



**WRGF objectives**

1. Increase housing supply, 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

Priority: Housing Supply, Affordability and Choice	Priority: Transport choice and access	Priority: Iwi/ Māori housing, capacity and taonga	Priority: Climate change and resilience
<p>In more and more areas of the region, housing is unaffordable for many people. A lack of supply and a limited choice of housing types and locations are limiting options. The lack of affordability for renters and homeowners has become much more of an issue in the past five years. This is increasingly contributing to homelessness, overcrowding and poor health and educational outcomes.</p> <p>The lack of affordability is also changing the distribution of demand for housing across the region, pushing more residential growth to outer areas such as Levin and Wairarapa, and causing the displacement of communities.</p> <p>Development economics should be favourable for more construction, but a number of constraints appear to be limiting new supply. However, our understanding of specific barriers and necessary investments is still at an early stage. Region wide work is needed to understand required investment in infrastructure, particularly for three waters and transport that will be required to enable large-scale housing development in the region.</p>	<p>Work undertaken as part of the Wellington Regional Land Transport Plan 2021 has identified trends and issues relevant to the WRGF, including demand for public transport is growing, car use remains the dominant mode of travel for journeys to work, congestion on key multi-modal road corridors is resulting in travel delays and unreliable journey times for people and freight and transport-related carbon emissions are increasing.</p> <p>In addition to these issues, the WRGF highlighted that access to social and economic opportunities is constrained by many factors, including the affordability of travel, the lack of well developed, multimodal west-east transport connections, the lack of significant concentrations of jobs outside central Wellington, and jobs and social infrastructure (such as hospitals) in places with limited public transport services.</p> <p>The transport system needs to enable the region to grow in a way that makes it easy for people to get around, while creating less congestion, fewer emissions, and more liveable places. The RLTP has three headline targets for the next ten years:</p> <ul style="list-style-type: none"> <li>• 40% reduction in deaths and serious injuries on our roads</li> <li>• 35% reduction in transport generated emissions.</li> <li>• 40% increase in active travel and public transport mode share.</li> </ul>	<p>Māori home ownership rates are lower than those of the overall population of the Wellington-Horowhenua region. Data also shows that severe housing deprivation is being experienced more by Māori than by Pākehā. Opportunities to improve Māori housing outcomes are being developed in a range of emerging partnerships between iwi, the Crown, and councils in the region, but a much greater focus will be needed if housing disparities are to be addressed.</p> <p>In developing the WRGF and also in setting up the WRLC and supporting structures, we identified a clear lack of capacity in Iwi/Māori organisations to enable these organisations to participate in these processes. This reduces the potential value of the local government, central government, iwi partnership. This will only get worse with requirements for Iwi/Māori participation in the NPSUD – Future Development Strategy and other regulatory documents. If we do not increase long term sustainable capacity in Iwi/Māori organisation then everyone will be set up to fail.</p> <p>Climate change impacts have the potential to impact on taonga and areas of cultural significance in the region. These need to be considered as part of any climate change adaptation.</p>	<p>One of the challenges for the region is how to balance the existing built form and a continuing demand to build in coastal and/or hazard prone areas and the risks that this brings both currently and into the future with the impacts of sea level rise.</p> <p>Some of the regions three waters infrastructure resides in areas that are already being, and likely to become more impacted by climate change. Key parts of the transport system as seen in the diagram overleaf have been assessed as being extremely, very high, or highly vulnerable to earthquake, tsunami, or storm risk.</p> <p>The region has a good base with regards to the natural environment but increasing pressures from development coupled with higher expectations for better environmental outcomes and lower emissions mean we will need to do better.</p>

## Priority: Housing supply, affordability and choice

### PROJECTS UNDERWAY

- **Eastern Porirua Regeneration** – this central government, local government and iwi project will provide - about 2000 state houses made warmer, drier, and safer, about 2000 affordable and market homes and 150 additional states houses. It will also provide great neighbourhoods and resilient communities. The project helps to improve the wellbeing of Eastern Porirua residents including new employment opportunities for local people and businesses. See <https://poriruadevelopment.co.nz/>
- **Urban Plus** – this is a Hutt City Council CCO. It utilises a range of housing approaches including for instance a recent partnership – *He Herenga Kura, He Herenga Tangata, He Herenga Whenua* – between Hutt City Council, Kahungunu Whānau Services, Te Rūnanganui o Te Āti Awa, and Council-owned organisation, Urban Plus Limited is the first of its kind in the country and sets out a framework for building and delivering warm, safe, and affordable homes for those in desperate need.
- **Te Kāinga, affordable rental programme** – The Te Kāinga programme sees Wellington City Council (WCC) enter long-term leases with commercial building owners and developers to deliver stable and affordable rental housing for the city’s essential and key workers, targeting those in essential skills occupations, have moderate incomes and do not own a home. WCC has 339 apartments in the pipeline. The first project, Te Kāinga Aroha, welcomed the first tenants on 5 March 2021 and provides 52 apartments in the Wellington CBD. The building was converted from office space to one, two and three-bedroom units. The Council recently set a target for the programme of 1000 units completed or under contract in the next 5 years.
- **Kenepuru Landing** – this is a partnership between a private development and Ngāti Toa where both partners have committed to creating a suburb that meets the needs of a diverse community with a heavy emphasis on amenities, public transport, and ease of living. On completion, the new suburb will include approximately 700 homes projected to house over 2000 people.
- **Kāinga Ora developments** – Kāinga Ora has over 7,500 public homes across the Wellington region and is working with councils, iwi and the community in renewing, redeveloping and regenerating its portfolio to plan for growth and improve the quality of housing for its tenants.

### OTHER WORK IN PLANNING STAGE

- Kāinga Ora pipeline - under the Government’s Public Housing Plan, around 470-690 public housing places and around 170 transitional housing places are expected to be delivered by 2024 in the region. Investment is planned and proceeding across a range of projects including key projects such as Porirua Development and developments at Rolleston and Arlington in Mount Cook which will deliver around 380 much needed homes in the central city, including 60 supported living homes.
- NPS-UD medium density plan changes – these are all under development. Fast tracking these plan changes would increase the speed at which houses could come to market.
- RiverLink – an integrated urban development (projected to provide 1300 houses/apartments), transport (roading and multi-modal) and resilience project in Lower Hutt.
- Let’s Get Wellington Moving - Strategic opportunity to support intensification/high density development on the future mass transit and active travel corridor from the CBD to Newtown and Kilbirnie. See <https://lgwm.nz>
- A range of greenfield developments in early stages of planning (e.g., Lincolnshire Farm (2,000) Upper Stebbings/Glenside West (650).
- A range of greenfield in more advanced stages of planning e.g., Porirua Northern Growth Area including Plimmerton Farm (3800 homes - a resource consent is about to be lodged for stage 1) and Tara-Ika (2,500 - which is nearing the hearing stage).
- Establishing a Regional Developers Forum – to provide a regional view of the development opportunities available and the longer-term planning. To encourage developers into areas they have not developed to date.
- Taking a regional approach to the [Governments Housing Acceleration Fund](#) in line with the WRGF.
- Examining options for a regional housing entity – as part of the Regional Housing Plan to identify how we could jointly structure ourselves to get better and faster housing results.

### WRGF INITIATIVES PRIORITISED UNDER THE 3-YEAR WORK PROGRAMME

1. **Regional housing plan** – answering the question of “what can we do collectively to increase housing supply in the short term (ie, next 5 years) and how should we structure ourselves to do that”?
2. **Iwi-Māori housing plan** – focusing on those issues that are specific to iwi/Māori in the region with regards to housing.
3. **Lower Hutt Structure Plan** – joint partner planning to accommodate an estimated additional 5000 homes providing for approximately 11,000 people in the study area.
4. **Levin Structure Plan** - joint partner planning to accommodate an estimated 6300 additional homes providing for approximately 14,500 people in the study area.
5. **Upper Hutt Structure Plan** – joint partner planning to accommodate an estimated 4800 additional homes providing for approximately 10,500 people in the study area.
6. **Johnsonville Masterplan** – joint partner planning to respond to increased housing demand in Johnsonville and surrounding suburbs arising from its proximity to a number of employment markets, and the lower hazard profiles in this area compared to many existing urban areas in Wellington City.
7. **Kāpiti-Horowhenua Planning** – joined up planning for public transport, social and other infrastructure, and services to enable an estimated 15,500 new houses and nearly 39,000 more people in greenfield developments and nearly 10,400 new houses for approximately 22,800 people in existing urban areas within Horowhenua/Kāpiti in the next 30 years.
8. **West-East access, housing, and resilience investigation** – this project explores opportunities that an improved/new west-east multi modal connection would provide for transport (people and freight), resilience, movement within the region, housing and urban development uplift potential, and business areas. It provides the opportunity to future proof the region with alternatives for transport, urban development, and resilience.
9. **Ōtaki joint planning pilot** – current issues exist in this pilot area that would benefit from collective planning such as an increasing demand for affordable housing and associated services and poor public transport access impacting opportunities for existing and future residents eg lack of public transport for rangitahi to get to employment either further south in Kapiti or north to Levin or Palmerston North.
10. **National policy implementation** – including a joint Future Development Strategy under the NPS-UD requirements and a regional approach to the Regional Policy Statement (RPS) to ensure strong alignment between the WRGF and the RPS.
11. **50-100 year three waters strategy** - developing a 50-100-year regional three waters strategy to support anticipated housing growth which includes both changes to how we use water across the region and required upgrades to existing infrastructure.

### POTENTIAL COMMITTEE ROLE AND FOCUS TO FACILITATE AND UNLOCK BARRIERS

- **Urban development and freshwater management tensions** – the restrictive requirements of the freshwater package will likely reduce the amount of land that can be developed in the region. Plimmerton Farm and Lincolnshire Farm are good examples of where housing yield will be affected by the new requirements. Is this tension something the Committee could assist in addressing, in order to unlock more housing while maintaining and improving freshwater bodies?
- **NPSUD medium density plan changes** – the process as prescribed will take a number of years to see results in housing development – the Committee could look at options - for instance fast tracking this process to enable the plan changes to become effective earlier than is currently proposed. Recent district plan changes in the region such as residential intensification in Lower Hutt saw an immediate uptake in housing development.
- **Lack of capacity in the building sector** – whilst a national issue, this committee could look to investigate pilot programmes including all partners i.e., apprenticeships for iwi/Māori in partnership with central government and local government projects.
- **Capacity in the iwi/Māori housing space** – there is a lack of development capacity to enable iwi/Māori to partake fully in all the opportunities available (e.g., more Kenepuru Landing examples).
- **Developers’ appetite for building medium density outside the main centres** – the Developers Forum is one way to look to reduce this barrier. Are there other things the Committee would want to explore?

## Priority: Transport choice and access

### PROJECTS UNDERWAY

- The transport system needs to enable the region to grow in a way that makes it easy for people to get around, while creating less congestion, fewer emissions, and more liveable places. The Wellington RLTP 2021 has three headline targets for the next ten years:
  - 40% reduction in deaths and serious injuries on our roads
  - 35% reduction in transport generated emissions.
  - 40% increase in active travel and public transport mode share.
- **The RLTP 2021 captures the activities underway across the region to improve the transport system. These include:**
- **Let's Get Wellington Moving** – a transformative city-shaping programme focused within Wellington city but providing benefits to the wider region. It seeks to transform urban mobility and shape urban form through central Wellington City. It will deliver multi-modal transport system improvements that make the city and region more accessible, compact, sustainable, and liveable.
- **Rail network improvements** – the Wellington Metro Rail Upgrade programme includes a number of packages to continue investment in a fit-for-purpose reliable and resilient regional rail network, including those delivered through NZUP.
- **Strategic road network improvements:**
  - Completion of Transmission Gully and Peka Peka to Ōtaki; Implementing New Zealand Upgrade Programme activities: Ōtaki to north Levin and Melling intersection upgrade; SH58 safety improvements.
  - Improving the reliability of freight interchange at CentrePort, integrated with efficient passenger ferry access (the Multi-user Ferry Terminal).
  - Delivering the Road to Zero Programme across the region with a focus on Wairarapa and Horowhenua.
- **Development of cycle networks including** - Te Ara Tupua, a \$190M project to create a walking and cycling link between Wellington and Lower Hutt; Eastern Bays Shared Path; Oriental Bay to Evans Bay cycleway, \$230 million in Wellington City Council LTP for cycling over the next 10 years.
- **Public transport** improvements – including purchase of more electric buses, bus shelters, improvements to rail and station infrastructure, national integrated ticketing.

### OTHER WORK IN PLANNING STAGE

- Transport is central to all of the WRGF 'Key moves' including but particularly the need to 'Fully unlock the urban development potential of current and future rapid transit orientated corridors particularly LGWM' and enabling higher density housing in walkable neighbourhoods close to public transport.
- The rapid transit network is set out in the RLTP. A detailed business case is underway to confirm the preferred approach to longer distance rolling stock that will together with other improvements improve frequency, capacity, and regional/inter-regional connectivity; modernising and improving station access safety and accessibility.
- Riverlink improvements including a multi-modal connectivity to central Lower Hutt and surrounding communities through relocating the Melling railway station, enhanced park-and-ride, and improvements to SH1 and Melling interchange.
- Further bus improvements including fully electrifying the bus fleet and further development of the regional cycling network including opportunities for delivering Innovating Streets.

### WRGF INITIATIVES PRIORITISED UNDER THE 3-YEAR WORK PROGRAMME

1. West-East access, housing, and resilience investigation – this project explores opportunities that an improved/new west-east multi modal connection would provide for transport (people and freight), resilience, movement within the region, housing and urban development uplift potential, and business areas. It provides the opportunity to future proof the region with alternatives for transport, urban development, and resilience.
2. **Kāpiti-Horowhenua Planning** – joined up planning for public transport, social and other infrastructure, and services to enable an estimated 15,500 new houses and nearly 39,000 more people in greenfield developments and nearly 10,400 new houses for approximately 22,800 people in existing urban areas within Horowhenua/Kāpiti in the next 30 years.
3. **Ōtaki joint planning pilot** – current issues exist in this pilot area that would benefit from collective planning such as an increasing demand for affordable housing and associated services and poor public transport access impacting opportunities for existing and future residents eg lack of public transport for rangitahi to get to employment either further south in Kapiti or north to Levin or Palmerston North.
4. Regional emissions reduction plan – a regional action plan to reduce greenhouse gas emissions and transition to a net-zero carbon and regeneration economy. 40% of emissions in the Wellington region are from transport.
5. The Lower Hutt, Levin, Upper Hutt Structure plans and the Johnsonville masterplan all include exploring transport options including multi-modal options, station access and public transport service improvements alongside planning for greater intensification (in line with the NPS-UD).

### POTENTIAL COMMITTEE ROLE AND FOCUS TO FACILITATE AND UNLOCK BARRIERS

- Exploring different funding levels, options, and timing availability – for instance alternative opportunities or tools for funding of transport – advocating at a regional level and for regional consistency.
- The uptake of new funding and financing and urban development tools – and associated delivery models to deliver programmes/projects across the region.
- Travel demand management and behaviour change – opportunities to align investment, delivery, and behaviour change activities to drive mode shift.
- Unlocking barriers to delivering multi-modal greenfield development – both ensuring public transport funding constraints are unlocked to ensure public transport can be delivered when people start rather than after sufficient demand/population is realised; and the lack of regulatory teeth to require public transport and active mode connections for new greenfield..
- Support for increased frequency and extent of public transports options outside of the main centres e.g. Kāpiti, Horowhenua and the Wairarapa.

## Priority: Iwi/Māori housing, capacity and tāonga

### PROJECTS UNDERWAY

- A number of **papakāinga** communities already exist or are underway within the region including Hurunuio-Rangi Marae Papakāinga outside Carterton, Te Aro Pā Trust papakāinga housing in Wellington City and Te Puna Wai Papakāinga Housing Project in Wainuiomata.
- A partnership between mana whenua and the Crown with regards to the management of state housing in Western Porirua by **Te Āhuru Mōwai** (Ngāti Toa Rangātira's community housing provider).
- **Eastern Porirua Regeneration** - this central government, local government and iwi project will provide - about 2000 state houses made warmer, drier, and safer, about 2000 affordable and market homes and 150 additional states houses. It will also provide great neighbourhoods and resilient communities. The project helps to improve the wellbeing of Eastern Porirua residents including new employment opportunities for local people and businesses. See <https://poriruadevelopment.co.nz/>
- Increased **capacity funding** from councils in the region – as an example, GWRC and KCDC have recently provided a large increase in funding to iwi. This is structured to provide for more capacity for engagement and capacity to work with the council. Other councils are undertaking or considering a similar approach.
- A **cultural mapping exercise** as part of the draft Wellington Regional Growth Framework – see map 2 in the attached <https://wrgf.co.nz/wp-content/uploads/2021/03/Draft-Framework-Report.pdf>

### OTHER WORK IN THE PLANNING STAGE

- District Plan provisions such as those in the Proposed Porirua District Plan which includes zones and precincts for Māori land, as well as enabling papakāinga across the City.
- Consideration of organisational emissions and options for reducing these emissions.
- Other housing/ papakāinga opportunities within the region.
- Development of funding opportunities such as the Deep South funding opportunities for climate change research – see <https://deepsouthchallenge.co.nz/karanga-research-funding-for-maori/>

### WRGF INITIATIVES PRIORITISED UNDER THE 3-YEAR WORK PROGRAMME

1. **Māori/Iwi Housing** - Develop a partnership programme to co-design and deliver improved housing, urban development, and economic development outcomes for iwi/Maori housing – including papakāinga, social and affordable housing options.
2. **Iwi Spatial Plan and Cultural mapping** – to be developed as part of a Future Development Strategy as a requirement under the NPS-UD, to build on input received as part of the WRGF.
3. **Iwi capacity building** - to identify and implement long term solutions for increasing iwi capacity in spatial planning and related activities.
4. **50-100 Three Waters Strategy** - to support anticipated growth which includes both changes to how we use water across the region and required upgrades to infrastructure (including bulk infrastructure) that supports housing and business growth in the region, improves environmental outcomes and resilience of assets.
5. **Regional approach to planning for and managing climate change impacts** - a regional approach to planning for and managing climate change impacts. This will include protecting taonga.
6. **Lower Hutt Structure Plan** – joint partner planning to accommodate an estimated additional 5000 homes providing for approximately 11,000 people in the study area. Both the Port Nicholson Block Settlement Trust and Ngāti Toa own land and/or have First Right of Refusal (RFR) in this study area. Note other Spatial Plans will also apply.



### POTENTIAL COMMITTEE ROLE AND FOCUS TO FACILITATE AND UNLOCK BARRIERS

- Lack of capacity in Iwi/Māori organisations to participate in housing partnerships – both people resource and capability and funding.
- Addressing the challenges of building homes on Māori land which are well documented by such entities as the Productivity Commission and include difficulties in using land as security for finance, zoning restrictions, getting agreement from shareholders in land blocks and poorly coordinated or communicated government responses.
- Lack of capacity in Iwi/Māori organisations to participate in planning activity such as the WRGF, Future Development Strategy development, the likely outcome of the Strategic Planning Act. Initiative 3 above is a focus on this issue. There may also be an advocacy role this Committee could undertake.

## Priority: Climate change and resilience

### PROJECTS UNDERWAY

- Local government, central government and iwi organisations are or have undertaken work on understanding their own, city-wide, district-wide and regional **carbon footprints**. Regional Council regularly reports on **climate change projections** for the region, and to a catchment scale.
- Councils in the region have announced a **climate change emergency** and have emissions reductions targets in place while others have or are developing strategies and plans to reduce emissions and adapt to climate change impacts. A range of community activities are being undertaken, such as the installation of EV charging stations, community and sector education and awareness campaigns. Recent Long Term Plan deliberations have featured a strong focus on climate change.
- Work on **understanding climate change impacts** and their implications has been undertaken such as the *'Wellington Lifelines Project – Protecting Wellington's Economy through accelerated infrastructure investment PBC'* and *"Preparing Coastal Communities for Climate Change – Assessing coastal vulnerability to climate change, sea level rise and natural hazards"*, in addition to other pieces of research. Under its Takutai Kapiti project, the Kapiti Coast District Council has established a coastal community assessment panel to consider coastal climate impacts.
- Separate assessments of assets at risk due to climate change impact in the region have been undertaken. This includes three waters assets and the transport system.
- Councils are actively advocating to Central Government on climate change issues to seek strong integration between national direction and local implementation.

### OTHER WORK IN THE PLANNING STAGE

- Some iwi in the region are beginning work on understanding their cultural and other assets at risk.
- Development of procurement and reporting processes which require robust consideration of climate change mitigation and adaptation.
- Expanded community and sector engagement on mitigation and adaptation and the introduction of community funds to encourage innovation.
- Accelerating the transition to electrify Council vehicle fleets and implementing energy and water audits for Council facilities.
- City and District Councils are seeking to better integrate climate change into district plan reviews.
- Regional Council is seeking to better integrate climate change into the Regional Policy Statement.

### WRGF INITIATIVES PRIORITISED UNDER THE 3-YEAR WORK PROGRAMME

1. Regional emissions reduction plan - a regional action plan to reduce greenhouse gas emissions and transition to a net-zero carbon and regenerative economy.
2. Regional approach to planning for and managing climate change impacts - a regional approach to planning for and managing climate change impacts. This will include a regional risk and opportunities assessment framework to apply to growth activities, considering inter-related risks to natural ecosystems, physical assets and infrastructure, the economy and society (including human health, safety and well-being, and cultural life and identity) and identify areas of retreat, protection and where to limit growth.
3. West-East access, housing, and resilience investigation – this project explores opportunities that an improved/new west-east multi modal connection would provide for transport (people and freight), resilience, movement within the region, housing and urban development uplift potential, and business areas. It provides the opportunity to future proof the region with alternatives for transport, urban development, and resilience.
4. Structure plans and master plans – these all include looking at the emissions reduction opportunities within the planning opportunities and in particular ensuring that emissions do not get “locked in”, as well as avoiding development in climate vulnerable locations.

### POTENTIAL COMMITTEE ROLE AND FOCUS TO FACILITATE AND UNLOCK BARRIERS

- Opportunity to integrate and align national legislation and local policy development of the NPS-UD, NPS-FW, CDEM Act, ZCA and resource management in practice, as it applies to climate change.
- Strengthen community and political confidence in the evidence base for climate action.
- Opportunity to use a strong climate change lens across all the projects in the WRGF, to deliver on the two climate-related objectives, amongst the others.
- Progress climate actions with greater urgency than national legislation can deliver.
- Identify innovative funding and financing approaches to ensuring the cost of carbon is properly considered in investment decisions through the RGF projects.