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ORDINARY MEETING  
OF  
WELLINGTON CITY COUNCIL  
AGENDA

Time: 9:30am  
Date: Wednesday, 25 November 2020  
Venue: Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

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**MEMBERSHIP**

Mayor Foster  
Councillor Calvert  
Councillor Condie  
Councillor Day  
Councillor Fitzsimons  
Councillor Foon  
Deputy Mayor Free  
Councillor Matthews  
Councillor O'Neill  
Councillor Pannett  
Councillor Paul  
Councillor Rush  
Councillor Sparrow  
Councillor Woolf  
Councillor Young

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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## **TABLE OF CONTENTS**

### **25 NOVEMBER 2020**

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<b>Business</b>	<b>Page No.</b>
<b>1. Meeting Conduct</b>	<b>5</b>
<b>1.1 Karakia</b>	<b>5</b>
<b>1.2 Apologies</b>	<b>5</b>
<b>1.3 Announcements by the Mayor</b>	<b>5</b>
<b>1.4 Conflict of Interest Declarations</b>	<b>5</b>
<b>1.5 Confirmation of Minutes</b>	<b>5</b>
<b>1.6 Items not on the Agenda</b>	<b>5</b>
<b>1.7 Public Participation</b>	<b>6</b>
<b>3. General Business</b>	<b>7</b>
<b>2.1 Endorsement of Wellington Regional Growth Framework     - A Spatial Plan for the Region and Horowhenua</b> Presented by Mayor Foster	<b>7</b>
<b>3. Committee Reports</b>	<b>103</b>
<b>3.1 Report of the Regulatory Processes Committee Meeting     of 11 November 2020</b> Proposed Road Stopping - Land Adjoining 64 Beauchamp Street, Karori Presented by Councillor Sparrow	<b>103</b>
<b>3.2 Report of the Strategy and Policy Committee Meeting of     12 November 2020</b> Solid Waste Bylaw Adoption Presented by Councillor Foon	<b>105</b>





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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

<b>Whakataka te hau ki te uru,</b>	Cease oh winds of the west
<b>Whakataka te hau ki te tonga.</b>	and of the south
<b>Kia mākinakina ki uta,</b>	Let the bracing breezes flow,
<b>Kia mātaratara ki tai.</b>	over the land and the sea.
<b>E hī ake ana te atākura.</b>	Let the red-tipped dawn come
<b>He tio, he huka, he hauhū.</b>	with a sharpened edge, a touch of frost,
<b>Tihei Mauri Ora!</b>	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

<b>Unuhia, unuhia, unuhia ki te uru tapu nui</b>	Draw on, draw on
<b>Kia wātea, kia māmā, te ngākau, te tinana,</b>	Draw on the supreme sacredness
<b>te wairua</b>	To clear, to free the heart, the body
<b>I te ara takatū</b>	and the spirit of mankind
<b>Koia rā e Rongo, whakairia ake ki runga</b>	Oh Rongo, above (symbol of peace)
<b>Kia wātea, kia wātea</b>	Let this all be done in unity
<b>Āe rā, kua wātea!</b>	

### 1.2 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future meetings of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### 1.3 Announcements by the Mayor

### 1.4 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### 1.5 Confirmation of Minutes

The minutes of the meeting held on 11 November 2020 will be put to the Council for confirmation.

### 1.6 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

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***Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council***

The Chairperson shall state to the meeting.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Wellington City Council.

***Minor Matters relating to the General Business of the Wellington City Council***

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Wellington City Council for further discussion.

1.7 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

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2. General Business

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ENDORSEMENT OF WELLINGTON REGIONAL GROWTH  
FRAMEWORK - A SPATIAL PLAN FOR THE REGION AND  
HOROWHENUA

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Purpose

1. This report asks the Council to endorse the draft Wellington Regional Growth Framework: An integrated land use and transport Spatial Plan for the Wellington Region and Horowhenua ('the Framework').

Summary

2. Kim Kelly (Project Director for the Framework) will be presenting to Council on the information contained within this report and associated attachments. Council Officers who have been working across the Framework and the Planning for Growth programme of work will be present at the meeting to answer any questions. A summary of the issues is included below.
3. The Framework is a Regional Spatial Plan that provides a 'blueprint' for growth over the next 30 years. The Framework will be reviewed regularly to reflect the evolving nature of growth across the region and to ensure that any updates to the growth pattern are reflected in the Framework.
4. This first iteration of the Framework will be a non-statutory document. It is envisaged that subsequent versions will be statutory documents that fulfil the requirement of the National Policy Statement on Urban Development to provide a Future Development Strategy (a document showing where growth is to be located, and in what form, and what infrastructure will be needed to support that growth).
5. The framework is a partnership between the Councils of the region and Horowhenua, iwi, the community and Government departments (eg Ministry of Housing and Urban Development, Waka Kotahi and Kāinga Ora) to drive the discussion and decision-making needed to manage the expected growth of the region.
6. Wellington City Council has had significant involvement in the development of the Framework, working collaboratively alongside the other Councils in the region and Horowhenua District Council. In doing so, the Framework has been developed to align with the Councils Planning for Growth programme of work and to reflect the growth outcomes proposed in the draft Spatial Plan. In addition, the Framework has been integrated with the Let's Get Wellington Moving programme, which is a significant transport and urban planning initiative, and Te Atakura – First to Zero.
7. Given regional cross-boundary interdependencies for housing, transport, the natural environment, infrastructure, and business economies it is important that the Council continues to support a joined-up approach to managing regional growth.

8. The Framework has been developed to deliver on the Urban Growth Agenda objectives of Central Government and takes account of the requirements of the National Policy Statement on Urban Development. It is intended that future iterations of the Framework satisfy the requirements of a Future Development Strategy (FDS), as required by the National Policy Statement on Urban Development.
9. Ongoing Government support for the implementation of the Framework is dependant on establishing a joint governance with local government, central government and iwi representatives (this is the model already in place in Waikato/Hamilton to Auckland, Bay of Plenty and Canterbury).
10. Consistent with the process undertaken in other regions it is proposed that a Joint Committee (under the Local Government Act, Schedule 7) will govern the implementation of the Framework.
11. It is noted that the RMA Reform Package foreshadows a mandatory joint committee at a regional level for land use planning (spatial plan and district plans) and it is likely that the region will be better positioned and equipped to adapt and thrive in the COVID-era, and beyond.
12. To maximise cross-topic efficiency and consistency of decision making the preferred option at this stage is that one Joint Committee will cover all three components of the Framework, regional economic development and regional recovery.
13. No decision on or endorsement of the Joint Committee is required by Council at this time. Further information will be presented over the coming months before endorsement of the Joint Committee is sought in February next year.

## Recommendation/s

That the Council:

1. Receive the information.
2. Endorse the Draft Wellington Regional Growth Framework attached as Attachment 3 for public consultation in early 2021.
3. Note that the draft Wellington Regional Growth Framework is the result of a partnership between Central Government, Wellington Region local authorities, Horowhenua District Council, and iwi.
4. Note that the draft Wellington Regional Growth Framework aligns with Planning for Growth (Wellington City Councils programme for accommodating 50,000 – 80,000 additional people over the next 30 years) and the growth intentions within Wellington City Councils draft Spatial Plan.
5. Note that the draft Wellington Regional Growth Framework is generally consistent in content and structure to other regional Spatial Plans developed within the national *Urban Growth Partnership Programme*.
6. Note that the draft Wellington Regional Growth Framework provides an opportunity for cross-council collaboration in managing cross-boundary interdependencies, including housing (inclusive of Māori and different groups in the community), transport, the natural environment, infrastructure, and business economies.
7. Note that a 'public consultation friendly' version of the draft Wellington Regional Growth Framework will be developed for public engagement as part of each Councils Long Term Plan engagement process in March/April 2021.

## Background

14. Background information on the Framework is included within the *Overview of Purpose and Process paper to support endorsement of the draft Framework* included at Attachment 1

## Discussion

15. The *draft Framework report* included at attachment 2 includes full details on why we are developing the Wellington Regional Growth Framework.
16. Kim Kelly (Project Director for the Framework) will be presenting to Council on the information contained within this report and associated attachments. Council Officers who have been working across the Framework and the Planning for Growth programme of work will be present at the meeting to answer any questions.

### **Managing Growth Pressures**

17. The Framework has developed a population scenario of 200,000 additional people for the Wellington Region (and Horowhenua) over the next 30 years. This rate of growth results in immediate and longer-term housing supply and affordability issues, as well as urban development and infrastructure challenges.
18. It is now important that all the Councils in the Wellington Region and relevant Government agencies (eg Ministry of Housing and Urban Development, Waka Kotahi and Kāinga Ora) work collaboratively to manage urban growth challenges. These growth pressures also require integrated approaches to managing the natural environment, natural hazards, climate change.
19. Ensuring mana whenua are enabled and supported to fulfil their role as kaitiaki is of foremost importance. The draft Framework is being developed in partnership with iwi across the region and several mana whenua aspirations have been highlighted. A key initiative is the development of an iwi spatial plan which will bring together the collective knowledge and aspirations of mana whenua.

### **Alignment between the Framework and Planning for Growth**

20. The Council's ongoing involvement in the development of the Framework has ensured a regional approach to growth that is consistent with the Councils Planning for Growth programme of work.
21. Both the Framework and the draft Spatial Plan have been developed using a 'walkable city' methodology, wherein population growth is located within an appropriate walking distance (eg 5 minutes – 10 minutes or 10 minutes – 20 minutes) of relevant amenities such as centres and public transport.
22. The growth pattern within the Framework can be described as providing a '1000ft' representation of growth across the region, focusing on areas that have been identified as providing regionally significant growth outcomes, predominantly in the vicinity of existing or future key commuter routes.
23. At a high level, the Framework mirrors the draft Spatial Plan's prioritisation of key growth suburbs in Wellington City and the Let's Get Wellington Moving corridor. At a

finer grain level, infrastructure projects identified to support the implementation of the Framework (eg regional 3 waters strategy) will assist in prioritising and funding upgrades that benefit the full suite of growth suburbs in the draft Spatial Plan.

**Alignment between the Framework and the National Policy Statement on Urban Development**

24. The development of the Framework is consistent with the requirements of the National Policy Statement on Urban Development, which requires a regional approach to managing cross-council issues.
25. In accordance with the National Policy Statement on Urban Development it is anticipated that future iterations of the Framework we be developed to satisfy the requirements of a Future Development Strategy which is a document showing where growth is to be located, and in what form, and what infrastructure will be needed to support that growth.
26. Ultimately, the Framework is the first iteration in what is intended to be a living blueprint of our region's growth over the coming decades.

**Development of a Joint Committee to support the Framework**

27. The implementation of the Framework is proposed to be managed by a Joint Committee. To ensure consistency across regional programmes it is intended that one Joint Committee will provide the necessary leadership on regional growth, and alignment with regional economic development and economic recovery.
28. It is proposed that the Joint Committee will be supported by a joint secretariat to manage relationships, research, advice, coordination, administration. The work programme will be delivered individually and collectively by Councils, iwi, delivery agencies (eg WellingtonNZ or WREMO), Central Government and the private sector.
29. The drivers for a Joint Committee are:
  - an improved ability to engage as a region with central Government - at the level they want to engage and focus on a joint plan with them;
  - closer governance relationship between local government, mana whenua and central government;
  - joined up planning and alignment of action across the region to achieve more efficient and effective solutions; and
  - integration across key issues of collective importance for the region and a leadership voice for the region.

Options

30. Endorsing the Framework enables a partnership approach to managing growth issues that is consistent with other high growth regions in New Zealand. It provides an entry point for conversations with Central Government on funding for urban form, development and transport outcomes that is expected to maintain the competitiveness and attractiveness of the Wellington Region for live, work and play.
31. Endorsing the framework is also consistent with Policy 10(a) of the National Policy Statement on Urban Development, which states that Tier 1, 2, and 3 local authorities




that share jurisdiction over urban environments work together when implementing this National Policy Statement.

32. Choosing the status quo, that is, no involvement in the Framework would put Council at a much higher risk of failing to meet the cross-council collaborative requirements of the National Policy Statement on Urban Development. Other Councils in the region will continue to be involved in the Framework process, speaking in unison on key issues, with the backing of a Joint Committee and Framework that has been endorsed by Central Government, iwi and the Community. In isolation from the Framework, there is significant risk that Wellington City Council will struggle to attract Central Government funding alongside the rest of the region.
33. A regionally disconnected approach to growth when dealing with urban development issues also has the potential to hamper Councils ability to manage the complexities associated with the natural environment, mana whenua in fulfilling their role as kaitiaki, natural hazards, climate change, and managing soft and hard infrastructure capacity and reliability issues.

### Next Actions

34. Next steps for the Framework are identified within the *Overview of Purpose and Process paper* included at Attachment 1.
35. Post endorsement by council, key stages of the process in early 2021 will include:
  - seeking Regional endorsement of the Joint Committee by each Council
  - seeking Central Government endorsement of the Regional Growth Framework and the Joint Committee
  - progressing public consultation on the Regional growth framework in early/ mid 2021.

### Attachments

Attachment 1.	Wellington Regional Growth Framework – Overview of Purpose and Process - paper to support endorsement of the draft Framework for public consultation <a href="#">↓</a> 	Page 14
Attachment 2.	Draft Wellington Regional Growth Framework (September 2020) <a href="#">↓</a> 	Page 19
Attachment 3.	Working together to plan for our future - Example Consultation Document - EXAMPLE ONLY <a href="#">↓</a> 	Page 91

Author	Marsha Badon, Senior Advisor Planning
Authoriser	John McSweeney, Place Planning Manager Vida Christeller, Manager City Design & Place Planning Liam Hodgetts, Chief Planning Officer

## SUPPORTING INFORMATION

### Engagement and Consultation

Information on the Framework is publicly available on the Framework website.

Documentation on the website includes a Foundation Report, a Constraints Report, an Options Assessment Report, an Employment Analysis Report, and a Draft Framework Report.

Public engagement on a draft version of the Framework will occur as part of each Councils Long Term Plan engagement process in March/April 2021. This will be post endorsement by Cabinet. A community and stakeholder engagement plan will be developed in early 2021 to assist all local authorities with this process. Treaty of Waitangi considerations

This draft Framework is being developed in partnership with iwi across the region and several mana whenua aspirations have been highlighted. A key initiative is the development of an iwi spatial plan which will bring together the collective knowledge and aspirations of mana whenua for the Wellington Region and Horowhenua.

### Financial implications

All Councils and central government agencies have contributed jointly to the preparation of this draft Framework. There is likely to be ongoing contributions required if the Framework is approved and a Joint Committee set up to lead its implementation. A detailed assessment of costs of running these processes will be presented to the Council in early 2021.

### Policy and legislative implications

There is currently no statutory requirement for developing the Framework. However, the National Policy Statement on Urban Development requires the development of a Future Development Strategy in time to inform the 2024 Long Term Plan. A Future Development Strategy is a document showing where growth is to be located, and in what form, and what infrastructure will be needed to support that growth. It is expected that future iterations of the Framework will satisfy the requirements of a Future Development Strategy.

### Risks / legal

If the Council chose not to be part of the Framework there is a risk that the Council would not be able to comply with the National Policy Statement on Urban Development (as stated above in '*Policy and Legislative Requirements*'). Other Councils in the region will continue to be involved in the Framework process, speaking in unison on key issues, with the backing of a Joint Committee and Framework that has been endorsed by Central Government, iwi and the Community.

In isolation from the Framework, there is significant risk that Wellington City Council will struggle to attract Central Government funding alongside the rest of the region.

A regionally disconnected approach to growth when dealing with urban development issues also has the potential to hamper Councils ability to manage the complexities associated with regional housing, infrastructure and transport provision, climate change, hazards, and mana whenua obligations.

### Climate Change impact and considerations

The Framework seeks to increase sustainable outcomes that contribute to reducing emissions and reduce the impacts of climate change for the Region. It sets a growth pattern within which urban development will occur taking into consideration the impacts of pollution



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and energy use caused by inefficient urban form, more extreme weather events and sea level rise.

Communications Plan  
**See Attachment 3.**

Health and Safety Impact considered  
**N/A**



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

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

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

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

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

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

### **Why did we develop the Framework?**

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

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



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

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

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

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

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

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

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

**Who has been developing the Framework?**

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

Local government	Central government and agencies*	Māori iwi/hapū
Carterton District Council Greater Wellington Regional Council Horowhenua District Council Hutt City Council Kāpiti Coast District Council Masterton District Council Porirua City Council South Wairarapa District Council Upper Hutt City Council Wellington City Council	Ministry of Housing and Urban Development Waka Kotahi – New Zealand Transport Agency	Ātiawa ki Whakarongotai ōrangahau Trust Māngōroa Tribal Authority Ngā Hapū o Ōtaki Ngāti Kahungunu ki Wairarapa Charitable Trust Ngāti Raukawa (Horowhenua) Port Nicholson Block Settlement Trust Rangitāke Tū Māi RE Trust Te Runanga o Teo Rangitāke



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

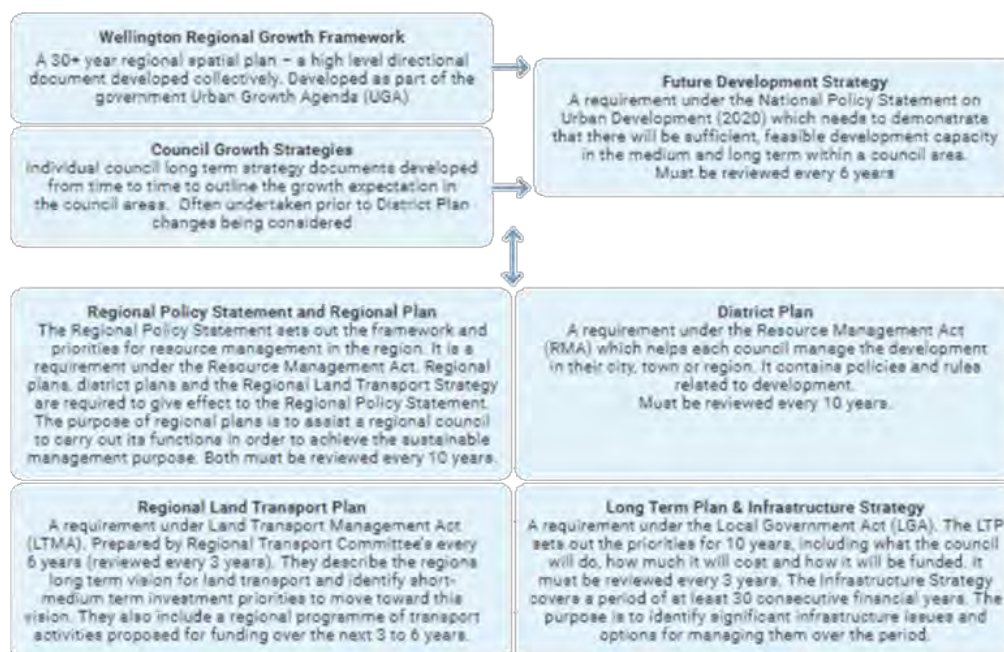
- Technical workshops focused on 3 waters, health/education and economic/business
- Presentations to each Council, one on one meetings with council staff
- Two joint all councils/iwi workshops
- Meetings and workshops with key central government stakeholders (such as Kāinga Ora, Ministry of Transport,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

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

#### How does this fit with other work going on?

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

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







### What process did we follow?

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

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

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

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

### What amount of growth have we planned for?

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

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

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

Population projections<sup>1</sup> for the region suggest new homes may be needed for between 91,000 to 151,000 additional people, in the next 30 years.

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

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

### What are the next steps?

#### *Endorsement and public consultation*

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

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<sup>1</sup> Sourced during the project. It is acknowledged that this will change over time



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

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

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

#### *Implementation*

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

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

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

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

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



**Draft Wellington  
Regional Growth  
Framework**  
SEPTEMBER 2020



30-year spatial plan for the  
Wellington-Horowhenua region

## Table of Contents

<b>Executive summary</b> .....	<b>3</b>	This draft document presents a summary of a large amount of work undertaken by partners and stakeholders in the Wellington Regional Growth Framework.
<b>The Framework and the Urban Growth Agenda</b> .....	<b>10</b>	
<b>Part 1 – The current state and our challenges</b> .....	<b>13</b>	Further information on the Framework, including background documents such as the Framework’s Foundation Report, can be found at <a href="http://www.wrgf.co.nz">www.wrgf.co.nz</a> .
<b>Part 2 – Iwi in the region</b> .....	<b>19</b>	
<b>Part 3 – Key moves</b> .....	<b>24</b>	This draft Framework will be subject to partner sign-off, continued stakeholder engagement and public consultation before it is finalised in the first half of 2021.
<b>Part 4– Going forward</b> .....	<b>28</b>	
<b>Part 5 – The spatial plan</b> .....	<b>35</b>	
<b>Part 6 – The implementation plan</b> .....	<b>65</b>	
<b>Glossary and References</b> .....	<b>69</b>	
<b>Appendix 1: Projects list</b> .....	<b>70</b>	

*Photo credit:*

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



## Executive summary

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

The Wellington Regional Growth Framework (the Framework) is a spatial plan that has been developed by local government, central government and iwi partners in the Wellington-Horowhenua region<sup>1</sup> to provide councils and iwi in the region with an agreed regional direction for growth and investment, and deliver on the Urban Growth Agenda objectives of the Government.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

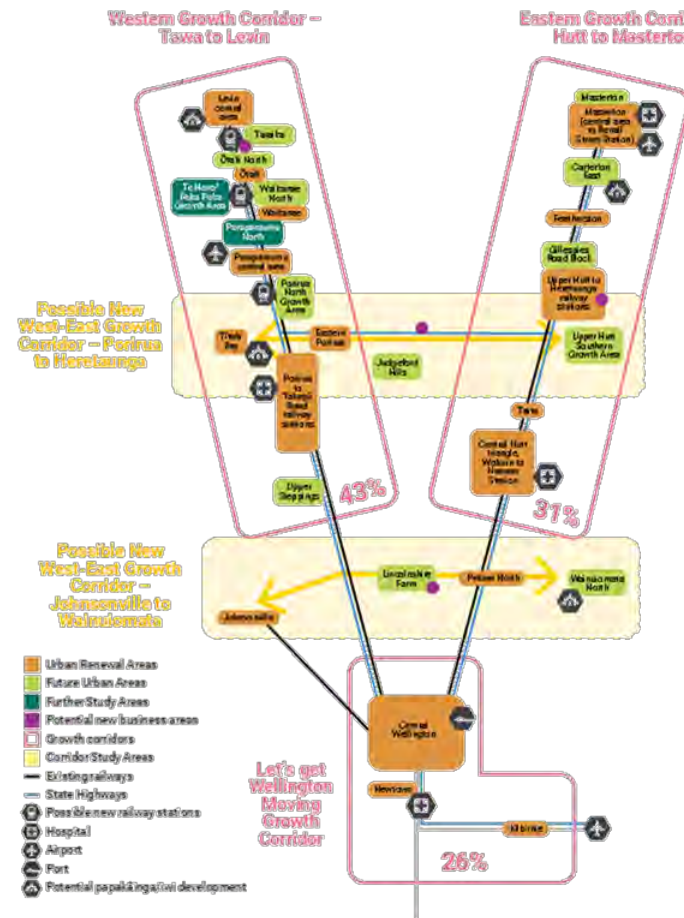
The Framework identifies improving west-east connections as an opportunity to unlock growth, improve resilience and improve regional accessibility to economic and social opportunities. The potential housing and urban development capacity of any future west-east multi-modal corridor(s) has yet to be determined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

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

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

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

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



**Diagram 2: Objectives to Initiatives diagram**

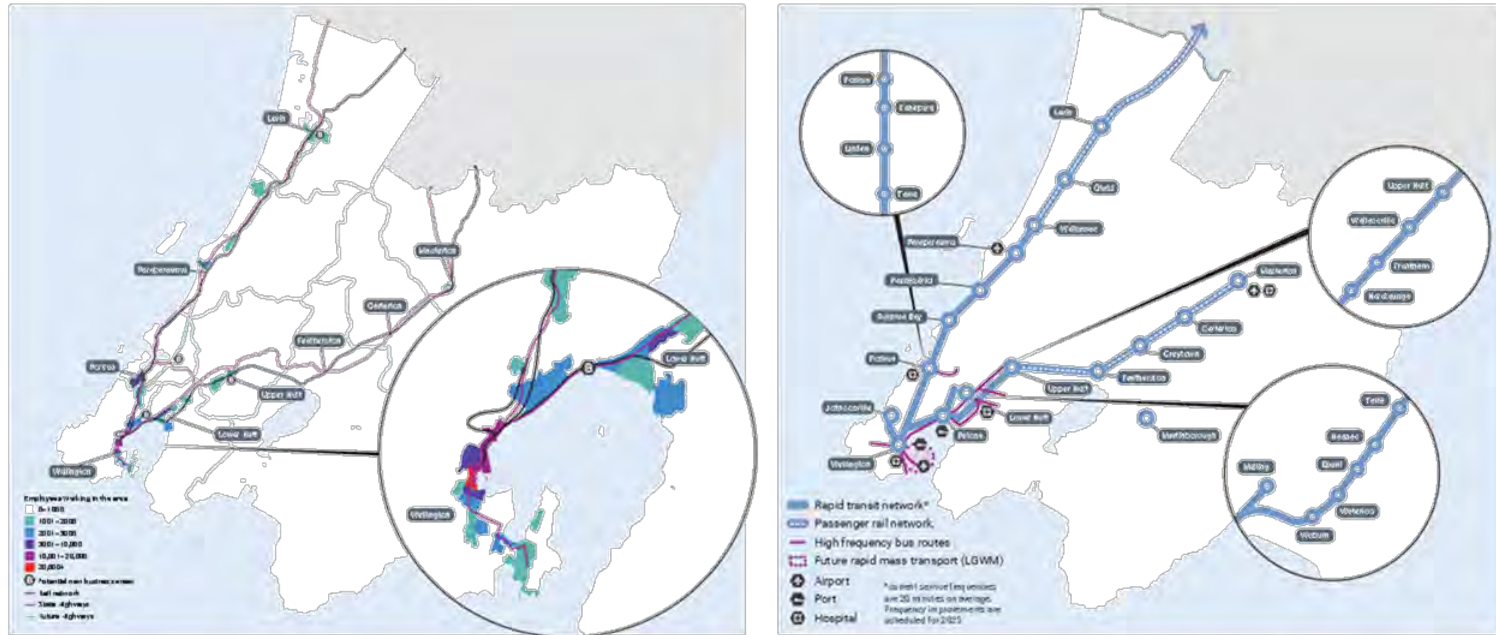
<b>Objectives</b>	<ul style="list-style-type: none"> <li>• Increase housing supply, and improve housing affordability and choice</li> <li>• Enable growth that protects and enhances the quality of the natural environment and accounts for a transition to a low/no carbon future</li> <li>• Improve multi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

**Diagram 3: Key spatial maps**









24

The Framework is presented in six parts:

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





## The Wellington Regional Growth Framework and the Urban Growth Agenda

### Why are we developing the Wellington Regional Growth Framework?

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

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

A significant investment in housing, urban development, transport and the three waters<sup>4</sup> infrastructure and services, as well as regional and district planning and policy changes, will be needed to support future growth.

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

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

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

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

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



<sup>4</sup> Drinking water, wastewater and stormwater.



## Urban Growth Agenda

The Wellington Regional Growth Framework (the Framework) has been developed by local government, central government and iwi partners to deliver on the Urban Growth Agenda objectives of the Government<sup>4</sup>, which adjusts the approach to urban development and infrastructure planning and introduces new instruments and levers.

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

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

The benefits of spatial planning include:

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

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

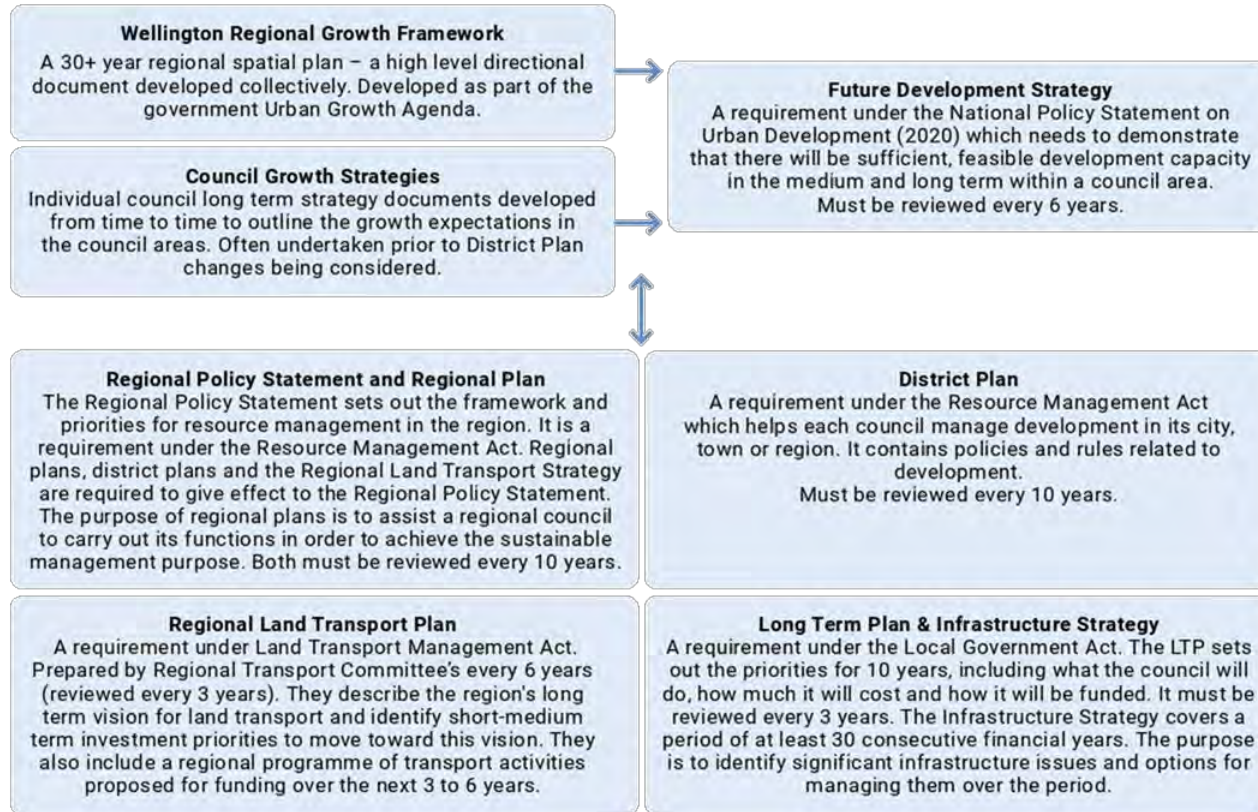
This document is not a Future Development Strategy as required under the National Policy Statement on Urban Development (NPS-UD). However, it has been developed with this in mind and with the expectation that the next iteration of the Framework will meet the NPS-UD requirements.

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

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

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

**Diagram 4: Relationship between the Framework and other documents**



## Part 1 – The current state and our challenges

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





## 1.1 What we are as a region

### Regional context

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

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

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

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

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



### Current urban area

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

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

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

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

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

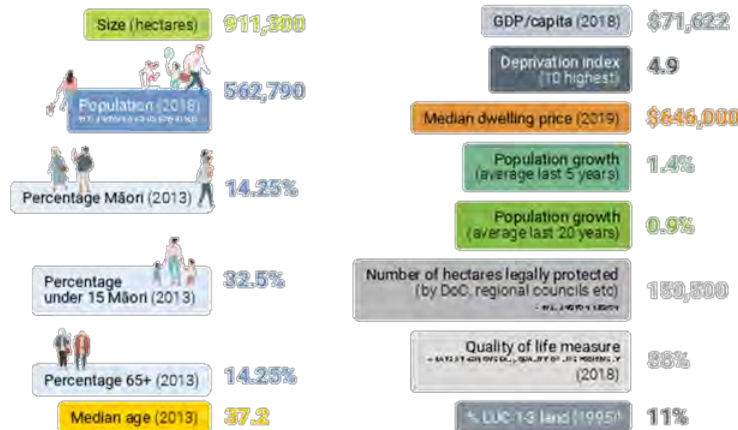
Map 1: Current urban area



### The region today

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

**Diagram 5: Urban growth context**



**Diagram 6: Growth management performance**

4



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

## 1.2 The region's challenges

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



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

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

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

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

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



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

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

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

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

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

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





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

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

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



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

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

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

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

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



## Part 2 – Iwi in the region

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



## Tuakiri

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

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



## Tāhuhu korero

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

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

## Te taiao

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

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

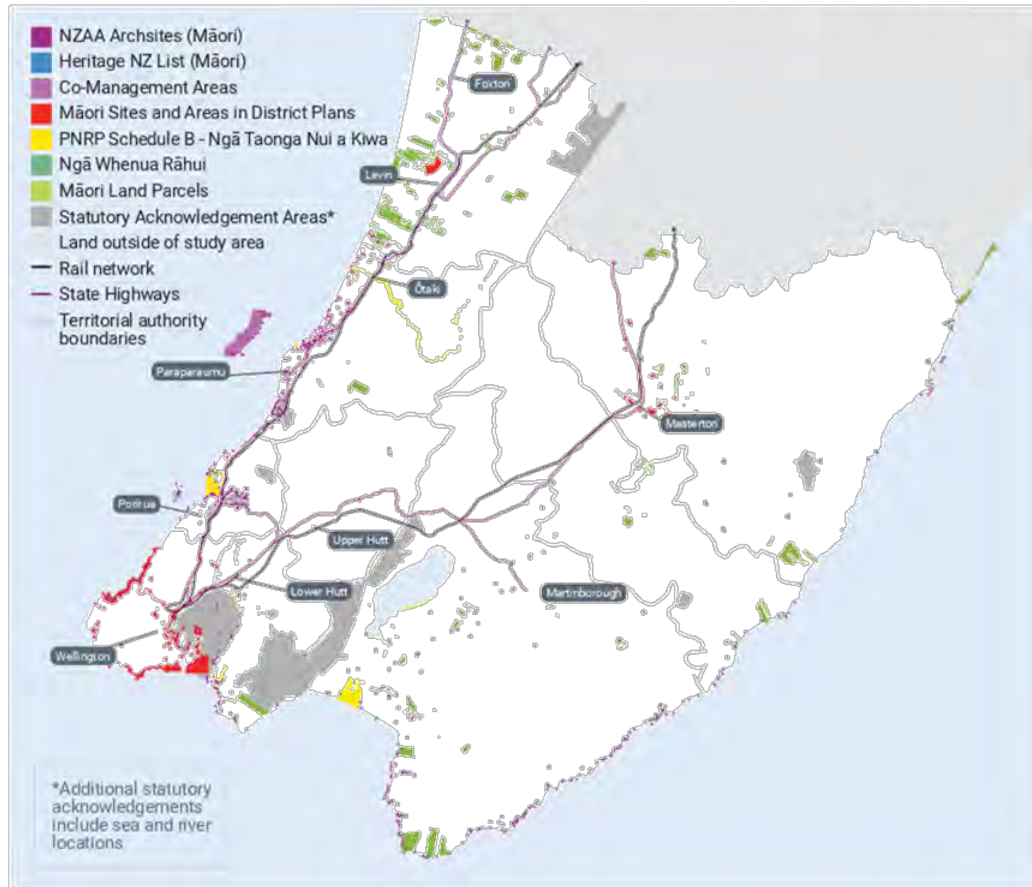
Four partner iwi, plus Ngāti Apa and Rangitāne o Manawatū, have reached Treaty settlements with the Crown. These iwi are:

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

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

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

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



## Te tangata

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

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

## Ngā wawata me te mahitahi

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

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

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

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

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

Other key initiatives include:

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

## Mahitahi

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

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

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



Diagram 7: Mana whenua aspirations regarding this Framework



## Part 3 – Key moves

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





### 3.1 The region's key moves

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

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



**What is ...a walkable neighbourhood?**

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

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

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

**What is.. multi modal?**

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

**What is.. zero carbon?**

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

**What is... 'rapid transit?'**

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

**What is ... housing density?**

This refers to the number of houses or dwellings in or on a certain area, often expressed as the number of dwellings per hectare or a density related to m<sup>2</sup>. The higher the number of dwellings per hectare, the higher the density.

Medium-density housing for instance is defined by the Ministry for the Environment as a density of less than 350 m<sup>2</sup> per unit. It can include standalone dwellings, semidetached or duplex dwellings, terraced housing or apartments. For more on this see the National Policy Statement on Urban Development 2020.

**What is ... typology?**

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



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

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

## Part 4 – Going forward

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



## 4.1 The growth scenario

### Wellington-Horowhenua is growing

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

The Framework has been developed by considering:

- The population projections for the region, which suggest a population increase of 91,000-151,000<sup>6</sup> in the next 30 years.
- A growth scenario where there is a future regional population of 760,000. This is 200,000 people on top of the current population.
- An increase of 100,000 jobs in the 30-year period.

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

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

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

Map 3: Conceptual illustration of residential density and development



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



### Elements of the growth scenario

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

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

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

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

- One-quarter is expected to be accommodated in Wellington City (excluding Tawa), including the Let's Get Wellington Moving (LGWM) corridor<sup>9</sup>.
- Nearly one-third is expected to be accommodated in the eastern corridor from Lower Hutt to Masterton.
- The remainder (just over 40%) is expected to be accommodated in the western corridor from Tawa to Levin.

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

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



<sup>9</sup> See <https://lgwm.nz>.

## 4.2 Building communities and neighbourhoods

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

### Liveability and placemaking

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

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

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

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

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

- Providing for a high-quality public realm and open spaces as core spatial features – including the blue-green network that supports local and regional sustainability and wellbeing e.g. water-sensitive urban design elements.
- Planning for a future where all new developments are focused on active mobility and access to public transport, so there is easier access to jobs, services and amenity.
- Ensuring Wāhi Toitū areas<sup>9</sup> are considered in all new developments as a way of creating resilient communities where the risk of hazards is reduced and where the local context, such as culturally and historically important features, is respected.

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

### Housing affordability and choice

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

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

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

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

## 4.3 The benefits of urban development and a denser urban form

### Benefits of urban development

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

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

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

### Benefits of a denser urban form

Government policy supports increased density in urban areas in certain locations. The NPS-UD requires councils to provide for more intensive developments around urban centres and in locations where accessibility by public or active transport is high and where there is demand for housing and business use.

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

#### Doing Density well

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

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

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



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

Delivering denser urban forms in locations with easy options for walking and cycling and good access to rapid transit can ease pressure on the wider transport system, reduce emissions and encourage more physical activity – realising physical and mental health benefits. Well-planned mixed-use and compact cities generally offer higher levels of wellbeing with lower resource use and greenhouse gas emissions.

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

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

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

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

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







## 4.4 Measuring our success

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

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

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

**Table 1 Suggested Indicators for the Framework**

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

<sup>9</sup> This may be by any travel mode including car.

## Part 5 – The spatial plan

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





## 5.1 Urban form

### Future Urban Development Areas

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

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

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

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

The Framework includes developments with regional scale only:

- **Future Urban Area** (greenfield) developments, generally over 1000 new dwellings.
- **Urban Renewal Areas** (brownfield) developments, including high-density developments in all seven major centres<sup>11</sup> in the region and medium-density developments at nodes.

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

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

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

current programme of three waters renewal.

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

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

The diagrams show:

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

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

<sup>11</sup> Masterton, Upper Hutt, Lower Hutt, Wellington, Porirua, Paraparaumu and Levin.

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

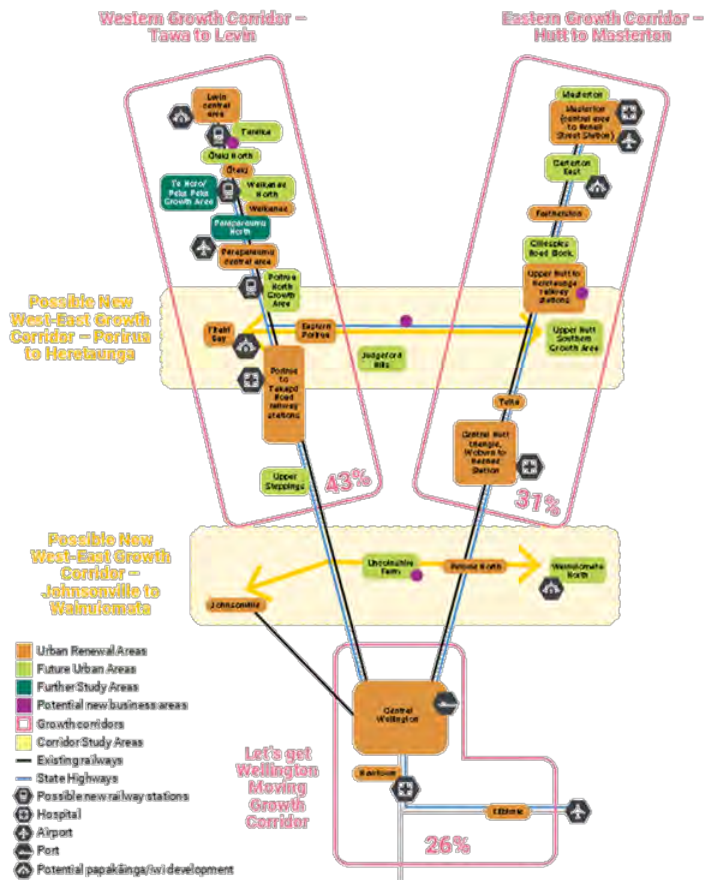
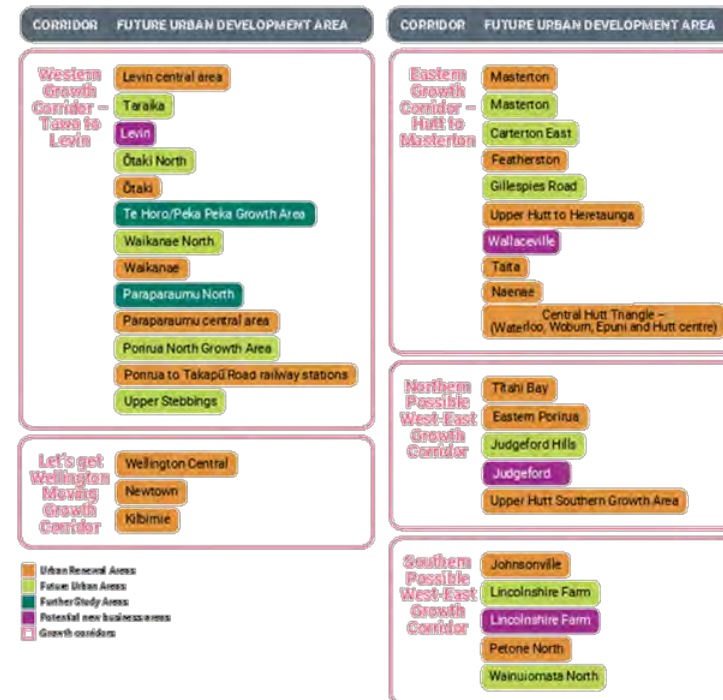


Diagram 9: Future Urban Development Areas by corridor





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

**Map 4: Future Urban Development Areas – regional scale**



**Map 5: Future Urban Development Areas – metro scale**



## Iwi aspirations

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

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

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

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

## Accommodating 200,000 more people

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

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

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

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

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



**Table 2: Growth potential by corridor**

CORRIDOR	NUMBER OF DWELLINGS IN FUTURE URBAN	INDICATOR
Western corridor (Tawa to Levin)	38,100	43%
Eastern corridor (Lower Hutt to Masterton)	27,200	31%
LGWM/Wellington City corridor	22,700	26%
<b>TOTAL</b>	<b>88,000<sup>11</sup></b>	<b>100%</b>



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

### Early staging – developing a better understanding

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

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

As with the Eastern Porirua and LGWM<sup>12</sup> corridor, these are areas where local government, central government, iwi and the private sector can work together to make a big difference.

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

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

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

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



**Table 3: Early staging spatial initiatives**

21

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

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

## What will growth look like?

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

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

### Urban Renewal Node developments

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

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

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

### Urban Renewal major centre developments

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

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

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

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

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

### Future Urban Area developments

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

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

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

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

## Design elements

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

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

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



## 5.2 Transport

### The transport system

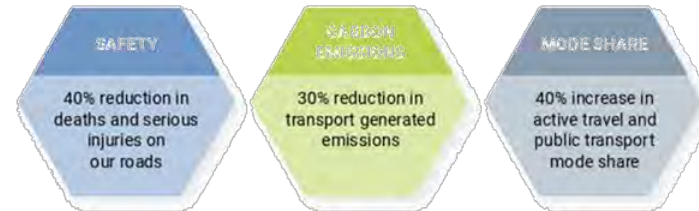
Work undertaken as part of the draft 2021 Regional Land Transport Plan has identified trends and issues relevant to this Framework:

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

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

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

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



<sup>14</sup> These targets are drawn from the draft 2021 Regional Land Transport Plan.

**Public transport network**

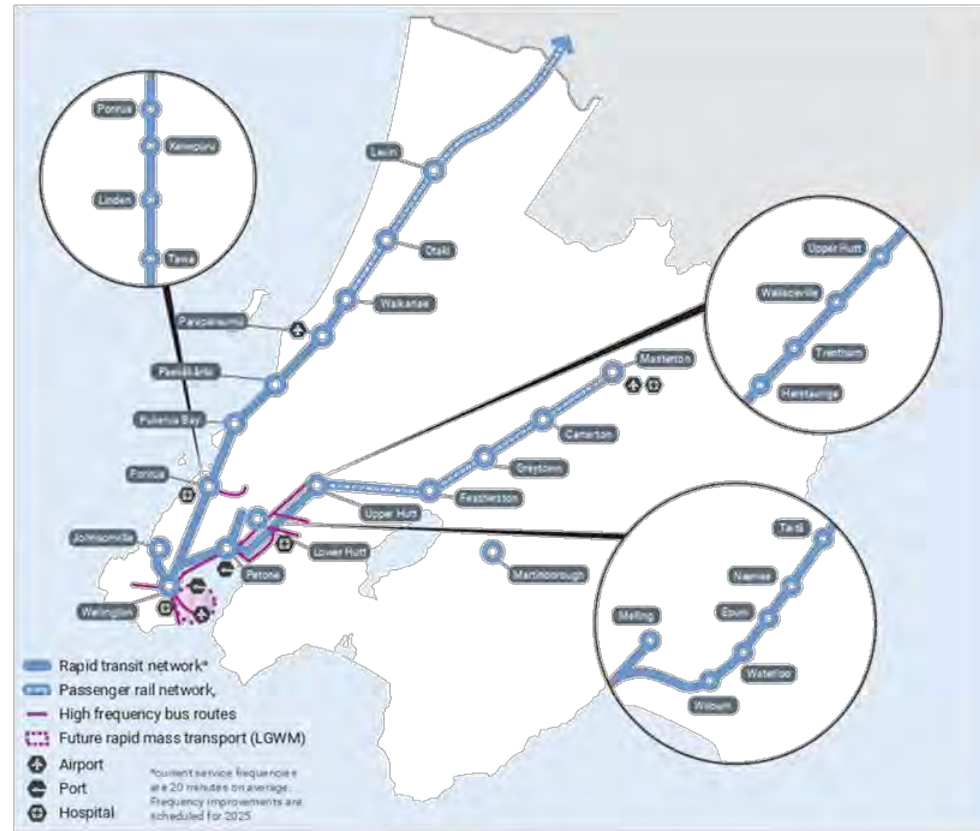
The public transport network in the region (Metlink) is an integrated network of bus, train and harbour ferry services. The network consists of four railway lines, more than 100 bus routes, more than 200 school bus services, and harbour ferry services. Through the Total Mobility Scheme, discounted taxi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

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

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

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

**Map 6: Rapid transit/core public transport network**



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

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

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

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

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

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

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

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

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

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

## Walking and cycling

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

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

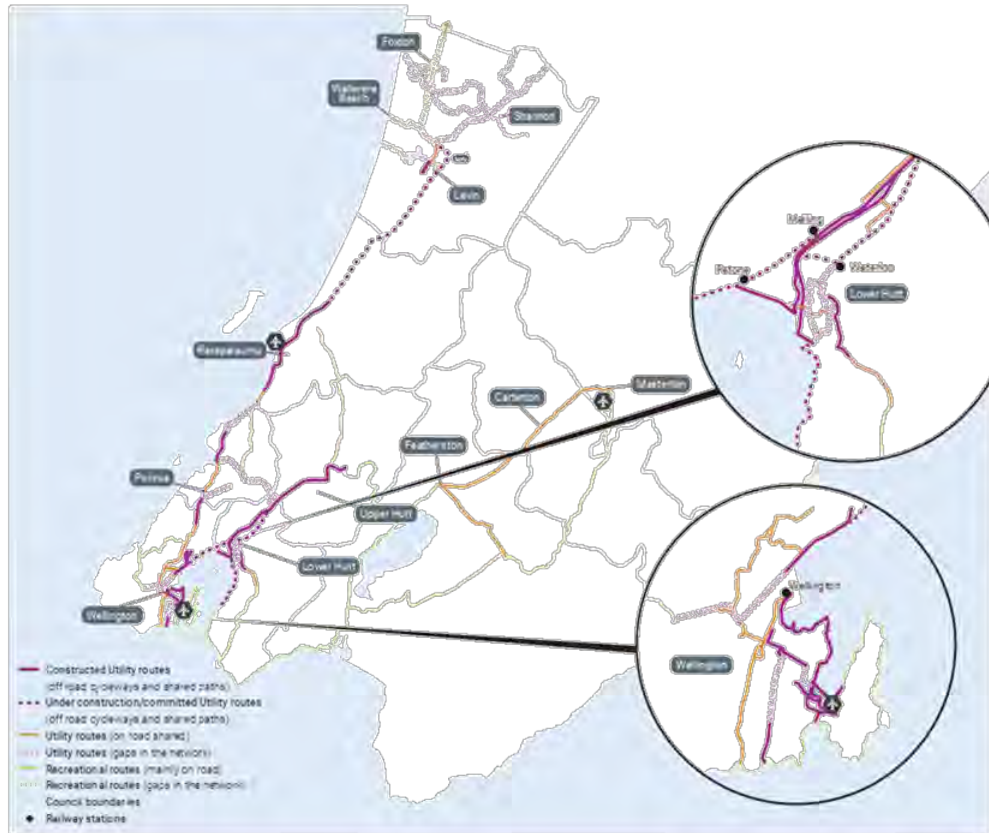
The Wellington Regional Mode Shift Plan identifies a range of focus areas to make shared and active modes more attractive. This includes revitalising city/town centres in the region with a focus on walking and biking for shorter trips, through permanent changes as well as temporary interventions or trials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

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

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



**Map 7: Regional cycling network**



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

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

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



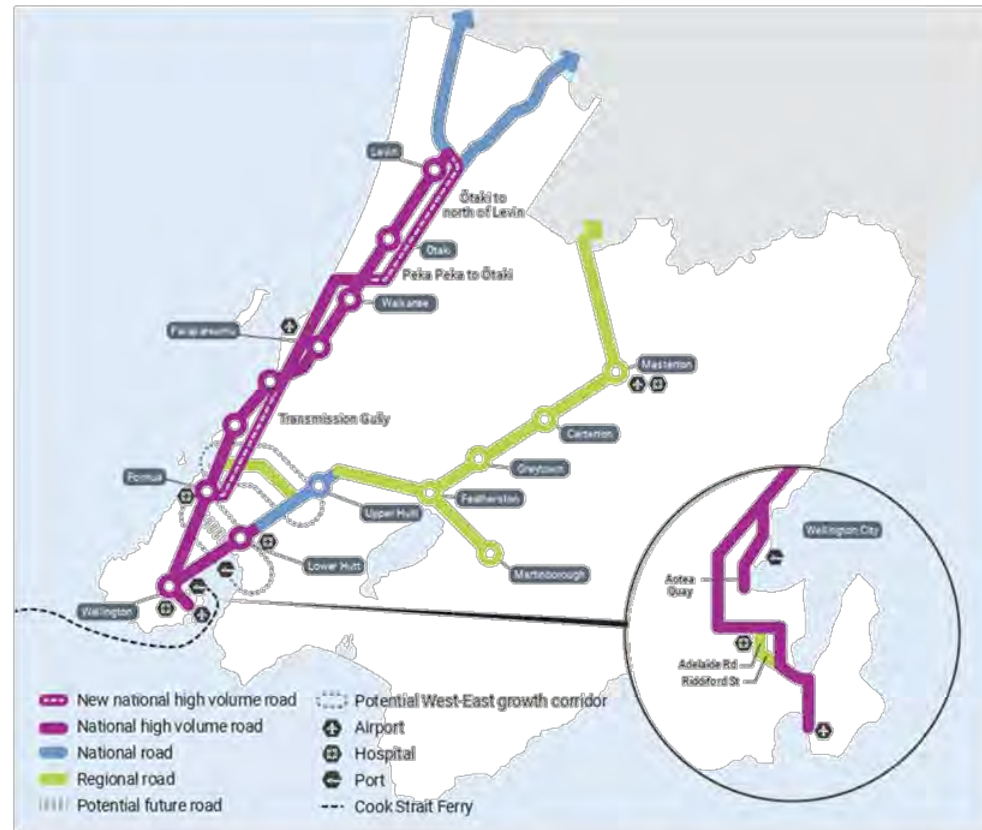
### Strategic road network and the freight network

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

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

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

Map 8: Strategic Road Network



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

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

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

### Improving west-east multi-modal access

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

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



## 5.3 The blue-green network

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

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

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

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

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

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

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

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





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



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





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

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

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

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

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



## 5.4 Constraints – Wāhi Toitū and Wāhi Toiora

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

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

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

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

### Our approach to mapping constraints

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

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

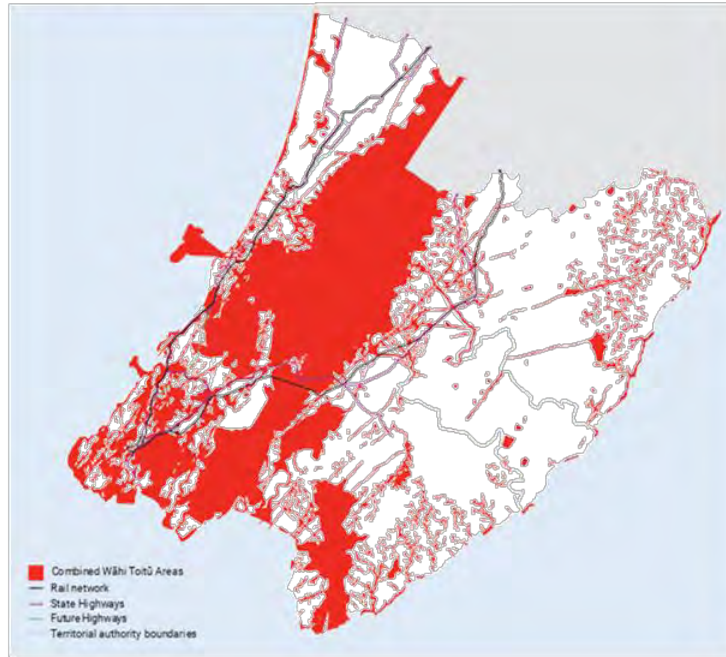
**Wāhi Toiora:** areas where, for the purposes of spatial planning, potential urban development must be carefully managed with appropriate consideration and a mitigation of risks.

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

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

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

Map 11: Wāhi Toitū



Map 12: Wāhi Toiora



## Key spatial implications

### Central spine barrier

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

### Further work to represent mana whenua values and aspirations

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

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

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

### Constrained and valued region

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

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

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

### Resilience challenges

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

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

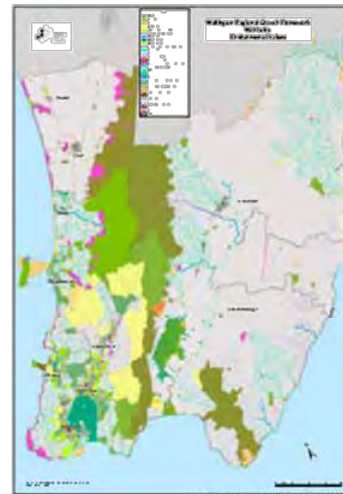


## Wāhi Toitū constraints mapping

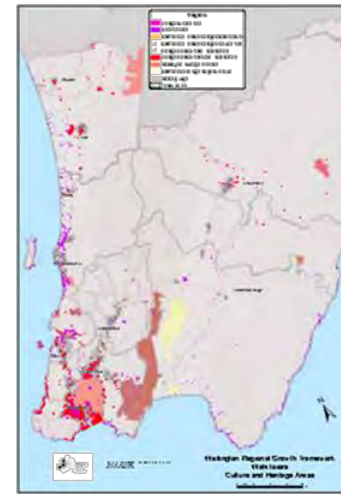
Water-collection areas



Environmental



Culture and heritage



Known active faults



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

## Wāhi Toiora constraints mapping

Key natural hazards



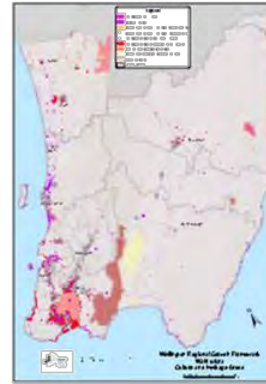
Environmental



High-class soils



Culture and heritage



Groundwater supply, electricity generation



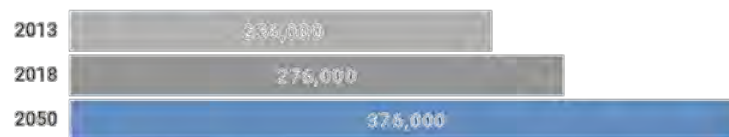
## 5.5 Employment

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

### How many jobs?

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

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



### What kind of jobs?

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

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

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

### Where?

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

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

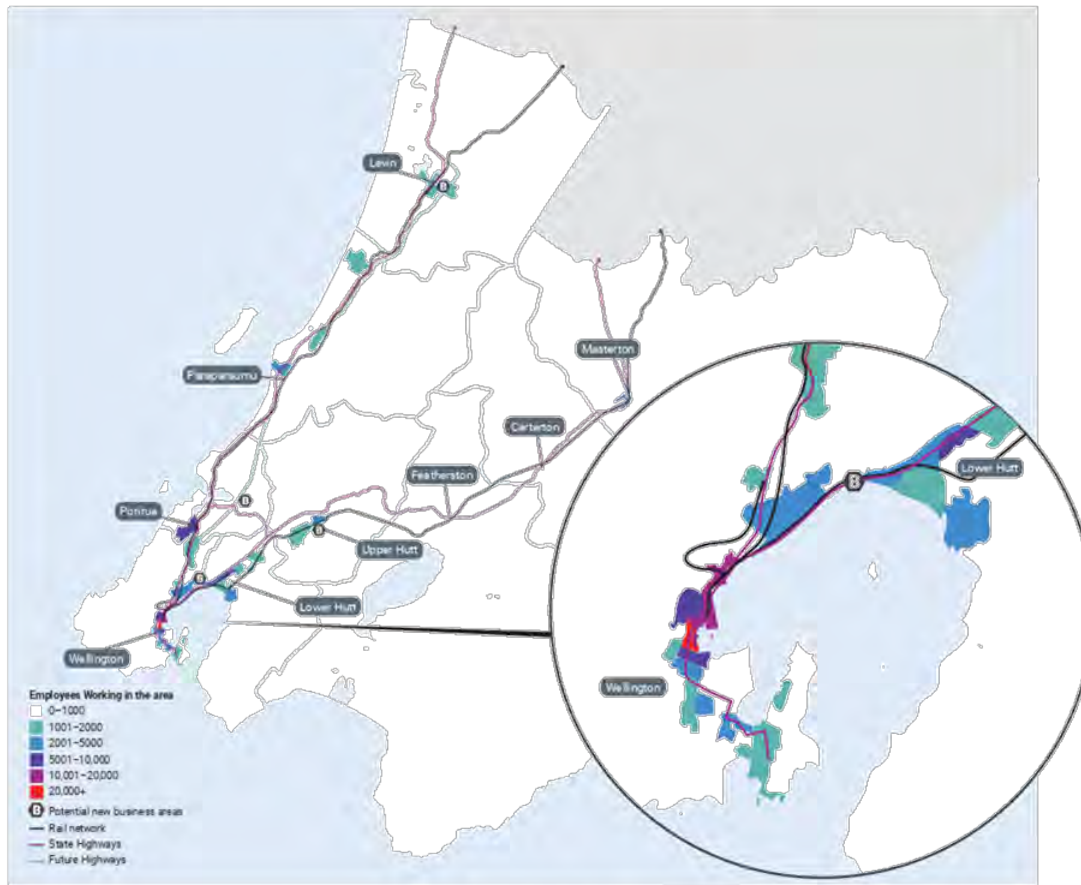
Some large employers and industries see workers largely based in fixed locations, such as our hospitals, schools and tertiary education facilities and the hospitality, retail, construction, agriculture, forestry and fishing sectors.

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

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

They are shown in Map 13.

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





## Employment-specific challenges and opportunities

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

### Resilience and employment locations

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

### Disruptive technologies

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

### Unemployment, deprivation and access

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

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

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

### Responding to the recent pandemic situation

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

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

### Zero-carbon economy

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

In the 2018/19 reporting year, the Wellington region (excluding Horowhenua) emitted gross 4,190,050 tons of CO<sub>2</sub> equivalent, with 40% from transport, 34% from agriculture, 18% from stationary energy, 4% from industry and 5% from waste. Transport and industry emissions both increased between 2001 and 2019.

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

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

**Growing jobs across the region and ensuring a strong central Wellington**

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

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

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



## 5.6 Three waters infrastructure

### Three waters-specific strategic issues

The region's three waters infrastructure is essential to public health and the environmental, social, cultural and economic wellbeing of the region. Without growing and improving the three waters infrastructure, it will be hard or impossible in some areas to grow housing and density.

The region has legacy issues with this infrastructure that will need to be addressed to enable housing and business growth. A very large portion of the network in the region is already reaching capacity related to current developments, and this is of concern for further growth as envisaged under the Framework.

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

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

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

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

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

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

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

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

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



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

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

### Three waters going forward

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

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

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

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

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

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

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

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

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



## 5.7 Community infrastructure

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

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

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

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

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

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

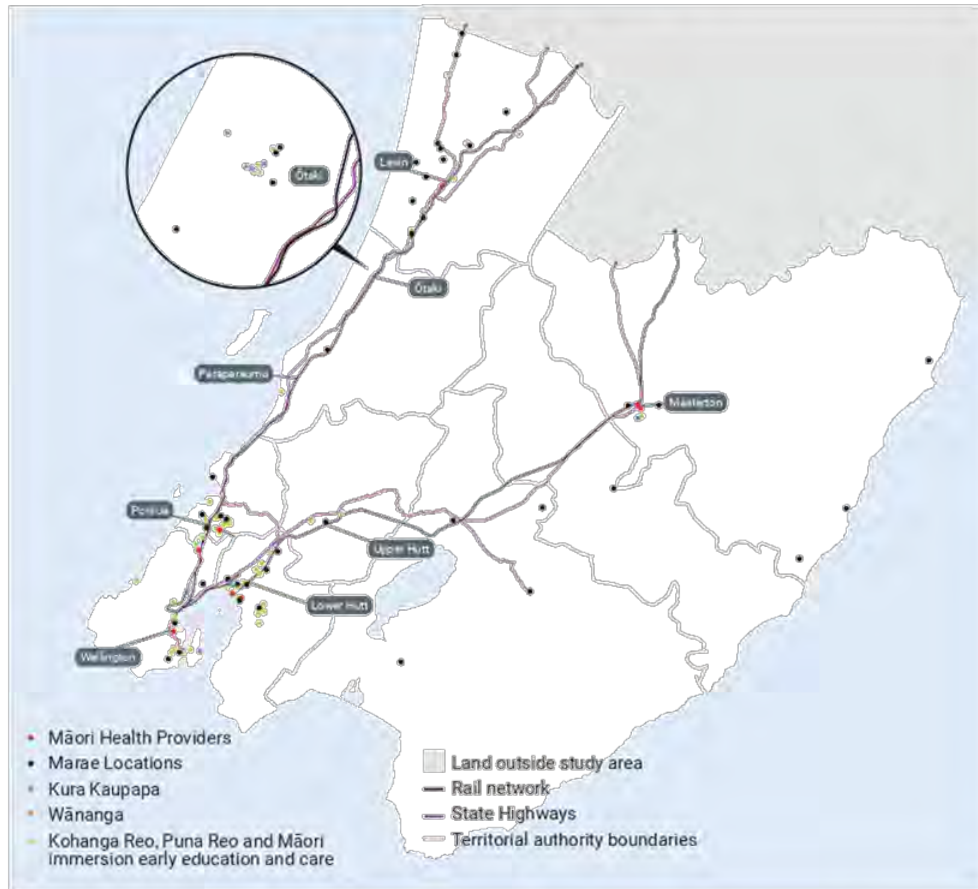
This is particularly so in areas where residents often have poorer access to community infrastructure through either a lack of transport choices to regional community infrastructure or a lack of local community infrastructure.

### Iwi social infrastructure

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



**Map 14: Distribution of Māori social and education services**



**Health and education**

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

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

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

## Part 6 – The implementation plan

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

## 6.1 Implementing the Framework

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

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

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

### Key initiatives – spatial and general

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

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

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

**Diagram 11: Key spatial initiatives**

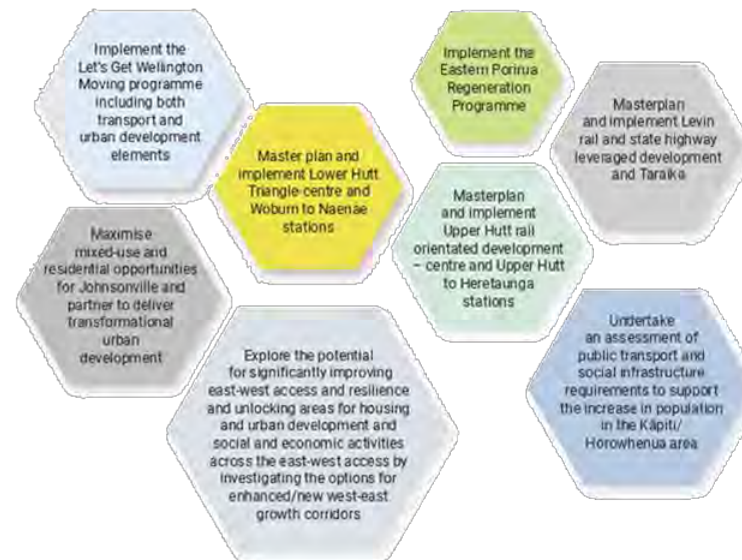
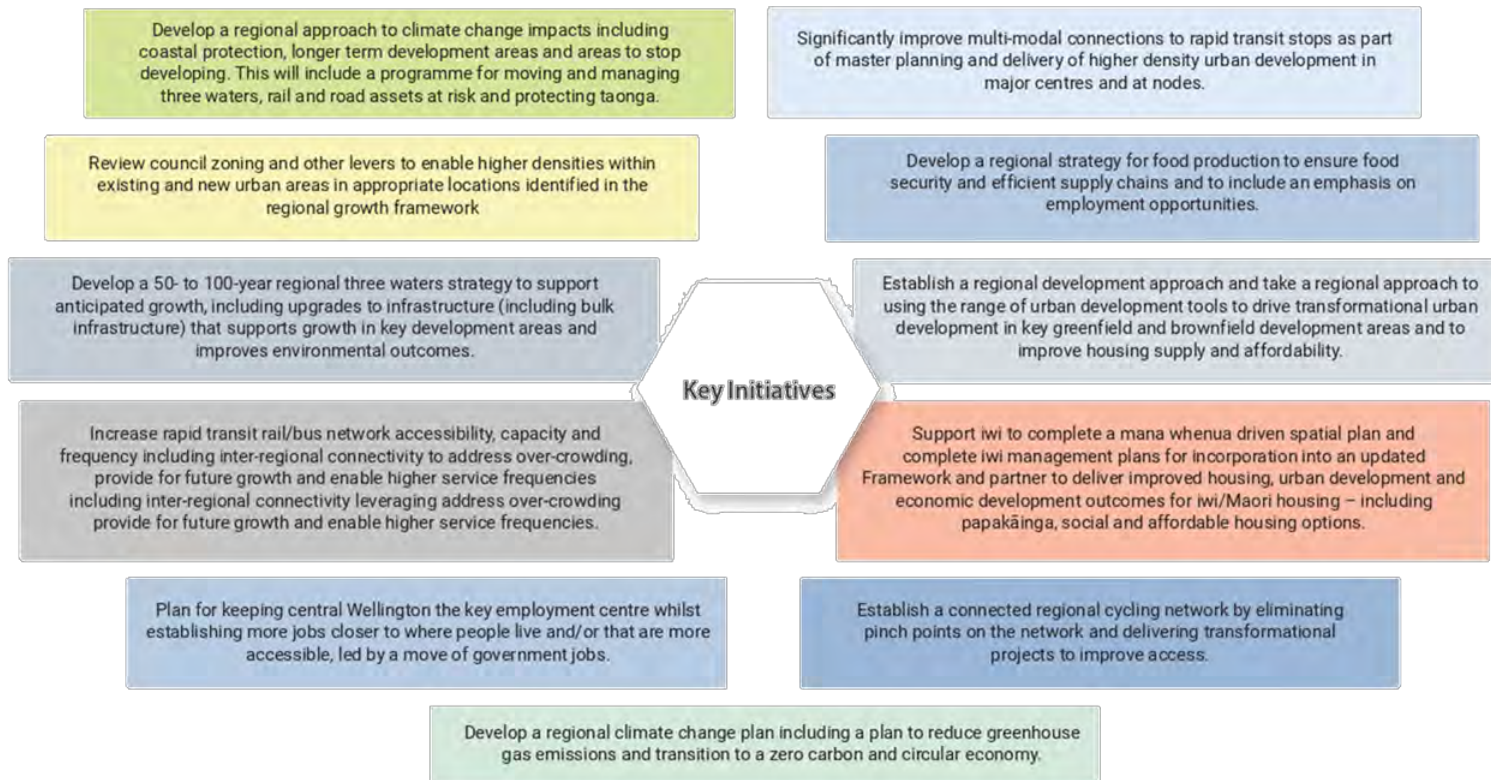




Diagram 12: Key general initiatives



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

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

### **Governance and management**

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

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

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

## Glossary and references

### Glossary

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

### References

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

<b>Station access design guides</b>	<a href="https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/planning-and-investing-in-public-transport/public-transport-design-guidelines">https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/planning-and-investing-in-public-transport/public-transport-design-guidelines</a>
<b>Low-damage design</b>	As an example see: <a href="http://www.seismicresilience.org.nz/topics/superstructure/low-damage-design">http://www.seismicresilience.org.nz/topics/superstructure/low-damage-design</a>
<b>Health streets approach</b>	<a href="https://healthystreets.com">https://healthystreets.com</a>
<b>Wellington Regional Growth Framework reports</b>	Wellington Regional Growth Framework reports <a href="https://wrgf.co.nz/reports">https://wrgf.co.nz/reports</a>
<b>Wellington Region Greenhouse Gas Inventory</b>	<a href="https://www.gw.govt.nz/assets/Climate-change/GHG-Summary-Report-Wellington2019WRFfinal.pdf">https://www.gw.govt.nz/assets/Climate-change/GHG-Summary-Report-Wellington2019WRFfinal.pdf</a>

## Appendix 1: Projects list

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

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

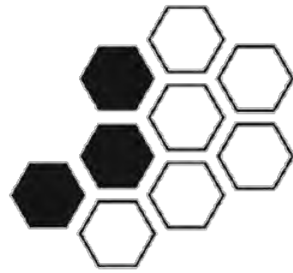
PROJECT	WHAT IS THIS?
Unlocking the regional rail network	Project underway to increase service frequency on the Hutt and Kāpiti lines through projects including double tracking between Trentham and Upper Hutt, improved turn-back facilities at Plimmerton and improved station capacity
Enhancing regional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

PROJECT	WHAT IS THIS?
Additional rolling stock capacity – 2030 and 2040	Delivering additional rolling stock to meet growing patronage demand and replacing the life-expired Matangi fleet
Melling railway station relocation	Improve multi-modal connectivity to central Lower Hutt and surrounding communities through relocating the Melling railway station, enhanced park-and-ride and improvements to SH1 and Melling interchange
Investigating increased rail services to and from Melling Station	Investigating improvement of service levels to meet (and get ahead of) demand due to more people living and working in central Lower Hutt
Investigating options for further step change in service levels on rail Upper Hutt to Wairarapa (in both directions)	Assessing service level improvement requirements and timing options of service levels to meet (and get ahead of) demand for increased services due to more people living and working in the Wairarapa. To include ability to travel as commuter in both directions.
Investigate public transport options to new Future Urban Area developments	Assessing public transport options (rail and bus), costs and benefits and timing of implementation
Understanding future employment and freight impacts on transport networks	Developing a regional understanding of future freight and transport patterns
SH5B improvements	Improvements underway to improve safety of this west-east connection between Porirua and the Hutt Valley
West-east road from Wainuiomata North to Waiwhetū/Naenae	Exploring options for connecting the Wainuiomata North Future Urban Area development with Waiwhetū/Naenae
Road connections from Upper Stebbings to Takapū Station	Exploring options for connecting the Upper Stebbings Future Urban Area development to the nearest train station
Improved public transport, walking and cycling services to key industrial centres and key transport nodes	Investigating options for improving multimodal services to key industrial centres and key transport nodes to improve choice and reduce dependence on car travel
Fully electric bus fleet in the region	Implementing changes so the bus fleet in the region is fully electric



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

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



**Wellington**  
Regional  
Growth  
Framework





### A note on public consultation

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

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

EXAMPLE ONLY

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## Working together to plan for our future - EXAMPLE ONLY

Summary of the Wellington Regional Growth Framework

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

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

### A growing region

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

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

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

### What is the Framework?

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

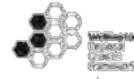
It identifies how the Wellington-Horowhenua region could accommodate a scenario of a future population of 760,000 people and an additional 100,000 jobs over the next 30 years. This would mean an additional 200,000 people living in the region.



Where would all these people live?

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Where would they work?



How would they get to work?



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



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



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



How do we build a future where everyone thrives?

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

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### What are the key challenges?

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

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

### The region's key moves

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

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

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Some of the key concepts are explained below.

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

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

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

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

**What is... a walkable neighbourhood?**  
This is also sometimes referred to as a 10-20-minute village or neighbourhood. The concept is about "living locally" - where people can access most of their daily needs within a walkable distance from their home. Walkable distances can also be expressed by other transport modes such as safe cycling routes and local public transport options.  
Not every walkable neighbourhood in the region will be the same or have all the same services but they will be high quality environments.  
Examples of services people might be able to access within a walkable neighbourhood are - your local primary school, a local park, some health services, some community facilities and retail that is more than a duty.

## The spatial plan

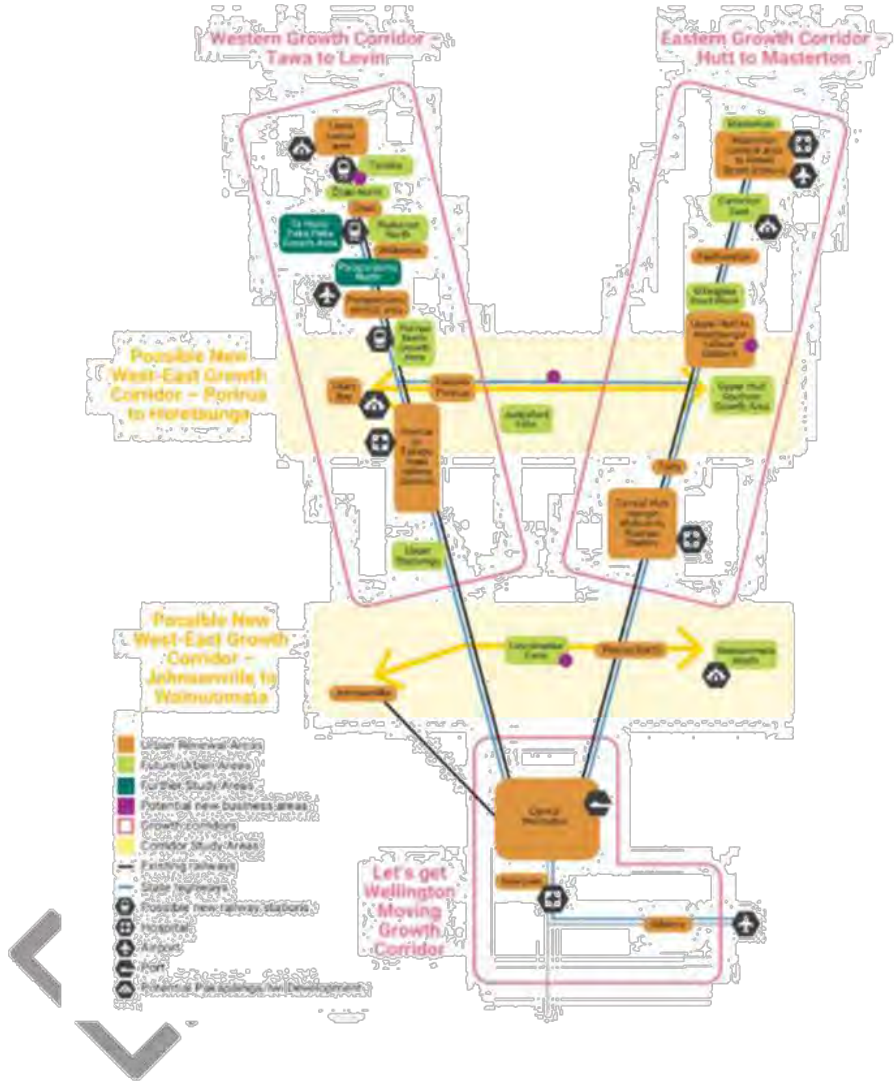
The spatial plan has identified a number of Future Urban Areas and Urban Renewal Areas which need to occur if the region is to support an additional 200,000 people.

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

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

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



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

**The Wellington-Horowhenua region is growing**

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

**Improved outcomes for Māori**

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

**A more accessible and connected region**

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

**A thriving region**

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

**A resilient and greener region**

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

**A well serviced region**

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

**A more liveable region**

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

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### Implementing the Framework

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

#### Key initiatives

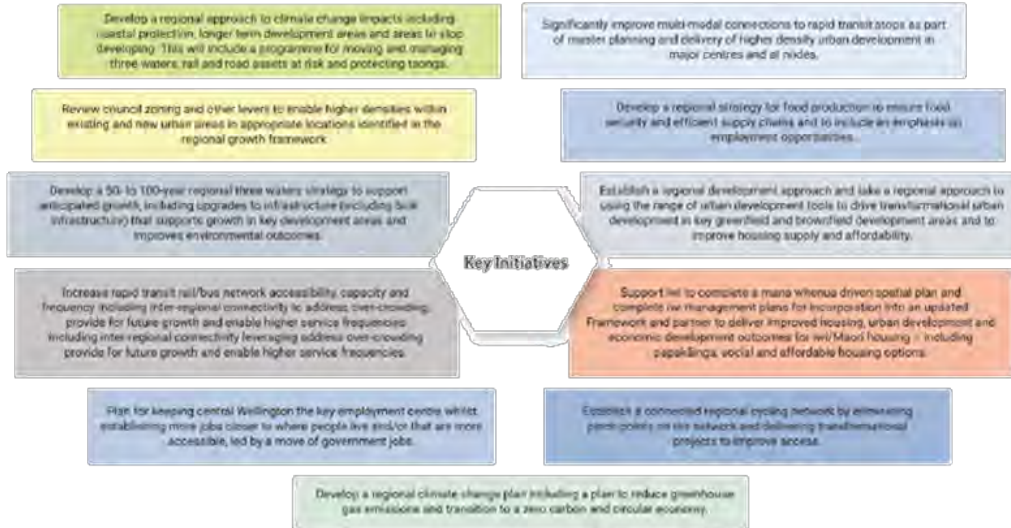
A number and range of projects have been identified at this point to deliver the intent of the Framework. Some build upon existing initiatives that will assist us in growing our region. The Framework brings these and other initiatives together under one umbrella so we can see them implemented in a cohesive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

#### Key spatial initiatives



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**Other key initiatives**



**How we developed the Framework**

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

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

**Why should you care?**

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

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**So... what do you think?**

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

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

**Want to know more?**

If you want to know more about the Wellington Regional Growth Framework or read up some more about the project and project reports check out [www.wrgf.co.nz](http://www.wrgf.co.nz).

EXAMPLE ONLY

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*This document has been developed as an example only of the type of messaging and language that will be used in the final public consultation material and should **not** be read as the public consultation document.*







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3. Committee Reports

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REPORT OF THE REGULATORY PROCESSES COMMITTEE  
MEETING OF 11 NOVEMBER 2020

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**Members:** Mayor Foster, Councillor Condie, Sarah Free, Councillor Matthews,  
Councillor O'Neill, Councillor Sparrow (Chair), Councillor Woolf.

**The Regulatory Processes Committee recommends:**

**PROPOSED ROAD STOPPING - LAND ADJOINING 64 BEAUCHAMP STREET, KARORI**

Recommendation/s

That the Council:

1. Declare that approximately 214m<sup>2</sup> (subject to survey) of unformed legal road land in Henderson St, Karori adjoining 64 Beauchamp Street (being Lot 18 Block F DP 1543 held on ROT WN183/63, the Land) is not required for a public work and is surplus to Council's operational requirements.
2. Agree to dispose of the Land.
3. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants, and anything else necessary.

Attachments

Nil

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REPORT OF THE STRATEGY AND POLICY COMMITTEE  
MEETING OF 12 NOVEMBER 2020

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**Members:** Mayor Foster (not present for item), Councillor Calvert (Deputy Chair), Councillor Condie, Councillor Day (Chair), Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (not present for item), Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul (not present – apologies accepted), Councillor Rush, Councillor Sparrow, Councillor Woolf, Councillor Young.

**The Strategy and Policy Committee recommends:**


**SOLID WASTE BYLAW ADOPTION**

Recommendation/s

That the Council:

1. Adopt the proposed Bylaw (as Attached) including the changes that have arisen following consultation, including amendments related to the following:
  - i. Multi-unit dwelling waste management and minimisation planning provisions and standards
  - ii. Event waste minimisation-related requirements and planning standards
  - iii. Construction and demolition waste management and minimisation requirements and planning standards
  - iv. Waste operator licensing-related provisions, and
  - v. Bylaw control provisions.

Attachments

Attachment 1.  Proposed Solid Waste Management and Minimisation Bylaw [↓](#) Page 106

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## Proposed Wellington City Council Solid Waste Management and Minimisation Bylaw 2020

PART A: INTRODUCTION						
1	<b>Title and Application</b>	<p><del>1.</del></p> <p>1.1 The title of this Bylaw is the "Wellington City Council Solid Waste Management and Minimisation Bylaw 2020".</p> <p>1.2 This Bylaw applies within the boundaries of the Wellington City district.</p>				
2	<b>Commencement</b>	<p>2.1 This Bylaw comes into force on 25<sup>th</sup> January 2021 except for the following exceptions which come into force on the date specified:</p> <p>(a) The licensing provisions in clause 11 come into force two years after the commencement date of this bylaw; and</p> <p>(b) The event waste management <u>and minimisation</u> plan provisions under clause 13 come into force one year after the commencement date of this bylaw.</p>				
3	<b>Revocation</b>	<p>3.1 This Bylaw repeals and replaces Part 9 (Waste Management) of the Wellington City Council Consolidated Bylaw 2008.</p>				
4	<b>Purpose</b>	<p>4.1 The purpose of this Bylaw is to support:</p> <p>(a) The promotion and delivery of effective and efficient waste management and minimisation in Wellington City as required under the Waste Minimisation Act 2008;</p> <p>(b) The implementation of the Wellington Region Waste Management and Minimisation Plan;</p> <p>(c) The purpose of the Waste Minimisation Act 2008 and the goals in the New Zealand Waste Strategy 2010, being to encourage waste minimisation and a decrease in waste disposal in order to protect the environment from harm; and provide environmental, social, economic, and cultural benefits;</p> <p>(d) The regulation of waste collection, transport and disposal, including recycling, waste storage and management;</p> <p>(e) Controls regarding the responsibilities of customers who use approved solid waste services, and the licensing of waste collectors and waste operators;</p> <p>(f) The protection of the health and safety of waste collectors, waste operators and the public; and</p> <p>(g) The management of litter and nuisance relating to waste in public places.</p> <p>4.2 This Bylaw is made pursuant to section 56 of the Waste Minimisation Act 2008, sections 145 and 146 of the Local Government Act 2002, section 64 of the Heath Act 1956, and section 12 of the Litter Act 1979.</p>				
5	<b>Compliance with Bylaw</b>	<p>5.1 No person may deposit, collect, transport, sort, process, treat or dispose of waste other than in accordance with this Bylaw.</p> <p>5.2 To avoid doubt, compliance with this Bylaw does not remove the need to comply with all other applicable Acts, regulations, bylaws, and rules of law.</p>				
6	<b>Interpretation</b>	<p>6.1 For this Bylaw, unless the context otherwise requires, the following term definitions apply<sup>1</sup>:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Term:</th> <th style="text-align: left;">Means:</th> </tr> </thead> <tbody> <tr> <td>Act (the Act)</td> <td>Waste Minimisation Act 2008</td> </tr> </tbody> </table>	Term:	Means:	Act (the Act)	Waste Minimisation Act 2008
Term:	Means:					
Act (the Act)	Waste Minimisation Act 2008					

<sup>1</sup> For the avoidance of doubt, where this Bylaw relies on a definition in legislation and that definition changes, the definition in this Bylaw changes accordingly.

<b>Advertising material</b>	Any message which: (a) Has printed content controlled directly or indirectly by the advertiser; and (b) Is expressed in any language and communicated in any medium with the intent to influence the choice, opinion or behaviour of a person.
<b>Approved</b>	Authorised in writing by the Council.
<b>Approved collection point(s)</b>	Council approved places, facilities or receptacle where approved receptacles may be left for collection or waste may be deposited.
<b>Approved receptacle</b>	Any container, bag or other receptacle that has been approved by the Council for the collection of any type of waste or diverted material, with approval based on the following criteria: the prevention of nuisance, the provision for adequate security to prevent scavenging, the protection of the health and safety of waste collectors and the public, and the achievement of effective waste management and minimisation.
<b>Authorised officer</b>	Any officer of the Council or other person authorised by the Council to administer and enforce its bylaws, and any person appointed especially or generally by the Council to enforce the provisions of this Bylaw.
<b>Building work</b>	As defined in the Building Act 2004 and includes any work for, or in connection with, the construction, alteration, demolition, or removal of a building. It can include sitework and design work relating to the building work.
<b>Bylaw</b>	This Wellington City Council Solid Waste Management and Minimisation Bylaw 2020.
<b>Cleanfill material</b>	Waste that meets all of the following requirements: (a) does not undergo any physical, chemical or biological transformation that, when deposited or with the effluxion of time, is likely to have adverse effects on the environment or human health; and (b) includes virgin excavated natural materials such as clay, soil and rock, and other inert materials such as concrete or brick that are free of: (i) combustible, putrescible, degradable or leachable components; (ii) hazardous waste, hazardous substances or materials (such as municipal solid waste) likely to create leachate by means of biological breakdown; (iii) products or materials derived from hazardous waste treatment, hazardous waste stabilisation or hazardous waste disposal practices; (iv) materials such as medical and veterinary waste, asbestos, or radioactive substances that may present a risk to human health or the environment; and

	(v) contaminated soil and other contaminated materials; and (v) liquid waste; and (c) has less than two per cent by volume by load of tree or vegetable matter.
<b>Cleanfill</b>	Land used for the disposal of cleanfill material.
<b>Commercial or industrial waste</b>	Waste (excluding trade waste) that results from a commercial or industrial enterprise and includes waste generated by the carrying on of any business, factory, manufacture, process, trade, market, or other activity or operation of a similar nature.
<b>Construction and demolition waste</b>	Waste generated from any building work (including renovation and repair); and includes but is not limited to concrete, plasterboard, insulation, nails, wood, brick, paper, cardboard, metals, roofing materials, wool/textiles, plastic or glass, as well as any waste originating from site preparation, such as dredging materials, tree stumps, asphalt and rubble.
<b>Council</b>	The Wellington City Council or any person delegated or authorised to act on its behalf.
<b>Deposit</b>	To cast, place, throw or drop any waste or diverted material.
<b>Dispose or Disposal</b>	As defined in the Act.
<b>Diverted material</b>	As defined in the Act.
<b>Donation collection point</b>	A place where approved types of waste may be deposited for the purposes of raising funds or the charitable reuse/recovery of the waste items.
<b>Estimated value</b>	As defined in the Building Act 2004.
<b>Event</b>	<p>Any organised temporary activity of significant scale that is likely to create litter and includes (but is not limited to) an organised outdoor gathering, open-air market, parade, sporting event, <del>protest</del>, festival, concert or celebration.</p> <p>-Any <u>outdoor</u> event will be considered significant if it has an expected attendance of 1,000 or more people across the duration of the event, whether it be a single or multi-day event. For the purpose of this Bylaw <u>an outdoor 'event' excludes:</u></p> <ul style="list-style-type: none"> <li>• <del>open-aired events that are enclosed within a building or structure (e.g. an open-aired stadium)</del></li> <li>• <del>indoor performances, markets, displays, exhibitions or conferences</del></li> <li>• <del>indoor private functions</del></li> <li>• <del>indoor tasting and sampling activities</del></li> <li>• <u>any regularly occurring recreational activities such as weekly sports events.</u></li> </ul> <p><u>Any indoor event will be considered significant if it has an expected attendance of 5,000 or more people</u></p>



	<p><u>across the duration of the event, whether it be a single or multi-day event. For the purpose of this Bylaw an indoor 'event' excludes:</u></p> <ul style="list-style-type: none"> <li>• <u>indoor private functions; and</u></li> <li>• <u>any regularly occurring recreational activities such as weekly sports events.</u></li> </ul>
<b>Food waste</b>	Waste that is derived from any item of food and is organic in origin and free of contamination and includes fruit and vegetable scraps, meat, fish, bone and shell discards, and any other similar food scraps.
<b>Green waste</b>	Organic plant material from gardening or arboriculture activities including lawn clippings, weeds, plants and other soft vegetable matter, which by nature or condition and being free of any contaminants will degenerate into compost.
<b>Handled or Handles</b>	Includes removing, collecting, transporting, storing, sorting, treating, processing or disposing of waste.
<b>Hazardous substance</b>	As defined in the Hazardous Substances and New Organisms Act 1996 and means, unless expressly provided otherwise by regulations, any substance— <ul style="list-style-type: none"> <li>(a) with 1 or more of the following intrinsic properties:             <ul style="list-style-type: none"> <li>(i) explosiveness:</li> <li>(ii) flammability:</li> <li>(iii) a capacity to oxidise:</li> <li>(iv) corrosiveness:</li> <li>(v) toxicity (including chronic toxicity):</li> <li>(vi) ecotoxicity, with or without bioaccumulation;</li> </ul> </li> <li>or</li> <li>(b) which on contact with air or water (other than air or water where the temperature or pressure has been artificially increased or decreased) generates a substance with any 1 or more of the properties specified in paragraph (a).</li> </ul>
<b>Hazardous waste</b>	Waste that: <ul style="list-style-type: none"> <li>(a) contains hazardous substances at sufficient concentrations to exceed the minimum degrees of hazard specified by Hazardous Substances (Minimum Degrees of Hazard) Regulations 2000 under the Hazardous Substances and New Organisms Act 1996;</li> <li>or</li> <li>(b) meets the definition for infectious substances included in the Land Transport Rule: Dangerous Goods 2005 and NZ Standard 5433: 2007 – Transport of Dangerous Goods on Land; or</li> <li>(c) meets the definition for radioactive material included in the Radiation Protection Act 1965 and Regulations 1982.</li> </ul> <p>Hazardous waste does not include household waste, inorganic waste, construction and demolition waste, or commercial or industrial waste.</p>

<b>Home composting</b>	The activity of aerobically decaying household organic waste (green waste and/or food waste) and other compostable items originating from that property to create compost at home. To avoid doubt, includes worm farms and anaerobic digestors.
<b>Household waste</b>	Waste consisting of recyclable material, organic waste or residual waste originating from any residential household but does not include, commercial or industrial waste, prohibited waste, hazardous waste, trade waste, liquid waste, or construction and demolition waste.
<b>Inorganic waste</b>	Waste consisting of household equipment, furniture, appliances and material of a similar type that due to its nature or size cannot be collected as household waste in an approved receptacle, and that is specified by the Council as suitable for: (a) collection from a public place by the Council or an approved waste collector; or (b) collection from any premises by the Council or an approved waste collector; or (c) delivery to a resource recovery facility.
<b>Landfill</b>	As defined in the Technical Guidelines for Disposal to Land (Waste Management Institute of New Zealand) <sup>2</sup> or by Government standards or regulation.
<b>Licence</b>	A licence, consent, permit or approval to do something under this Bylaw and includes any conditions to which the licence is subject.
<b>Litter</b>	Any rubbish, animal remains, glass, metal, garbage, debris, dirt, filth, rubble, ballast, stones, earth, other residual waste or any other thing of a like nature that has been disposed of in a public place, other than in an approved receptacle or collection point for such disposal, or on private land without the consent of the occupier. For the avoidance of doubt this includes organic material, dog faeces in a container or bag, or disposable nappies.
<b>Litter receptacle</b>	A receptacle provided for the collection of litter.
<b>Manager</b>	A person who controls or manages any premises, activity or event, regardless of whether that person has a proprietary interest in those premises or that activity or event. For clarity, this includes the chairperson of a body corporate for a multi-unit development.
<b>Multi-unit development</b>	A multiple tenancy property comprising of 10 or more separately occupied residential units, whether in the same building or in separate buildings, and held either in common ownership or in separate ownership. This includes a unit title development, a mixed-use premises with business activities, and any

<sup>2</sup> The guidelines can be accessed at <http://www.wasteminz.org.nz/pubs/technical-guidelines-for-disposal-to-land-april-2016/>

	development with controlled or restricted access, such as a gated community.
<b>Nuisance</b>	As defined in section 29 of the Health Act 1956 and includes anything offensive or injurious to the health of the community or any member of it.
<b>Occupier</b>	In relation to any property or premises, means the inhabitant occupier of that property or premises and, in any case where any building, house, tenement, or premises is unoccupied includes the owner.
<b>Organic waste</b>	Food waste and/or green waste that is specified by the Council under clause 7 of this Bylaw as organic waste.
<b>Owner</b>	In relation to any property or premises, means the person or persons entitled to receive the rack rent of the property or premises, or who would be so entitled if the property or premises were let to a tenant at a rack rent, and where such a person is absent from New Zealand, includes their attorney or agent.
<b>Person</b>	An individual, a corporation sole, a body corporate, and an unincorporated body.
<b>Premises</b>	Any separately occupied land, dwelling, building, or part of the same.
<b>Prohibited waste</b>	Waste containing - (a) any material capable of causing injury to any person or animal unless the material is sufficiently contained to prevent injury; (b) any material capable of causing damage to the approved receptacle or likely to shatter and cause injury in the course of collection unless the material is sufficiently contained to prevent damage to the approved receptacle or to prevent injury; (c) any material that may endanger any person, animal or vehicle which may come in to contact with it prior to, during or following collection, transportation, storage, sorting or disposal; (d) any radioactive wastes, but excluding domestic smoke detectors; (e) any used oil and lead-acid batteries; (f) any hazardous waste; (g) medical waste including wastes generated at health care facilities, such as hospitals, physicians' offices, dental practices, blood banks, pharmacies/chemists, and veterinary hospitals/clinics, as well as medical research facilities and laboratories; (h) any asbestos containing material; and (i) any material prohibited by the Council under clause 7 of this Bylaw.
<b>Public place</b>	(a) A place that is under the control of Council or a Council-controlled organisation that, at any material time, is open to or is being used by the public, whether free or on payment of a charge; and

	(b) To avoid doubt this includes any park, reserve, recreational ground, pool, community facility, sports field or facility, public open space, public garden, public square, cemetery, beach, foreshore, dune, wharf, breakwater, boat ramp, pontoon, road, street, lane, thoroughfare, footpath, access way, cycleway, bridleway, car park, grass verge, berm, and any part of the public place.
<b>Recovery</b>	As defined in the Act.
<b>Recyclable material or Recyclables</b>	The types of waste that are able to be recycled and that may be specified by the Council from time to time under this Bylaw.
<b>Recycling</b>	As defined in the Act.
<b>Reuse</b>	As defined in the Act.
<b>Rural areas</b>	Any areas zoned and/or defined in the Wellington City Council District Plan as rural.
<b>Site</b>	For the purposes of this Bylaw means an area of land that is the subject of an application for a building consent or an area of land where a specific development or activity is located or is proposed to be located.
<b>Specified intended life</b>	As defined in the Building Act 2004.
<b>Treatment</b>	As defined in the Act.
<b>Unaddressed mail</b>	Any mail or material that does not display a full address and name of a person at that address.
<b>Waste</b>	As defined in the Act.
<b>Waste collector</b>	Any person or entity that collects <del>and</del> transports waste and includes commercial and non-commercial collectors and transporters of waste (for example, community groups and not-for-profit organisations); but does not include individuals who collect and transport waste for personal reasons (for example, the owner taking their own household garden waste to a waste management facility).
<b>Waste management facility</b>	A facility authorised by the Council which primarily provides waste treatment and disposal services or waste remediation and materials recovery services, in relation to solid waste. Includes but is not limited to waste transfer stations, resource recovery stations, recycling centres, composting facilities, landfills or clean fill sites, or hazardous waste facilities.
<b>Waste Management and Minimisation Plan or WMMP</b>	A waste management and minimisation plan adopted by the Council under section 43 of the Act.
<b>Waste operator</b>	Any person or entity that operates a waste management facility.



	<p><b>Waste remediation and materials recovery services</b></p>	<p>The remediation and clean-up of contaminated buildings and mine sites, mine reclamation activities, removal of hazardous material and abatement of asbestos, lead paint and other toxic material. This also includes recovery, sorting, and/or storage services in relation to waste.</p>
	<p><b>Waste treatment and disposal services</b></p>	<p>The treatment or disposal of waste (including hazardous waste), including the operation of landfills, combustors, incinerators, composting, biodigesters and other treatment facilities (except sewage treatment facilities), and waste transfer stations.</p>
<p><b>7</b></p>	<p><b>Controls</b></p>	<p>7.1 The Council may make, amend or revoke controls to support the implementation of this Bylaw.</p> <p>7.2 The controls made by Council under clause 7.1 may relate to but are not limited to the following matters:</p> <ul style="list-style-type: none"> <li>(a) The type, size, capacity/volume, weight, number, colour and construction of approved receptacles that may be used for the disposal, storage and collection of waste and recyclable material;</li> <li>(b) The types of household waste that may be treated for all purposes (including deposit, collection, transportation and disposal) as recyclable, organic waste, or other residual waste;</li> <li>(c) The types and categories of waste that may be deposited in approved receptacles;</li> <li>(d) The conditions applicable to any collection service from a public place, including the placement and retrieval of approved receptacles for collection, collection days and times, and restrictions on the number and weight of approved receptacles;</li> <li>(e) Requirements to ensure the correct separation of wastes into approved receptacles, including content control messaging and symbology on an approved receptacle that specifies the permitted and prohibited content;</li> <li>(f) Maximum allowable limits of a specified waste type that may be deposited, collected or transported from a public place in an approved receptacle;</li> <li>(g) Maximum allowable limits of a waste type that may be placed in a receptacle that is approved for another type of waste;</li> <li>(h) Types of waste that are prohibited;</li> <li>(i) The locations, access times and conditions of use of approved collection points;</li> <li>(j) Requirements relating to the safe and secure transportation of waste;</li> <li>(k) Requirements applicable to waste service users and/or to waste handling and collection if traffic or pedestrian safety have the potential to be adversely impacted by the deposit of material in a public place or by waste servicing operations; and</li> <li>(l) Any other operational matter required for the safe and efficient operation of a waste collection service from a public place.</li> </ul> <p>7.3 The Council must, before making, amending or revoking any control under clause 7.1, comply with the requirements under Subpart 1 of Part 6 of the Local Government Act 2002 .</p> <p>7.4 Any control made, amended or revoked under clause 7.1:</p> <ul style="list-style-type: none"> <li>(a) Must be made by a resolution of Council that is made publicly available; and</li> <li>(b) May:             <ul style="list-style-type: none"> <li>i. Regulate, control or prohibit any matter or thing either generally, for any specified classes of case, or in a particular case;</li> <li>ii. Apply to all waste or to any specified category or type of waste;</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>iii. Apply to the Wellington City district or to a specified part of the district; and/or</li> <li>iv. Apply at all times or at any specified time or period of time.</li> </ul>
<b>PART B: DEPOSIT, COLLECTION, TRANSPORTATION, STORAGE, PROCESSING AND DISPOSAL OF WASTE</b>		
<b>8</b>	<b>General responsibilities</b>	<p><b>8.1</b> The occupier and/or the manager of a premises must ensure that the household, commercial and/or industrial waste from the premises is separated into waste types as determined by the Council and is deposited for collection in the correct approved receptacle. No person may deposit in a receptacle any material that is not approved for that type of receptacle.</p> <p><b>8.2</b> The occupier and/or the manager of any premises must ensure that:</p> <ul style="list-style-type: none"> <li>(a) All waste receptacles are appropriately secured to deter scavenging and to prevent waste escaping;</li> <li>(b) Any waste receptacle is regularly emptied when it is full; and</li> <li>(c) The contents of any waste receptacle are protected from rain, dispersal by wind, or ingress or egress of flies, vermin and animals.</li> </ul> <p><b>8.3</b> The occupier and/or the manager of any premises must ensure that:</p> <ul style="list-style-type: none"> <li>(a) All approved receptacles are kept in a safe location, are hygienic, in good repair, and are without any modifications or alterations to their appearance;</li> <li>(b) The contents of any approved receptacle do not seep or escape so as to be injurious or dangerous to health, cause an offensive smell or be a source of litter;</li> <li>(c) Waste is deposited in the receptacle in a manner that allows the whole of the contents to fall out easily and cleanly when the receptacle is emptied;</li> <li>(d) The receptacle is placed upright either at an approved collection point or for collection in a position off the carriageway, in front of the premises from which the waste originated and as close to the kerbside as possible;</li> <li>(e) The receptacle is placed so that it does not disrupt or obstruct pedestrian, wheelchair or vehicular traffic, and so that access to the premises is preserved; and</li> <li>(f) The receptacle is placed for the collection of waste and is retrieved in accordance with any applicable control specified by the Council under this Bylaw.</li> </ul> <p><b>8.4</b> No person shall deposit waste in a manner where:</p> <ul style="list-style-type: none"> <li>(a) The receptacle is damaged or otherwise likely to cause injury to the collector;</li> <li>(b) In the opinion of the Council, or the waste collector or waste operator where applicable, the waste is in an unsanitary or in an offensive condition;</li> <li>(c) The waste includes waste prohibited under this Bylaw;</li> <li>(d) The container/receptacle is not an approved receptacle;</li> <li>(e) The receptacle is in a condition that allows spillage of waste or is not of a sufficient size to contain the waste;</li> <li>(f) The receptacle or the waste does not comply with the rules under this Bylaw in terms of type, size, volume, weight, numbers, colour, placement or any other detail;</li> <li>(g) The number of approved receptacles placed out for collection is greater than the authorised number of receptacles for the property, unless approved by an authorised officer; or</li> <li>(h) Any other reason which the Council, or the waste collector or operator, deems would cause a health and safety concern to the waste collection operation.</li> </ul> <p><b>8.5</b> No person shall:</p>

		<p>(a) Put waste into an approved receptacle allocated to any other person, without that other person's consent;</p> <p>(b) Remove waste from, or interfere with any waste deposited in, an approved receptacle, except the Council, a waste collector, or the person who deposited the waste; or</p> <p>(c) Remove a receptacle provided to the premises to which it has been allocated, except with the prior written approval of the Council or the waste collector.</p> <p>8.6 The occupier and/or the manager of any premises is responsible for any waste generated on that premises until it has been collected.</p> <p>8.7 The occupier and/or the manager of any premises is responsible for any waste not collected because of non-compliance with this Bylaw. Any waste or recyclables not collected shall be removed from the roadside by the occupier and returned to the occupier's premises by noon on the day following collection or within such other time period as specified by a control made under this Bylaw.</p> <p>8.8 To enable the occupier and/or the manager of a premises to be able to comply with clauses 8.1-8.5, an authorised officer may approve placement of approved receptacles in a location other than directly outside that premises.</p> <p>8.9 Where any breaches of the conditions in clauses 8.1-8.5 occur, the waste collector shall not be obligated to collect the waste.</p> <p>8.10 No waste shall be transported by vehicle through, over or upon any road or public place unless such waste is sufficiently and adequately covered to prevent any of the waste from falling or otherwise escaping on to any road or other public place.</p> <p>8.11 Any waste or diverted material deposited in or on a public place or disposed of in a manner that is in breach of this Bylaw, and/or any controls made under clause 7 of the Bylaw, shall be deemed to be litter under the Litter Act 1979 and will be subject to enforcement action under that Act.</p>
9	Waste collections from a public place	<p><b>9.</b></p> <p>9.1 Waste must not be placed on or in a public place for collection unless it is:</p> <p>(a) A type of waste specified and approved by the Council as able to be placed on or in a public place for collection; and</p> <p>(b) Placed in an approved receptacle for collection by a waste collector.</p> <p>9.2 Prohibited waste, diverted material, construction and demolition waste, or commercial or industrial waste must not be placed on or in a public place for collection unless authorised by the Council under this Bylaw or another Council Bylaw.</p> <p>9.3 Any waste collector who collects or transports waste from a public place must:</p> <p>(a) Make available to the occupier and/or manager of a premises the appropriate approved receptacles to enable separate collection of each of the waste types required to be separately collected from the premises;</p> <p>(b) Clearly identify their name and contact details on all approved receptacles;</p> <p>(c) Not collect any household waste which has not been separated into the waste types as required under this Bylaw and/or any controls made under clause 7 this Bylaw; and</p>

		<p>(d) Following collection, ensure that any receptacle is placed so that it does not disrupt or obstruct pedestrian, wheelchair or vehicular traffic, and so that access to the premises is preserved.</p> <p>9.4 Any person providing or using a waste collection service in or from a public place must comply with all controls made under this Bylaw by the Council relating to that collection.</p>
10	<b>Approved Collection Points</b>	<p>10.1 No person may deposit waste at an approved collection point other than in accordance with any applicable Council control.</p> <p>10.2 The Council may specify:</p> <p>(a) Any place, or receptacle in a public place or on a barge in a marine area, as an approved collection point for the collection of household waste; and</p> <p>(b) Controls relating to the deposit of waste at the collection point including the use of specified receptacles.</p>
11	<b>Licensing of Waste Collectors and Waste Operators</b>	<p>11.1 Any:</p> <p>(a) Waste collector who handles more than 20 tonnes of waste in any one twelve month period in, around or out of the Wellington City district; or</p> <p>(b) Waste operator with a waste management facility in the Wellington City district that handles more than 20 tonnes of waste in any one twelve month period;</p> <p>Must have a current licence that has been issued by the Council and may not collect waste or operate a waste management facility (as the case may be) without such a licence.</p> <p>11.2 An application for a licence must be made on the approved form available from the Council, and must be accompanied by the application fee and the supporting information required by the Council to process the application.</p> <p>11.3 The holder of an existing licence may apply to the Council for a renewal of that licence.</p> <p>11.4 A licence is personal to the holder and is not transferable.</p> <p>11.5 A licence may be granted or refused at the discretion of the Council, and if granted, may be on such terms and conditions as the Council considers fit.</p> <p>11.6 When considering a licence application, the Council may take into account a range of factors including but not limited to the following:</p> <p>(a) The nature of the activity for which a licence is sought;</p> <p>(b) The extent to which the licensed activities will promote public health and safety, and support achievement of the Council's WMMP, including the waste minimisation goals and initiatives within that plan;</p> <p>(c) The extent to which the licensed activities will adopt best practice waste management and minimisation;</p> <p>(d) The quantity and type of waste to be handled;</p> <p>(e) The methods employed for the handling, disposing and recycling of the waste and the minimisation of litter, including (but not limited to):</p> <ol style="list-style-type: none"> <li>i. the identity of the waste management facility at which it is proposed that recycling, recovery, sorting, storage, treatment, or disposal will occur; and</li> <li>ii. adherence to health and safety standards and any other relevant industry standards;</li> </ol> <p>(f) The frequency and location of the waste collection, removal, storage and transportation services;</p>



	<p>(g) The applicant's experience, reputation, and track record in the waste and diverted material industry, including any known past operational issues which may affect the applicant's performance, and any breaches of previous licence conditions; and</p> <p>(h) The terms and conditions under which any disposal of waste is permitted and the existence of, or need for, any statutory approvals, authorisations, or consents required to be held or complied with in respect of such disposal.</p> <p>11.7 When considering an application for a licence, the Council may inspect the premises or locations related to the application in relation to the purposes for which the licence is sought.</p> <p>11.8 A licensed waste collector or waste operator must comply with all terms and conditions of the licence. The terms and conditions may include, but are not limited to, the following matters:</p> <p>(a) Term – a licence may be granted for a term of up to five years from the date of Council approval, or for a shorter duration if specified in the terms and conditions of the licence, and will be reviewed every year by the Council to ensure compliance with the terms and conditions of the licence;</p> <p>(b) Licence fee – the licensee must pay an annual licence fee in the amount determined by the Council;</p> <p>(c) Performance bond – the Council may require a licence holder to post a bank-guaranteed bond or a security;</p> <p>(d) Compliance – the licence holder must comply with any relevant controls, standards or policies the Council has set for waste handling such as (but not limited to):</p> <ol style="list-style-type: none"><li>i. Provision of waste collection services within reasonable collection times and to meet any minimum collection frequencies specified by Council;</li><li>ii. Provision of appropriate approved receptacles for waste collection which clearly identify the waste collector's name and contact details; and</li><li>iii. The collection of any litter within a specified distance of an approved receptacle awaiting collection and any litter spillage from the licence holder's vehicle during the collection, transportation, storage or disposal process.</li></ol> <p>(e) Provision of information – the licence holder must provide data relating to all waste they have handled to the Council during the term of their licence, in the form and at the times determined by the Council (but not limited to):</p> <ol style="list-style-type: none"><li>i. The quantities of various waste types that have been handled by the waste collector or waste operator during a specified period of time, including the source and destination of each waste type and the method of processing (recycling, recovery, treatment, disposal etc); and</li><li>ii. Weighbridge receipts, gate records of waste tonnages per waste type as specified in the licence.</li></ol> <p>The minimum requirement will be an annual performance report due within one month of the completion of each year of the licence.</p> <p>11.9 The Council may suspend or revoke a licence if the licence holder fails to comply with this Bylaw, any of the terms or conditions of the licence, any relevant controls made under this Bylaw, or acts in a manner which the Council considers, on reasonable grounds and in light of the purpose of this Bylaw, is not suitable for the holder of a licence.</p> <p>11.10 Fees and charges for the issue of licences under this Bylaw are set out in Council's Schedule of Fees and Charges and may be amended from time to time in accordance with section 150 of the Local Government Act 2002.</p>
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	<p><b>Waste collection, transportation, storage and deposit controls</b></p>	<p>12.6 The Council may specify controls for the following matters in relation to the collection, transportation, storage or deposit of waste from multi-unit developments:</p> <ul style="list-style-type: none"> <li>(a) The categories of recyclable material, organic waste and other residual waste that may be deposited at or collected from a multi-unit development;</li> <li>(b) The times, locations and conditions applicable to any collection service from a multi-unit development, including the placement and retrieval of receptacles for collection, collection times and restrictions on the number and weight of approved receptacles;</li> <li>(c) Requirements to ensure the correct separation of organic waste, recyclable materials and other residual waste into approved receptacles; and</li> <li>(d) Any other operational matter required for the safe and efficient operation of a collection service from a multi-unit development.</li> </ul> <p>12.7 Any person who owns or manages a multi-unit development or owns or occupies a unit in a multi-unit development must comply with any controls for the deposit, collection, transportation, storage and management of waste in the multi-unit development made by the Council under clause 7 of this Bylaw.</p>
<p>13</p>	<p><b>Events</b></p>	<p><del>13.</del></p> <p>13.1 <del>At least 30 working days prior</del> prior to the commencement of an event, the event manager must submit to the Council for approval an event waste management <u>and minimisation</u> plan for the event. <u>For an event with an expected attendance of more than 10,000 people, the event waste management and minimisation plan must be submitted to the Council for approval at least 60 working days prior to the commencement of the event. For an event with an expected attendance of between 1,000 to 10,000 people, the event waste management and minimisation plan must be submitted to the Council for approval at least 30 working days prior to the commencement of the event.</u></p> <p>13.2 The event waste management <u>and minimisation</u> plan must set out:</p> <ul style="list-style-type: none"> <li>(a) An estimate of the types and amounts of waste to be generated by the event;</li> <li>(b) <u>How-Consideration of the Waste Hierarchy and how</u> waste generated by the event is to be minimised;</li> <li>(c) The steps that will be taken to maximise the use of reusable systems, the collection and use of recyclables and other recoverable and compostable materials, and an estimate of the <u>avoidance and</u> diversion of waste;</li> <li>(d) The equipment to be provided for <u>any reusable system and the equipment for</u> the storage, collection and transportation of waste and diverted material;</li> <li>(e) The proposed method for minimising and capturing litter associated with the event;</li> <li>(f) The person responsible for the collection and disposal of waste and the methods to be used;</li> <li>(g) The timing and frequency of the collection of waste, during or after the event; and</li> <li>(h) Any other matters relating to event waste management and minimisation that may be specified by the Council.</li> </ul> <p>13.3 The manager of an event must comply with the event waste management <u>and minimisation</u> plan approved by the Council for the event.</p> <p>13.4 On completion of the event, <del>if requested by the Council,</del> the event manager must provide the Council with a waste analysis report, which at a minimum, will include a breakdown of:</p> <ul style="list-style-type: none"> <li>• The types of waste generated by the event;</li> <li>• The amounts of waste (by type) generated by the event;</li> </ul>

		<ul style="list-style-type: none"> <li>• The amount of waste <del>avoided</del> and diverted; and</li> <li>• The waste management facilities used to recover, recycle, treat or dispose of this waste.</li> </ul>
14	Construction Site and Demolition Waste	<p><del>14.</del></p> <p>14.1 The Council may make a control under this Bylaw to require any person that is applying for a building consent for building work of a certain estimated value or higher to submit a construction <del>site</del>-and demolition waste management <del>and minimisation</del> plan to the Council for approval prior to the commencement of any building work.</p> <p>14.2 At a minimum, a construction <del>site</del>-and demolition waste management <del>and minimisation</del> plan must set out:</p> <ol style="list-style-type: none"> <li>(a) The name of the client, principal contractor, and person who prepared the waste management plan;</li> <li>(b) The location of the site;</li> <li>(c) The estimated total cost of the building work;</li> <li>(d) A description of all types of waste expected to be produced;</li> <li>(e) <del>Consideration of the Waste Hierarchy and T</del>the proposed method of waste management for each type of waste (e.g. reuse, recovery, recycling, disposal); and</li> <li>(f) The proposed method for minimising and capturing litter associated with the project and the building work.</li> </ol> <p>14.3 A construction <del>site</del>-and demolition waste management <del>and minimisation</del> plan <del>may-also-be</del> required by Council to set out:</p> <ol style="list-style-type: none"> <li>(a) An estimate of the quantity of each type of waste; and</li> <li>(b) An estimate of the diversion of waste.</li> </ol> <p>14.4 While the building work is being carried out, the principal contractor <del>may-be required-by-Council-to</del>must:</p> <ol style="list-style-type: none"> <li>(a) Review the construction <del>site</del>-and demolition waste management <del>and minimisation</del> plan as necessary;</li> <li>(b) Record quantities and types of waste produced; and</li> <li>(c) Record the types and quantities of waste that have been: <ol style="list-style-type: none"> <li>i. Reused (on or off site);</li> <li>ii. Recycled (on or off site);</li> <li>iii. Sent to other forms of recovery (on or off site);</li> <li>iv. Sent to landfill;</li> <li>v. Sent to cleanfill; or</li> <li>vi. Otherwise disposed of.</li> </ol> </li> </ol> <p>14.5 Within three months of completion of the building work the Council <del>may-require the-principal-contractor-to</del>must add to the construction <del>site</del>-and demolition waste management <del>and minimisation</del> plan:</p> <ol style="list-style-type: none"> <li>(a) Confirmation that the plan has been monitored and updated;</li> <li>(b) A comparison of estimated quantities of each type of waste generated against the actual quantities of each waste type;</li> <li>(c) An explanation of any deviation from the plan; and</li> <li>(d) An estimate of any cost savings that have been achieved by completing and implementing the plan.</li> </ol> <p>14.6 Where a construction <del>site</del>-and demolition waste management <del>and minimisation</del> plan is required, the principal contractor must ensure that a copy of the construction site and demolition waste management plan is kept on site, and that every contractor</p>



		knows where it can be found. It must be available to any contractor carrying out any work described in the plan.
15	Inorganic waste	<p><del>15.</del></p> <p>15.1 The Council may specify controls for the following matters in relation to the collection of inorganic waste from a public place:</p> <ul style="list-style-type: none"> <li>(a) the weight, size and nature of inorganic waste that may be deposited for collection;</li> <li>(b) the categories of inorganic waste that may be deposited for collection;</li> <li>(c) the times, locations and conditions applicable to the collection of inorganic waste from a public place;</li> <li>(d) the collection methods that cause health and safety risks;</li> <li>(e) any other operational matters required for the safe and efficient collection of inorganic waste from a public place.</li> </ul> <p>15.2 Any person who deposits inorganic waste for collection on, or collects and transports inorganic waste from, a public place must comply with any controls made by the Council under this Bylaw.</p>
16	Nuisance and litter	<p><del>16.</del></p> <p>16.1 No person may:</p> <ul style="list-style-type: none"> <li>(a) allow any accumulation of waste or diverted material on any premises they own, occupy or manage to become offensive, a nuisance or likely to be injurious to health; or</li> <li>(b) use an approved receptacle in a manner that creates a nuisance, is offensive or is likely to be injurious to health.</li> </ul> <p>16.2 Except as provided for under this Bylaw, no person may:</p> <ul style="list-style-type: none"> <li>(a) bury or allow to be buried any waste on any property they own, occupy or manage except: <ul style="list-style-type: none"> <li>i. organic waste, including dead farm animals in rural areas;</li> <li>ii. dead companion animals and nuisance pests; or</li> <li>iii. for the purposes of home composting;</li> <li>iv. waste deposited in a farm refuse dump or an offall pit that is consented or complies with the permitted activity conditions of the Wellington Region Natural Resources Plan;</li> </ul> </li> <li>(b) dispose of any waste on any premises except at – <ul style="list-style-type: none"> <li>i. a waste management facility, or</li> <li>ii. any premises they own, occupy or manage, for the purposes of home composting.</li> </ul> </li> </ul> <p>16.3 No person may:</p> <ul style="list-style-type: none"> <li>(a) deposit any waste arising from that person’s household or that person’s business activities in any litter receptacle provided by the Council in any public place;</li> <li>(b) remove any waste from any litter receptacle provided by the Council in any public place, where this results in any waste being deposited outside the litter receptacle, unless authorised by the Council to do so;</li> <li>(c) deposit or attempt to deposit any litter in any litter receptacle provided by the Council in any public place if: <ul style="list-style-type: none"> <li>i. the receptacle is full; or</li> <li>ii. the litter is likely to escape.</li> </ul> </li> <li>(d) fix or attach any flag, banner, bunting, balloon, sign, poster, leaflet or similar thing to any litter receptacle provided by the Council in any public place; or</li> <li>(e) damage any litter receptacle provided by the Council in any public place.</li> </ul> <p>16.4 The owner, occupier or manager of any premises on which any flag, banner, bunting, balloon, sign, poster, leaflet or similar device is displayed that is likely to</p>

		become litter, must take all steps to the satisfaction of the Council to prevent it becoming litter and to clean it up in the event that it does become litter.
17	<b>Unaddressed mail and advertising material</b>	<p><del>17.</del></p> <p>17.1 No person may deposit, cause, permit or authorise the deposit of any unaddressed mail or advertising material:</p> <p>(a) in any letterbox which is clearly marked "no circulars", "no junk mail", "addressed mail only" or with words of similar effect, or around or near any such letterbox or associated vehicle accessway;</p> <p>(b) on any vehicle parked in a public place; or</p> <p>(c) in a letterbox that is already full of mail and/or advertising materials.</p> <p>17.2 Clause 17.1(a) does not apply to:</p> <p>(a) material or public notices from any government department or agency, crown entity, local authority, or material from a network utility relating to the maintenance, repair, servicing or administration of that network utility;</p> <p>(b) communications or fund raising material from local community organisations, charities or charitable institutions;</p> <p>(c) material from a political party, political candidate or elected member; or</p> <p>(d) a community newspaper or newsletter, unless the letterbox is clearly marked "no community newspapers" or with words of similar effect.</p> <p>17.3 Any unaddressed mail or advertising mail deposited in a manner in breach of clauses 17.1 and 17.2 shall be deemed to be litter under the Litter Act 1979.</p>
18	<b>Donation Collection Points</b>	<p><del>18.</del></p> <p>18.1 Anyone intending to establish a donation collection point in or on a public place must notify the Council in advance and must operate the donation collection point in compliance with any requirements the Council specifies including but not limited to:</p> <p>(a) location;</p> <p>(b) vehicle access;</p> <p>(c) type of waste which may be deposited; and</p> <p>(d) use of approved receptacles.</p> <p>18.2 All donation collection points must ensure:</p> <p>(a) the removal of deposited material from the collection point;</p> <p>(b) the clean-up of any litter or illegal dumping; and</p> <p>(c) the clean-up or removal of any graffiti.</p>
<b>PART 3: OTHER MATTERS</b>		
19	<b>General Offences and Penalties</b>	<p><del>19.</del></p> <p>19.1 Any person who fails to comply with this Bylaw and the decisions and controls made under this Bylaw commits an offence under section 239 of the Local Government Act 2002 and is liable to a fine as specified in section 242(4) of the Local Government Act 2002.</p> <p>19.2 A person who commits a breach of this Bylaw that is an offence under the Litter Act 1979, the Waste Minimisation Act 2008 or the Health Act 1956 is liable to a penalty (without limitation) under those Acts, as relevant.</p>
20	<b>Other Enforcement Powers -  Non-compliance with licence terms and conditions</b>	<p><del>20.</del></p> <p>20.1 Any control that is made or amended by Council under clause 7.1 shall be enforceable under this Bylaw.</p> <p>20.2 Where a licence holder does not comply with the requirements of this Bylaw and/or the terms and conditions of a licence, the Council may take one or more of the following steps:</p>

<p><b>Non-compliance with general responsibilities and waste collection requirements</b></p>	<ul style="list-style-type: none"> <li>(a) Issue a written warning to the licence holder, which may be treated as evidence of a prior breach of a licence condition during any subsequent review of the licence;</li> <li>(b) Review the licence, which may result in:             <ul style="list-style-type: none"> <li>i. amendment of the licence; or</li> <li>ii. suspension of the licence; or</li> <li>iii. withdrawal of the licence.</li> </ul> </li> <li>(c) Have recourse to any performance bond or security where the Council has incurred any cost as a result of the breach of the licence condition, including where the Council has itself performed or arranged for the performance of any licensed activity on the default of the licence holder;</li> <li>(d) Review the amount and nature of the performance bond or security, which may result in:             <ul style="list-style-type: none"> <li>i. an increase of the amount of the performance bond or security;</li> <li>ii. a change to the nature of the security that has been provided.</li> </ul> </li> <li>(e) Enforce any offence that may have been committed under the Litter Act 1979; and</li> <li>(f) Enforce any breach of this Bylaw, as provided for in the Health Act 1956, the Local Government Act 2002 and the Waste Minimisation Act 2008.</li> </ul> <p>20.3 Where a person does not comply with the requirements of this Bylaw and/or any controls made under the Bylaw in relation to the waste and diverted materials collection service that applies to them, the Council (or a licensed waste collector where applicable) may take the following action(s) against the person:</p> <ul style="list-style-type: none"> <li>(a) Reject (i.e. not collect) the contents of any approved receptacle left out by that person for collection from a public place, if the contents or placement of the receptacle is non-compliant;</li> <li>(b) Remove the contents of any approved receptacle left out for collection from a public place where the contents or placement of the receptacle is non-compliant, subject to payment of the costs of removal, administrative costs and an additional penalty equivalent to the amount payable for the collection of the largest available size of approved receptacle from that premises;</li> <li>(c) Withdraw or suspend the collection service being provided to that person;</li> <li>(d) Enforce any offence that may have been committed under the Litter Act 1979; and/or</li> <li>(e) Enforce any breach of this Bylaw, as provided for in the Health Act 1956, the Local Government Act 2002 and the Waste Minimisation Act 2008.</li> </ul> <p>20.4 Where action has been taken against a person under clause 20.3(c), the Council can authorise the reinstatement of the collection service once it is satisfied on reasonable grounds that the Bylaw will be complied with.</p>
<p><b>Non-compliance with approved collection point requirements</b></p>	<p>20.5 Where a person does not comply with a control made by the Council under clause 10 of this Bylaw the Council may:</p> <ul style="list-style-type: none"> <li>(a) Suspend that person's use of any service provided by the Council at any or every waste collection service;</li> <li>(b) Enforce any offence that may have been committed under the Litter Act 1979; or</li> <li>(c) Enforce any breach of this Bylaw, as provided for in the Health Act 1956, the Local Government Act 2002 and the Waste Minimisation Act 2008.</li> </ul>
<p><b>Non-compliance with waste management and minimisation plan requirements</b></p>	<p>20.6 Where a person does not comply with any of the requirements in clauses 12 (Multi-Unit Developments), 13 (Events) or 14 (Construction <del>Site</del> and Demolition <del>Waste-Management-Plans</del>) and/or any controls made under the Bylaw, the Council may take one or more of the following steps:</p>

	<p><b>Non-compliance with inorganic material requirements</b></p> <p><b>Non-compliance with unaddressed mail requirements</b></p>	<p>(a) Enforce any offence that may have been committed under the Litter Act 1979; and/or</p> <p>(b) Enforce any breach of this Bylaw, as provided for in the Health Act 1956, the Local Government Act 2002 and the Waste Minimisation Act 2008.</p> <p>20.7 Where a person does not comply with a control made by the Council under clause 15 of this Bylaw, the Council (or a licensed waste collector or waste operator where applicable) may:</p> <p>(a) Reject (i.e. not collect) the inorganic material, if the inorganic material or placement is non-compliant;</p> <p>(b) Remove the inorganic material, where the inorganic material or placement is non-compliant, subject to payment of the costs of removal, administrative costs and an additional penalty specified by the council;</p> <p>(c) Enforce any offence that may have been committed under the Litter Act 1979; and/or</p> <p>(d) Enforce any breach of this bylaw, as provided for in the Health Act 1956, the Local Government Act 2002 and the Waste Minimisation Act 2008.</p> <p>20.8 Where a person does not comply with any of the requirements in clause 17 of this Bylaw, the Council may use its enforcement powers under the Litter Act 1979.</p>
21	<b>Exceptions and Saving Provisions</b>	<p><del>21.</del></p> <p>21.1 A person is not in breach of this Bylaw if that person proves that the act or omission was in compliance with the directions of an Authorised Officer.</p> <p>21.2 A product stewardship scheme accredited under the Act may be exempt from the requirements of this Bylaw.</p>
22	<b>Fees</b>	<p><del>22.</del></p> <p>22.1 The Council may in accordance with the provisions of section 150 of the Local Government Act 2002 set prescribed fees under this Bylaw.</p> <p>22.2 The Council may refund, remit or waive any fee prescribed by this Bylaw or charge payable for an authority, approval, licence, permit or consent from, or inspection by, the Council, for any reason it thinks fit.</p>
23	<b>Forms and processes</b>	<p><del>23.</del></p> <p>23.1 The Council may prescribe the form of, and process to be followed for, any application, approval, licence, or other document, which is required under this Bylaw (or any related controls made by Council). These forms and processes may be altered or amended at any time.</p>



