

# This workshop

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The purpose of this workshop is to:

1. Provide information on the **draft Wellington Regional Growth Framework** (the Framework) which is to be endorsed by your council/iwi.
2. Provide information on and then workshop the proposed **Joint Committee** to oversee the implementation of the Framework, regional economic development and regional recovery.
3. Provide information on **next steps and timing**.





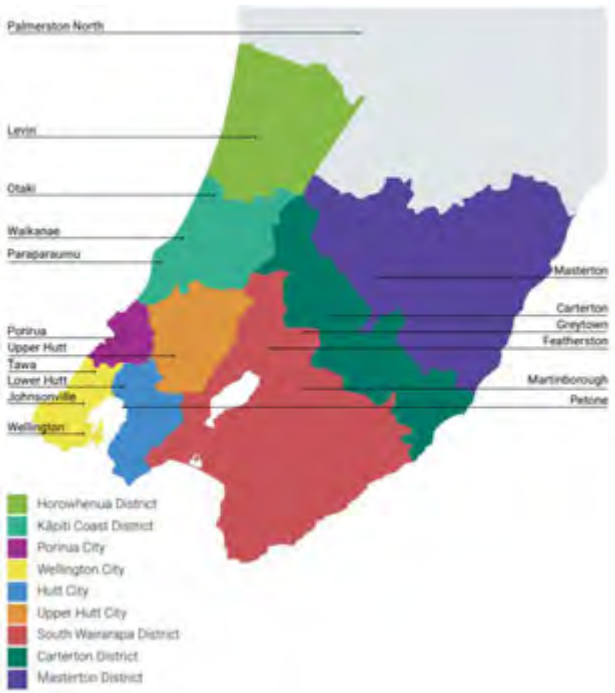
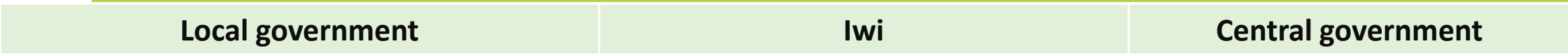
**Wellington**  
Regional  
Growth  
Framework

# Wellington Regional Growth Framework - Workshop on draft Framework

Council and iwi workshops October-December 2020



# The development of the draft Framework has taken a partnership approach



Lead Agencies:



Other Steering Group members:



- The Framework takes into account work already underway by:
- Councils - for example, draft spatial plans or district plan changes
  - Central government agencies - for example, NZTA mode shift planning
  - Iwi – for example, Kenepuru Landing development

# Why are we developing the Framework

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

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

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

# Fit with the Urban Growth Agenda (UGA)

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

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

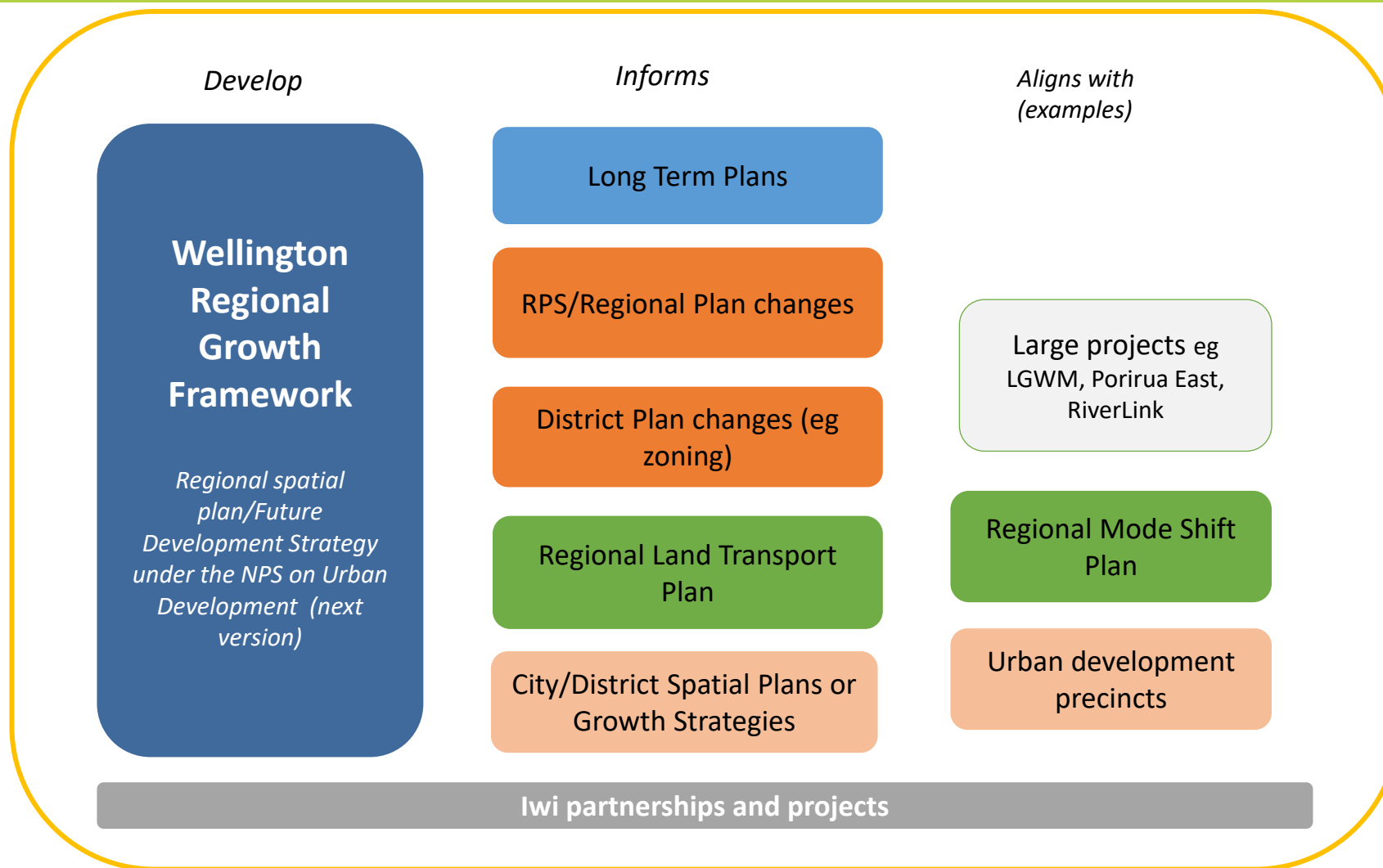
The Framework also takes account of the requirements of the National Policy Statement on Urban Development. Going forward it will also need to consider government policy work such as the RMA review and the three waters review.

Some of the benefits of spatial planning include:

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



# And other policies and plans





# The WRGF objectives and 4 key challenges

PROJECT OBJECTIVES	
1	Increase housing supply, and improve housing affordability and choice
2	Enable growth that protects and enhances the quality of the natural environment and accounts for a transition to a low/no carbon future
3	Improve multi-modal access to and between housing, employment, education and services
4	Encourage sustainable, resilient and affordable settlement patterns/urban form that make efficient use of existing infrastructure and resources
5	Build climate change resilience and avoid increasing the impacts and risks from natural hazards
6	Create employment opportunities.

Challenges	
1	The region lacks sufficient and affordable housing supply and choice, housing affordability is declining and a significant investment in infrastructure is needed to enable enough housing and quality urban environments
2	Many of the urban areas in the region are vulnerable to the impacts of natural hazards and climate change, and as the region grows and becomes more densely settled, it will become increasingly important to improve resilience and protect and enhance the region's natural environment
3	There is inequitable access to social, educational and economic opportunities across the region
4	Mana Whenua and Māori in the region have poor access to affordable housing choices.

# Engagement to get us to this point

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- The Framework has been developed from working with a number of partners and stakeholders including:
  - Technical workshops focused on 3 waters, health/education and economic/business
  - Presentations to each Council, one on one meetings with council staff
  - Two joint all councils/iwi workshops
  - Meetings and workshops with key central government stakeholders - Kainga Ora ,MoT, DIA, MoE , Treasury
  - Two big partner/ stakeholder workshops (120 people and 80 people respectively) and one on one meetings with stakeholders.
  - One on one meetings with stakeholders e.g. DHBs, Chamber of Commerce(s), RPH, Insurance Council
  - Maps developed in workshops, flip chart papers notes and presentations from workshops
  - Discussions and feedback at monthly Steering Group meetings
- The Framework has had input from iwi either from one on one meetings or at Steering Group meetings and other Māori representatives such as Māori health providers and input from a workshop focused on Māori Economic Development.





# What amount of growth have we planned for?

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

The WRGF identifies how the Wellington-Horowhenua region could accommodate a future population of 760,000 - an additional:

- 200,000 people living in the region, with
- 100,000 more jobs.

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

**Population projections** for the region suggest new homes may be needed for between 91,000 to 151,000 additional people, over 30 years.

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

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

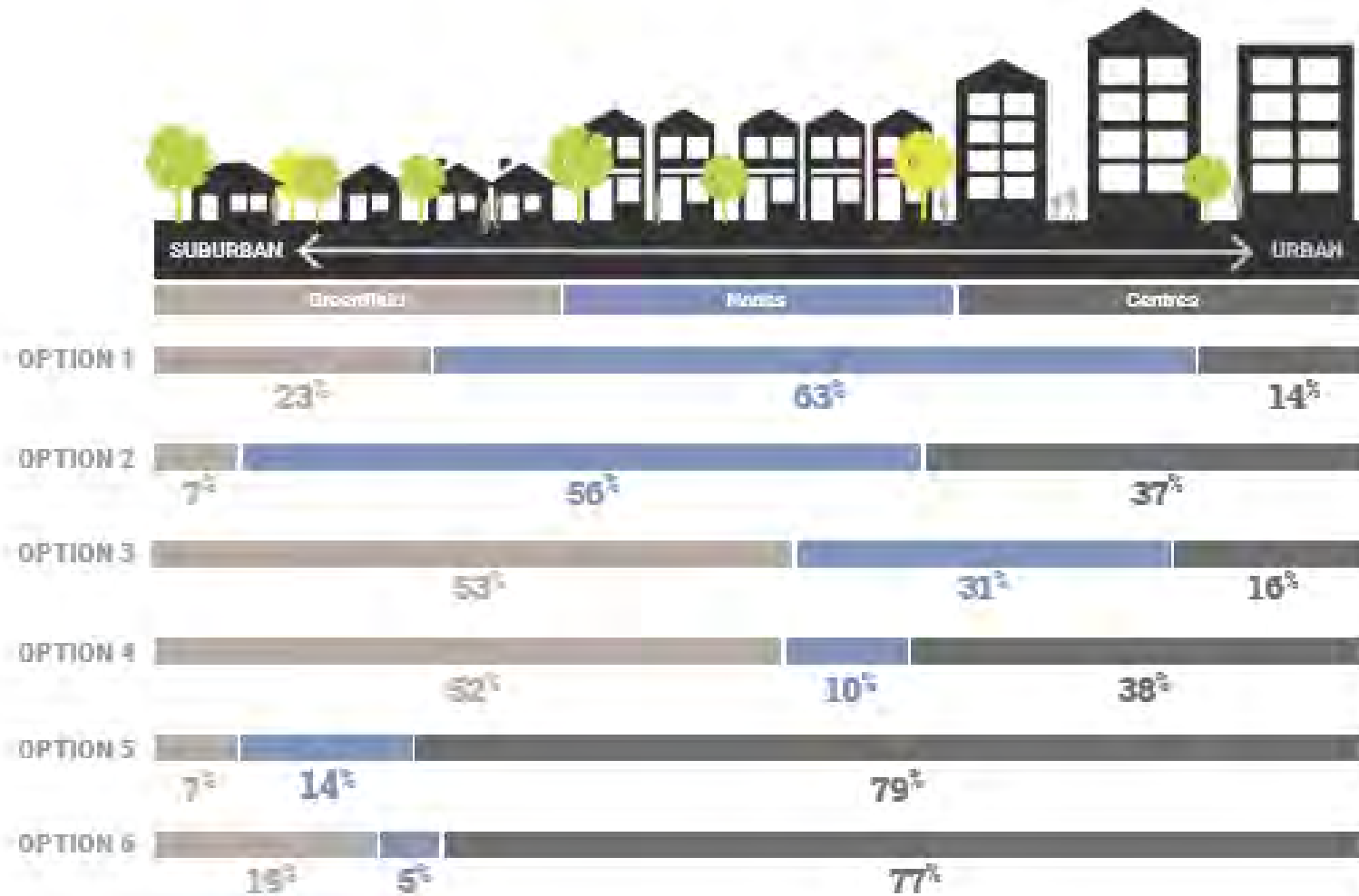


# The assessment process we followed



# Urban development options we looked at

The diagram provides a view on the continuum of urban development options ranging from heavily greenfield to heavily centres and nodes based



## This resulted in our key spatial findings

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We can provide enough urban development capacity in the region to accommodate 200,000 additional people and meet the six objectives of the WRGF if we:

- Enable more development around all nodes and support transformational changes in quality urban form of nodes in key locations across the region - where there is good access to public transport that supports mode-shift.
- Develop more well located greenfield than originally modelled and ensure that much of it is higher density than most current greenfield, and that it is designed to enable public transport use and mode-shift.
- Increase the development capacity of our major centres by expanding their footprints and permitting higher densities than are currently enabled in many places.

Improved multi-modal west-east connection benefits the region's economy and accessibility (a metric for equity), and urban development can be leveraged from this.

Development along the western corridor strengthens economic and community linkages between Wellington & Palmerston North, and communities in between them.



# Accommodating 200,000 people in the region

Future Urban Areas and Urban Renewal Areas identified in the Framework = 88% of total growth			Infill = 12% of total growth
<p>Western Growth Corridor - Tawa to Levin</p> <p>(Could accommodate 38% of total future growth/43% of WRGF focused growth)</p>	<p>Eastern Growth Corridor – Hutt to Masterton</p> <p>(Could accommodate 27% of total future growth/31% of WRGF focused growth)</p>	<p>Wellington and Let's Get Wellington Moving Growth Corridor - excluding Tawa</p> <p>(Could accommodate 23% of total future growth/26% of WRGF focused growth)</p>	<p>Infill in Wellington City</p> <hr style="border-top: 1px dashed #000;"/> <p>Infill in the rest of the region</p>





# Key moves – the things we can do differently to make a big difference

## 1 **Harness growth to make the region's housing and urban areas more affordable and liveable and provide more housing choice – “walkable neighbourhoods”**

By providing for, and when appropriate actively partner (UDA powers) to deliver quality and more intensive vibrant mixed use urban development – where people can get a large percentage of their daily needs met locally (walkable neighbourhoods), in locations with good access to rapid transit or high frequency public transport in both future urban areas (greenfield) and urban renewal areas (brownfield).

## 4 **Unlock new areas for housing and urban development and deliver greater regional resilience with a major east-west multi-modal corridor**

Explore the potential for a major multi-modal east-west corridor (or corridors) that unlocks new areas for housing and urban development, improves access to social and economic opportunities across the region (including employment and freight movement) and significantly improves resilience.

## 2 **Make better use of the region's limited supply of well-located greenfield land**

By undertaking future urban area development differently we can ensure that more housing is delivered at medium and higher densities (such as terraced housing or apartments), and that new development is built to support multi-modal transport options for residents, with an emphasis on being rapid transit orientated where it is easy to access rapid transport services.

## 5 **Deliver transformational housing and development outcomes for Iwi/Māori**

By partnering between iwi, the Crown and councils to deliver transformational housing, urban development and economic development outcomes for Iwi/Māori.

## 3 **Fully unlock the urban development potential of current and future rapid transit orientated corridors particularly the Let's Get Wellington Moving corridor.**

By leveraging our existing rail network and new investment in rapid transit, particularly on the Let's Get Wellington Moving corridor, to deliver transformational urban development including density changes and more affordable housing choices.

## 6 **Address the urban development challenges of climate change and transitioning to a zero-carbon economy at a regional scale**

By planning and undertaking projects regionally to address the urban development impacts of climate change, particularly impacts on infrastructure and where people live and work and work to transition to a zero-carbon economy.

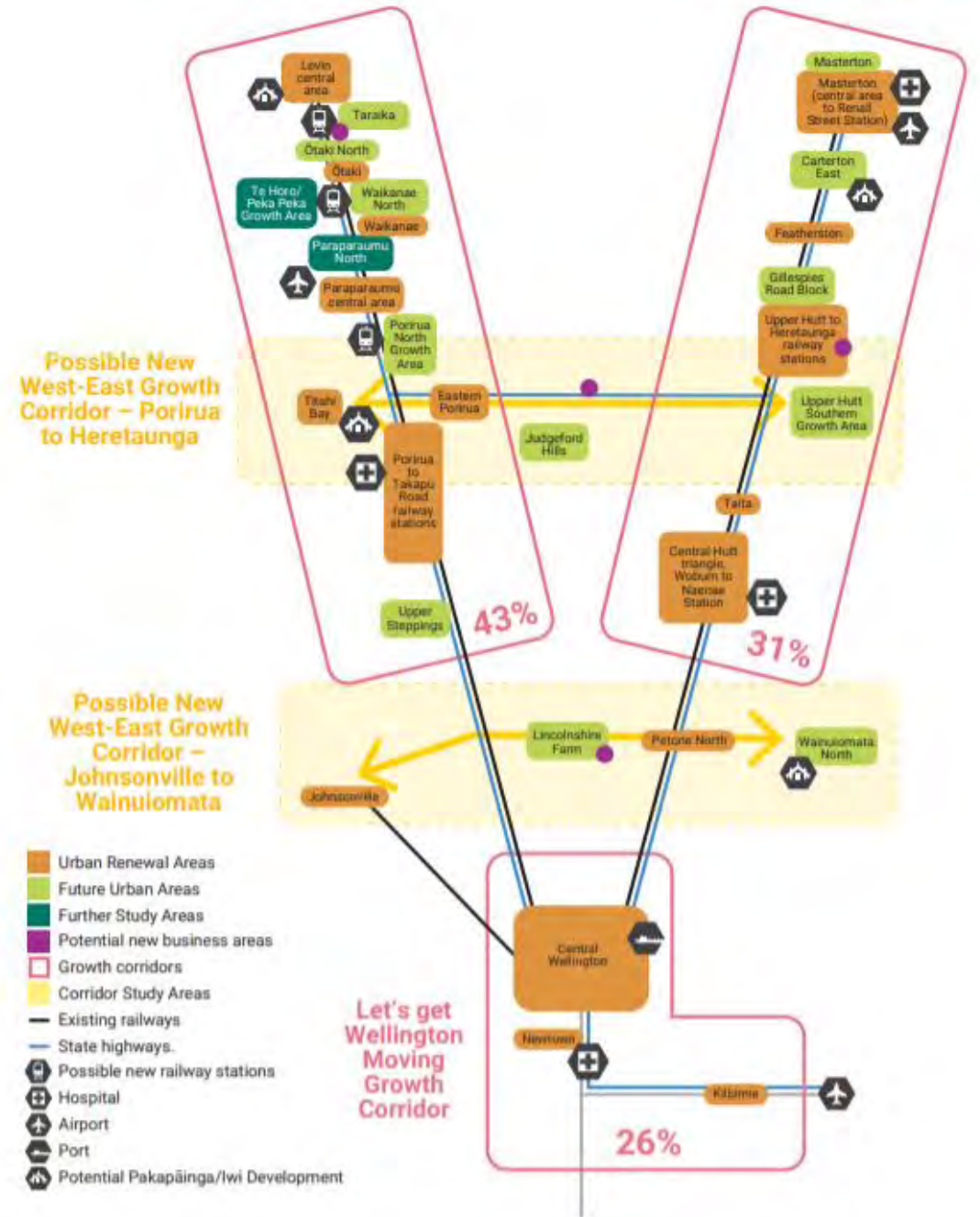


# The spatial representation of growth



## Western Growth Corridor – Tawa to Levin

## Eastern Growth Corridor – Hutt to Masterton



# Key spatial initiatives

These key spatial initiatives are the ones that will have an early focus in the Framework.

Some are underway, some are underway in part and others we need to understand better before committing to them as key spatial projects.





Key Initiatives

Develop a regional approach to climate change impacts including coastal protection, longer term development areas and areas to stop developing. This will include a programme for moving and managing three waters, rail and road assets at risk and protecting taonga.

Significantly improve multi-modal connections to rapid transit stops as part of master planning and delivery of higher density urban development in major centres and at nodes.

Review council zoning and other levers to enable higher densities within existing and new urban areas in appropriate locations identified in the regional growth framework

Develop a regional strategy for food production to ensure food security and efficient supply chains and to include an emphasis on employment opportunities.

Develop a 50- to 100-year regional three waters strategy to support anticipated growth, including upgrades to infrastructure (including bulk infrastructure) that supports growth in key development areas and improves environmental outcomes.

Establish a regional development approach and take a regional approach to using the range of urban development tools to drive transformational urban development in key greenfield and brownfield development areas and to improve housing supply and affordability.

Increase rapid transit rail/bus network accessibility, capacity and frequency including inter-regional connectivity to address over-crowding, provide for future growth and enable higher service frequencies including inter-regional connectivity leveraging address over-crowding provide for future growth and enable higher service frequencies.

Support iwi to complete a mana whenua driven spatial plan and complete iwi management plans for incorporation into an updated Framework and partner to deliver improved housing, urban development and economic development outcomes for iwi/Maori housing – including papakāinga, social and affordable housing options.

Plan for keeping central Wellington the key employment centre whilst establishing more jobs closer to where people live and/or that are more accessible, led by a move of government jobs.

Establish a connected regional cycling network by eliminating pinch points on the network and delivering transformational projects to improve access.

Develop a regional climate change plan including a plan to reduce greenhouse gas emissions and transition to a zero carbon and circular economy.

