Mana o te Wai
- the resources that our current and future communities need to thrive are protected, including the remaining areas of highly productive land and food-producing areas
- our rich cultural (Māori and non-Māori) heritage is preserved and revitalised.



WE HAVE THE INFRASTRUCTURE WE NEED TO THRIVE

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

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

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



PRODUCTIVE, RESILIENT, INCLUSIVE AND SUSTAINABLE EMPLOYMENT

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

New business areas with supporting infrastructure are provided for.

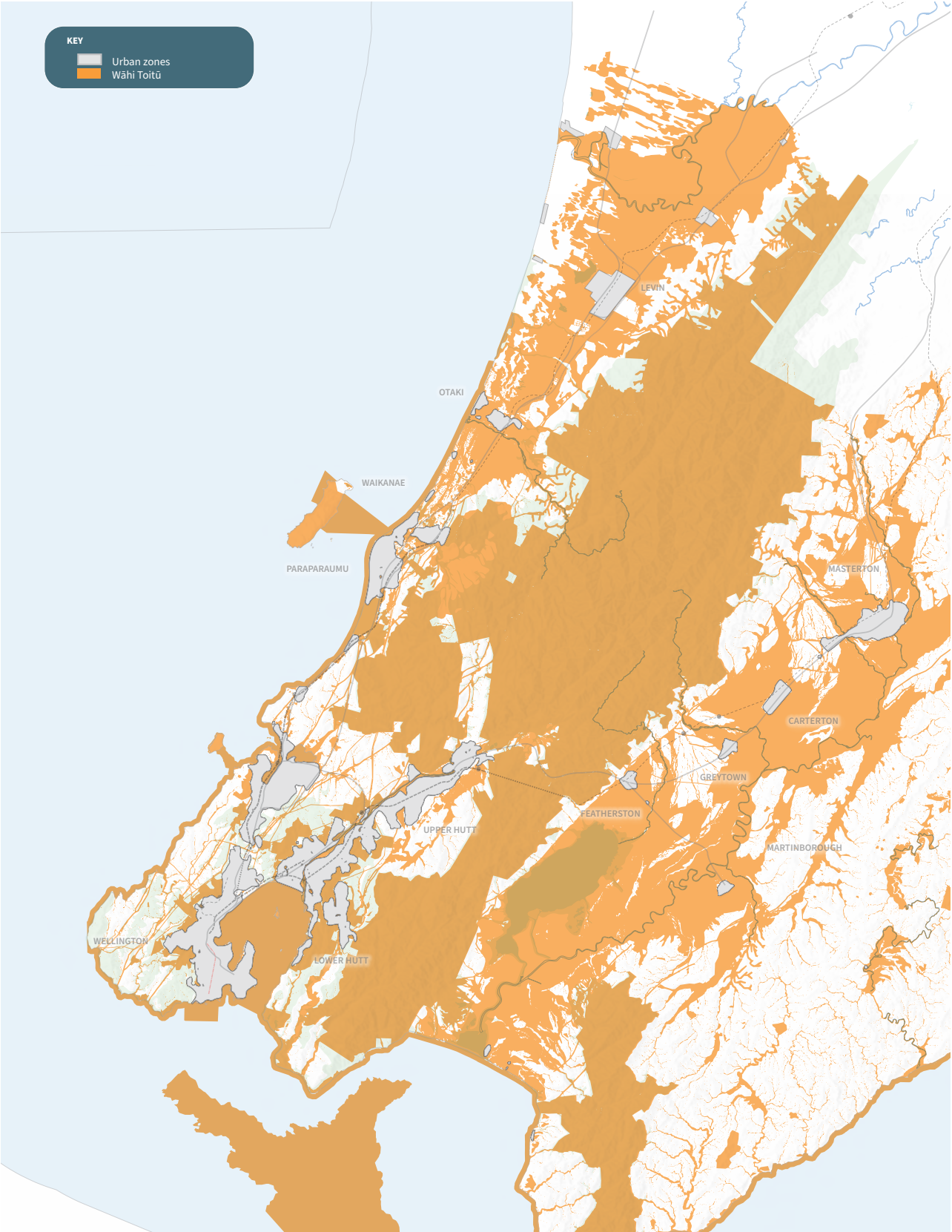
The shortfall in industrial land in the region is resolved.

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

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

Future development in the region needs to avoid significant hazards and areas with significant constraints or with values that we want to protect. We have identified Wāhi Toitū, shown in Diagram 5, which are the areas in the region with an enduring presence that need to be protected from new development.

Diagram 5: Wāhi Toitū – areas protected from new development



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

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

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

We have identified Wāhi Toiora areas (shown in Diagram 6) where potential future housing and business development must be carefully managed to ensure values are protected and risks are adequately mitigated or managed.

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

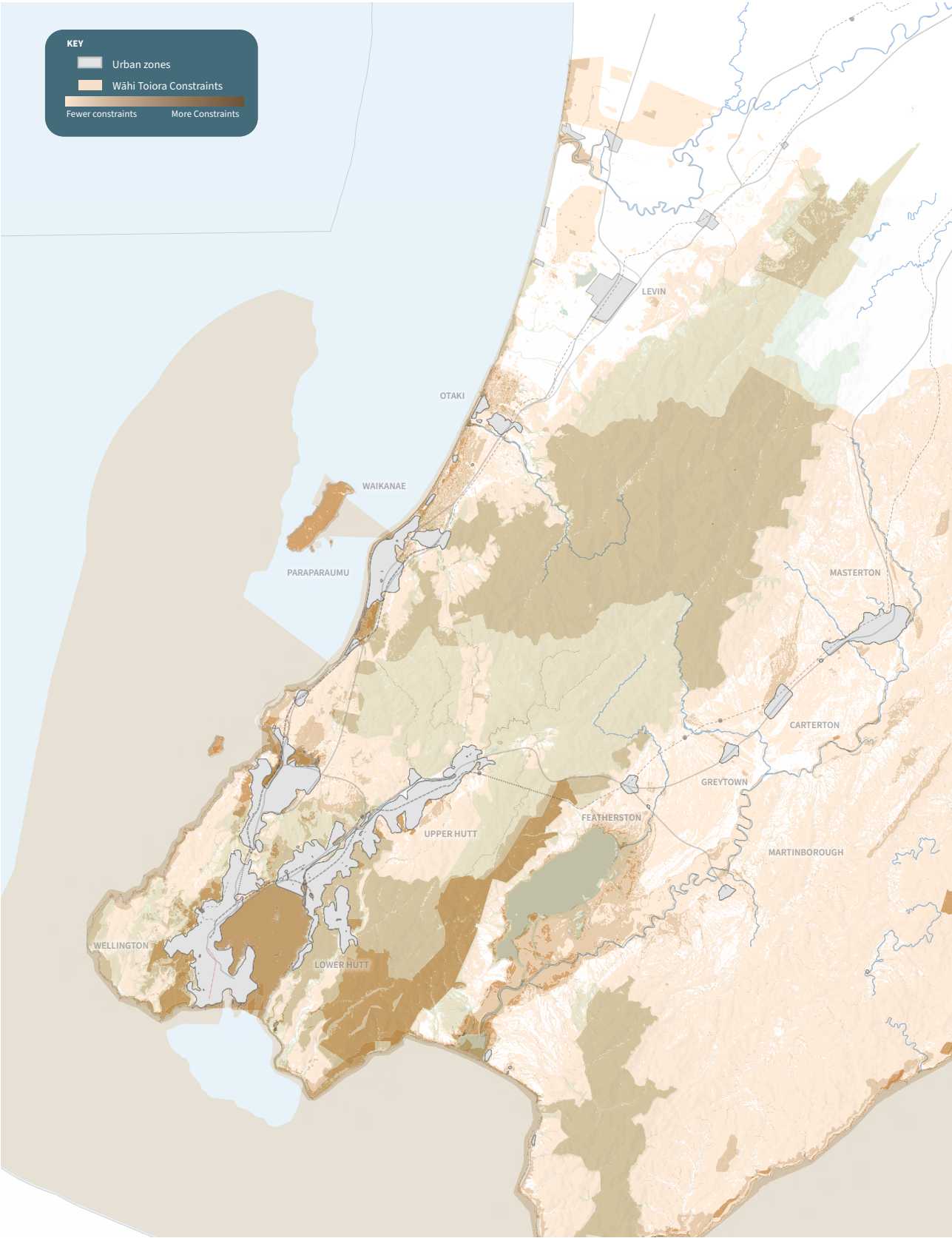
⁶ It is acknowledged that the mapping below shows few areas of cultural heritage that is Wāhi Toitū. Our region has more work to do in identifying specific areas of cultural heritage and value where protection from urban development reflects the aspirations of mana whenua. This work is identified in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

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

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

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

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



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

These areas are made up of:

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

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

Which areas do we want to develop as a region?

HOW MUCH GROWTH TO EXPECT?

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

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

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

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

Where we will prioritise development

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

Diagram 7 lists the areas in which we want to prioritise development in the next 30 years. It takes into account our current oversupply of enabled and planned housing, and the need to make the most efficient use of our existing infrastructure and precious natural resources. This list of prioritised areas are informed by the technical assessments listed in Part 5.

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

Diagram 7: How to prioritise areas for development

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

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

proposed public transport nodes and strategic active mode connections

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

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

What is the strategic public transport network?

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

What do we mean by intensification?

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

What does ‘well-connected greenfield development’ mean?

Greenfield developments that are well connected are development sites that are adjacent to and can easily connect into existing urban areas to access key services by a range of modes. Well-connected greenfield can access current or future public and active transport.

What are active mode connections?

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

What is mixed use?

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

What will this prioritised development look like?

With this prioritisation of development we expect 82% of the housing development in existing urban areas in towns and cities and 18% of the housing development within new greenfield sites over the 30-year lifetime of the Future Development Strategy.

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

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

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

Diagram 8: A corridor view of where we will develop

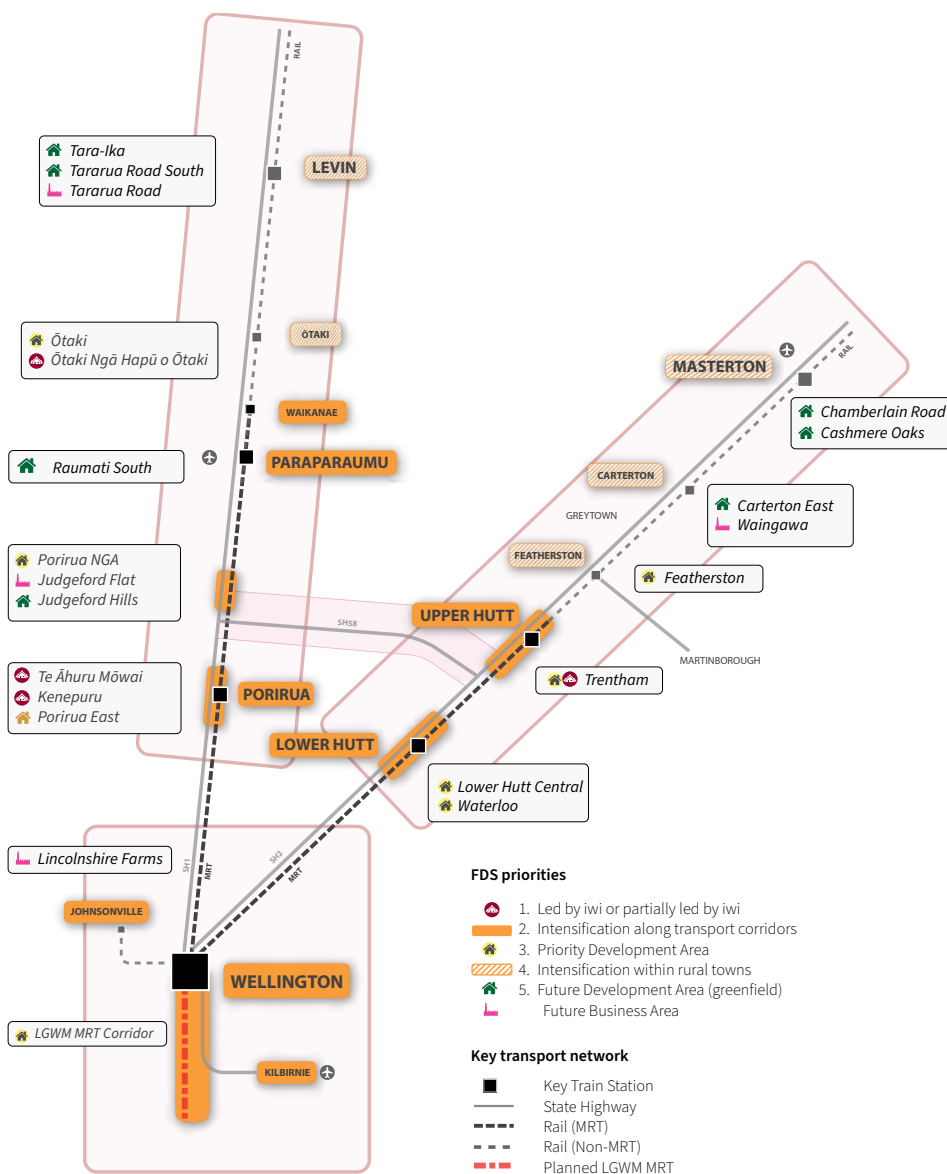


Diagram 9: Prioritised development in the metro areas (Hutt Valley, Wellington, Porirua and Kāpiti (excluding Ōtaki))

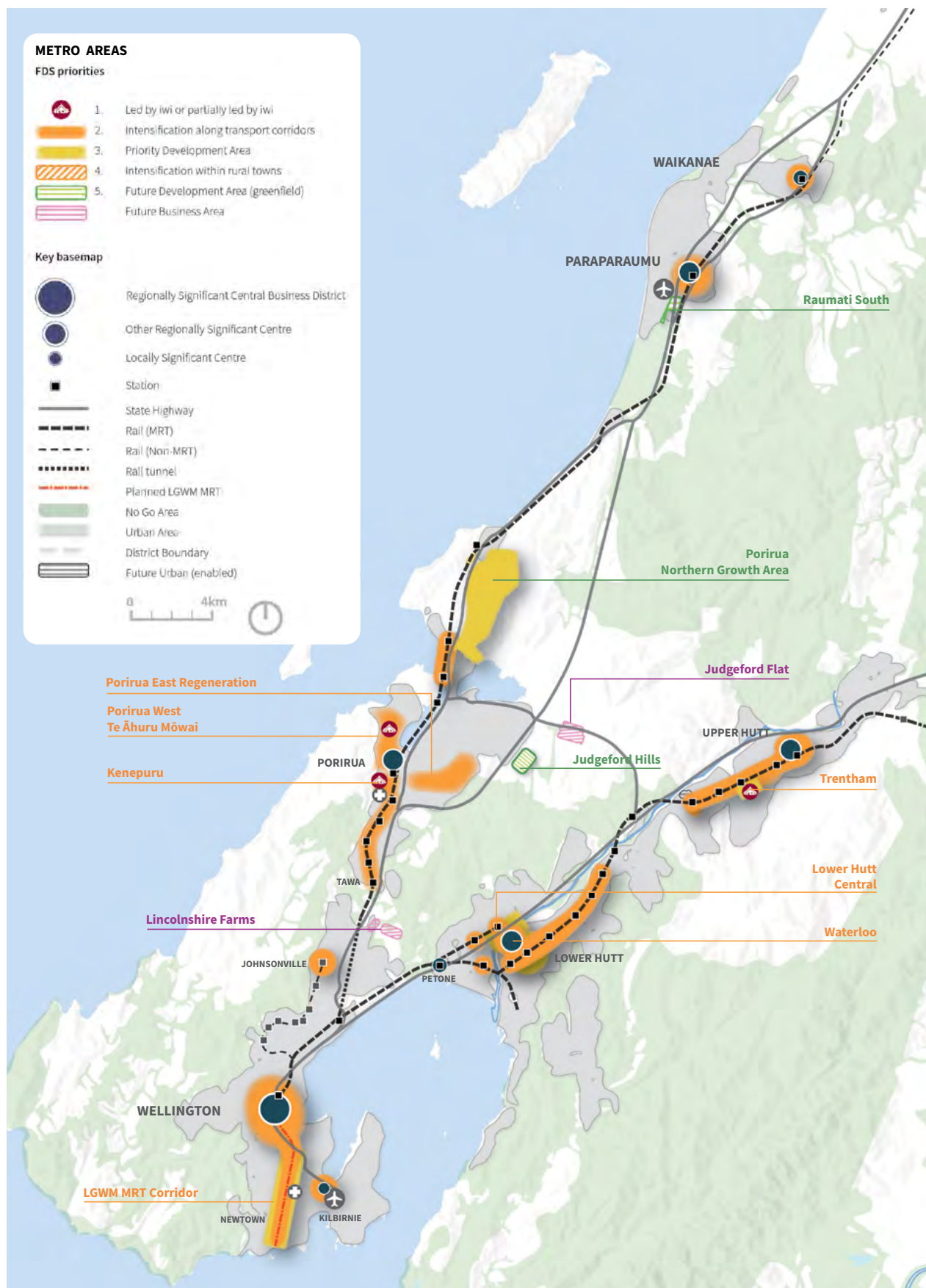
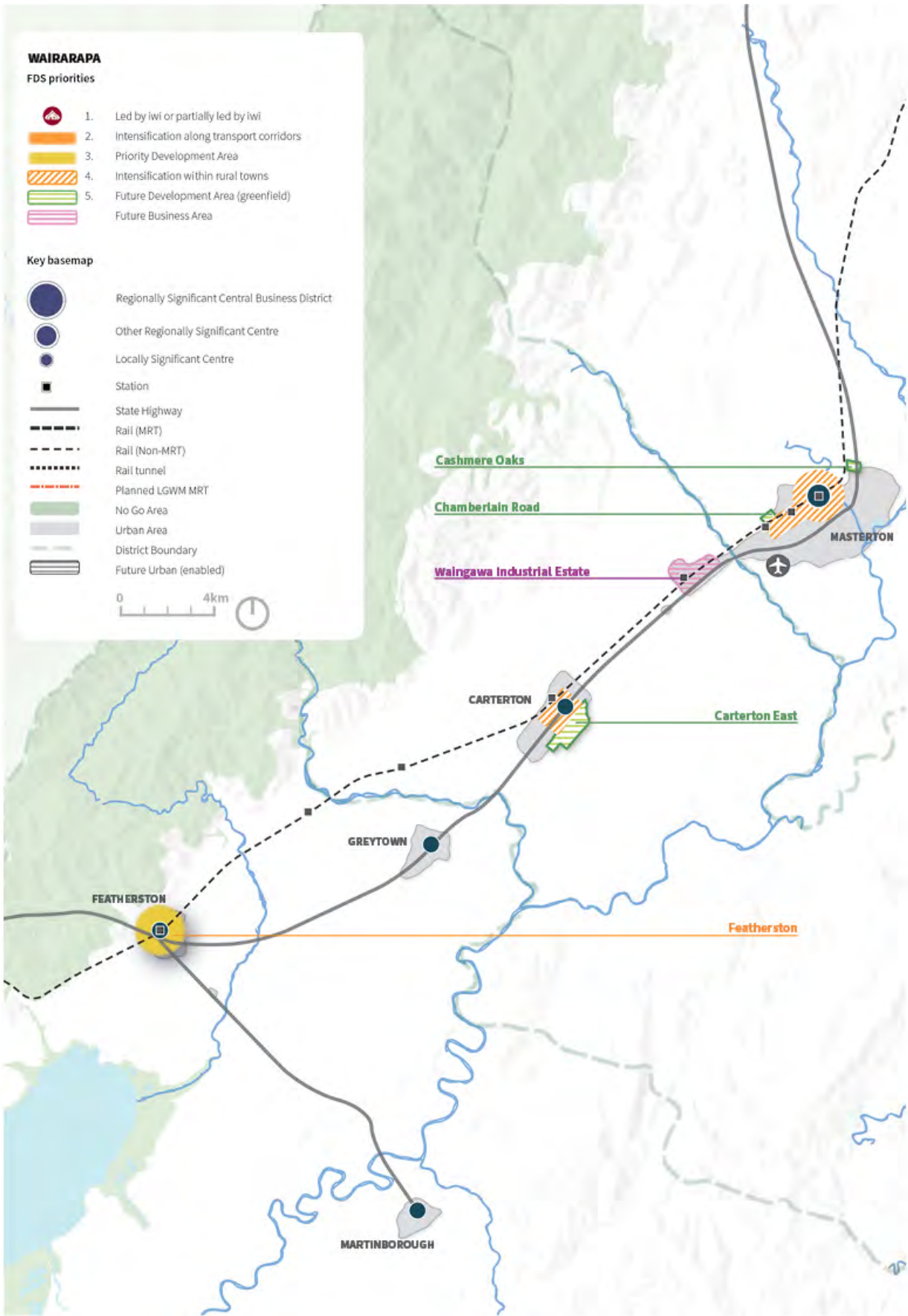


Diagram 10: Prioritised development in Horowhenua and Ōtaki



Diagram11: Prioritised development in Wairarapa



Spatial priorities for the East-West corridor

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

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

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

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

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

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

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

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

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

The developments prioritised above in diagrams 8-11 will provide 40% of our total development for the region. Approximately 60% of that total development is expected to reflect an uplift in housing as a result of the introduction of 'Medium Density Residential Standards' (MDRS), which support the development of three homes up to three storeys on each site, without the need for resource consent. This is a significant percentage of our region's development over which we will not have much control unless we indicate a prioritisation of development, require master planning and can exert influence through incentives/disincentives. Further work on this will be indicated in the Implementation Plan.

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

Years 1-10

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

In years 1-10 we expect to see 21% growth in greenfield and 79% growth in brownfield development.

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

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

The areas prioritised in the Future Development Strategy for the first ten years along with the estimated number of new houses is in Diagram 12 below.

Diagram 12 Prioritised Housing developments – years 1-10

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

Years 11-30

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

In years 10-30 we expect to see 16% growth in greenfield and 84% growth in brownfield development.

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

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

The areas prioritised in the Future Development Strategy for the period 11-30 years along with the estimated number of new houses is in Diagram 13 below.

Diagram 13 Prioritised Housing developments – years 11-30

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

Years 1-30

Diagram 14 illustrates the anticipated distribution of housing development in the region in the two phases. It is based on the assumption that most of the total development will be undertaken in years 11-30, once key growth initiatives in the region – such as the Let's Get Wellington Moving MRT corridor, RiverLink and the Porirua Northern Growth Area – have progressed their planning and infrastructure.

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

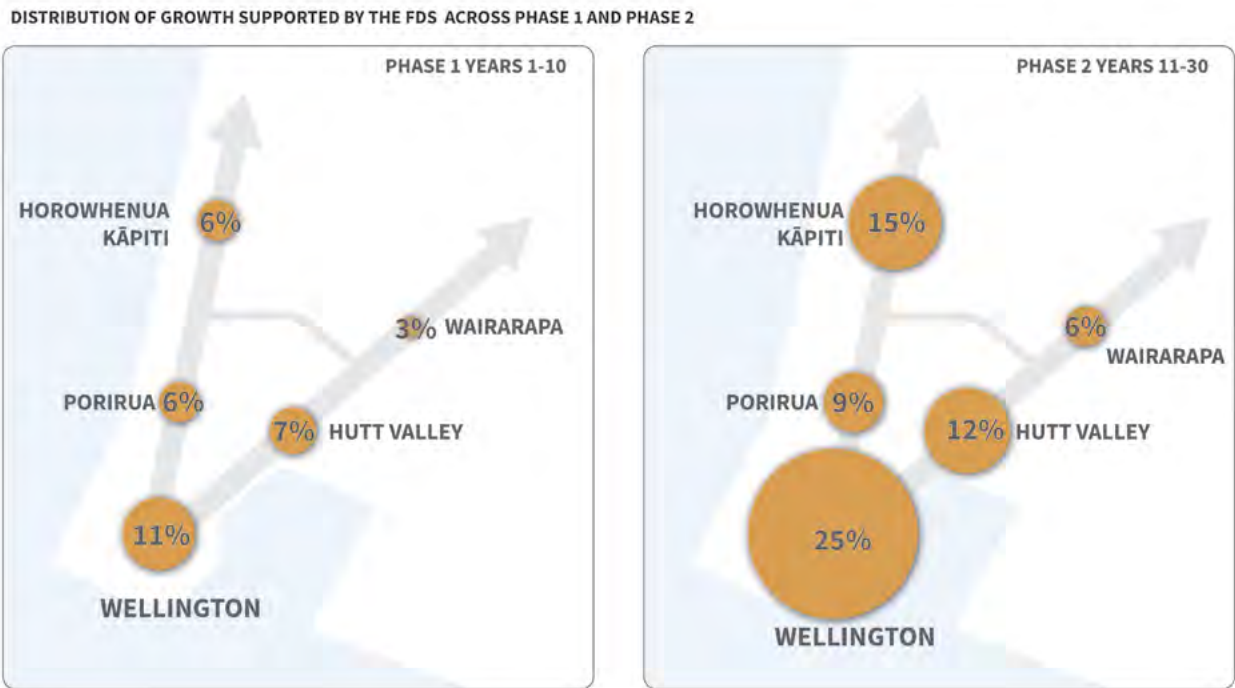
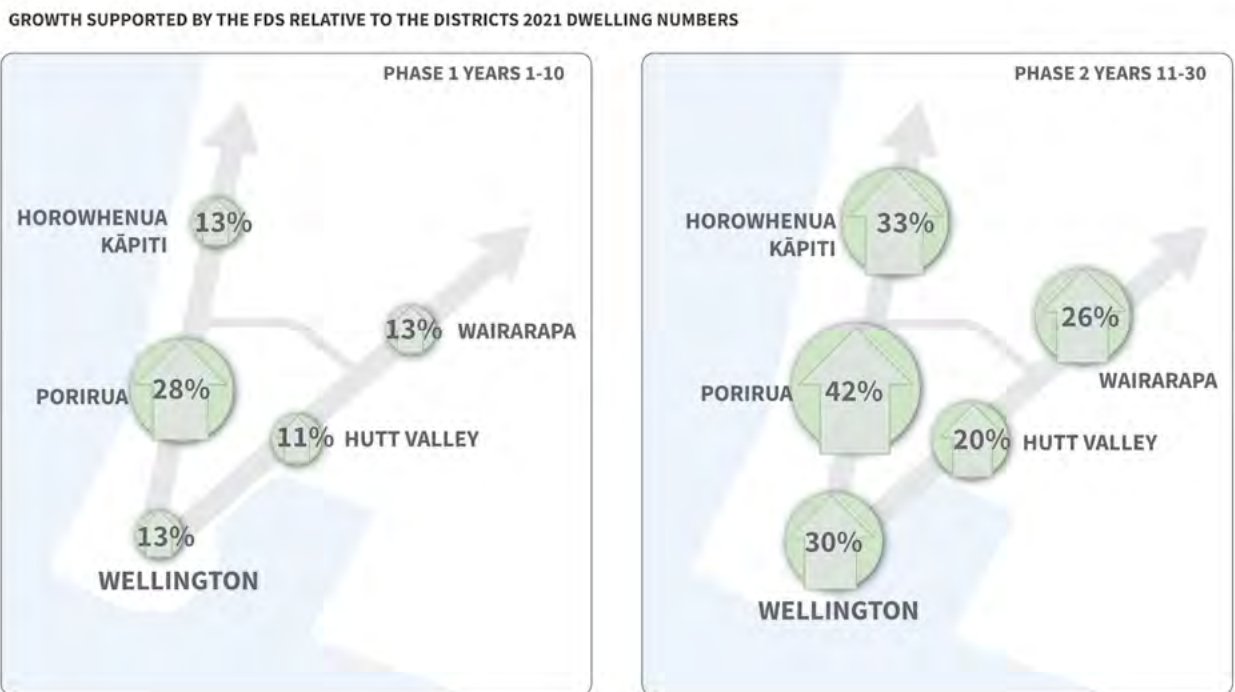


Diagram 15 shows the planned development for each subregion relative to the number of existing dwellings in each subregion in 2021. It highlights that even though Wellington and Lower Hutt appear to experience most of the growth (through the Let's Get Wellington Moving MRT corridor and on the back of

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

Diagram 15: Distribution of development relative to 2021 dwelling numbers



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

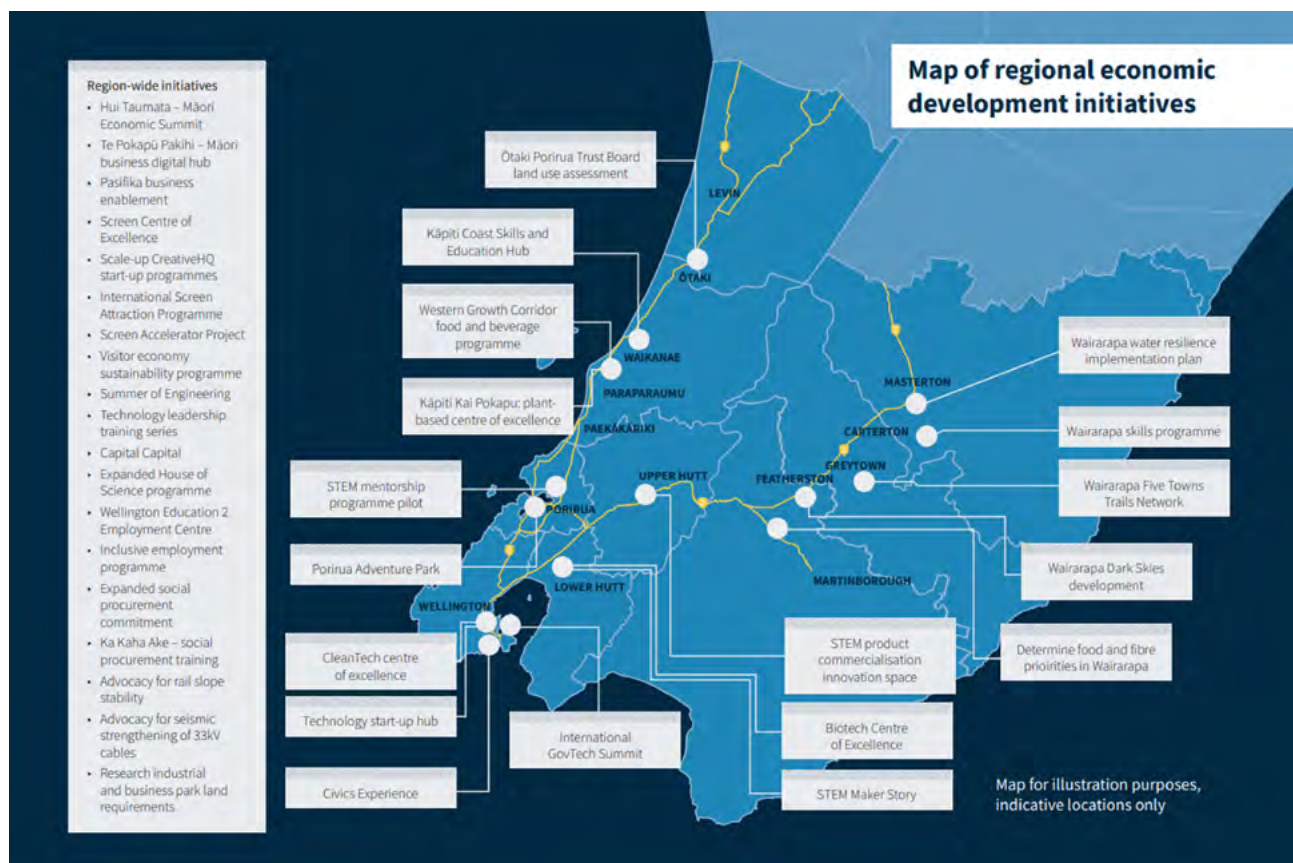
In a growing region, more people will seek employment. So while the Future Development Strategy cannot require growth in business and employment activity (i.e. require more jobs or more businesses), it can support it by ensuring that the regulatory settings and infrastructure required for businesses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

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

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

Diagram 16 illustrates the REDP's range of initiatives. While some are place based, each has been identified as an opportunity that will have a positive impact on our region.

Diagram 16: Map of regional economic development initiatives



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

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

Diagram 17 Prioritised business development areas – years 1-30

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

Judgeford Flat, Tararua Road and Waingawa Industrial Estate are key areas that the Future Development Strategy has identified as needing to be enabled for business growth to support business development. These are all recognised in local plans as future urban areas and are located on strategic roads for easy freight access. Tararua Road, Levin and Waingawa are already part of industrial areas providing synergies with local businesses. These are likely to be enabled and fully developed around year 10.

A recent business land assessment¹¹ showed that our region has enough retail and commercial land to meet our growing needs, if the use of these areas intensifies. Councils in the region have recently updated their District Plans to allow for increased density in commercial zones with the aim of providing capacity. However, there will be a shortage of industrial land totalling about twice the size of the Seaview/Gracefield/Moera area. This includes land for traditional activities such as manufacturing and logistics, and also to provide land for what an ‘industrial activity’ might look like in the next 30 years.

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

Once we identify the potential industrial sites that will deliver the greatest benefits for our region, we will need to engage with our local communities and ensure that our regulatory environment enables industrial uses of these sites. Where we choose to locate future industry could draw people to those areas of the region and will be considered in the next Future Development Strategy.

¹¹ See technical document list in Part 5 –Housing and Business Development Capacity Assessment

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

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

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

See Appendix 3 for more information on these placemaking principles.

What does this mean for our sub-regional areas?

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

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

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



**Wāhanga 3: He tūāhanga
tautoko whanaketanga**

**Part 3: Infrastructure to
support development -**



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

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

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

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

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

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

Diagram 18: Infrastructure gaps high level view

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

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

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

The development of completely new infrastructure tends to cost more than maintaining existing infrastructure, even though the cost to the purchaser is often lower. Te Waihanga Infrastructure Commission estimates that New Zealand needs to spend \$60 on renewals for every \$40 spent on new infrastructure¹². The returns on investment can also take longer to realise. Our existing infrastructure will need to support much of our region's expected development in the next 30 years, so it is critical that we maintain and strengthen our existing infrastructure effectively to increase the resilience of our networks for our region, both now and in the future. This will support the current population and new developments in the region.

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

The benefits of unlocking the development potential of our current and planned strategic public transport system include:

- reduced traffic congestion,
- improved environmental sustainability,
- increased economic efficiency,
- improved access to transportation,
- lower carbon emissions and
- a greater sense of community.

This higher density approach minimises the need for infrastructure expansion and provides for greater transport equity by enabling more people to live close to low-cost, quality public transport. Concentrating development along strategic public transport corridors enables low-emission, liveable cities where people are better equipped to adapt to evolving transportation needs.

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

- **We need to look for ways to maximise the leverage of co-investment opportunities.**

Infrastructure is expensive, but most infrastructure lasts for many generations. The councils of the region, along with central government and many other entities, are responsible for providing infrastructure to support both day-to-day living and growth in our region. The region's diverse infrastructure owners all have their own priorities. This makes coordinating the management and delivery of infrastructure challenging, but there can be significant benefits in working together to leverage co-investment opportunities.

- **Speeding up required infrastructure will be of benefit.**

While councils, central government and the private sector are planning a lot of infrastructure projects, we know that speeding up or bringing forward more infrastructure development will assist in achieving our strategic direction and align with those areas we have prioritised for development. For example, the sooner we can implement rail requirements, the sooner we can lower our emissions and provide better access to housing for people in the region.

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

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

¹² <https://www.treasury.govt.nz/sites/default/files/2023-05/infrastructure-action-plan-2023.pdf>

What does this look like?

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

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

Diagram 19 shows the general locations of the corridors and sites of major infrastructure identified in council LTPs in the first decade of the Future Development Strategy. The projects identified have been either committed to and funded or signalled. The timing of these key projects helps to inform a broad understanding of when and where growth at scale is likely to occur. There is particular uncertainty around the timing and delivery of medium- and long-term projects due to the constrained financial environment and current planning underway¹³.

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

The Wellington strategic public transport network is shown in Diagram 20. It is made up of:

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



¹³ The projects listed are based on currently published information (for example, the 2021 LTP and RLTP) and are not exhaustive. There are also interdependencies that may change as further investigations are completed. Local and regional councils are in the process of developing their updated RLTPs and LTPs for 2024

Diagram 19: Key parts of our strategic transport network

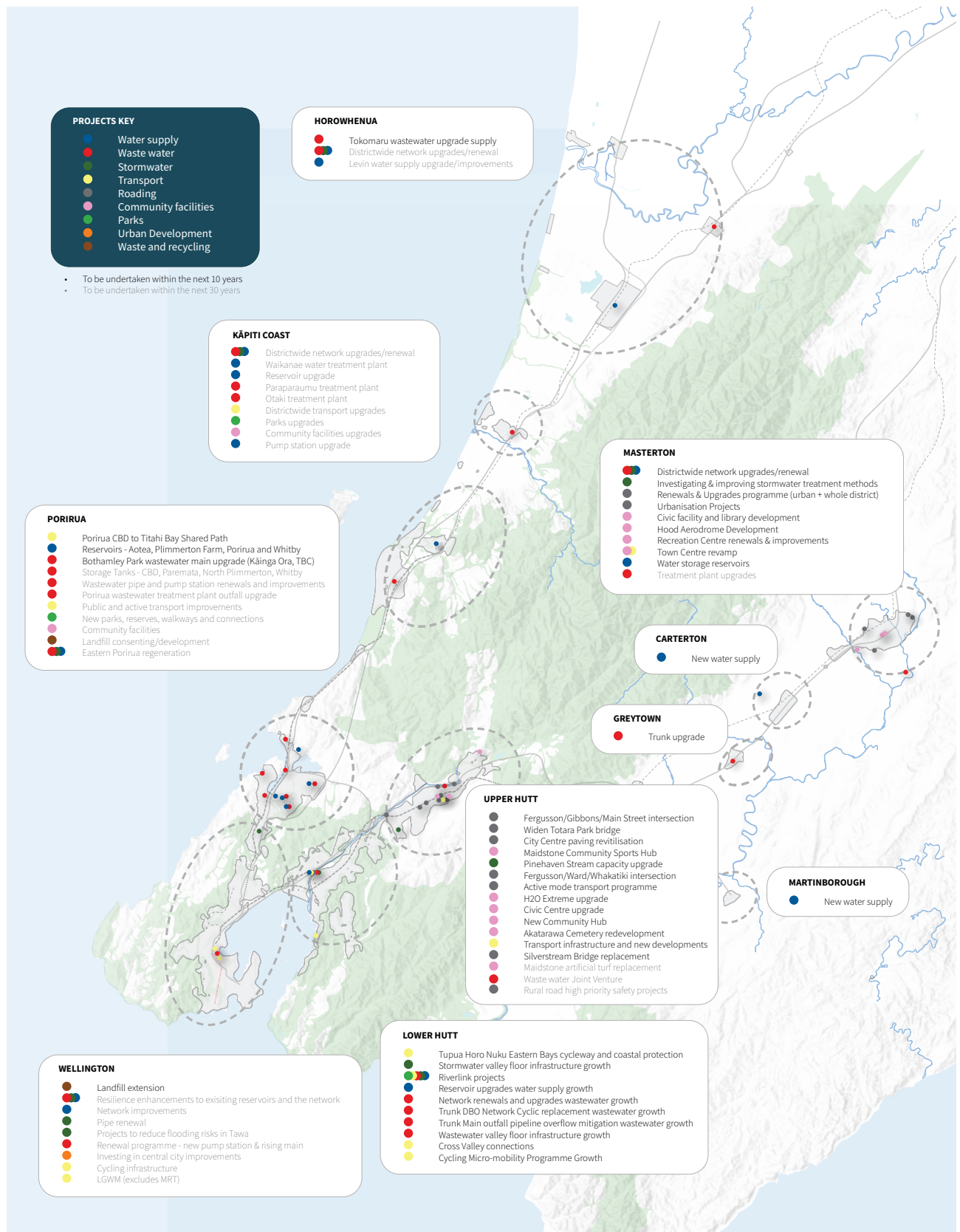
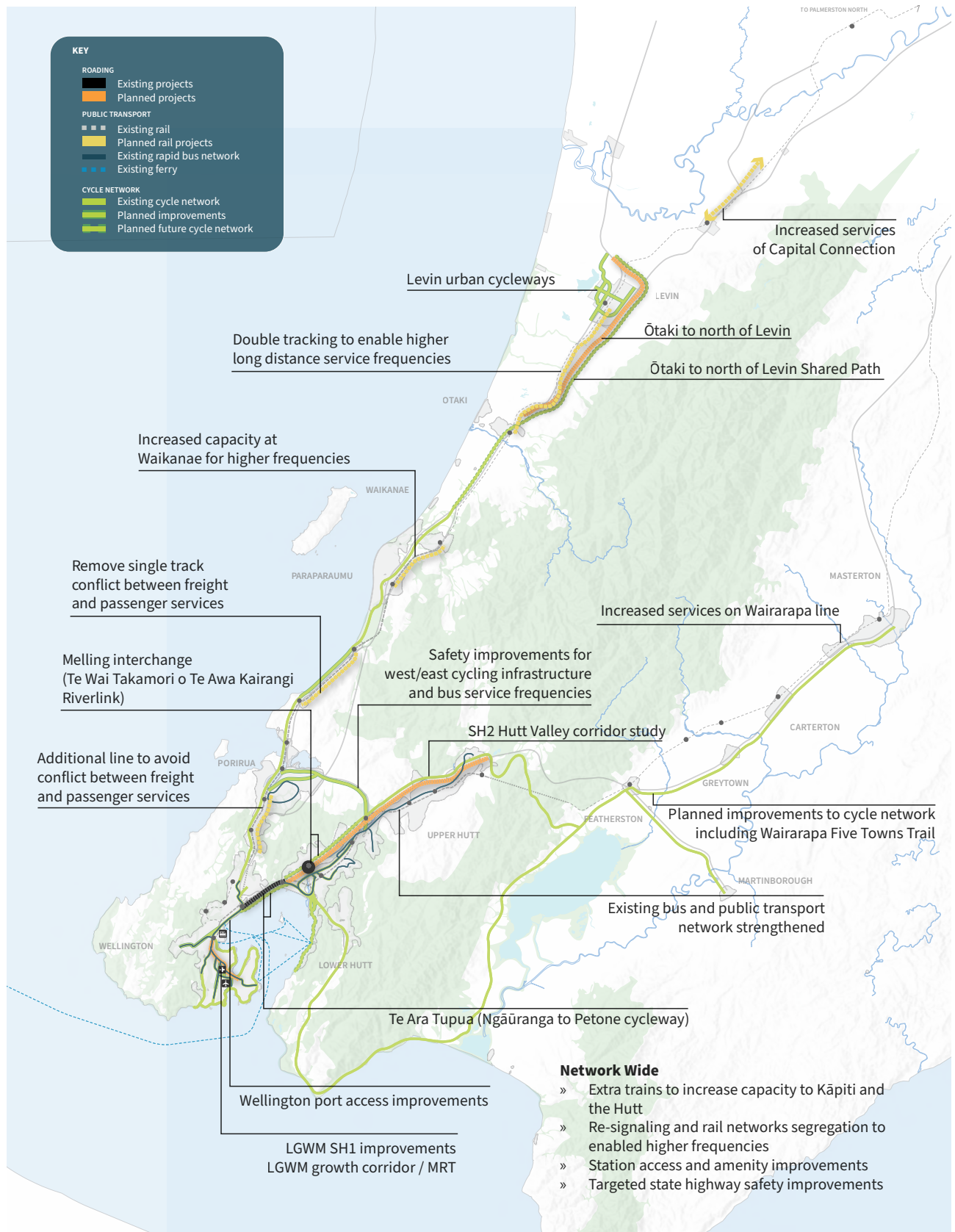


Diagram 20: Strategic public transport network



Wāhanga 4 – Te Tutuki i tā tātou rautaki

Part 4 – Delivering our strategy



Our Implementation Plan

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

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

Key non-infrastructure projects

In addition to the infrastructure projects identified in Part 3 and Appendix 2 and 4 of the Future Development Strategy, there are a number of projects that will be key to delivering our strategy. These include:

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

More detail will be supplied in the Implementation Plan.

Future Development Strategy review

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

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

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

Wāhanga 5 – Tā tātou tukanga

Part 5 – Our process



Why have we developed the Future Development Strategy?

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

PLANNING AND POLICY CONTEXT

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

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

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

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

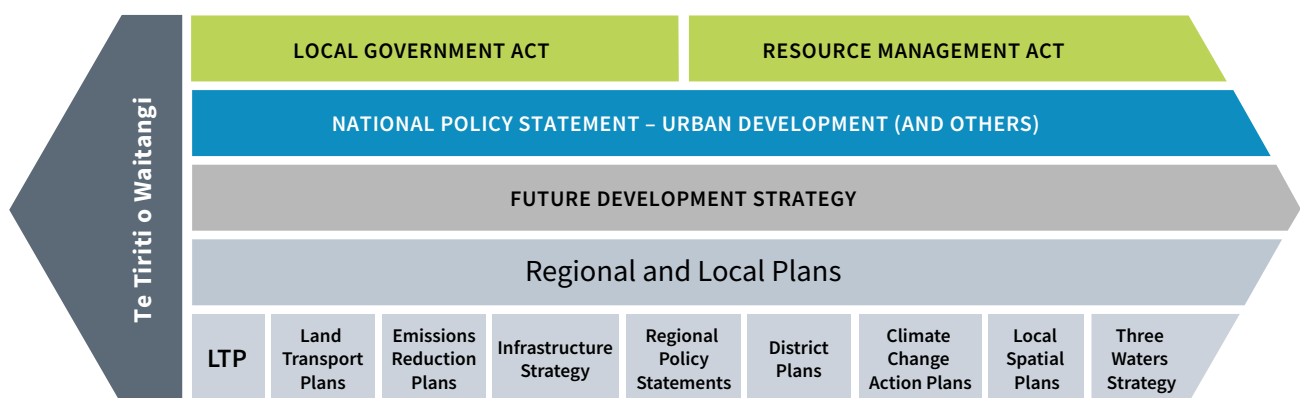
These changes are significant and have informed the development of this Future Development Strategy.

LEGISLATIVE REQUIREMENTS

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

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

Diagram 21: Regulatory and policy hierarchy



What have we taken into account?

Our Future Development Strategy has been informed by:

- the most recent Housing and Business Development Capacity Assessment (HBA)
 - a consideration of the advantages and disadvantages of different spatial scenarios
 - relevant LTPs and infrastructure strategies (including those under development) and any other relevant strategies and plans
 - iwi and hapū values and aspirations for urban development, and engagement with mana whenua
 - feedback received through stakeholder engagement with developers and infrastructure providers.
- The Government Policy Statement on Housing and Urban Development.
 - The Government Policy Statement on Land Transport.
 - The Emissions Reduction Plan.
 - The National Adaptation Plan.
 - The New Zealand Coastal Policy Statement.
 - The NPS-UD.
 - The National Policy Statement for Highly Productive Land.
 - The National Policy Statement for Freshwater Management.
 - The National Policy Statement for Indigenous Biodiversity.

It has also been informed by the following national policies:

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



Our technical reports

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

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

Name	Description	How its informed the Future Development Strategy?
Foundation Report 	<p>Provides a summary of the context for our strategy, including the strategic and policy context, our current state, and the opportunities and challenges facing the region now and into the future.</p>	<p>The research undertaken to develop the foundation report has been used to inform the direction in the Draft Future Development Strategy. The Foundation Report identifies the key challenges and outcomes for the region and was used to develop the evaluation framework that was used to assess the scenarios. The scenario evaluation is detailed in a separate report noted below.</p>
Iwi values and aspirations report 	<p>Provides more detail on Te Tirohanga Whakamua and brings together in one place all the relevant information on our process and working together with WRLC iwi partners. It recognises all the mahi with the WRLC iwi partners and the Future Development Strategy project team. It includes:</p> <ul style="list-style-type: none"> • A detailed explanation of Te Tirohanga Whakamua • A record of content in our reports relevant to iwi and Māori 	<p>The WRLC iwi partners have been active in the preparation of the Draft Future Development Strategy. The statement of iwi and hapu values and aspirations has been used to inform the vision about being responsible ancestors, strategic directions and areas prioritized for development. Key projects that are iwi led are prioritised to ensure better housing outcomes for Māori. Some projects that support these goals are already underway, some will be supported through the Future Development Strategy, and others through WRLC projects and other areas outside the Future Development Strategy.</p>
Housing and Business Assessment (HBA) 2023 	<p>This report assesses the demand for housing and business land and determines how much development capacity is needed to meet that demand.</p>	<p>The point in time nature of this analysis means the Future Development Strategy uses the HBA as a temperature check to provide a base to build our future vision for growth and development with the strategy.</p> <p>This report concludes that there is sufficient capacity in our region for new houses. This is more than double the 99,000 additional homes required to meet projected population growth over the next 30 years. Given the surplus, the strategy has the opportunity to prioritise growth where it can have the best outcomes for our region – in our existing urban areas close to transport networks.</p> <p>There is capacity in our region for most types of business land. However, there is a potential shortfall in industrial land. The Future Development Strategy prioritises known opportunities for new industrial land.</p>

Name	Description	How its informed the Future Development Strategy?
Constraints Report 	<p>Identifies constraints on development, updating previous mapping with the latest information. This document is a point in time and our mapping is regularly being updated as new information comes to light.</p>	<p>The Wāhi Toitū and Wāhi Toiora areas have informed where development shouldn't happen. It locates development outside of identified Wāhi Toitū areas which include:</p> <ul style="list-style-type: none"> • known and understood earthquake fault risks, • significant risks from sea level rise, • highly productive land protections, • natural environmental protections such as parks, indigenous biodiversity areas and freshwater ecosystems <p>There are many constraints and values which require appropriate consideration and mitigation; most land within the region falls under the Wāhi Toiora category. Future development will therefore necessarily be located within areas subject to some degree of risk. This risk will be managed through consenting processes as it currently does.</p>
Scenario Evaluation Report 	<p>Considers the advantages and disadvantages of different spatial scenarios for how the region could grow.</p>	<p>The scenario evaluation concluded that overall, the centralised scenario performs best across almost all of the assessment criteria, followed by the medium density infill scenario, indicating that more compact and higher density development would deliver better on the project objectives than current growth trends. Generally, the dispersed scenario scored worse than the baseline scenario. This has informed our work so that the Future Development Strategy prioritises housing development within our existing urban areas and along our strategic transport networks to align with this analysis.</p>
Engagement Report 	<p>Summarises the engagement undertaken to inform the development of the strategy, including with our iwi partners, developers, infrastructure providers, local and central government and youth representatives.</p>	<p>The conversations and early feedback we received from these key stakeholders has helped set the direction of the strategy. Ensuring we protect what we love and provide affordable and enough housing for our population. Ensuring iwi values are reflected and that they are adequately resourced to participate effectively in this work and by prioritizing where growth can occur to create a compact urban form and use our infrastructure wisely. Input from a wide range of infrastructure providers has informed the infrastructure requirements for the Future Development Strategy.</p>

Āpitihanga 1 Ngā wāhi Whakaarotau hei whakawhanake

Appendix 1 Prioritised areas for development

1. Areas of importance to iwi for development

First, the Future Development Strategy prioritises development areas that are of importance to iwi, in order to support them to achieve their development aspirations for the remaining areas of Māori-owned¹⁴ land and in other parts of the region that are important for providing for the well-being of whānau in their rohe. The historical alienation of Māori land in our region and historical grievances have contributed to generally poorer outcomes for Māori, which is why this is our top priority.

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

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

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

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

2. Growth along strategic public transport corridors

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

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

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

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

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

3. Priority Development Areas

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

- Lower Hutt Central
- Let's Get Wellington Moving MRT corridor
- Trentham mixed use
- Featherston
- Porirua Northern Growth Area
- Ōtaki
- Waterloo

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

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

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

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

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

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

At present our rural towns do not have transport that meets the criteria of 'rapid transit', but it is noted that network improvements for these rail corridors are already planned (Waikanae-Palmerston North, Upper Hutt-Masterton). Further improvements would better support the existing communities in these areas to make sustainable transport choices. Given the oversupply of housing development capacity in the region, unlocking the potential within existing rural towns is a lower priority of this Future Development Strategy. But this could change should rapid transport links be built or our population grows much faster than expected, these areas could be elevated as higher priority in the future.

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

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

Greenfield developments should be in areas with easy access to, or the ability to be easily serviced by, more frequent public transport, walking and cycling

infrastructure that connects people to employment, services, amenities and education. Access to sustainable transport options is a particular priority for reducing emissions from our greenfield developments, given that transport is the regions second largest source of regional greenhouse gas emissions and that historically in our region residents of greenfield developments have often needed to get into their cars and leave their communities to get their daily needs met. For most of the greenfield areas in the region, this easy access to public transport is probably one of the biggest area to address, with many of them not currently achieving this.

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

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

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



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

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

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

The subregions are:

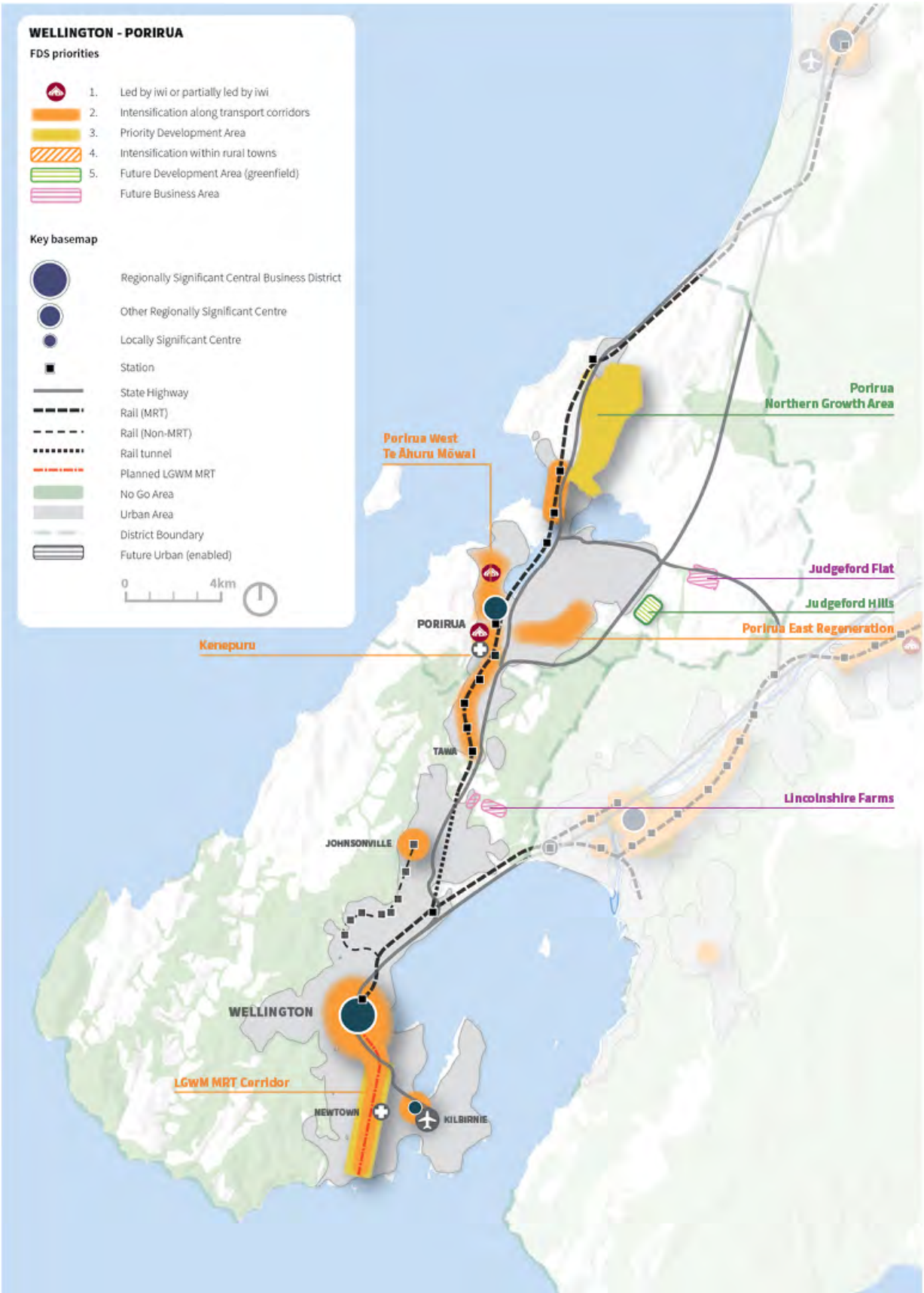
- **Wellington- Porirua:** Wellington is the major city in our region and a key magnet for employment. Porirua is linked to Wellington by a high frequency strategic public transport system and efficient state highway network. They also share wastewater systems. They have been combined in this map together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

Key prioritised developments in the region

WELLINGTON <ul style="list-style-type: none">🏡 PDA - LGWM Courtenay Place to Island Bay🏡 Lincolnshire Farms	HUTT VALLEY <ul style="list-style-type: none">🏡 PDA Lower Hutt Central🏡 PDA Waterloo🏡🚶 PDA Trentham	HOROWHENUA <ul style="list-style-type: none">🏡 Tara-Ika🏡 Tararua Road South🏡 Tararua Road
PORIRUA <ul style="list-style-type: none">🏡 PDA - Porirua Northern Growth Area🏡 Judgeford Flat🏡 Judgeford Hills🚶 Porirua West Te Āhuru Mōwai🚶 Kenepuru🏡 Porirua East	WAIRARAPA <ul style="list-style-type: none">🏡 Chamberlain Road🏡 Cashmere Oaks🏡 Carterton East🏡 Waingawa Industrial Estate🏡 PDA Featherston	KĀPITI <ul style="list-style-type: none">🏡 Ōtaki🚶 Ōtaki Ngā Hapū o Ōtaki🏡 Raumati South

SPATIAL PRIORITIES FOR WELLINGTON AND PORIRUA

Diagram 23 shows the spatial priorities for Wellington and Porirua





WHAT LOCAL THINKING HAS INFORMED THE FUTURE DEVELOPMENT STRATEGY?

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

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

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

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



WHAT DOES THE HBA INDICATE?

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

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

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

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



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

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

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

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

Key developments prioritised are:



Intensification in existing urban areas adjacent to strategic public transport



Let's Get Wellington Moving – MRT Corridor



Porirua Northern Growth Area



Judgeford Hills



Eastern Porirua regeneration



Western Porirua (Te Āhuru Mōwai)



Kenepuru



New industrial area at Judgeford flats



New business areas at Lincolnshire Farms





KEY CONSTRAINTS

Wellington – key points noted are:

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

Porirua – key points noted are:

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



LOCALISED INFRASTRUCTURE REQUIREMENTS

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

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

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

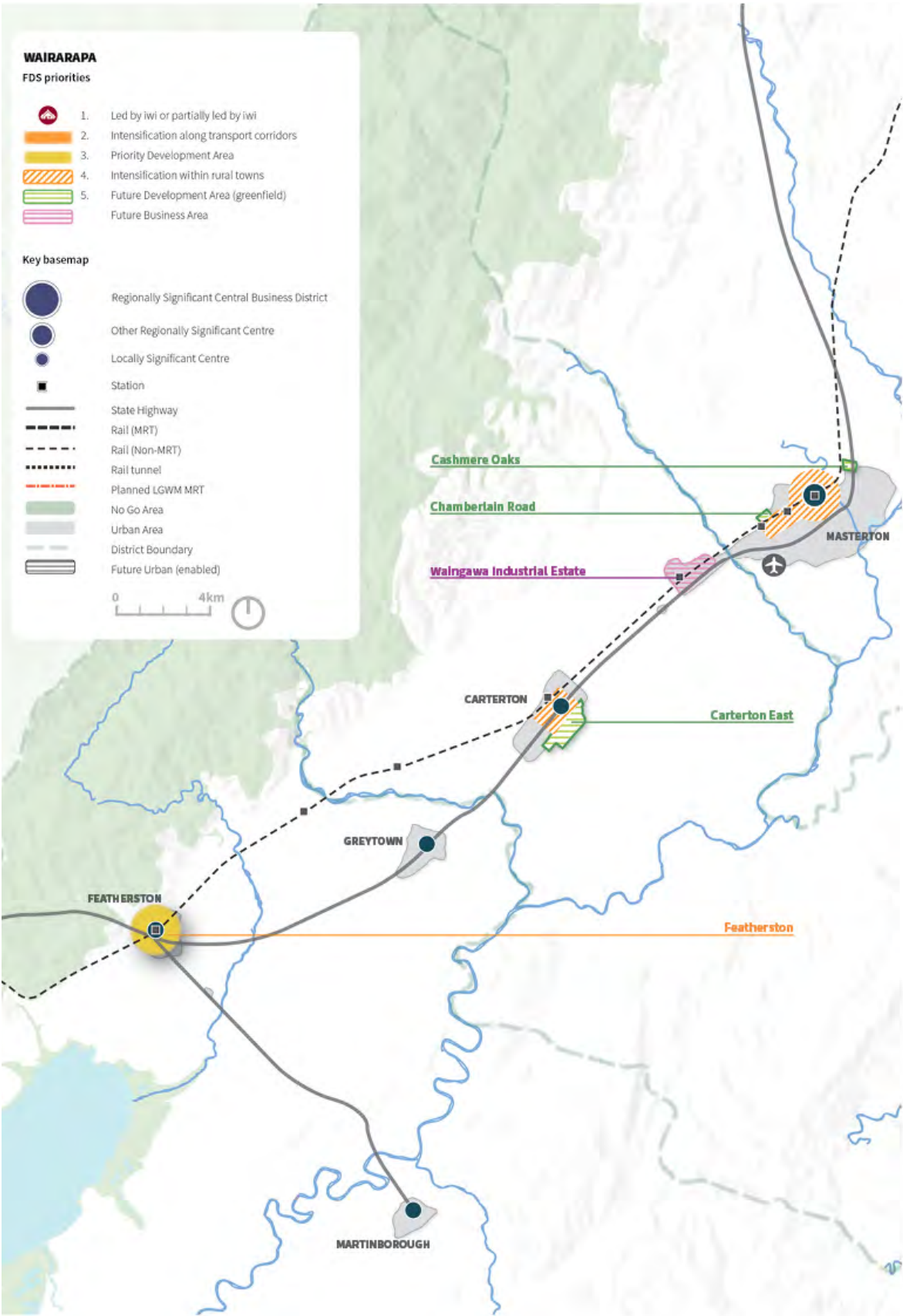
Additional primary and secondary school capacity will be needed to provide for projected growth in Wellington City.

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

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

SPATIAL PRIORITIES FOR THE WAIRARAPA

Diagram 24 shows the spatial priorities for the Wairarapa





WHAT LOCAL THINKING HAS INFORMED THE FUTURE DEVELOPMENT STRATEGY?

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

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

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

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



WHAT DOES THE HBA INDICATE?

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

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



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

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

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

Key developments prioritised are:



Intensification of existing towns in Masterton and Carterton



Progressing the Featherston masterplan and revitalisation



Greenfields in Carterton East



Greenfields in Masterton – Cashmere Oaks and Chamberlain Road



Significant industrial land expansion at Waingawa Estate



KEY CONSTRAINTS

Key points noted are:

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



LOCALISED INFRASTRUCTURE REQUIREMENTS

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

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

The inter-regional transport connections between the Wairarapa and the rest of the region currently present some challenges. Capacity upgrades are planned for rail services in the near future, which will improve reliability and travel time, but there will still be a relatively low frequency train service compared to other areas. The Remutaka pass that connects the Wairarapa with the wider region via State Highway 2 remains a perceived barrier to growth in the Wairarapa. Despite these potential barriers, the Wairarapa has been experiencing strong growth.

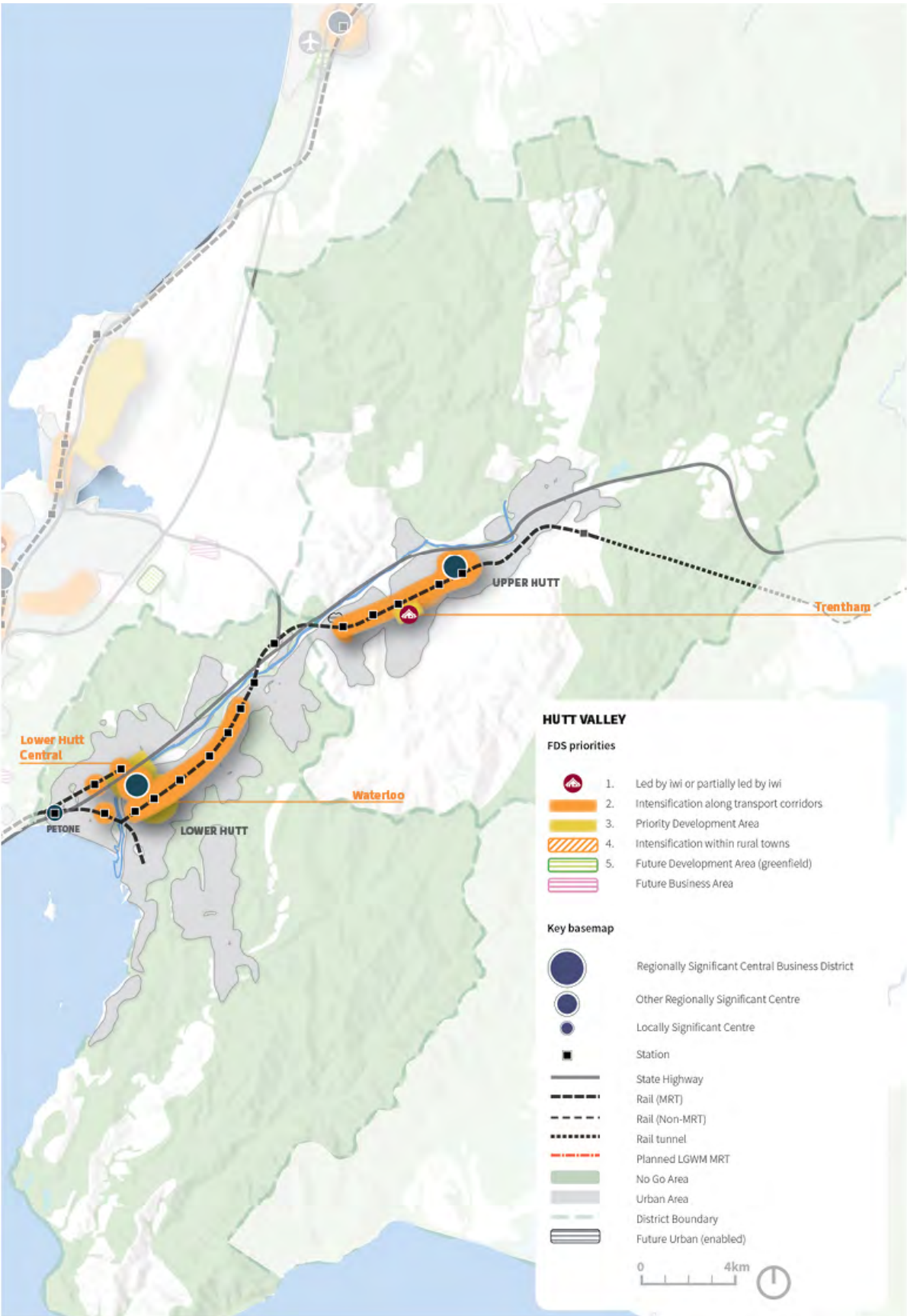
Further planning for infrastructure and transport networks will be required to ensure that developments progress in an integrated and cohesive way. Investments in health facilities will be required to accommodate future growth within the area.

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

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

SPATIAL PRIORITIES FOR THE HUTT VALLEY

Diagram 25 shows the spatial priorities for the Hutt Valley





WHAT LOCAL THINKING HAS INFORMED THE FUTURE DEVELOPMENT STRATEGY?

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

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

The demand for business and industrial land has been increasing in the Hutt Valley. The main commercial and retail areas of the Hutt Valley are found in the Lower Hutt and Upper Hutt city centres and the Petone commercial area, with smaller centres serving more local needs.



WHAT DOES THE HBA INDICATE?

There is sufficient District Plan-enabled housing development capacity in the Hutt Valley to meet expected demand for the next 30 years. Currently, this demand is expected to be largely met through capacity for infill development, with the rest being met through greenfield development.

Due to the uncertainty about where infill development will occur, there is a need to be flexible and responsive to growth in planning and providing infrastructure.

The Hutt Valley is well set up for business growth for most sectors in the short to medium term. In the longer-term, business growth will be more reliant on redevelopment to create capacity. Industrial land is an issue, as industrial areas are inadequate to accommodate projected growth for this sector, and there is little ability to add development capacity. Seaview/Gracefield is our region's largest industrial area, but this is subject to climate hazard risk, which will impact the region's industrial land capacity.



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

Given the development capacity enabled by the MDRS and the rail corridor, the Future Development Strategy prioritises growth in the Hutt Valley in existing urban areas along this corridor. This will mean suburbs are well connected to low-emissions transport (strategic public transport network) and communities' daily needs.

Key developments prioritised are:



Intensification along the rail corridor in the Hutt Valley



Lower Hutt Central Urban Renewal Programme in conjunction with RiverLink



Trentham Mixed Use Priority Development Area



St Patricks greenfield



Waterloo Priority Development Area



KEY CONSTRAINTS

Upper Hutt – key points noted are:

- The Wellington faultline is primarily located along the river and there is little to no risk of liquefaction across the urban extent.
- Flood risk is limited to along the river and urban streams have very little impact on residential areas.
- Not constrained by coastal hazards resulting from sea-level rise and climate change.
- Some areas of contaminated land related to previous agricultural and industrial activity.
- Sites and Areas of Significance to Māori (SASM) are undefined but are also largely focused along the river.
- Significant Natural Areas (SNAs) and indigenous vegetation are concentrated in the hill areas and forests.
- Slope stability has little impact on the urban environment.

Lower Hutt – key points noted are:

- Parts of Lower Hutt have a relatively high natural hazard risk profile that can constrain development. This includes hazards associated with seismic activity, coastal hazards and flooding.
- The Wellington faultline runs up the western side of the Hutt Valley, and some areas are susceptible to liquefaction, subsidence and tsunami associated with seismic activity.
- Coastal areas are also at risk from coastal inundation during storm events– a risk that will increase with climate change and sea-level rise.
- Low-lying areas and areas near waterways have elevated flood risk, and this risk will increase with climate change.
- Drinking water protection areas are managed through the Greater Wellington Natural Resources Plan, providing protection for surface water bodies as well as the Waiwhetū Aquifer. This poses a challenge to building tall buildings that need deep foundations and it may impact the type of development that is feasible.



LOCALISED INFRASTRUCTURE REQUIREMENTS

State Highway 58 connects the Hutt Valley to State Highway 1 near Porirua, but changes (especially in public transport) are needed to improve east-west connections.

The roading network requires investment to accommodate the housing and business development anticipated, with further improvements to public transport and urban form focusing on reducing the need to travel by private car and encouraging mode shift. Investment in the public transport network will be critical to responding to population growth and supporting our mode shift and emissions reduction goals.

There are fewer water security issues in Upper Hutt (which has a bore-fed supply) than Lower Hutt. There are a number of challenges facing our water network to accommodate existing demand and future growth around the capacity, affordability and efficiency of the drinking water and wastewater networks. Plans are in place to address these issues through planned maintenance and upgrades, particularly to respond to anticipated greenfield and brownfield development.

Based on the prediction of a significant increase in development around rail stations and in centres in the Hutt Valley, the Ministry of Education would need to bring forward planning at the earliest opportunity to plan to add roll growth to the current school network. There are potential land constraints with the land generally being brownfield, so this brings challenges to establish new schools in areas of already existing density. New ways of delivering education assets are likely to be required, such as shared investment, land swaps and the retrofitting of existing sites.

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

SPATIAL PRIORITIES FOR THE KĀPITI AND HOROWHENUA

Diagram 26 shows the spatial priorities for the Kāpiti-Horowhenua area





WHAT LOCAL THINKING HAS INFORMED THE FUTURE DEVELOPMENT STRATEGY?

Kāpiti has continued to grow from its early days, experiencing rapid growth from the 1990s onwards, with this happening as a result of major infrastructure developments. The rapid growth in Horowhenua has been more recent and is mainly attributed to the improved accessibility to the Wellington region as a result of the Northern Corridor highway works. The relatively affordable housing has also proved to be a drawcard for new residents.

The rapid growth in both Kāpiti and Horowhenua has led to significant increases in local property and rental prices, in line with nation-wide trends. Housing affordability and supply is a major challenge for both areas. This is especially the case for Horowhenua as household incomes have not kept pace with the increase in housing costs, which has led to the displacement of some residents.

Primary production activities are important to the local economy, with Horowhenua being one of the largest vegetable-producing areas in the country.

The Levin-Tararua Road industrial area presents an opportunity, with an additional 101 hectares of land proposed to be re-zoned for this purpose.



WHAT DOES THE HBA INDICATE?

There is sufficient District Plan-enabled residential development capacity in Kāpiti and Horowhenua to meet expected demand for the next 30 years. Currently, this demand is expected to be met through a mix of infill and greenfield development.

The Intensification Planning Instruments for Kāpiti have released increased housing capacity through high-density development and the incorporation of the MDRS, in line with the requirements of the NPS-UD. Due to the uncertainty about where infill development will occur, there is a need to be flexible and responsive to growth in planning and providing infrastructure.

There is sufficient land for business growth in most sectors in the short to medium term. In the longer-term, business growth will be more reliant on redevelopment to create capacity.



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

Kāpiti's approach to enabling sustainable growth is set out in Te Tupu Pai: Growing Well, which seeks to deliver resilient, accessible and connected communities in a way that protects and enhances the environment as we grow. The approach emphasises making the best use of our land by mainly 'growing up' (increasing density) with some 'growing out' (development of new areas).

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

Key developments prioritised are:



Intensification of Paraparaumu and Waikanae



Ōtaki Priority Development Area



Raumati South



Intensification of Levin



Tararua Road Industrial Area



Supporting funded and zoned large greenfield developments in Tara-Ika and Tararua Road South





KEY CONSTRAINTS

Kāpiti – key points noted are:

- Due to its mainly low-lying coastal location, climate change and sea-level rise present particular challenges for development in the district.
- The District Plan is the key implementation tool for Te Tupu Pai. It also manages a range of planning constraints through zoning overlays. These constraints include natural hazards, particularly flood hazards, sites of historical and cultural significance, and natural environmental values.

Horowhenua – key points noted are:

- The main constraint for Horowhenua is highly productive land. The District Plan contains rules to restrict subdivision on Class I and II soils, which pre-date the NPS-HPL. Approximately one-third of Horowhenua District contains Class I and II soils, and most of the settlements in the district are surrounded by Class I, II and III soils.
- District-wide liquefaction mapping has been undertaken to a Level A standard, which has confirmed that Tara-Ika is low risk. Other identified growth areas will need to be further assessed to a Level B standard to comply with Ministry for the Environment (MfE) guidance.



LOCALISED INFRASTRUCTURE REQUIREMENTS

Historically, Horowhenua District has been very poorly serviced with public transport. Connectivity to the district is expected to be improved by the completion of the Ō2NL portion of the Northern Corridor roadway (estimated to be completed in 2029), additional rail services between Palmerston North and Wellington, as well as new and enhanced bus services within the district.

The Future Development Strategy greenfield sites in Horowhenua are resilient for natural hazards in general, but increased capacity in three waters and roading improvements are likely to be required for development to occur.

Regarding education requirements:

- It will be important to ensure that the focus and alignment of planning and implementation is on the areas prioritised for development.
- New educational facilities will need to be provided in Waikanae in the next 10 to 15 years, dependent on growth rates and locations.
- New educational facilities will need to be provided in Levin in the next 10 to 15 years, dependent on growth rates and locations.
- While the existing network is expected to be able to address educational requirements from the areas prioritised for development, this will need to be carefully monitored if greenfield growth occurs beyond these areas.

A range of telecommunications infrastructure investments are either underway or planned to support the prioritised areas for development in the Kāpiti and Horowhenua regions. Electra (the main electricity company in this area) has supplied detailed plans, which can be seen in Appendix 4.

Āpitihanga 3 Ngā mātāpono whanake wāhi

Appendix 3 Placemaking principles



1. Supporting denser, more compact and mixed use development styles.

This means supporting an increase in the regional mix of housing sizes and housing types (e.g. more townhouse/terraced housing, apartments and papakāinga). This is to more efficiently use our land resource and better caters for families, single people, older persons, and co-housing/house share occupants with a range of housing needs. It also means supporting more mixed-use developments (in local centres) that provide retail, commercial and social opportunities closer to where people live.



2. Designed in a way to improve connections, reduce emissions from transport and create low-emissions lifestyles.

We want new development areas to improve people's quality of life by providing high-quality public realms and open spaces. This includes providing green space and community facilities, such as marae, community and events centres, schools, libraries, sports facilities and open spaces to meet current and future needs. It also means supporting developments that provide access by active transport to community and green spaces. Blue-green networks combine recreation, amenity, infrastructure and natural features. We want to improve our existing blue-green networks, and will support developments that further enhance connections between these spaces and provide more recreational opportunities for our region.



3. Providing for quality, well-connected community and green public space.

We want new development areas to improve people's quality of life by providing high-quality public realms and open spaces. This includes providing green space and community facilities, such as marae, community and events centres, schools, libraries, sports facilities, and open spaces to meet current and future needs. It also means supporting developments that provide access by active transport to community and green spaces. Blue-green networks combine recreation, amenity, infrastructure, and natural features. We want to improve our existing blue-green networks and will support developments that further enhance connections between these spaces and provide more recreational opportunities for our region.



4. Including nature-based solutions to climate change to be part of development and infrastructure planning and design.

We want to promote development to incorporate natural systems design to provide services (e.g. the use of water-sensitive urban design, rainfall retention, disposal on-site and hydraulic neutrality) in place of traditional three waters infrastructure (stormwater, drinking water and wastewater). We will support new infrastructure and developments that utilise these nature-based solutions. We also want to ensure we have the right development in the right place to avoid flood risk.



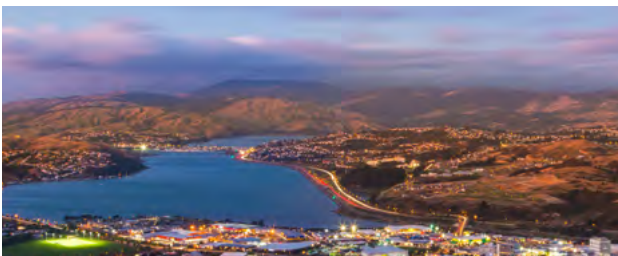
5. Alignment with the values and aspirations of mana whenua

We want to make the most of opportunities to reflect Māori culture and histories and te reo Māori in new developments, including through placenames or other signage, or on story boards. New developments should be sensitively designed, drawing on Māori urban design principles, where relevant and appropriate, and ensuring that mana whenua are consulted as part of designing larger developments if they choose to be. Cultural heritage and sites of significance are maintained, protected and, where possible, restored to their original state and form in the way that mana whenua determine.



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

This means a people friendly city, considering all kinds of people and their needs. Inclusive design celebrates difference and is meant for all, regardless of age, culture, gender or race. Inclusive design removed barriers, ensuring everyone has equal comfort and access. Examples of designing for inclusiveness include building homes that are useable and sage for all stages and ages, well-connected by active modes to amenities through clear wayfinding.



6. Fit with local landforms, landscapes and natural and historic heritage.

This means supporting developments that strengthen local character and reinforce the sense of place through design. This includes by reflecting local cultures and histories, and by protecting and enhancing indigenous biodiversity within the development area, and avoiding the displacement of food production activities. It means supporting developments that protect and enhance our existing waterways through water-sensitive urban design, and protect our parks and open spaces network, and those that incorporate plant species indigenous to the region.



8. Becoming more climate and natural hazards resilient

We will require new developments to avoid Wāhi Toitū, including known well-defined earthquake fault rupture and deformation zones and areas that are vulnerable to significant hazards from sea-level rise. In other areas, development will also include measures to mitigate the residual risk from the impacts of natural hazards and climate change to create communities that become more climate resilient.

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

Appendix 4: More detail on infrastructure to support development.

Transport

TRANSPORT IN OUR REGION

Our region needs a well-functioning, low-emissions transport system that supports everyone to get where they need to go, access the things they need, and spend time with the people they care about. It also needs to be equitable, which for transport means that the benefits of investment in transport are distributed in such a way that all people are able to participate in society². Currently, our transport network is a source of significant carbon emissions. It also requires significant amounts of funding investment to build, maintain and renew.

To future-proof our transport network, we need to rapidly reduce our region's transport emissions, enable mode shift from private vehicles to public transport and active modes, and prioritise efficient and equitable transport investment. As the popularity and practicality of different modes of transport are heavily informed by urban form, the way in which our city grows shapes our transport network and will either help or hinder our ability to reduce emissions and provide for all people.

WE NEED TO RAPIDLY REDUCE OUR REGION'S TRANSPORT EMISSIONS.

Compact urban form offers us the best opportunity to create the low-carbon and climate-resilient future our region needs. By encouraging compact development along existing and planned transit corridors, people can live, work, study and easily access the services and facilities they need. The Let's Get Wellington Moving MRT corridor will enable a much more compact urban form that will offer choice in housing that is close to jobs, education and amenities.

Reducing the distance between home, work and other services means living without having to travel great distances. This, in turn, can reduce car dependency, by enabling more people to choose sustainable, low-emissions and healthier modes of transport like walking and cycling.

A reliable and frequent public transport network is also essential, as both the social lifeline for people who cannot use other modes and to enable easier car-free travel throughout the region. Our region's existing rail and bus network is already one of the best used in New Zealand. Increasing the capacity of this network will enable a quality, accessible public transport system that allows greater car-free travel across the region. The planned replacement of longer distance trains travelling between Wairarapa, Wellington and Horowhenua, and associated rail network improvements, will significantly improve the capacity and reliability of these networks and provide a realistic alternative to driving when travelling on these routes.

For those people who do need to drive, supporting the uptake of electric (EV) vehicles and car-share schemes, and ensuring charging infrastructure is included when planning new developments, will also support the goal to reduce emissions.

INCLUDING FROM FREIGHT.

Our region's rail and roading network, and CentrePort, play a central role in connecting the North and South Islands as an extension of State Highway 1 and the Main Trunk Rail Line across the Cook Strait. Emissions from freight are among the fastest growing in the transport sector. Planned improvements to ferries and port infrastructure, as well as planned upgrades to the rail network, will change the status quo to make it easier to move more freight via rail, lowering emissions in the process. Centreport has also committed to increasingly moving to renewable energy sources for its operations. These actions, combined, will contribute towards lowering freight-related emissions in our region.

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

Inter-regional connectivity is critical to allow both freight and people to move around the region. The regional councils will collaborate on improving cross-boundary

¹⁵ Victoria Transport Policy Institute. (2019). Evaluating Transportation Equity: Guidance for Incorporating Distributional Impacts in Transportation Planning. Accessed 14 August 2023.

connectivity, particularly by public transport. This is important, especially for people who need to cross the regional boundary to access services. One example of this is people living in the northern part of the Kāpiti Coast who need to travel to a health provider in Horowhenua.

TRANSPORT INVESTMENT MUST BE EFFICIENT AND EQUITABLE.

Transport networks are expensive and time-consuming to plan, build and modify. Once built, any new transport asset must be maintained in perpetuity to ensure our region's transport system is resilient, especially with

increasingly damaging extreme weather events. In our region, ownership of the transport network and public transport assets are split between the local councils, regional councils, KiwiRail and Waka Kotahi. As the investment hierarchy in Diagram 27 shows, priority should be given to infrastructure investments that deliver multiple outcomes, coordinated across the relevant agencies. One of the aspects noted in the Future Development Strategy is the opportunity to maximise the leverage of co-investment opportunities.

Diagram 27: Infrastructure investment continuum (adapted from Rautaki Hanganga o Aotearoa 2022 – 2052 New Zealand Infrastructure Strategy (2022))



As noted, developments in existing urban areas in our towns and cities typically cost less than greenfield developments³. Creating new infrastructure for new urban areas and developing the associated infrastructure is the costliest form of development and must be carefully justified against multiple objectives. It is therefore crucial to make the best use of the existing system first, to fully unlock the development potential of current and future rapid transit orientated corridors. The detailed planning for the Let's Get

Wellington Moving MRT corridor (see breakout box below) will support Wellington City's planning for more compact housing development. This includes planning for the walkable catchments surrounding MRT and occurring alongside other infrastructure investments being developed, such as three waters, and more investment in green infrastructure and community facilities. Likewise, coordinated well-integrated intensification around the MRT route will support the benefits of the MRT being realised.

LET'S GET WELLINGTON MOVING TRANSPORT INFRASTRUCTURE.

The Let's Get Wellington Moving MRT corridor is a significant part of our region's growth story. The urban development uplift of this programme of works will create could accommodate 19,000 more households or almost 20% of the region's predicted growth.

Let's Get Wellington Moving is a partnership between Waka Kotahi NZ Transport Agency, Wellington City Council and Greater Wellington Regional Council, and iwi partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira. It aims to achieve the following objectives:

- **Liveability:** Enhances urban amenity and enables urban development outcomes.
- **Access:** Provides more efficient and reliable access.
- **Carbon emissions and mode shift:** Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles.
- **Safety:** Improves safety for all users.
- **Resilience:** Is adaptable to disruptions and future uncertainty.

The transport infrastructure and upgrade projects are listed below under two programmes. The Transitional Programme is for improvements in the short-to-medium term within existing roads for walking, cycling and buses, and the streetscape. The Transformational Programme is for large-scale changes to transport corridors that help shape and enable urban development. These projects are important investments to support Wellington City's capacity for development and growth in a way that reduces carbon emissions and improves access and amenity.

The Transformational Programme is a significant opportunity to replace or upgrade the underground utilities in the affected road corridors. In most cases the whole road corridor will be torn up and re-done, with road relocation and expansion in a few areas. Utilities will be moved outside the MRT foundations, where possible, to minimise future transport disruptions. While the road is opened up, utility providers can fix and place new infrastructure to cater for the increased population and economic growth expected in the MRT suburbs.

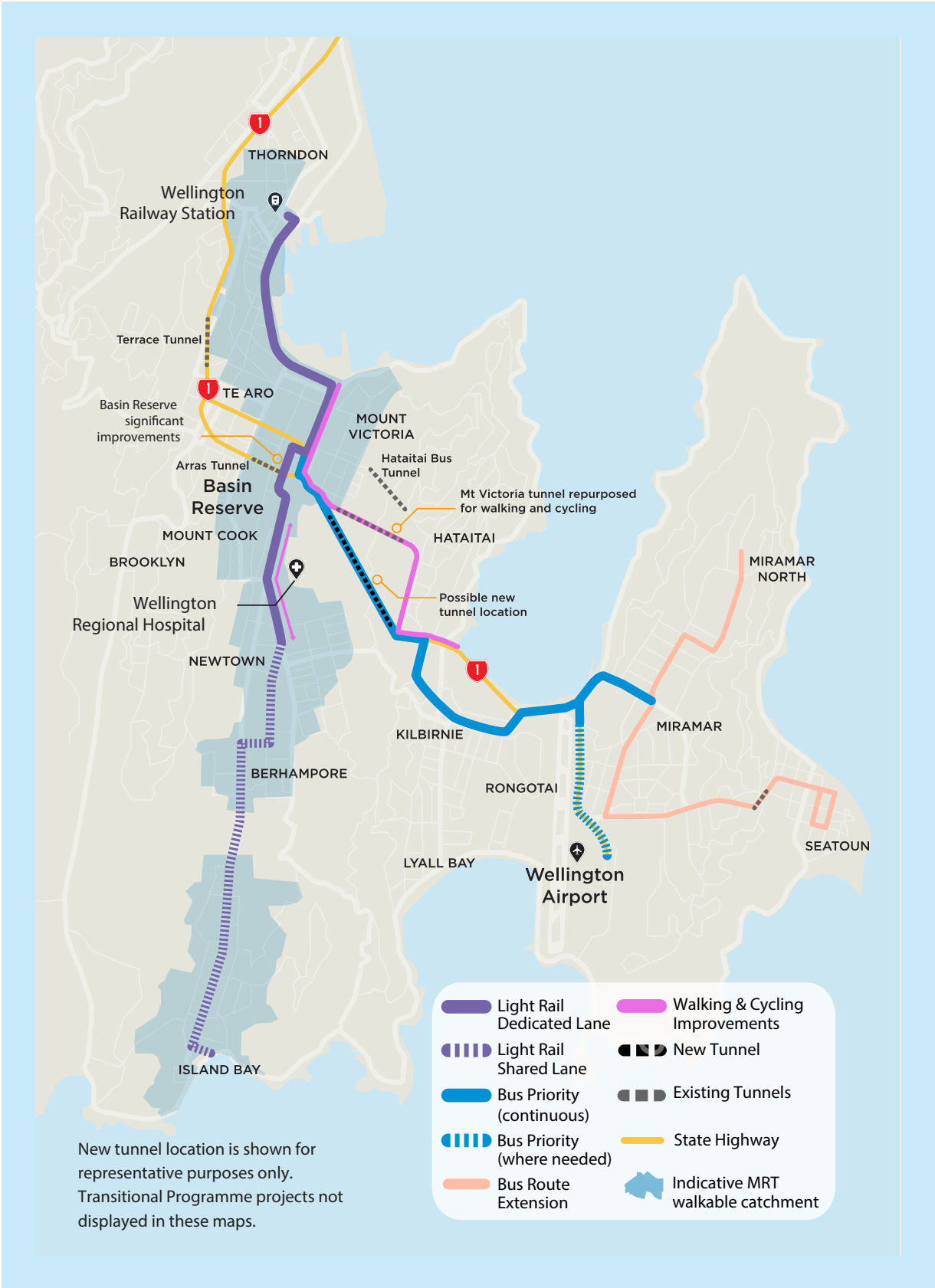
Transitional Programme

Central City walking improvements – completed.
Cobham Drive crossing – completed.
Safer speed limits – completed.
Golden Mile (Lambton Quay to Courtenay Place) revitalisation
Thorndon Quay, Hutt Road and Aotea Quay
People-friendly City Streets: better bus, walking and cycling journeys within and between the city and suburban centres

Transformational Programme

Mass rapid transit (MRT) from Wellington Railway Station to Island Bay
Associated walking, cycling, and public space improvements in MRT's road corridor.
Bus priority from Basin Reserve to Miramar shops and Wellington Airport
Basin Reserve grade separation for north-south and east-west traffic, active mode connections and new public spaces
A new Mt Victoria multi-modal tunnel
Travel demand management
Indicative construction start date for the Transformational Programme is 2028,

Figure 28: Let's Get Wellington Moving Transformational Programme components – to be confirmed through Detailed Business Case



Three waters infrastructure

Three waters covers the provision of drinking water, wastewater and stormwater in New Zealand. The region's three waters infrastructure is essential to public health and the environmental, social cultural and economic well-being of the region. Without growing and improving the three waters infrastructure, it will be hard or impossible in some areas to grow housing and density. The Future Development Strategy mainly focuses growth within the existing urban environments in our towns and cities, and it provides an opportunity to both utilise existing infrastructure and improve infrastructure for our existing population as well as future generations.

Currently, there is a significant level of investment required to meet existing requirements for water services and our growing region is putting pressure on aging infrastructure. This poses a challenge to investment for housing and business development. Establishing the three waters requirements to meet the planned population growth will require a regional, strategic approach that considers infrastructure requirements, environmental outcomes and the impacts of climate change.

Te Mana o Te Wai, a concept central to the National Policy Statement for Freshwater Management (NPS-FM), underscores the importance of freshwater to tangata whenua and to our communities. By protecting the health and well-being of our freshwater we protect the health and well-being of our people and environments.

Traditionally, the provision of three waters infrastructure has been about the provision of pipes and other infrastructure to streets or houses, to enable householders to undertake their daily activities and so that businesses can operate. However, we are beginning to see a shift to using tools (such as hydraulic neutrality and nature-based solutions) to reduce the load on the piped network and achieve wider environmental benefits.

How and where we undertake housing and business developments will have a significant impact on the three waters investment required. Policy decisions to require water-sensitive urban design and water efficiency in new houses, to be resilient to the impacts of climate change, and to protect and enhance the health of freshwater and the environment could all reduce the demand on three waters infrastructure (through doing more on-site/subdivisions) or change the nature of the infrastructure required.

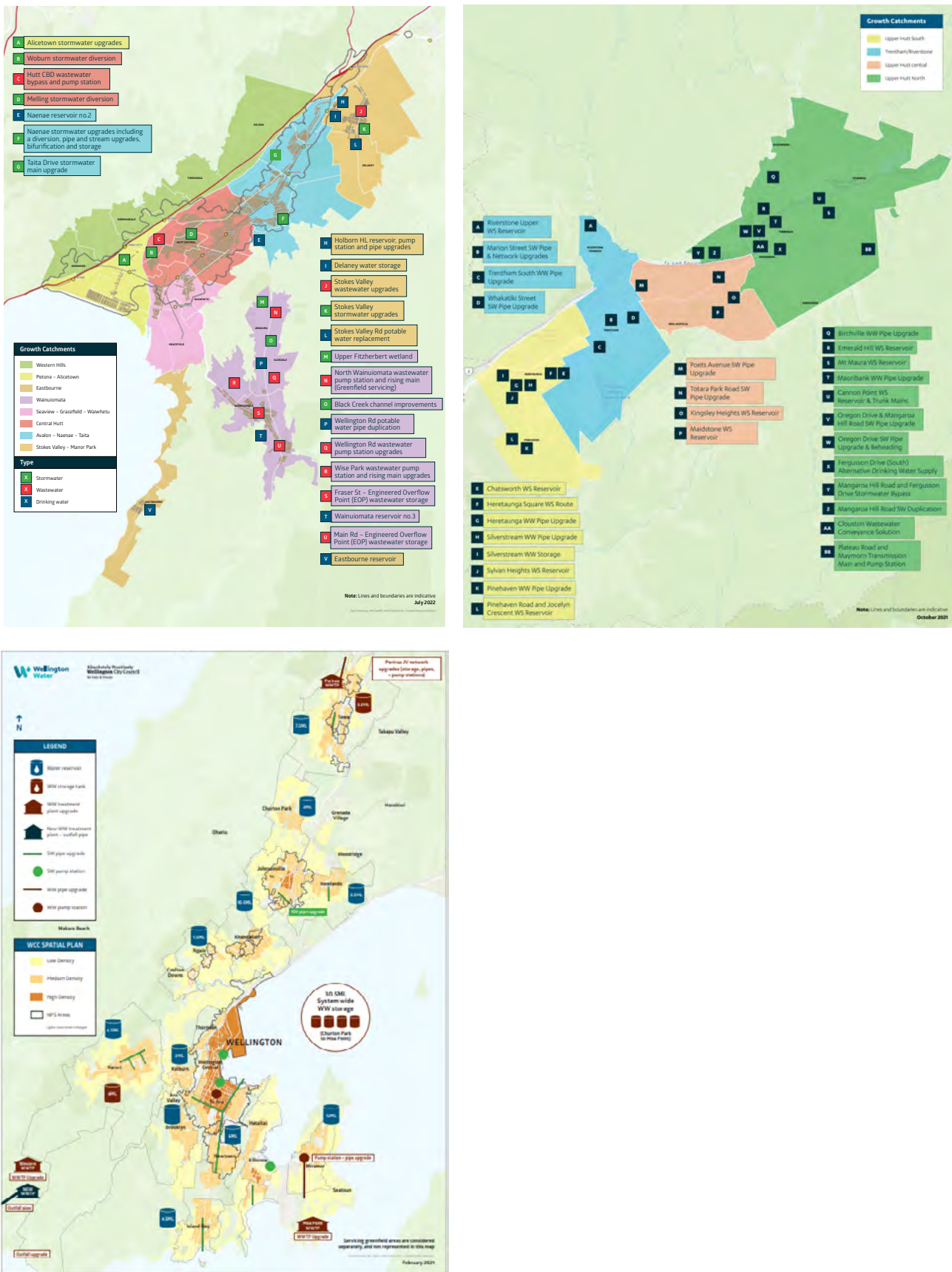
The Greater Wellington Natural Resources Plan will require a reduction in the amount of untreated wastewater entering the environment (e.g. through overflows in wet weather) and improvements in the water quality in the stormwater system. This is likely to need significant investment.

There may be localised impacts from climate change (e.g. in the coastal environment) in low-lying areas and adjacent to water bodies that require specific interventions to ensure ongoing resilient water bodies that require specific interventions to guarantee resilient water services into the future. In some cases, these interventions will need to be undertaken in conjunction with other affected parties (i.e. for defending areas from sea-level rise).

While there is currently a part-regional approach to three waters planning and management through Wellington Water, this will change with the Water Services Reform that is currently underway. The future regional entity modelled on Wellington Water could make it easier to develop a wider approach to three waters planning and infrastructure in the future.

While some localised growth studies have been done (see Diagram 29) or are underway we don't have a complete clear regional picture of requirements. One early key initiative for the region could be the development of a 50- to 100-year regional three waters strategy. When undertaken it would be the first time that local government, iwi and central government work together to develop a regional view of the longer-term three waters infrastructure requirements.

Diagram 29: Example of a localised growth study



Energy and Telecommunications

The provision of electricity and telecommunications is critical to our region's economy and social well-being. Energy powers the regional economy, our infrastructure and everyday activities, while telecommunications allow our communities and businesses to connect, store data and share knowledge via the internet, phone networks and radio.

The information in this section outlines our energy and telecommunications infrastructure needs. It reflects input from energy and telecommunications providers into the infrastructure that will be required to support the development priorities set out in this Future Development Strategy. We note these providers are private entities and unable to share detailed information due to commercial sensitivities. We want to acknowledge the information that has been provided and welcome a continued collaborative approach to ensure the future housing and business development envisaged by the Future Development Strategy is supported with good levels of infrastructure services from these important utilities.

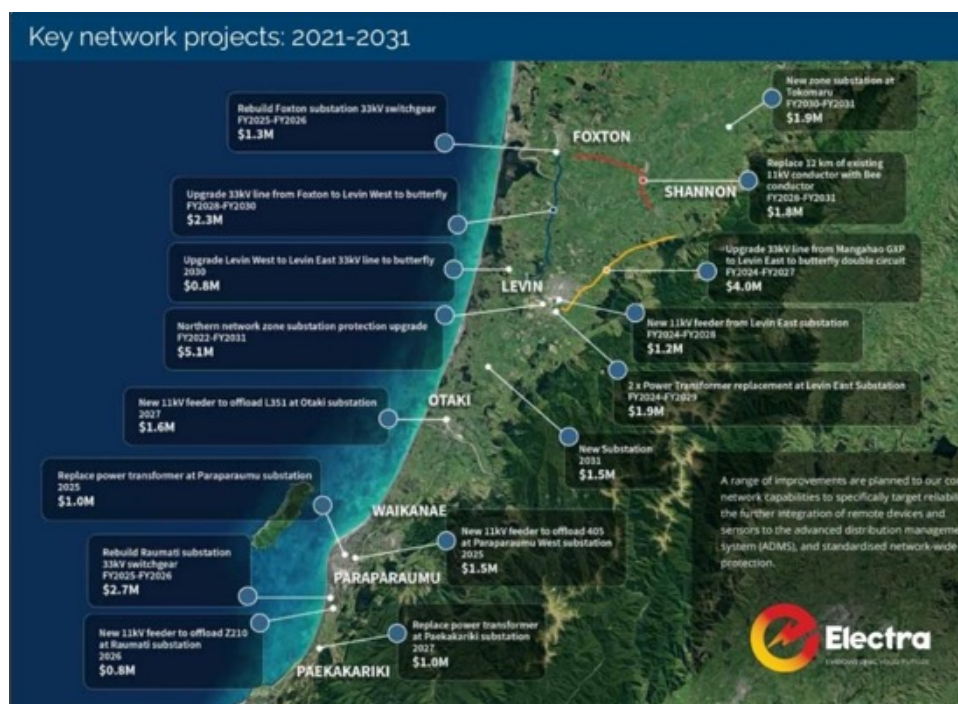
ELECTRICITY DISTRIBUTION

Development in new areas can have consequences for the maintenance or updating of older electricity distribution infrastructure, or the need for investment in new infrastructure to meet capacity. The uptake of private electric vehicles and electric public transport also needs to be factored in when planning for the future of the region as this will draw more of our constrained supply.

There are some projects already underway/under investigation to consider the electricity network supply constraints. As an example, the Regional Economic Development Plan (REDP) advocates an accelerated programme to strengthen the 33-kilovolt cable network in the region within 21 years rather than 50 years¹⁵, to increase resilience in the electricity distribution network sooner. The Wellington Regional Growth Framework also had a project to look at the resilience of this network. This project will be included in the Implementation Plan of the Future Development Strategy.

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

Diagram 30: Key network project Electra 2021-2031



¹⁵ Wellington Electricity's Asset Management Plan.

This Future Development Strategy acknowledges the need for distribution network upgrades that would be required to accommodate not only more development, but to improve our energy resilience and accommodate more renewable electricity generation in the region.

ELECTRICITY TRANSMISSION

The electricity transmission network (National Grid) is responsible for bringing power into our region which is generated elsewhere. Key parts of this network include the important Cook Strait cable connections (HVCV Inter-Island link), main trunk (220-350kV) lines running on the western side of the region, and the 110kV line through the Wairarapa.

ELECTRICITY GENERATION

While the region is home to some large-scale wind farms and community scale solar development, it is reliant on the National Grid for most of its power. Both the National Grid and the local electricity distribution networks in the region are exposed to a range of significant natural hazard risks and this makes us vulnerable.

In addition, as an example stationary energy emissions (particularly from electricity, natural gas and petrol/diesel generators) are the third highest source of emissions in the Wellington region¹⁶. While these fell by 18% between 2001 and 2019¹⁷, this is largely down to renewable electricity generated outside of the region.

As a region we want to see increased electricity generation over the life of the Future Development Strategy and acknowledge the importance of doing so for both our regional resilience and for supporting our aspirations for a zero-emissions region. This will largely come from wind and solar generation. This infrastructure is largely delivered by the private sector, so the Future Development Strategy plays an advocacy role by seeking to send a signal to both developers and regulators to support this infrastructure.

This Future Development Strategy acknowledges the need for National Grid and distribution network upgrades that could be required to accommodate more electricity generation in the region. We also support, where appropriate, localised and off-grid solutions.

SOLAR

Regional opportunities exist to provide for more localised solar generation, such as the Helios solar farm in Greytown⁷ and smaller-scale domestic and community solar projects, which are already enabled by some of our updated local plans.

CentrePort is investigating shore power to reduce emissions from large ships, and in the future these will potentially feed more energy into the grid. This shore power is likely to be solar.

WIND

Our region has an excellent wind resource, and was home to the country's first wind turbine built on Brooklyn Hill and the first wind farm (Hau Nui in the Wairarapa). We now have two more wind farms in the region, West Wind and Mill Creek. The region has potential for more wind generation to be developed in Wellington and the Wairarapa¹⁸.

HYDRO

The region has very little hydro generation but the Mangahao Power Station near Shannon, which was commissioned in 1924, is still operational and connected to the National Grid. There is limited potential for much more, but four yet undeveloped potential small-scale hydro power sites exist in the region¹⁹.

¹⁶ <https://www.gw.govt.nz/assets/Uploads/ghg-summary-report-wellington2019wrfinal.pdf>.

¹⁷ <https://www.gw.govt.nz/assets/Uploads/ghg-summary-report-wellington2019wrfinal.pdf>.

¹⁸ <https://www.mbie.govt.nz/assets/wind-generation-stack-update.pdf>.

¹⁹ <https://www.mbie.govt.nz/assets/embedded-hydro-generation-opportunities-in-new-zealand.pdf>.

GAS

The Government is developing a national plan to transition the gas industry to a low-emissions future, which will detail the actions required by the industry out to 2050, but with a core focus out to 2035. The region will need to adhere to this pathway during the life of the Future Development Strategy.

As stated above, stationary energy is the third largest source of regional emissions for Greater Wellington, but our emissions from natural gas have recently increased (by 9% between 2021 and 2019)¹⁰. We use natural gas primarily for cooking and heating, but in the future more of this energy demand may be able to be supplied by electricity. This means that we need more renewable electricity (see above) to meet this demand in a sustainable way.

Another way to decarbonise our regional gas emissions and meet our regional needs is to distribute a blend of lower carbon gases¹¹ through the gas network (this has already started to occur) and investigate alternative gas options, such as biogas and green hydrogen. This can make use of our existing infrastructure, including the high-pressure gas pipelines that are present along the western side of our region.

TELECOMMUNICATIONS

Telecommunication networks are a critical part of enabling New Zealand to successfully engage with a connected world, increasing efficiency for business, reducing the need/frequency for travelling greater distances, and enabling social connections. Ensuring equitable access for everyone in our region, including those who live in remote locations or who are vulnerable and disadvantaged, is therefore important. At present, there are large areas of the Wairarapa, northern Kāpiti and Horowhenua without access to high-speed broadband.

Telecommunication network technology is continually developing and changing, wherever possible, to meet our communities' expectations for new, faster and uninterrupted digital experiences. This means that we need to support infrastructure upgrades, alterations and replacements throughout the life of the Strategy. The active equipment, such as the antennas and operation systems on a pole, are altered and changed regularly (every five to 10 years). Fixed line and wireless networks will need to be upgraded and additional networks constructed to meet the growth, both where there is increasing density within existing urban areas and in new locations. Providers advise that due to the nature of the infrastructure, they are unable to provide documents and information detailing network planning predictions of where new cell-sites will be required and located.²⁰

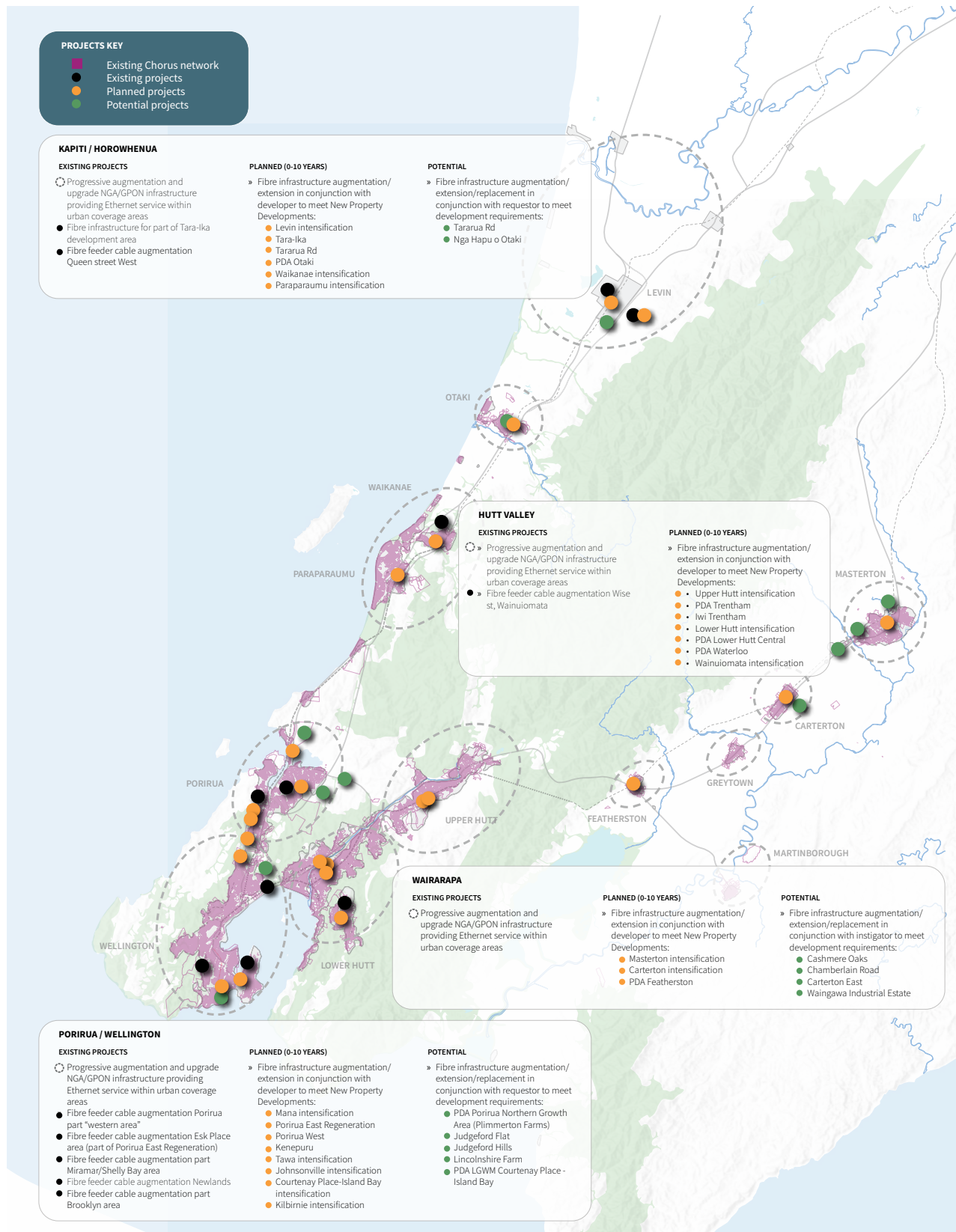
Telecommunications infrastructure needs to be coordinated alongside other infrastructure investments to facilitate forward planning and 'trench sharing'.

Telecommunications activities are well supported through existing planning regulations (there are National Environmental Standards for Telecommunication Facilities (2016) and all District Plans contain network utility rules). However, both are outdated and are not sufficiently enabling of newer telecommunication technologies that will support the vision of our REDP and provide up-to-date services for our communities. A review of District Plans is therefore required, which will be identified as part of the implementation of the Future Development Strategy in collaboration with telecommunications providers.

Chorus has supplied their existing and planned projects over the life of this strategy as an example. This is detailed in Diagram 31.

²⁰ Publicly available information on telecommunications coverage is available online here: Broadband Map NZ; Spark NZ network coverage; Mobile Coverage at your place, over 5G, 4G, 3G and even 2G. One NZ; Network coverage | 2degrees.

Diagram 31: Chorus projects



Social and community infrastructure

EDUCATION

The Ministry of Education (MoE) supports the focus on development in existing towns and cities in preference to greenfield development. MoE have identified potential educational requirements if development was to occur in the areas prioritised in the Future Development Strategy and at the scale and pace projected in the Housing and Business Development Capacity Assessment (HBA). They noted that there is significant capacity outside of the prioritised areas as well, and this creates some uncertainty for infrastructure providers.

With the focus on intensification, there are potential land constraints, with the land generally being brownfield and there being topographical constraints, which brings challenges to establishing new schools in areas of already existing density. New ways of delivering education assets are likely to be required, such as shared investment, land swaps and the retrofitting of existing sites. The Future Development Strategy advocates for a continued close working relationship with MoE as part of the WRLC Urban Growth Partnership

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

HEALTH

The region has hospitals in Wellington, Kenepuru, the Hutt and Masterton, with Wellington Hospital in Newtown being the main hospital for our region. Ōtaki and Horowhenua is serviced by Palmerston North Hospital. There is currently inequitable access to hospitals in some parts of our wider region. High-level discussions have been held with Te Whatu Ora. Capacity constraints due to the changing nature of their organisation have resulted in limited detailed consultation. At this stage no further hospitals are planned for this region. Te Whatu Ora endorse the approach to have walkable neighbourhoods that have the potential to improve health outcomes. Further discussions will be held as part of the development of the Future Development Strategy Implementation Plan.

OUR BLUE-GREEN NETWORK

The location of social infrastructure, such as parks, has a significant impact on how urban areas in our towns and cities grow and change over time. This includes where, how and why people move around urban areas, and how socially connected they feel within their communities.

Regional parks have significant infrastructure to maintain and can accommodate a lot more recreation visits, conservation volunteering and community well-being benefits. The way in which we plan for the location of housing developments can have an impact on the level of use of regional parks, providing opportunities for people to connect with and value nature. In some parts of the region, further investment in local parks and pockets parks may be needed to support well-functioning urban environments. This will be determined through localised detailed planning.

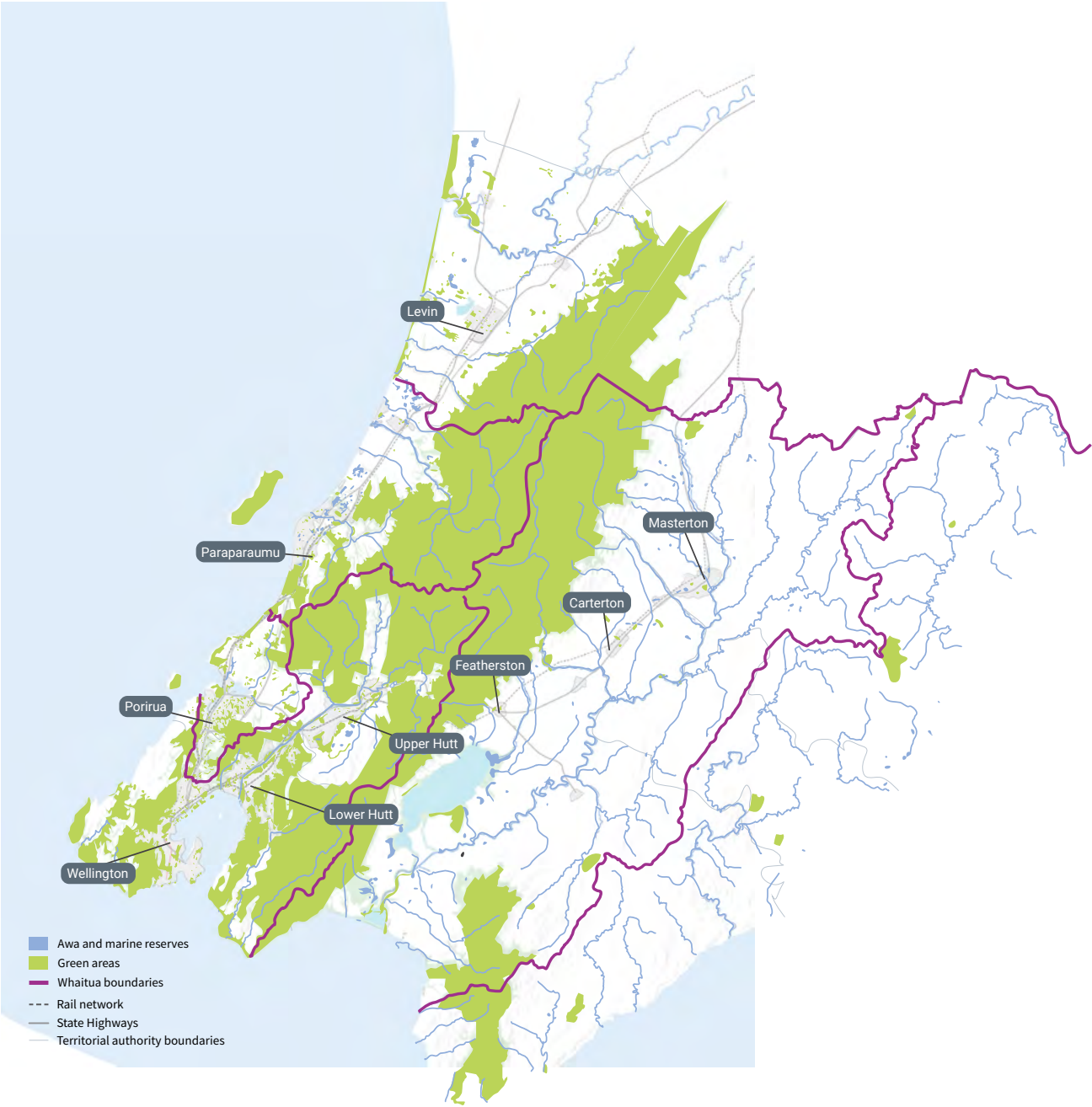
We want to value, protect and enhance our existing waterways (blue) and parks and open spaces (green) networks across the region (see Diagram 32).

These blue-green networks combine recreation, amenity, infrastructure and natural features. There is significant value in managing all these features together as a network, to maintain connections between these spaces and the recreational and ecological opportunities they provide as a network.

The indigenous biodiversity and ecosystem services provided by these networks are important and of value to those in the region, and we need to minimise the impacts that development might have on them.

We want to improve our existing blue-green networks and will support developments that further enhance connections between these spaces and provide more recreational opportunities for our region. This will ensure new developments promote the ecological and indigenous biodiversity benefits of these important networks.

Diagram 32: Blue-green networks in the region



Āpitianga 5: He kuputaka mō ngā kupu o tēnei tuhinga

Appendix 5: Glossary of terms/kupu²¹ in this document

Term	Definition
corridor	This is a planning concept that refers to a particular area in a region on which councils are focusing in developing a strategy, e.g. how to make transport better.
Future Development Strategy (FDS)	This is a requirement under the NPS-UD 2020 – updated May 2022 for tier 1 and tier 2 local authorities. https://environment.govt.nz/assets/publications/National-Policy-Statement-Urban-Development-2020-11May2022-v2.pdf . The Wairarapa-Wellington-Horowhenua region is preparing this together under the WRLC Urban Growth Partnership.
greenfields	This concept refers to green land that hasn't been built on yet. It can include private and council/central government land.
hapū	(noun) kinship group, clan, tribe, subtribe – section of a large kinship group and the primary political unit in traditional Māori society.
Implementation Plan	The NPD-UD requires that an Implementation Plan for the Future Development Strategy is prepared and reviewed annually.
infill	In urban planning, infill development is building in areas where housing already exists – this could be, say, another house on the back of a property where a house currently exists or a total redevelopment on a piece of land within a town or city.
iwi	(noun) extended kinship group, tribe, nation, people, nationality, race – often refers to a large group of people descended from a common ancestor and associated with a distinct territory.
Let's Get Wellington Moving	This is a partnership between Waka Kotahi NZ Transport Agency, Wellington City Council and Greater Wellington Regional Council, and mana whenua partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira.
local authority	Local government and local authority(ies) are terms used to describe any or all of New Zealand's regional, district, city and unitary councils. While central government is concerned with the broader issues of importance to all New Zealanders, local government manages the issues that are specific to local communities.
Long-Term Plan (LTP)	A Long Term Plan sets out a council's priorities for its community and where it intends to invest, including in major projects. It includes detailed information on the activities, services and projects the council intends to deliver, and therefore what the proposed rates and debt will be for the next 10 years.
mana whenua	(noun) territorial rights, power from the land, authority over land or territory, jurisdiction over land or territory – power associated with possession and occupation of tribal land.

²¹ Regarding te reo Māori terms, please be aware that the expression and understanding of these are specific to and require input from your local mana whenua: iwi, hapū, marae. For the purposes of this document we have drawn on Te Aka, Māori Dictionary, Te Ara, Encyclopedia of New Zealand, Te Mana o Te Taiao – Aotearoa New Zealand Biodiversity Strategy and www.environmentguide.org.nz and other online sources. Please also refer to the interpretation section of the NPS-UD available at: <https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020-updated-may-2022>.

Term	Definition
Medium Density Residential Standards (MDRS)	The MDRS enables housing choice across Aotearoa New Zealand's main urban areas. These standards support the development of three homes up to three storeys on each site, without the need for resource consent.
mode shift	Refers to people changing their travel behaviour, generally from cars to methods such as walking, cycling, using public transport (bus or train) and other active modes such as scooters.
National Policy Statement on Urban Development (NPS-UD)	<p>The NPS-UD 2020 is a national policy statement under the Resource Management Act 1991 that recognises the national significance of:</p> <ul style="list-style-type: none"> • having well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and into the future. • providing sufficient development capacity to meet the different needs of people and communities.
Regional Emissions Reduction Plan	The Regional Emissions Reduction Plan is a WRLC regional project under development to produce a plan to transition to a zero-emissions region that meets community needs and aspirations. It will identify the key shifts and priority actions that are needed at a regional level to reduce carbon emissions.
Regional Plan	The purpose of a Regional Plan is to assist a regional council to carry out its functions in order to achieve the sustainable management purpose of the Resource Management Act. It covers issues such as soil conservation, water quality and quantity, aquatic ecosystems, biodiversity, natural hazards, discharge of contaminants, allocation of natural resources, and development capacity in relation to housing and business land to meet regional demand. Regional Plans must give effect to national policy statements, national planning standards and regional policy statements.
Regional Policy Statement (RPS)	Regional councils are obliged to prepare regional policy statements. A regional strategy provides an overview of the resource-management issues of a region and policies and methods to achieve integrated management of the natural and physical resources of the region. This includes significant resource management issues for the region and resource management issues of significance to iwi authorities.
RiverLink	This is a project that combines crucial flood protection work, the Melling Transport Improvements and Hutt City Centre urban revitalisation. More information can be found here: https://www.riverlink.co.nz/ . It will also focus on housing development in the Hutt City CBD and wider.
spatial plan	A spatial plan is a growth strategy for our region. It describes where and how we should grow and develop over a set period of time. For our Future Development Strategy this is over the next 30 years.
strategic public transport network corridors	The strategic public transport network provides regionally significant connections for people and freight between regional centres, towns and cities and to key regional destinations, facilities, education opportunities and employment hubs. The strategic public transport network is classified as regionally significant infrastructure in the proposed Greater Wellington Natural Resources Plan.
te ao Māori	The Māori world; a Māori perspective/world view.

Term	Definition
Te Tiriti o Waitangi	This phrase is often used as a direct translation for ‘The Treaty of Waitangi’. However, it is important to acknowledge that the meaning of te tiriti (the Treaty) in Māori differs from the meaning of the Treaty in English, and most Māori signed the document written in te reo Māori.
Te Tirohanga Whakamua	This is the name that WRLC iwi members selected for the statement of hapū and iwi values and aspirations for urban development (a requirement for the Future Development Strategy under the NPS-UD).
tino rangatiratanga	(noun) self-determination, sovereignty, autonomy, self-government, domination, rule, control, power.
urban environment	The NPS-UD provides the following definition of urban environment: “urban environment means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that: is, or is intended to be, predominantly urban in character; and is, or is intended to be, part of a housing and labour market of at least 10,000 people”.
urban form	Urban form relates to how communities are designed and structured, the type of development that is allowed and where, and how the different areas are connected. For example, urban form affects the need to travel and the attractiveness (or otherwise) of walking as a practical form of transport.
Wellington Regional Leadership Committee (WRLC)	The WRLS is a union of councils, iwi and central government in the Wairarapa-Wellington-Horowhenua region, formed to work together to positively shape the future of the region. For more information, see Wellington Regional Leadership Committee (wrlc.org.nz).
whānau	(noun) extended family, family group, a familiar term of address to a number of people – the primary economic unit of traditional Māori society.



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