



If calling, please ask for Democratic Services

Joint Committee Subcommittee for Future Development Strategy

Monday 11 December 2023, 10.00am

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

Quorum: half of the members, including at least half of the local authority members

Members

Councillor Tim Brown	Wellington City Council
Councillor Robyn Cherry-Campbell	Carterton District Council
Councillor Brady Dyer	Hutt City Council
Councillor Brent Goodwin	Masterton District Council
Councillor Rebecca Gray	South Wairarapa District Council
Jo Hayes	Rangitāne Tū Mai Rā Trust
Councillor Ross Leggett	Porirua City Council
Councillor David Lee	Greater Wellington Regional Council
Miria Pomare	Te Rūnanga o Toa Rangatira Inc
Deputy Mayor Hellen Swales	Upper Hutt City Council
Marama Tuuta	Ngāti Kahungunu ki Wairarapa Tāmaki-a-Rua Settlement Trust
Mayor Bernie Wanden	Horowhenua District Council
Councillor Nigel Wilson	Kāpiti Coast District Council

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

Joint Committee Subcommittee for Future Development Strategy

Monday 11 December 2023, 10.00am

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

Public Business

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**Joint Committee Subcommittee for the Future
Development Strategy
11 December 2023
Report 23.610**



For Decision

PROCESS FOR CONSIDERING SUBMISSIONS AND FEEDBACK ON THE DRAFT FUTURE DEVELOPMENT STRATEGY

Te take mō te pūrongo Purpose

1. To advise the Joint Committee Subcommittee for the Future Development Strategy (the Subcommittee) of the process for considering submissions and feedback on the draft Future Development Strategy (FDS).

He tūtohu Recommendations

That the Subcommittee:

- 1 **Agrees** to the hearing process as set out in this report.
- 2 **Accepts** the late submissions and feedback received on the draft Future Development Strategy.

Te tāhū kōrero Background

2. Prior to the Wellington Regional Leadership Committee (WRLC) meeting on 19 September 2023, participating councils agreed to change the Terms of Reference for the WRLC, including provision for the establishment of the Subcommittee. The Subcommittee was established to hear submissions and feedback and make recommendations to the WRLC on the adoption of the draft Future Development Strategy (FDS). The Subcommittee's Terms of Reference ([Attachment 1](#)) set out the Subcommittee's roles and responsibilities.
3. At its meeting on 19 September 2023, the WRLC approved the draft FDS for consultation. It also appointed members to the Subcommittee.

Public consultation

4. This hearing completes the public consultation phase of the draft FDS. The consultation period was open from 9 October to 9 November 2023.

Principles of consultation

5. There are six principles set out in the Local Government Act 2002. One of these principles is that views presented to a local authority should be accepted with an open mind and should be given due consideration by the local authority in making a decision.
6. The Subcommittee should take into account that persons who wish to have their views on the decision or matter considered by the local authority should be provided with a reasonable opportunity to present those views to the local authority.
7. It is also consistent with best practice that members should be present for the substantial duration of the hearing in order to participate in the decision-making of the Subcommittee. Moreover, it is recommended that Subcommittee members attend the hearing process in person.

Te tātaritanga

Analysis

Submission and feedback received

8. Feedback from the community was obtained through the *Have Your Say* website, together with a number of written submissions received via email. Analysis on the feedback is detailed in the report Future Development Strategy – Summary of Submissions for Hearing – Report 23.577.
9. The WRLC Secretariat received a total of 101 submissions; with 70 received through *Have Your Say* and 31 via email.
10. The written submissions have been distributed to members of the Subcommittee separately. Officers recommend that written submissions are taken as read by the Subcommittee and that members only discuss those submissions on which they want to make a particular comment.

Late submissions

11. The WRLC Secretariat received seven late submissions, and officers recommend that these be accepted for consideration.

Oral presentation process

12. The purpose of the hearing is to hear oral presentations in support of written submissions. At the time of writing this report, 32 submitters wished to be heard. Submitters will be heard on Monday 11 and Wednesday 13 December 2023. Deliberations will commence following the hearing of the final submitter on Wednesday 13 December 2023. A hearing schedule will be provided to Subcommittee members, with a final version available on each day of the hearing.
13. Each submitter has been allocated a total time of 10 minutes, which is divided into two equal segments – five minutes for the submitter to speak, and five minutes for the Subcommittee to ask the submitter questions. There is no differentiation between individuals and those speaking on behalf of groups/organisations in the time allocated.

Consideration of issues raised in submission and feedback

14. The Subcommittee must consider all written submissions, regardless of whether an oral presentation was made. The Subcommittee must also consider all feedback that was received on the consultation document.

**Ngā hua ahumoni
Financial implications**

15. There are no financial implications arising from this report.

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

16. There are no known implications for Māori arising from this report.

**Ngā tikanga whakatau
Decision-making process**

17. The matters requiring decision in this report were considered by officers against the decision making requirements of Part 6 of the Local Government Act 2002.

**Te hiranga
Significance**

18. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matters dealt with in this report, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that the matters are of low significance due to their administrative nature.

**Te whakatūtakitaki
Engagement**

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

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

20. The Presiding Member of the Subcommittee will prepare a report to the WRLC meeting on 12 March 2024, setting out the Subcommittee's recommendations on the adoption of the Future Development Strategy.
21. Each person or organisation who made a submission or provided feedback and who provided a contact address (including email) will, subsequent to the WRLC adopting the FDS, receive a response outlining the WRLC's decision, and any key changes.

22. A press release will be published outlining the WRLC’s decision and any key changes, and be made available on the WRLC website (and each constituent member council’s website).

Ngā āpitihanga

Attachment

Number	Title
1	Terms of Reference for the Joint Committee Subcommittee for the Future Development Strategy

Ngā kaiwaitohu

Signatories

Writer	Lucas Stevenson – Kaitohutohu Ratonga Manapouri Democratic Services Advisor
Approvers	Francis Ryan – Kaiwhakahaere Mana Urungi, Manapori Head of Governance and Democracy Kim Kelly – Programme Director, Wellington Regional Leadership Committee Secretariat Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Subcommittee was established to consider submissions on the draft FDS. This report sets out the processes for the Subcommittee to hear and consider all feedback.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The report outlines the process for the hearing, consideration and deliberations of feedback made on the draft FDS to recommend to the WRLC for adoption.
<i>Internal consultation</i> The WRLC Secretariat was consulted.
<i>Risks and impacts - legal / health and safety etc.</i> Not accepting the processes for hearing and deliberating on feedback as outlined in this report will cause issues with the scheduling of submitters to speak to their submissions. Members need to be present for the substantial duration of the hearing and accept submissions with an open mind. Not doing so could open the WRLC decision to legal review.

Attachment 1 to Report 23.610



Joint Committee Subcommittee for Future Development Strategy - Terms of Reference

The purpose of this Joint Committee Subcommittee is to consider submissions on:

- The Draft Future Development Strategy prepared under the National Policy Statement on Urban Development 2020 and make recommendations on those submissions to the Joint Wellington Regional Leadership Committee.
- Any draft updates to the Future Development Strategy, in accordance with the National Policy on Urban Development 2020 and make recommendations on those submissions to the Joint Wellington Regional Leadership Committee.

The Joint Committee Subcommittee is a Subcommittee of the Wellington Regional Leadership Committee (Joint Committee), established in accordance with clauses 30 of Schedule 7 to the Local Government Act 2002. The Joint Committee Subcommittee will be deemed to not be discharged at or following each triennial local government election (in line with clause 30(7) of Schedule 7 of the Local Government Act 2002).

Administering Authority

The Administering Authority for the Joint Committee Subcommittee is Greater Wellington Regional Council.

Specific Responsibilities

The specific responsibilities of this Joint Committee Subcommittee include:

- Considering submissions on the Draft Future Development Strategy and any draft updates to the Future Development Strategy
- Deliberating on the draft Future Development Strategy and any draft updates to the Future Development Strategy, taking into account all submissions
- Making recommendations to the Joint Wellington Regional Leadership Committee on those submissions and any suggested amendments to the Draft Future Development Strategy (or updated Strategy as the case may be).

Membership

The membership of the Joint Committee Subcommittee may include:

- One elected member nominated by the Carterton District Council and appointed by the Administering Authority
- One elected member nominated by the Horowhenua District Council and appointed by the Administering Authority

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- One elected member nominated by the Hutt City Council and appointed by the Administering Authority
- One elected member nominated by the Kāpiti Coast District Council and appointed by the Administering Authority
- One elected member nominated by the Masterton District Council and appointed by the Administering Authority
- One elected member nominated by the Porirua City Council and appointed by the Administering Authority
- One elected member nominated by the South Wairarapa District Council and appointed by the Administering Authority
- One elected member nominated by the Upper Hutt City Council and appointed by the Administering Authority
- One elected member nominated by the Wellington City Council and appointed by the Administering Authority
- One elected member nominated by the Wellington Regional Council and appointed by the Administering Authority
- A person nominated by Te Rūnanga o Toa Rangatira Inc (Ngāti Toa Rangatira) and appointed by the Administering Authority
- A person nominated by the Port Nicholson Block Settlement Trust (Taranaki Whānui) and appointed by the Administering Authority
- A person nominated by Rangitāne O Wairarapa Inc (Rangitāne O Wairarapa) and appointed by the Administering Authority
- A person nominated by Ngāti Kahungunu ki Wairarapa Tāmaki nui-a-Rua Settlement Trust and appointed by the Administering Authority
- A person nominated by Raukawa ki te Tonga and appointed by the Administering Authority
- A person nominated by Āti Awa ki Whakarongotai Charitable Trust (Ātiawa ki Whakarongotai) and appointed by the Administering Authority
- A person nominated by Muaūpoko Tribal Authority Inc (Muaūpoko hapū) and appointed by the Administering Authority
- A person nominated by the Joint Committee Subcommittee itself and appointed by the Joint Committee to be the independent Chairperson of the Joint Committee Subcommittee. The Chairperson is required to have prior experience in sitting on Hearing Panels.

In respect of the members above (persons nominated by a particular entity or body and then appointed by the Administering Authority), for the avoidance of doubt, if no nomination occurs then the Administering Authority need not make an appointment to the Joint Committee Subcommittee in respect of that entity or body. The membership of the Joint Committee Subcommittee will be accordingly reduced to the extent that there is no nomination/appointment (including for the purposes of calculating the number of vacancies

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for establishing a quorum). Such appointment may be made if and when a relevant nomination occurs.

If the territorial local authorities that are parties to this agreement nominate the Mayor to be a member of the Joint Committee Subcommittee and the Mayor is appointed by the Administering Authority, then the Mayor will be counted for the purposes of determining the number of members required to constitute a quorum – see clause 30A(6A) of Schedule 7 of the Local Government Act 2002.

The total membership of the Joint Committee Subcommittee shall be limited to a maximum of 18 members (including the independent Chairperson).

Voting

Each member has one vote. In the case of an equality of votes the independent Chairperson has a casting vote.

Meetings

The Joint Committee Subcommittee will set its own meeting schedule.

Quorum

In accordance with Clause 30A of Schedule 7 to the Local Government Act 2002, the quorum at a meeting of the Joint Committee Subcommittee shall be half of the members if the number of members (including vacancies) is an even number, or a majority of members if the number of members (including vacancies) is an odd number.

In accordance with clause 30A(6)(c)(iii) of Schedule 7 of the Local Government Act 2002, for a quorum to be established there must be present at least half of the members nominated by local authorities and appointed by the Administering Authority.

Delegations

The Joint Committee Subcommittee is delegated the following powers in accordance with these terms of reference:

- Considering submissions on the Draft Future Development Strategy and any draft updates to the Future Development Strategy.
- Deliberating on the draft Future Development Strategy and any draft updates to the Future Development Strategy, taking into account all submissions.
- Making recommendations to the Joint Wellington Regional Leadership Committee on those submissions and any suggested amendments to the Draft Future Development Strategy (or updated Strategy as the case may be).

Attachment 1 to Report 23.610

Standing Orders

The Joint Committee Subcommittee shall apply the standing orders of the Administering Authority.

Remuneration and expenses

Each local authority shall be responsible for remunerating its representative(s) on the Joint Committee Subcommittee.

Members who represent organisations or entities other than local authorities (being iwi members), and any independent chair shall be eligible for remuneration for Joint Committee Subcommittee activity including travel, meeting time, and preparation for meetings paid by the Administering Authority. Such remuneration provisions will be determined by the Joint Committee.

Servicing

The Joint Committee Subcommittee is serviced by a joint secretariat. The Administering Authority shall be responsible for the administration of the Subcommittee.

Wellington Regional Leadership Committee decisions on the Joint Committee Subcommittee's recommendations

Where the Wellington Regional Leadership Committee makes decisions on the Joint Committee Subcommittee's recommendations, these will be reported to the local authorities and iwi members listed under 'Membership' above, whether they have a member appointed to the Joint Committee Subcommittee or not.

Variation of this Terms of Reference

These terms of reference may be varied from time to time. It is envisaged that changes may be made to add or remove specific responsibilities as the circumstances require. Changes will be approved by the parties to the agreement establishing the Wellington Regional Leadership Committee on the recommendation of that Joint Committee.

**Joint Committee Subcommittee for the Future
Development Strategy
11 December 2023
Report 23.577**



For Decision

FUTURE DEVELOPMENT STRATEGY – SUMMARY OF SUBMISSIONS

Te take mō te pūrongo

Purpose

1. To support the Joint Committee Subcommittee for the Future Development Strategy (the Subcommittee) with their deliberations by providing:
 - a A summary of the 101 submissions (**Attachments 1 and 2**) received.
 - b Officers' recommendations on proposed changes to the Future Development Strategy to address points raised by submitters (detailed in [Attachment 5 and 6](#)).

He tūtohu

Recommendations

That the Subcommittee:

1. **Considers** the submissions on the draft Wairarapa-Wellington-Horowhenua Future Development Strategy 2023 (Attachments 1 and 2), together with the officers' comments in determining its findings and recommendations.
2. **Recommends** to the Wellington Regional Leadership Committee (the Committee), following consideration of the submissions/feedback on the draft Wairarapa-Wellington-Horowhenua Future Development Strategy 2023 and officers' advice (Attachment 5), any changes to the Draft Wairarapa-Wellington-Horowhenua Future Development Strategy as agreed by the Subcommittee.

Te horopaki

Context

2. The Future Development Strategy is an update to the Wellington Regional Growth Framework (WRGF). Work on the WRGF for the Wairarapa-Wellington-Horowhenua region began before the National Policy Statement on Urban Development (NPS-UD) was released as a draft or adopted. The NPS-UD requires tier 1 and 2 councils to prepare a Future Development Strategy for well-functioning urban environments and to make this publicly available (Subpart 4 Part 3). This includes additional elements that were not part of the WRGF.
3. Between July 2022 and September 2023, staff from all councils in the Wairarapa-Wellington-Horowhenua region, Wellington Regional Leadership Committee iwi

partner organisations and a wide range of central government agencies worked actively on preparing the Draft Future Development Strategy and Housing and Business Development Capacity Assessment (HBA).

4. At its meeting on the 19 September 2023, the Wellington Regional Leadership Committee approved the Draft Future Development Strategy to be released for consultation. Public consultation took place between 9 October and 9 November 2023. This timeframe meets the requirement of section 83 of the Local Government Act 2002.
5. This report sets out a summary of the submissions from public consultation as well as the officers' proposed responses for your consideration. In the context of this report the term "officers" refers to members of the WRLC Future Development Strategy project team, including the project lead and staff from local and central government.

Consultation and Engagement on the preparation of the Draft Future Development Strategy

6. Public consultation on the Draft Future Development Strategy was undertaken in accordance with the requirements of section 83 of the Local Government Act 2002, also known as the 'Special Consultative Procedure'. These requirements include the preparation of a 'Statement of Proposal and Summary Report' which was met through the online publication of a Consultation Summary Document which set out all the parts of the Draft Future Development Strategy. This document also included seven questions for submitters to respond to in relation to the strategic direction proposed in the Draft Future Development Strategy as well as any other general feedback they wished to provide.
7. The key background documents that informed the Draft Future Development Strategy were made available online to provide an evidence base, but they were not part of the documents for submitters to respond to. All consultation information was hosted here: <https://wrlc.org.nz/future-development-strategy>.
8. Submitters were encouraged to complete their submissions online using the *Have Your Say* platform hosted by Greater Wellington Regional Council. The alternative option was to email future.developmentstrategy@wrlc.org.nz with their submissions.
9. Officers prepared a campaign to promote the consultation on the Draft Future Development Strategy. This involved:
 - a A radio campaign in Week One
 - b A media release that was shared by various media platforms¹
 - c Social media posts by all councils on Facebook and LinkedIn
 - d Electronic "Go Media" billboards, posters around the region and in trains (see examples below).

¹<https://wellington.scoop.co.nz/?p=155711>
<https://times-age.co.nz/briefly/news-in-brief-october-10-2023/>
<https://www.thepost.co.nz/a/nz-news/350087587/public-transport-critical-ambitious-regional-growth-plan>



10. Officers also planned and delivered actions to inform members of the public about the proposals in the Draft Future Development Strategy and to allow for any questions about it. These actions included:
 - a Two Webinars delivered by Future Development Strategy project team members.
 - i 'Overview Webinar' 17th October - <https://wrlc.org.nz/future-development-strategy-overview-webinar>
 - ii 'Dive into the Details'. 19th October - <https://wrlc.org.nz/future-development-strategy-dive-into-details-webinar>
 - b A list of Frequently Asked Questions on the consultation website
 - c A general email address for any inquiries during the consultation
 - d A direct email to developers and infrastructure providers we engaged with through the development of the strategy.

Scope of Wairarapa-Wellington-Horowhenua Future Development Strategy

11. The purpose of a Future Development Strategy is:
 - a to promote long-term strategic planning by setting out how a local authority intends to achieve well-functioning urban environments in its existing and future urban areas,
 - b provide at least sufficient development capacity over the next 30 years to meet expected demand, and
 - c assist the integration of planning decisions with infrastructure planning and funding decisions.
12. The National Policy Statement on Urban Development includes mandatory requirements for the content of a Future Development Strategy. The Draft Future Development Strategy has been prepared to meet this requirement. A table setting out how we have met these requirements is provided in [Attachment 3](#).

Te tātaritanga Analysis

Submissions overview

13. 101 submissions were received during the consultation period – refer to **Attachments 1 and 2**. Of these:
 - a 60 were from individuals.
 - b 40 were from organisations, (categorised into infrastructure provider, community /advocacy group, developer, or partner (government / council)
 - c 70 submissions were through the online ‘Have your Say’ survey page and 31 were manual emailed submissions.
 - d Of these submissions six were considered late submissions, as they were received after the official closing time of 5pm on 9 November 2023. Officers recommend these are accepted as set out in *Report 23.610 - Process for considering submission and feedback on the Draft Future Development Strategy*. The analysis below incorporates these submissions.
14. The Greater Wellington Regional Council hosted the *Have your Say* survey online which asked for feedback on key aspects of the strategy. The seven questions were:
 - a Question 1: Do you support **our vision and strategic direction** that guides the draft Future Development Strategy?
 - b Question 2: Do you support our proposal to prioritise **housing development** in our existing towns and cities and around our strategic transport network i.e. around current and future transport hubs and routes?
 - c Question 3: Do you support our proposal to prioritise **business development** in our existing towns and cities and around our strategic public transport network i.e. around current and future transport hubs and routes, to provide for sustainable, local employment?
 - d Question 4: Do you support our proposed approach to invest in **infrastructure** that is located in existing towns and cities and around current and future transport hubs and routes?
 - e Question 5: Do you support our proposed approach to **protect the areas we love** by avoiding or limiting urban development in areas that are prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?
 - f Question 6: How do you think we can best support **the values and aspirations of Māori in our region** through the implementation of the Future Development Strategy?
 - g Question 7: Do you have **any other feedback** on the draft Future Development Strategy?
15. For questions 1 to 5 the survey feedback form asked respondents to indicate their level of support (support, don't support, unsure) in response to a specific proposal area of

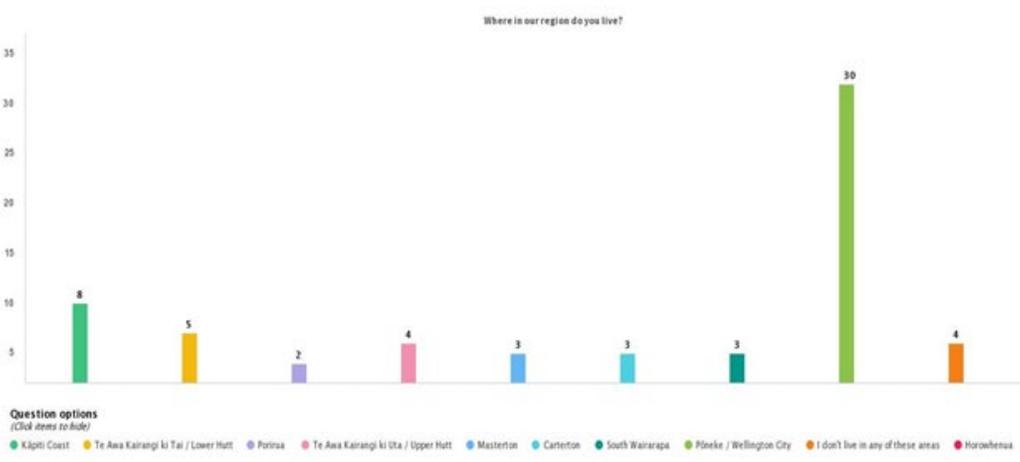
the Future Development Strategy and also provided space for free form feedback. Question 6 elicited free form suggestions. Question 7 elicited feedback on the Draft Future Development Strategy for any views that submitters had that was not provided as part of their response to the other questions. Submitters also had the opportunity to provide attachments with more detail.

Submissions analysis

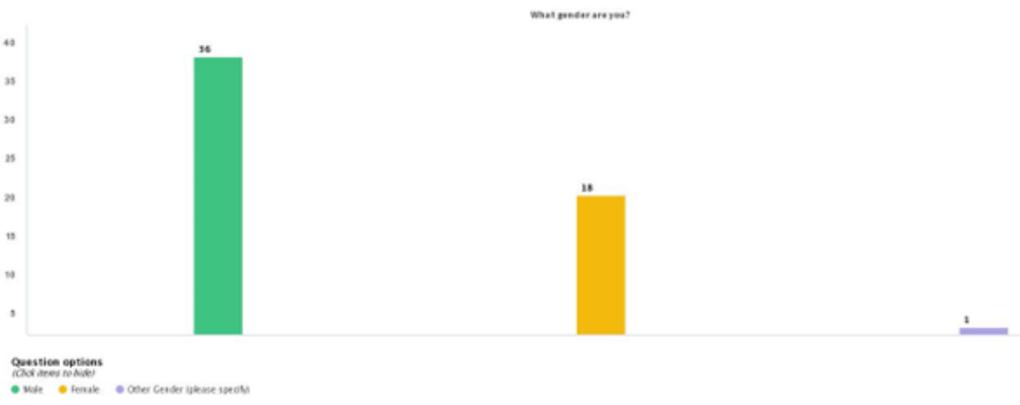
16. During the consultation period, officers commenced the initial stage of the submissions' analysis process by creating weekly emails with high level summaries of the submissions. These emails were sent to the Subcommittee (Wellington Regional Leadership Committee members and alternates), CEO and Senior Staff groups and the Steering Group and Core Team for the Future Development Strategy to keep everyone informed in real time during the consultation period.
17. Submissions were assigned a unique identifier code: the prefix 'FDS' was used for online submissions and the prefix 'MAN' was used for manual, emailed submissions. Once all submissions were received, officers reviewed all submitter feedback and coded this into common themes using keywords. Some comments were coded against multiple themes. Some respondents chose to provide feedback in different formats that did not directly respond to the questions above. Where these responses aligned with common themes from a specific question from the online survey, they were included in the relevant grouping of feedback on that question. Where respondents provided feedback on topics not directly related to the consultation questions, their feedback was considered separately. Summaries of all submitter feedback are set out below by question and for the more detailed submitters by submitter type (infrastructure, developer, partner or other).

Public Feedback

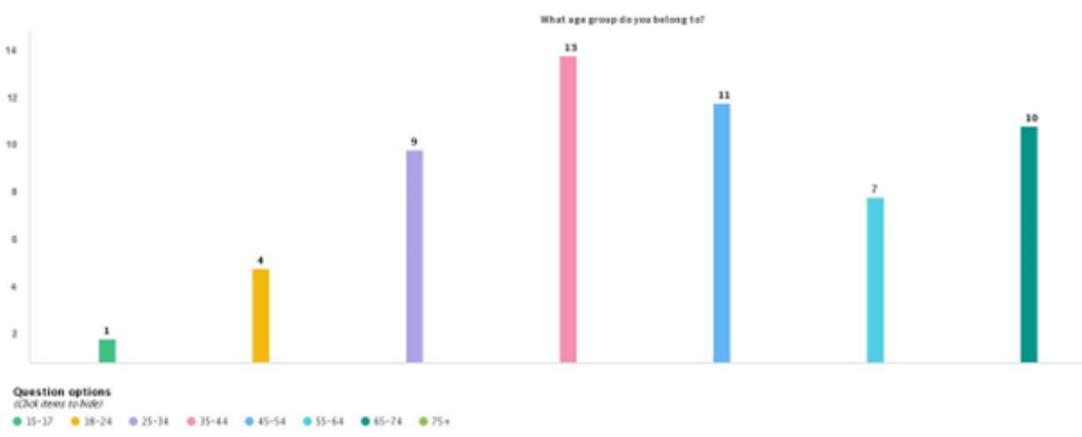
18. Overall, the majority of submissions supported the approach for each of the proposal areas outlined in questions 1 to 5. A detailed analysis is provided for each question further below in this report.
19. A breakdown of the demographics of submitters is provided below. Submitters could choose whether or not they wished to include this demographic information. The purpose of this data collection was for officers and the hearings subcommittee to understand the level of diversity and representation in the of overall submitter population.
 - a The majority of respondents indicated they live in Wellington City (the most populous city). We had a broad representation across the rest of the region, however, we did not receive any responses from those that live in Horowhenua.



b The majority of respondents identified as male.

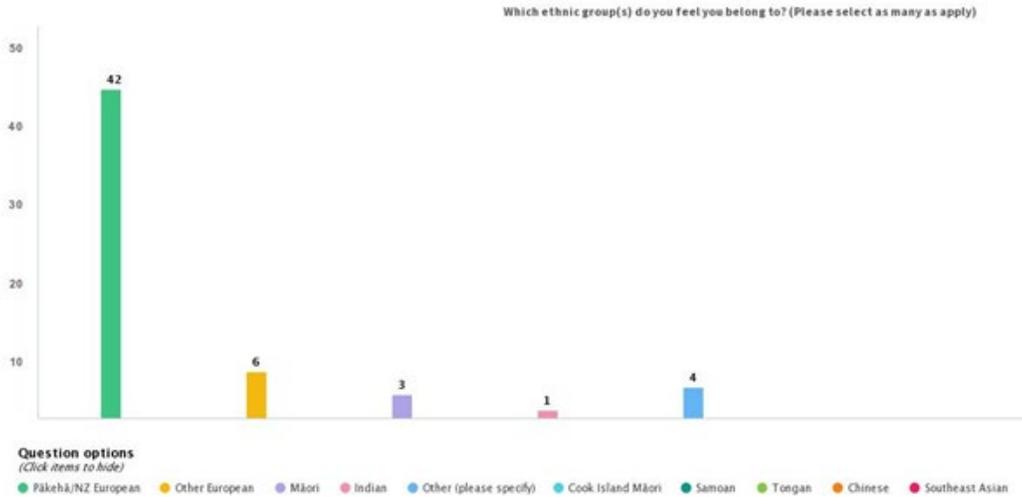


c A wide range of age brackets responded to the survey. However, no one over the age of 75 responded. We did meet the objective of a high level of representation by younger people as indicated by the large number of respondents under the age of 35.



d The largest ethnic group represented was European/ Pākehā

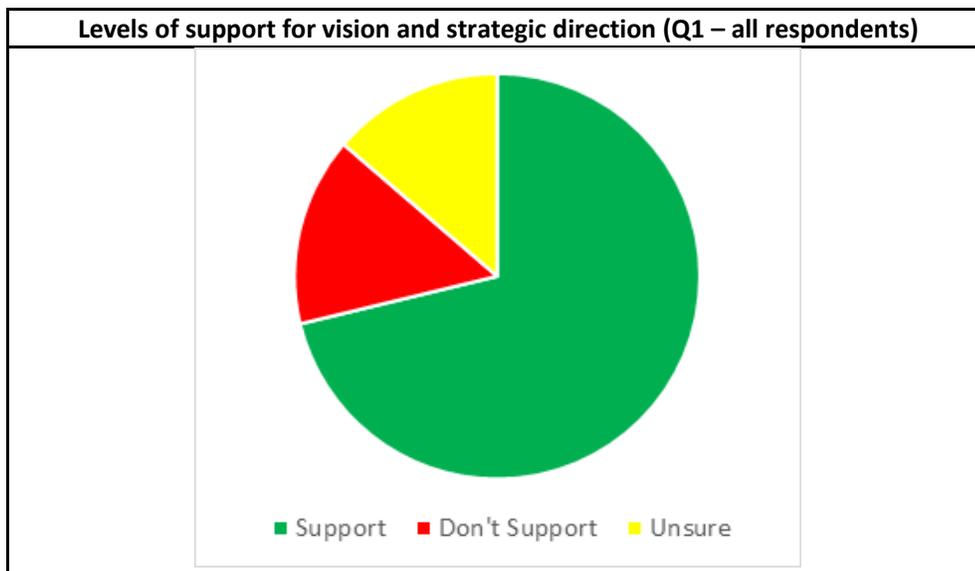
- e While there was an objective to hear from more Māori and Pasifika audiences, only 3 respondents indicated they were Māori.



More detailed analysis by question

Question 1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

- 20. Question 1 - Submitter Summary: 73 submitters of a total of 101 submitters responded to Question 1 with 73 % in support.



21. 57 of 73 provided comments in response to this question. This included 41 individual submitters and 16 group submitters, broken down by group category as follows:

Group submissions for question 1		
Category	Total	Submission #
infrastructure provider	1	FDS 0014
community / advocacy group	6	FDS 0029, FDS 0044, FDS 0045, FDS 0059, FDS 0061, FDS 0063
developer	6	FDS 0023, FDS 0049, FDS 0052, FDS 0062, FDS 0064, FDS 0066
partner (government / councils)	3	FDS 0051, FDS 0056, FDS 0068

22. Question 1 - Key themes **in support** included:

- a General comments - Submitters who commented on their support for the vision and strategic direction emphasised the way in which these elements of the strategy were future-focused, took population growth into account, and took account of sustainability, the environment and emissions reduction. One individual submitter commented, “This vision is something that I support 100%, because prioritising sustainability, quality of life, housing and Māori perspectives are all things that would enable our region to flourish in the long term” (FDS 0013). Two individual submitters specifically mentioned addressing current shortfalls / “mistakes of the past” in infrastructure and housing (FDS 005, FDS 008). One government partner, Te Whatu Ora, said that the vision and strategic direction align well with its holistic approach to health and wellbeing (FDS 0051).
- b Reflecting te ao Māori - Five individual submitters discussed the importance of including the Treaty and mana whenua values and aspirations in the strategy and having meaningful relationships with mana whenua (FDS 0012, FDS 0017, FDS 0025, FDS 0037, FDS 0041).
- c Housing – one community/advocacy group said it was pleased to see housing, and in particular, affordable housing reflected in the strategic direction (FDS 0045). Similarly, one developer noted “We support providing affordable and diverse housing options” and expressed what they saw as a need for greenfield development (FDS 0066).
- d Intensification - There was support expressed for intensification around existing urban centres. For example, one individual submitter commented “I wish to note that successfully achieving well-functioning urban environments will require planning for significant and sustained growth, which is directed primarily at growing up, rather than out” (FDS 0043).
- e Possible additions – Some submitters expressed general support for the vision and strategic direction but also requested some additions to it. A few submitters

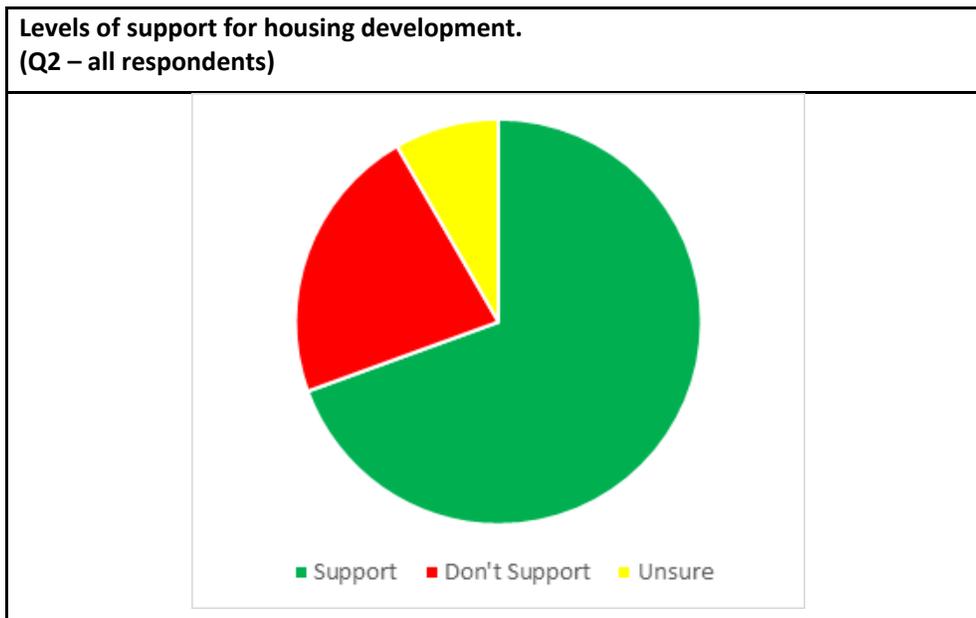
requested that there should be more emphasis on nature / the restoration of biodiversity in the vision and strategic direction (FDS 0017, FDS 0046). One individual submitter agreed with the sentiment of what the strategy aims to achieve but felt there could be more done “to allow our older and disabled and younger generation to ‘flourish’” (FDS 0053). A couple of individual submitters were of the view that the strategy could be improved because, “The direction should have prioritised or weighted objectives, particularly equity and emissions reduction” (FDS 0057, FDS 0060).

23. Question 1 - Key themes for those **unsure** included:
- a General comments - One individual submitter was of the view there was not enough information provided to form a view (FDS 0004). Another individual submitter thought this section was unclear and was concerned about the role of the Treaty of Waitangi (FDS 0058). One individual submitter was against growth in general (FDS 0016). Another was concerned at what they saw as variable population statistics and a lack of focus on infrastructure (FDS 0011).
 - b Suggestions for changes - Some submitters made some specific suggestions about the strategy in response to this question including individual submitter suggestion - rural areas should have more focus (FDS 0004); developer suggestion – changing the wording of ‘protecting what we love’ to be more specific and including planning for displacement due to climate change (FDS 0052); developer suggestion – specific improvement to constraints diagrams in the strategy (FDS 0023).
24. Question 1 - Key themes for those that **do not support** included:
- a General comments - One individual submitter expressed concern at population growth and the current poor state of infrastructure (FDS 003). Two submitters were of the view that the vision and strategic direction were “vague” or “a waste of time (FDS 0024, FDS 0029). One community / advocacy group submitter expressed concern that the vision and strategic direction were “far removed from what the average kiwi knows” and questioned how these changes will be paid for, in particular, given rates increases (FDS 0044). One individual submitter did not support an intensification approach stating, “larger sections and single family homes are good for NZ” (FDS 0019).
 - b Additional comments - Three submitters did not agree with the focus on climate change / emissions reduction and one of these submitters wanted reference to the Treaty removed. One developer did not agree with the Housing and Business Development Capacity Assessment calculations (FDS 0062).
25. Based on this feedback officers make the following recommendations with more detail in **Attachments 5 and 6**:
- a A few submitters suggested the wording of the strategic direction “Protecting what we Love” was too vague. Others wanted to have more focus on the restoration of biodiversity and connecting with nature in urban environments. Officers agree the wording could be clearer and suggest it could be more specific by:

- i Changing the wording of the strategic direction ‘protecting what we love’ to "Prioritising nature, climate and culture through protection and restoration".
 - ii Diagram 2 “Overview of the Future Development Strategy” - adding wording to this: “Land water, the sea and humans are in harmony with and balance ki uta ki tai” to the section “what does this result in?”. This change would put more emphasis on restoration and protection. The wording derives from the iwi statement, providing consistent language across the strategy and adding in a Te Ao Māori perspective.
- b Some submitters commented on the use of the phrase “Zero-Carbon” as technically incorrect. In response, officers recommend ensuring the strategy only references "low emissions" not "zero carbon". This aligns with the wording used in the Regional Emissions Reduction Plan (currently under development).
 - c Improvement to constraints mapping as discussed below in paragraph 52.

Question 2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network i.e. around current and future transport hubs and routes?

26. Question 2 - Submitter Summary: 72 submitters of a total of 101 submitters responded to question 2 with 72% in support.



27. Sixty three of those 72 provided comment in response to this question. This included 47 individual submitters and 16 group submitters, broken down by group category as follows:

Group submissions for question 2		
Category	Total	Submission #
infrastructure provider	1	FDS 0014
community / advocacy group	5	FDS 0029, FDS 0044, FDS 0061, FDS 0063, MAN 0007
developer	7	FDS 0023, FDS 0045, FDS 0049, FDS 0052, FDS 0062, FDS 0064, FDS 0066
partners (government / councils)	3	FDS 0051, FDS 0056, FDS 0068

28. Question 2 - Key themes in support included:

- a General comments - Many of the submitters in support of the approach taken in the strategy expressed that an approach which focuses on intensification in existing urban areas is the best approach for more sustainable futures as opposed to spreading growth and developing in greenfield areas. One developer commented that the approach “makes sense on many levels” (FDS 0023). One individual submitter said, “I would rather live in a city like Paris or Amsterdam than LA” (FDS 0012). Another noted “this is the most cost and emissions effective approach.” (FDS 0055). Similarly, one individual submitter commented, “We cannot continue to sprawl and expect our infrastructure to keep up. We need to intensify, and this will mean investment in our public transport will pay off” (FDS 0006).
- b Housing – Some submitters commented on the type of housing they would support as part of development. This included an individual submitter who advocated for, “accessible, sustainable housing that considered diverse humans with diverse needs” (FDS 0004). Similarly, an individual submitter commented, “A range of housing is needed without reducing the green spaces within the city footprint” (FDS 0033). Government partner, Te Whatu Ora, stated the region would benefit from “good quality high and medium density development, as well as homes that provide for multi-generational living and larger families, including papakāinga” (FDS 0051).
- c Transport – Some individual submitters commented on what they saw as the benefits of building around our strategic transport network. This included “cheaper and less strain on networks” (FDS 0020), creating a “community-focused culture” (FDS 0030) “more liveable communities” (FDS 0033) and “people won’t have to commute as far, and we can leverage off existing infrastructure” (FDS 0046). One community / advocacy group that provides housing noted, “the ability to walk or use public transport to meet daily needs is very important and allows our residents to take part in the community without requiring vehicle ownership” (FDS 0045). An individual submitter expressed the view that light rail should be prioritised over housing (FDS 0001).
- d Highly productive land – One individual submitter commented, “I like how this [proposed approach] helps protect productive land, our natural areas, and creates

more dense urban areas. This is much more sustainable” (FDS 0005). Similarly, the advocacy group Horticulture NZ commented that the proposed approach, in their view, “protects our highly productive land for primary production” (FDS 0029).

- e Climate change – An individual submitter commented, “The strong focus on brownfields development and intensification is the correct approach in a world increasingly affected by Climate Change” (FDS 0015). Similarly, another individual submitter said, “It makes good climate sense to build near transport hubs and encourage people out of cars where possible and also lessens development on productive land that used be used for growing food” (FDS 0025). Another individual submitter commented that the proposed approach will allow for avoiding “building in at-risk areas etc and potentially allows for managed retreat” (FDS 0046).
 - f Environment – Some submitters commented that they believe the proposed approach supports preventing stress on the environment (FDS 0048) and ecosystems (FDS 0046).
 - g Concerns raised – Some submitters, while supporting the proposed approach, also expressed some concerns. An individual submitter expressed concern that urban density should occur “also in richer areas” otherwise “medium density housing will be increasingly associated with material deprivation” (FDS 0067). An individual submitter commented that while they support incentivising brownfield development it will be difficult to realise and that this is not often done due to constraints (FDS 0037). Similarly, another individual submitter was of the view that the new government will be unlikely to support the proposals (FDS 0065).
29. Question 2 – Key themes for those **unsure** included:
- a Uncertainty over proposed approach - One developer expressed concern that the approach is high-level and needs to be grounded in real-world testing of the options (FDS 0052). An individual submitter was concerned that intensification can cause warm, dry houses to become dark and damp due to no height restrictions and closeness to boundaries (FDS 0058). A partner council submission expressed concern that “sites for further investigation” have not been included in the strategy (FDS 0068). A developer expressed general support for the proposed intensification approach but also discontent with the wording of this survey question (FDS 0049).
30. Question 2 – Key themes for those that **do not support** included:
- a Proposals do not go far enough. – Two individual submitters said that the proposed approach was not strong enough and they wish to see the strategy apply three initiatives suggested in an online blog. This included a moratorium on greenfield development, prioritisation of infrastructure upgrades for intensification and finding better ways to intensify areas where we do want growth (FDS 0060, MAN 0023). Another individual submitter said the proposals were not strong enough and suggested “minimising new infrastructure and enabling communities to reduce emissions” (MAN 027).
 - b Need for greenfield development – Three developer submissions did not support the proposed approach and expressed their view that there is still a need for

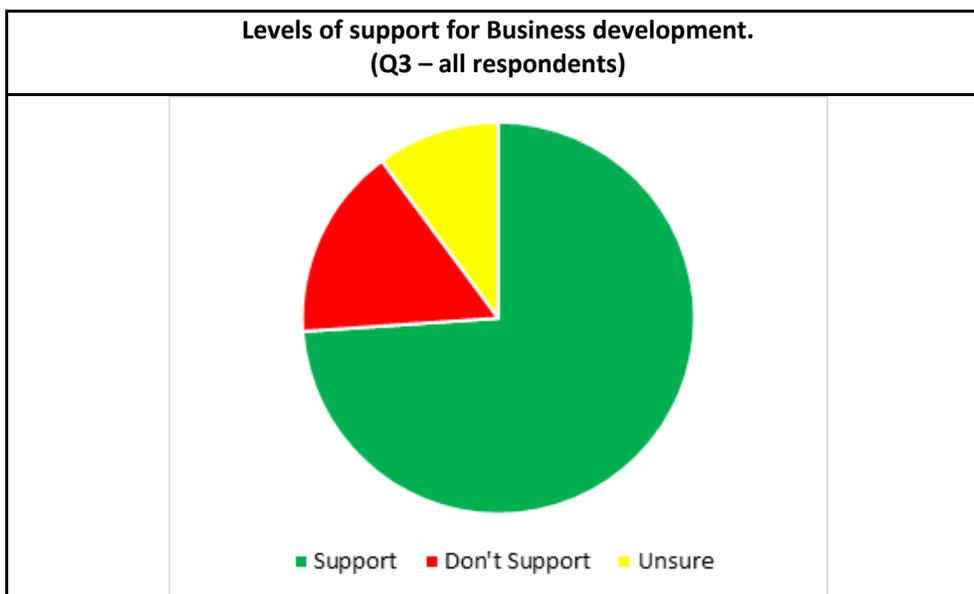
greenfield development (FDS 0062, FDS 0064, FDS 0066). One of these developers commented, “the HBA supporting documentation recognises there is still a strong demand for greenfield development” and another said, “the cost of high-density development and current development cycle means realisation of development within our existing towns and cities is unlikely.”

- c Crowding concerns - Some individual submitters did not support the proposed approach because they saw densely populated or “15-minute” cities as detrimental to lifestyles (FDS 0026, FDS 0022, FDS 0024). One submitter commented that if you have a good public transport network you don’t have to have “overcrowded urban areas that are already crowded” (FDS 0024).
 - d Other concerns - One community / advocacy group was of the view, “Consideration needs to be taken into the cost to ratepayers for improving services required to support urban development” (FDS 0044). One individual submitter expressed concern that current public transport systems do not operate well (FDS 0003), and another was of the view that there is no climate emergency (FDS 0022).
31. Based on this feedback officers make the following recommendations with more detail in **Attachments 5 and 6**:
- a There were a range of submitter views on the advantages and disadvantages of greenfield development. A number of submitters wanted a moratorium on greenfield development while individual developers advocated for an approach which supports more opportunities for developing greenfield areas. The strategy takes a balanced approach to greenfield and brownfield developments recognising that there is a need for both to ensure we meet the housing preference and needs in our region. In response to submitter concerns who supported more greenfield development, officers recommend publishing the technical report which summarises the assessment process for sites and lists those sites that were considered but are not a regional priority in this Future Development Strategy.
 - b Based on submitter feedback the provision of affordable housing and housing to meet diverse needs could be strengthened in the strategic direction Diagram 2 by:
 - i Adding to “We will give effect to the strategic direction through “Supporting the implementation of the Regional Housing Action Plan and housing developments that provide for those that are unable to afford market housing”. This supports a pathway toward the development of affordable housing.
 - ii Under the subtitle ‘what does this result in’ section to provide a definition of “defining diverse house needs” with a footnote: “the availability of different models of ownership and long-term stable rental property options.” Including this definition will give more clarity.
 - iii Under the subtitle ‘what does this result in’ section to provide a definition of ‘quality housing’ with a footnote “homes that are well-insulated and ventilated, with sufficient sunlight and access to green open space for recreation and play”.

- c Based on feedback about the placemaking principles needing to be woven into the strategy more, officers recommend:
 - i Updated language used in the placemaking principles could be strengthened around equity – for example acknowledging disabled people specifically in Principle 7 on inclusive and accessible design. We also suggest using “ethnicity” rather than “race” in the wording of this principle.
 - ii Make a clearer link throughout document to placemaking principles, for example acknowledging the co-benefits to health and wellbeing of quality, well-connected public and green spaces, nature-based solutions for climate change mitigation and community resilience, and the benefits to hauora Māori particularly of Principle 5 on reflecting te ao Māori in urban design and protection of significant sites.
32. Officers will consider the following matters in the Future Development Strategy Implementation Plan:
- a Further detailing of infrastructure needed to support housing.
 - b Looking at ways to build capability in the industry to build more dense housing well.
 - c Continue to work with infrastructure providers to ensure we have the infrastructure we need to thrive.
 - d Consider regional guidance as part of placemaking work about inclusive cities with more focus on young people and disabled people's needs (Placemaking Principle 7).

Question 3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic public transport network i.e. around current and future transport hubs and routes, to provide for sustainable, local employment?

33. Question 3 – Submitter Summary: 69 submitters of a total of 101 submitters responded to question 3 with 69% in support.



34. 47 of those 69 provided comment in response to this question. This included 32 individual submitters and 17 group submitters, broken down by group category as follows:

Group submissions for question 3		
Category	Total	Submission #
infrastructure provider	2	FDS 0014, MAN010
community / advocacy group	6	FDS 0029, FDS 0044, FDS 0061, FDS 0063, MAN 007
developer	7	FDS 0023, FDS 0045, FDS 0049, FDS 0052, FDS 0062, FDS 0064, FDS 0066
partners (government / councils)	2	FDS 0051, FDS 0056

35. Question 3 – Key themes **in support** included:
- a Multiple benefits to intensification - Some submitters supported the proposed approach set out in question 3 because of what they saw as multiple benefits for people, the economy and the environment. For example, one individual submitter commented that mixed used in development, “encourages vibrant communities and low carbon transport whilst protecting natural areas from human encroachment” (FDS 0041). Similarly, another individual submitter commented that the proposed approach will be better for economic growth and due to existing transport corridors, cost ratepayers less (FDS 0013). Te Whatu Ora stated their view that the benefits of the approach include job opportunities, reduced commuting times, lower stress levels, and reduced emissions (FDS 0051). Comments from individual submitters included that proposed approach

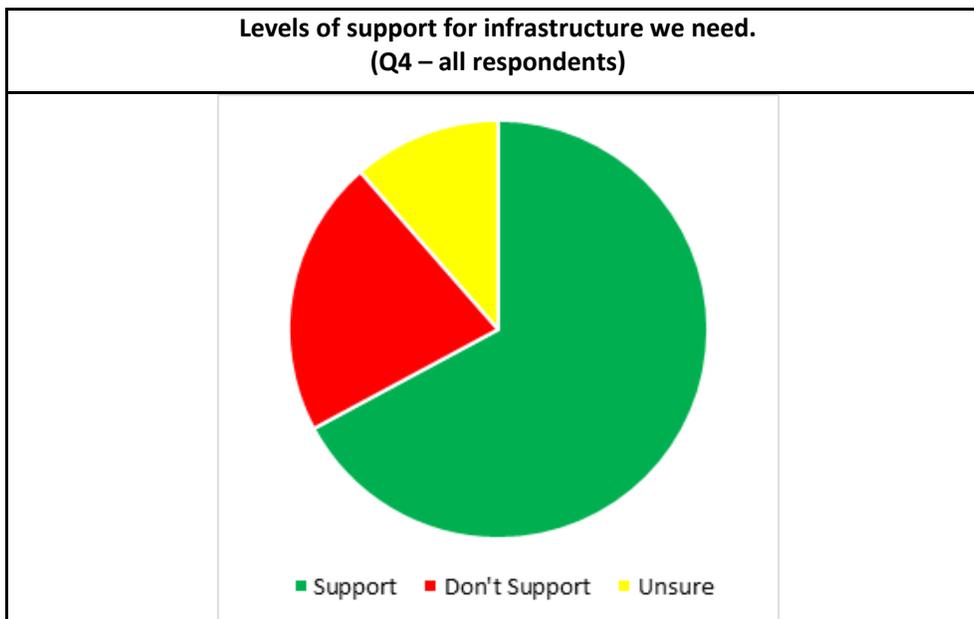
- “leverages off existing infrastructure and limits any more damage to ecosystems” (FDS 0046) and would “enable lower emissions living” (FDS 0070).
- b Community and proximity – Some submitters were in support of businesses being located in communities. One individual submitter stated, “People like to work locally and not spend time commuting. Businesses like to support their local community” (FDS 0050). Some submitters also expressed support for intensification and having a close proximity between businesses and their customers (FDS 0006, FDS 0015). One explained, “We need to start having business where people live so we can reduce our transport use. We need to also start having small businesses like dairies in more residential areas to reduce our car dependence.” (FDS 006).
 - c Employment and economy – Two submitters advocated for an approach which supports future economic growth (individual submitter FDS0013; community / advocacy group FDS 0044). A developer said that the proposed approach provides for “economic vitality and viability” (FDS 0052). Three submitters commented on the importance of employment opportunities including “plentiful job opportunities with limited transport costs” (FDS 0043). A community / advocacy group wanted to see, “employment opportunities that are diverse and located in places that are well serviced by public transport allow a greater number of people to participate in the workforce (FDS 0045). Similarly, an individual submitter supported job creation for disabled people (FDS 0053). Two individual submitters also commented on the need to provide efficient public transport for workers who are commuting (FDS 0033, FDS 008).
 - d Freight and roading – Horticulture NZ, said, “Rural roads do not have the capacity for a massive increase in drivers” and that “Horticultural businesses need continuous road access to truck produce to packhouses and to market.” (FDS 0029). An individual submitter discussed reducing congestion saying they support “taking highly vehicle dependent centres (Porirua, Lower Hutt, Upper Hutt, Kāpiti Coast, Wairarapa) and attempting to reduce the reliance on vehicles so that places of employment and business opportunities are genuinely accessible” (FDS 0037).
 - e Suggestions for implementation – Te Whatu Ora supported mitigating nuisance (noise / odour) when businesses are in local areas and suggested businesses should support community wellbeing (FDS 0051). One individual suggested making it easier for businesses set up in town and more difficult in greenfield sites (FDS 0016). An individual submitter was of the view, “Business growth must be located near existing rail freight facilities so as to limit additional road freight” (FDS 0057). Another individual submitter said, development needs to be intensified in advance of building up commercial/industrial space (FDS 0048). An infrastructure provider supported the proposed industrial land study (MAN 010).
36. Question 3 – Key themes for those **unsure** included:
- a Uncertainty over proposed approach - One individual submitter was of the view that because council does not maintain existing infrastructure well, greenfield development is preferable for the opportunity to build new infrastructure (FDS 0011). Another individual submitter was unsure whether the strategy would help support local commerce and to reduce car dependency (FDS 0060). One

community / advocacy group said they while they generally support the proposed approach, depending on the type of business proximity to transport should not be a determining factor (MAN 007).

37. Question 3 – Key themes for those that **do not support** included:
- a General comments – an individual submitter did not support the proposed approach because of their view that there is insufficient commercial/ industrial land available (FDS 0026). Another thought it would disadvantage rural businesses and community hubs (FDS 0042). A developer said the approach had limited vision and was concerned at what they saw as a lack of planning and zoning for scaled business development. Another individual submitter supported a planned approach to business in rural towns, but not urban areas (FDS 0010).
38. Officers Recommendations:
- a Where submitters have raised issues about rural business development, officers note as stated below (Paragraph 102), this strategy focuses on urban development, however, its supports local economic development plans such as the Wairarapa Economic Development Plan
 - b No further changes are recommended to this part of the strategy as the feedback was supportive and did not contain any major recommendations.
39. Officers will consider the following matters in the Future Development Strategy Implementation Plan:
- a Prioritising the completion of the Industrial land study and implementing its recommendations (a joint action with the Regional Economic Development Plan)
 - b Supporting the Regional Economic Development Plan implementation to ensure business and jobs are located where people live to provide opportunities for productive sustainable, local employment.
 - c To support freight movements the GWRC Transport team are proposing an action in the Wellington Transport Emissions Reduction Plan – “Development of a Lower North Island Freight Strategy” this is support by the Future Development Strategy in the implementation plan.

Question 4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

40. Submitter Summary: 69 submitters of a total of 101 submitters responded to question 4 with 70% in support.



41. 49 of those 69 provided comments in response to this question. This included 33 Individual submitters and 16 group submitters, broken down by group category as follows:

Group submissions for question 4		
Category	Total	Submission #
infrastructure provider	2	FDS0014, MAN 010
community / advocacy group	6	FDS 0029, FDS 0044, FDS 0045, FDS 0061, FDS 0063, MAN 007
developer	6	FDS 0023, FDS 0049, FDS 0052, FDS 0062, FDS 0064, FDS 0066
partner (government / council)	2	FDS 0051, FDS 0056

42. Question 4 – Key themes **in support** included:
- a General comments – Te Whatu Ora said in their view the proposed approach would help, “to ensure the best outcomes for community wellbeing and a healthy environment” (FDS 0051). A developer was in support of “improving and expanding key infrastructure to support higher housing density”, adding that three waters, electricity and telecoms support their capacity to build community housing (FDS 045). An individual submitter supported the suggested approach because they were of the view it minimises radon (FDS 0057).
 - b Cost efficiency – On the theme of cost-efficiency, an individual submitter said they thought the approach was, “more affordable in the long-term compared to greenfield development” (FDS 0005). Similarly, another individual submitter said,

“Infrastructure upgrades are going to be a huge future cost. It makes sense to confine most of it to existing areas rather than have upgrades and new infrastructure costs at the same time” (FDS 0016).

- c Water infrastructure – Two community / advocacy groups commented on three waters. One said three waters infrastructure needs to be planned “alongside if not ahead of development planning” (MAN 007). The other commented that we need to make sure this infrastructure, “has the capacity before development takes place” (FDS 0063). An individual submitter commented that water infrastructure damages the natural environment so they would rather see our existing degradation increase slightly (or maybe improve with better technologies) than start to damage new areas (FDS 0016).
 - d Climate change and natural disasters – An individual submitter said that the proposed approach supports a “future-focused and climate-responsive region” (FDS 013). An individual submitter commented on recent natural disasters highlighting a need to upgrade overall infrastructure and implement effective maintenance plans (FDS 0032). They added, “Before building new infrastructure, upgrading current infrastructure and making it climate resilient is vital”. An infrastructure provider also made note of recent natural disasters and what they saw as the need to have diverse power sources, including natural gas (FDS 0014). An individual submitter advocated for residential areas free of the risk of liquefaction within 10 years (FDS 0023).
 - e Transport – Two individual submitters were of the view that Wellington can make better use out of its existing transport corridors (FDS 0015, FDS 0046). Another submitter advocated for public and active transport (FDS 0006). Another individual submitter suggested introducing a congestion charge to incentivise the use of public transport while raising revenue for infrastructure investment (FDS 0009).
 - f Other suggestions – An individual submitter advocated for the retrofitting of current infrastructure to cater the diverse needs of the community (e.g. disabled people) (FDS 0053). Another individual submitter said the strategy should have a 100-year time horizon (FDS 0023).
43. Question 4 – Key themes for those **unsure** included:
- a General comments – An individual submitter was unsure of the proposed approach because they were of the view that councils have not maintained existing infrastructure well (FDS 0011). Similarly, another commented that the approach lacks a long-term view to remedy what they see as underfunded and poorly maintained existing infrastructure (FDS 0017).
 - b Transport – An individual submitter wanted to see more thought given to new strategic transport corridors (FDS 0037). A community / advocacy group was concerned that while there was emphasis on new cycleways, there was mention of investment in roading (FDS 0044).
 - c Developers – A developer was of the view that more details should have been provided in the consultation on the type, location and funding for infrastructure (FDS 0049). Another developer called for a separate process to understand

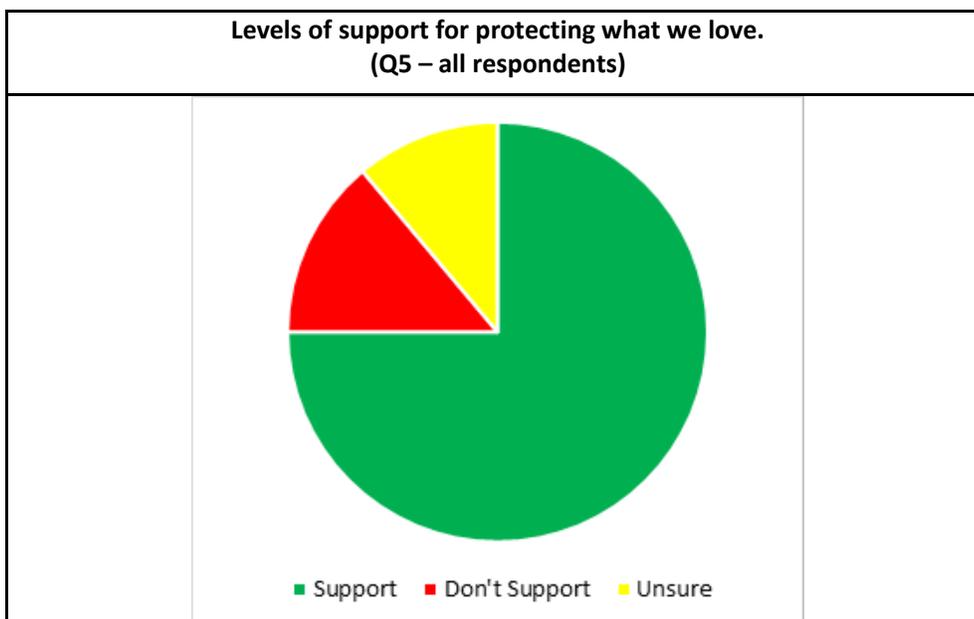
infrastructure constraints and noted that “Development Contributions requires developers to pay for the additional demand placed on infrastructure networks” and “investment will also be needed to grow beyond our existing urban areas to meet growth targets” (FDS 0052).

44. Question 4 – Key themes for those that **do not support** included:
- a General comments – One individual submitter criticised the proposed approach as a one-size-fits-all approach (FDS 0003). Another individual submitter was concerned there is not enough investment in existing infrastructure (FDS 0024). Another submitter was concerned at rural ratepayers paying for infrastructure that primarily benefits people in urban areas (FDS 0042).
 - b Proposals do not go far enough – Five submitters did not support the proposed approach because they thought it was not strong enough (FDS 0060, FDS 0070, MAN 008, MAN 023, MAN 027) Three of these submitters wished to see the strategy apply the three initiatives suggested in an online blog, including prioritisation of infrastructure upgrades for intensification and assessment by an independent group.
 - c Greenfield development – Three submitters commented that the strategy needs to allow for greenfield development (developer FDS 0062; individual submitters FDS 019, FDS 0026).
 - d Transport – One of these submitters was concerned at the lack of focus on roading and that there is no dedicated revenue source for what was in their view expensive cycle and railways (FDS 0019).
45. Based on this feedback officers make the following recommendations with more detail in **Attachments 5 and 6**:
- a Feedback/submissions and further work by officers since writing the Draft Future Development Strategy has continued to highlight the importance of infrastructure to creating well-functioning urban development. Officer recommends the following changes to the strategic direction due to its importance for unlocking development.
 - i Rearranging the six Strategic Directions so Infrastructure is number 1 (followed by housing and so on).
 - ii Rewording the Strategic Direction from “we have the infrastructure we need to thrive” to “Ensuring urban development and infrastructure planning is integrated to create thriving communities”.
 - iii Adding resilience focus to “What does this result in section” by amending the last point to say “We look to speed up infrastructure required to enable us to meet our strategic direction faster and build resilient infrastructure.”
 - iv Updating the “we will give effect to the strategic direction through” section to add to point 2 “Infrastructure Planning.... and to realise the long-term benefits of well-functioning urban environment, including mode shift and reducing carbon emissions”

- v Under Promoting a flourishing zero emissions region, “we will give effect to the strategic direction through section” to the point starting with “fully unlocking... This includes enabling transport and other infrastructure upgrades along these corridors and prioritizing intensification within walkable catchments of rapid transit stops. Interventions to support integrated comprehensive urban development in these locations is supported”.
 - vi Updating the “we will give effect to the strategic direction through” section to add an additional point about having a lens of building resilient infrastructure as we upgrade or build new.
- b To emphasise the importance of building resilience and to align with proposed changes above it is recommended that Page 48 of the Future Development Strategy be updated to ensure that resilience is incorporated into each of the five points on this page.
 - c All maps will be corrected to highlight port and ferry terminal as key points in our region.
46. Officers will consider the following matters in the Future Development Strategy Implementation Plan:
- a Continue to work with infrastructure providers to ensure we have the infrastructure we need to thrive.
 - b Support the Energy Road Map (action proposed in the Regional Emissions Reduction Plan) to ensure our energy needs are met and to manage transition away from gas.
 - c Support the actions proposed in the Wellington Regional Transport Emissions Plan and Regional Land Transport Plan. Including the following:
 - i Design regional strategic transport network– includes showing proposed location of routes.
 - ii Design future Public Transport network
 - iii Lobby for National Energy Supply Policy
 - iv Consider regional guidance on alternative solutions for infrastructure to provide developers with certainty and flexibility.

Question 5: Do you support our proposed approach to protect the areas we love by avoiding or limiting urban development in areas that are prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

47. Submitter Summary: 72 submitters of a total of 101 submitters responded to question 5 with 72% in support.



48. 50 of those 72 provided comment in response to this question. This included 34 individual submitters and 16 group submitters broken down by group category as follows:

Group submissions for question 5		
Category	Total	Submission #
infrastructure Provider	2	FDS 0014, MAN 010
community / advocacy groups	5	FDS 0029, FDS 0044, FDS 0061, FDS 0063, MAN 007
developers	7	FDS 0023, FDS 0045, FDS 0049, FDS 0052, FDS 0062, FDS 0064, FDS 0066,
partner (government / council)	2	FDS 0051, FDS 0056

49. Question 5 – Key themes in support included:

- a General comments – An individual submitter summarised the views of many of the submitters who supported the proposed approach under question 5: “Totally agree - we must protect what we love. We must also protect what protects us - clean air, water, biodiversity, food producing land, cultural sites (as vital for wellbeing)” (FDS 041). Similarly, a developer said they support intensification in existing urban areas because, in their view, it “allows for leaving low- or non-developed areas available for other important functions (greenspace, food production, water supply, habitat for native flora and fauna, etc.)” (FDS 045).
- b Environment – A community / advocacy submitter commented, “taonga such as our streams and harbours have suffered degradation since the arrival of European

settlers in the 1840s. Future development must be designed to avoid any further impacts on the natural environment and contribute to its protection and sustainability” (MAN 007). Similarly, one individual submitter advocated for “respect[ing] our whenua, because it is not a consumable resource to be exploited” and passing on the natural environment in a pristine state to future generations (FDS 0013). Similar messages were expressed by two individual submitters (FDS 0006, FDS 0017).

- c Highly productive land – Te Whatu Ora stated that protecting productive land within our region for food production is a key objective of the Regional Food System Strategy and encourages equitable food supply and the improvement of food security (FDS 0051). Horticulture NZ stated that it strongly supports that highly productive land is protected from urban development (FDS 0029). They added that this is a requirement under the National Policy Statement for Highly Productive Land. They also requested that the strategy definition for ‘highly productive land’ is updated.
- d Climate change and natural disasters – Some submitters cited climate change in describing their support of the proposed approach (e.g. individual submitter FDS 0015). An individual submitter advocated for effective leadership, prioritisation of climate adaptation and resilience and having a clear plan of action for the next natural disaster (FDS 0032). A community /advocacy group emphasised avoiding development in areas prone to natural hazards (FDS 0044). Similar comments were made by another community / advocacy group (MAN 007, and another individual submitter (FDS 0037).
- e Coastal concerns – Some individual submitters specifically mentioned the vulnerability of coastal communities to the effects of climate change and natural disaster and what they saw as the need to avoid development in these areas (FDS 0004, FDS 0009, FDS 0037). The infrastructure provider Centreport stated that the proposed approach needs to recognise navigational requirements of the coastal environment (MAN 010).
- f Cultural heritage – Te Whatu Ora (FDS 0051) and an individual submitter (FDS 0041) emphasised the need to protect cultural heritage sites. Another individual submitter made specific reference to the need to protect Māori sites of significance: “There also needs to be a greater awareness of the significance of sites to Mana Whenua, as these areas could be well protected through the likes of granting ownership to Iwi or granting as reserve with specific recognition of their value” (FDS 0037).
- g Recreation – An individual submitter commented that hills can be preserved as a greenspace for recreation and mentioned clean waterways for water supply, recreation, fishing and dog walking (FDS 050). Similarly, a community / advocacy group suggested recognition of high landscape and recreation values” in the strategy (FDS 0063).
- h Suggestions for where to limit or avoid development – One individual submitter was of the view that the proposed approach could be stronger (FDS 0012). They suggested not allowing any new development in greenfields and for any greenfield areas proposed for development to be returned to their natural state.

Another requested specific reference in the FDS to the avoidance of development on or near wetland and peatlands (FDS 0048). An individual submitter advocated to ensure residences are kept separate from some activities e.g. a 1.5 kilometre distance from windfarms (FDS 0027).

50. Question 5 – Key themes for those **unsure** included:
- a General comments – An individual said their support for the proposed approach was conditional on stronger evidence and assessment of hazards, ecological aspects, and environmental effects (MAN 015). An individual submitter was concerned that the proposed approach could increase the cost and complexity of developments and consents (FDS 0026). Another individual submitter supported avoiding development in hazardous areas and advocated for planning for managed retreat, including for existing developments (FDS 0043).
 - b Cultural heritage – The same individual submitter also called for care around the rules for cultural heritage protection and was of the view that the current regime is inflexible and prioritises European over Māori cultural heritage (FDS 0043). Another individual submitter said they were unsure about the decision-making process for ‘high cultural values’ (FDS 0058).
 - c Developer concerns – A developer was opposed to the proposal which they saw as “blanket protection” and said some hazards can be mitigated through design (FDS 0052). Another developer called for more clarification and definitions around the terminology for the proposed approach, including “avoiding or limiting urban development” (FDS 0049).
51. Question 5 – Key themes for those that **do not support** included:
- a Clarity of mapping – There were a few submitters that mentioned that the maps were not of a resolution clear enough to see how they impacted their property.
 - b General comments – One individual submitter did not support the proposed approach because they were of the view all land is subject to natural hazards (FDS 0022). Another individual submitter thought restrictions on development should be limited to regional parks (FDS 0042). Five individual submitters said they do not support the proposal because they believe it unlikely public support will be withdrawn for greenfields (FDS 0060, FDS 0070, MAN 008, MAN 023, MAN 027).
 - c Two developers were of the view that appropriate and thoughtful development in areas of high environmental and biodiversity values can provide protection, restoration and enhance water quality (FDS 0062, FDS 0066). One developer said the strategy should include information on current and planned developer offset mitigations (FDS 0066). Both also commented on the need for updated flood mapping and management, noting their view that flood prone land should not be ruled out for development. One stated there is no pathway for urban development the way current national policy statements are written (FDS 0066).
52. Based on this feedback officers make the following recommendations with more detail in **Attachments 5 and 6**:
- a Concerns were raised about the resolution of the constraint’s maps and the delineation between Wāhi Toitu and Wāhi Toiora Areas. The committee should

note that the mapping is not intended to be to be at a property specific level. The data that has been used is current council published data. New constraints have not been created for the Future Development Strategy. To alleviate these concerns officers suggest:

- i adding clarifying wording to the Future Development Strategy on page 28
“Constraints mapping is a point in time process and will be updated as new information becomes available. The constraints mapping is based on existing datasets held by councils across the region and is at a resolution for regional spatial planning. For property specific information please see your local council for more information.”
 - ii Add a clarifying sentence to page 30 explaining that “Wāhi Toiora mapping covers a lot of our region. The areas identified for development have undergone initial high-level assessment for natural hazard constraints, including sea level rise and flood hazards. Management of development in these areas, with appropriate consideration and mitigation of risks, is required. This would be done through Regional or District Plan provisions.”
53. Officers will consider the following matters in the Future Development Strategy Implementation Plan:
- a Prioritisation of the Regional Climate Adaptation Plan, this will ensure that our future development areas have considered the impacts of climate change more thoroughly than this Future Development Strategy and a plan is in place for managed retreat or other mitigation measures to offset the impacts of climate change.
 - b Creating a publicly available online portal where constraints can be explored by turning layers on and off. The scale of this will be regional and subregional and city level. This will be implemented in the new year in time for the strategy endorsement.
 - c To give landowners and developers certainty and based on community support for protecting our natural and food producing areas, officers advocate for speeding up implementation of NPS-HPL and NPS-IB. This could also consider guidance on managing reverse sensitivity towards HPL and incentives for biodiversity protection and restoration.

Question 6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

54. Submitter Summary: 46 submitters of a total of 101 submitters provided comment in response to this question. This includes 31 individual submitters and 14 group submitters, broken down by group category as follows:

Category	Total	Submission Number
infrastructure Provider	1	FDS 0014
community / advocacy group	6	FDS 0044, FDS 0059, FDS 0061, FDS 0063, FDS 0069, MAN 007
developer	5	FDS 0045, FDS 0049, FDS 0052, FDS 0062, FDS 0066
partner (government / council)	2	FDS 0051, FDS 0056

55. Key Themes included:

- a Te Tirohanga Whakamua – Some submitters expressed general support for the values and aspirations expressed in the strategy. Two individual submitters made specific mention of Te Tirohanga Whakamua (FDS 0007, FDS 0033).
- b Partnership – A large number of submitters who commented on this question discussed partnership approaches, with some submitters making specific reference to Te Tiriti o Waitangi.
- c One individual submitter commented, “give Māori leaders tino rangatiratanga” (FDS 0041). Te Whatu Ora discussed, “working alongside Māori communities to incorporate their voice into decision making around urban form” (FDS 0051).
- d One issue raised on the theme of partnership approaches concerned resourcing, including compensation for iwi engaging in processes and their capacity for to do so. For example, one developer said, “Although it varies from iwi to iwi, we find that mana whenua are not adequately resourced to cope with the pressures of the current system. To truly realise the vision of the FDS, funding channels need to be opened up to create capacity within mana whenua to meaningfully participate in the process” (FDS 0052).
- e One council partner submitter raised a question over whether iwi in Horowhenua district were being appropriately represented on the Wellington Regional Leadership Committee (MAN 0019).
- f Tikanga and Mātauranga – A number of submitters emphasised what they saw as the importance of listening to iwi, and following Māori protocols, respecting tikanga and mātauranga Māori. One individual submitter said it was important to listen to all Māori groups and, “not only the commercial arms” (FDS 0065). Some submitters said they were supportive of promoting and supporting Māori voice, representation and governance and decision-making roles in the region as a way to support the realisations of Māori values and aspirations (FDS 0005, FDS 0011, FDS 0041, FDS 0046, FDS 0047, FDS 0048).
- g Cultural heritage – Two submitters (one individual and one advocacy / community group) discussed the importance of Māori cultural heritage, for example “Knowing and understanding sites of Māori heritage and cultural significance is essential to treasuring an important part of our history” (FDS 0010).
- h Land and Environment – The provision of affordable housing (developer FDS 0045), taking care of the environment (individual submitter, FDS 0046), and

facilitating the return of Māori land (individual submitter, FDS 0003) were also topics raised by submitters.

- i Acknowledging diverse views – An individual submitter wanted to ensure that Māori knowledge does not “eclipse” science (FDS 0016). Another individual submitter wanted to ensure that while Māori values and aspirations are being supported, we also hold firm to a vision for a low emissions future (FDS 0055). One community / advocacy group submission expressed support for Māori values and aspirations, but also wished to see those of Asian and Pasifika communities reflected in the strategy (FDS 0061). One person, submitting on behalf of a community / advocacy group said as non-Māori, they did not think they should respond to this question (FDS 0044). One individual submitter expressed their discontent with the content of the survey question (FDS 0018).
56. Officers Recommendations – Given the general support for the Te Tirohanga Whakamua and the values and aspirations of Māori set out in the Future Development Strategy, no further changes are recommended.
57. Officers will consider the following matters in the Future Development Strategy Implementation Plan:
- a Wellington Regional Leadership Committee to continue partnership approach with iwi, improving processes of working together in a culturally appropriate way. This could include a more formalised partnership agreement between the Wellington Regional Leadership Committee and iwi partners and/or the development of guidance to councils on implementation of iwi values and aspirations through the Future Development Strategy.
 - b Ensure iwi partners are adequately resourced to participate in the Wellington Regional Leadership Committee activity.
 - c Engage with a wider range of Māori stakeholders in the implementation of Te Tirohanga Whakamua.
 - d Progress in partnership an iwi led-spatial plan to better understand sites of importance to iwi, their specific development aspirations and any others matters of importance to iwi, hapu and Māori.

Question 7: Do you have any other feedback on the Draft Future Development Strategy?

58. Submitter Summary - 57 of a total of 101 submitters responded to question 7. This included 39 individual submitters and 18 group submitters, broken down by group category as follows:

Category	Total	Submission Number
infrastructure provider	2	FDS 0014, MAN 010
community / advocacy group	5	FDS 0029, FDS 0044, FDS 0061, FDS 0063, FDS 0069
Developer	8	FDS 0023, FDS 0045, FDS 0049, FDS 0052, FDS 0059 FDS 0062, FDS 0064, FDS 0066,
partner (government / council)	3	FDS 0051, FDS 0056, FDS 0068

Key themes from responses

59. Support for rail, public transport and active transport – A number of individual submitters expressed their support for rail, public transport and active modes of transport, including cycling (see FDS 0005, FDS 0006, FDS 0013, FDS 0035, FDS 0055, FDS 0065, MAN 0027). An individual submitter was of the view that reduction of emissions from transport should be the number one priority (FDS 0057). Government partner Te Whatu Ora said it supports the strategy’s objective of long-term planning for the region that reduces transport emissions and enables low-emissions lifestyles (FDS 0051). An individual submitter supported extensive EV car infrastructure (FDS 0009). Another thought the strategy could be more ambitious in providing specifics for reducing car dependency (FDS 0060).
60. Climate change and emissions reduction – Te Whatu Ora also discussed the link between public health and climate change (FDS 0051). A developer encouraged collaboration between local and central government to avoid “climate disasters” (FDS 0049). A developer spoke in support of using different types of energy to help support a 100% zero carbon future for Aotearoa (FDS 0014). An individual submitter requested that the relationship between the strategy and the Zero Carbon Act should be clarified and that where there is a choice concerning priorities, net zero commitments should prevail (MAN 009).
61. Intensification – Some submitters commented on their support for intensification around existing urban centres. For example, an individual submitter said: “Quality planning can enhance intensification, optimise use of infrastructure, lower emissions, create safe and enjoyable places for children to play and support a planet for their future that is worth living in” (FDS 0070). One individual submitter said they love the idea of 15-minute cities (FDS 0006), whereas another was expressly opposed to this concept (FDS 0022). One individual submitter was against “urban sprawl” and recommended “either a ban on greenfields development or a decision not to subsidize such developments” (MAN 008). One individual submitter said that intensification in residential parts of inner-city suburbs can have negative consequences (FDS 0011).
62. Housing – An individual submitter said that more housing should be enabled: “House prices must fall for future generations, and this can only be achieved through greater capacity in the places where people most want to live” (FDS 0015). Another supported the intensification of housing along existing transport lines (FDS 0065). One individual submitter was encouraging of senior and multigenerational housing types (FDS 004). A

- developer (a housing trust) expressed their opposition to leaving the provision of housing to the market and for-profit developers (FDS 0045).
63. Environment – A large number of submitters expressed their views and suggestions for improving environmental outcomes. An individual submitter spoke about what they saw as the “environmental polycrisis” (FDS 0041). Another individual submitter advocated for making gains in biodiversity by arranging eco-corridors (FDS 0016), and a different submitter was for “rewilding or restoration of nature, including pest removal (FDS 0017). Similarly, other individual submitters requested that the value of nature and nature-based solutions should be more prominent in the strategy (FDS 0046), and to be less human-centric in our planning and land use decisions (FDS 0048). A community / advocacy group was of the view that freshwater and estuaries need more protection from sediment and storm water (FDS 0063). A developer sought the ability to develop their own land “on the condition that the net impact to native plants and greenery, stormwater overflow, and biodiversity is, at least, neutral - but ideally positive” (FDS 0049).
 64. Hard infrastructure and three waters – An individual submitter said they wanted to “ensure investment in infrastructure (transport and 3 waters and waste) is invested in and not hindered by excess regulation in areas it is needed” (FDS 0054). Another individual submitter supported a focus on ensuring the right process so that water related infrastructure is fixed (FDS 0058). Another individual submitter praised the strategy for featuring locally generated electricity because they believe it is reliable and reasonably priced (FDS 0047). Another individual submitter advocated for collaboration among power companies working on windfarms (FDS 0027). An individual submitter wanted to ensure there were fewer power cuts (FDS 0004).
 65. Social infrastructure – One individual submitter wanted to see support for social infrastructure (FDS 0034). Another individual submitter wanted to see “Green spaces. Gardens. Free amenities like swimming pool” (FDS 0004).
 66. Social and equity concerns – Two individual submitters raised concerns regard social issues. One called for the strategy to allow for caring for homeless people and feeding the poor (FDS 0018). Another recommended the strategy should provide for the needs of disabled people and “baby boomers” (FDS 0053). A community / advocacy group was keen to ensure “that everyone in the region has equitable access to nutritious food” (FDS 0068). Two individual submitters expressed concern at what they saw as a greater focus on urban areas saying it could disadvantage people in rural or outlier communities. (FDS 0008, FDS 0042). One of those submitters suggested this could cause people to leave rural communities and move to urban centres (FDS 0042).
 67. General concerns about the strategy – one individual submitter said that the strategy, in their view, “seems to be ideologically driven, needs to look very closely at how all of these ideas will funded, hampering or destroying the economy will not provide a positive future for anyone” (FDS 0019). A developer wanted to see more information provided for the consultation and was concerned that the impact of the change of government had not been adequately addressed (FDS 0049). A different developer was concerned the FDS is disproportionately weighted to prioritising growth and housing in the existing urban areas and fails to provide support for the already identified greenfield development areas that are “entrenched” in district planning documents (FDS 0064).

68. Specific suggestions from submissions for the strategy – These included:
 - a correct representation of blue green networks including SNAs in diagram 32 (individual submitter, FDS 0036)
 - b addition to maps for specific development (individual submitter. MAN 015)
 - c amendments to key social infrastructure on the “Key parts of our regional and social and cultural infrastructure network” map (developer FDS 0052)
 - d inclusion of “sites for further investigation” in the strategy (council partner, FDS 0068)
 - e use of Statistic New Zealand population growth numbers (community / advocacy group, MAN 007)
69. Other general comments – An individual submitter who was generally in support of the strategy commented that the difficulties of green growth should be thought about in depth (MAN 009). One individual submitter mentioned that key issues for them are “green materials”, “jobs for local people” and “not being flooded (FDS 0004). An individual submitter thought the strategy was generally “too conservative in its thinking” (FDS 0037). Two submitters expressed general praise for the consultation document (FDS 0016, FDS 0033).
70. Based on this feedback officers make the following recommendations with more detail in **Attachments 5 and 6**:
 - a Given the feedback about responsive planning and being able to be flexible around future changes officers suggest amending wording in Diagram 7 to convey more nuance/ levels of discretion in decision-making in the application of the strategy – “Strategy doesn’t support development that doesn’t meet these criteria” to “Any areas not specifically identified as priorities for development may still be appropriate to develop according to local needs and constraints but will not be prioritised at a regional level.”
 - b To support submissions on nature-based solutions and preparing for climate change, it is recommended to add to emphasis on nature-based solutions to page 48 under the point “Speeding up required infrastructure will be of benefit”
 - c Updating map on page 16 to clearly show important social infrastructure – hospitals and tertiary institutions.
 - d To ensure transparency of process and to recognise other development opportunities in the region (but not currently prioritised). officers recommend publishing the technical report which summarises the assessment process for sites and lists those sites that were considered but are not a regional priority in this Future Development Strategy.
71. Officers will consider the following matters in the Future Development Strategy Implementation Plan:
 - a Advocate for congestion charging (a joint action with the Regional Emissions Reduction Plan)
 - b Investigate and implement inclusionary zoning for affordable housing.

More detailed analysis of detailed manual submissions by submitter type

72. This section analyses and provides recommendations on submissions that were emailed in and were substantially detailed and/or contained their own specific recommendations for the Draft Future Development Strategy. It is organised by submitter types – Infrastructure providers, development community and other.
73. Infrastructure provider and developer groupings were determined based on NPS-UD requirements to ensure feedback from these groups is considered. Some online submitters mentioned in the analysis above and are included here again as they fit into the developer or infrastructure provider category and provided substantial commentary that needed response.
74. It also has feedback from those in the Wellington Regional Leadership Committee Partnership. Officers note, no formal feedback was received from iwi partners.

Infrastructure Providers Feedback

75. Submissions were received from Power Co. (FDS014), Centre Port (MAN010), Spark (MAN026), Electra (MAN030), Wellington Electricity (MAN031)
76. Key Themes included:
 - a Partnership and Collaboration – infrastructure providers expressed that they see value in the regional approach taken by the WRLC in the development of the strategy and recommend an ongoing partnership approach. They also supported coordinating development and infrastructure planning and ensuring early engagement for larger developments to increase efficiency e.g. through coordinated planning between councils and providers it can be ensured that a road is only dug up once to lay all types of infrastructure, they suggested.
 - b Vision and Direction – these partners expressed general support for the vision and strategic direction set out in the Draft Future Development Strategy and for the way in which it aligns with the strategies of their respective companies.
 - c Electricity needs will increase:
 - i Electricity and gas providers (Power Co, Wellington Electricity and Electra) all noted there will be an increase demand especially with uptake of EVs and support a coordinated regional approach to ensure low carbon energy needs are being planned for the level of growth expected.
 - ii Due to the regulated nature of the electricity sector, speeding up infrastructure may be challenging. Wellington Electricity suggests that the FDS electrification direction should be guided by national direction - MBIE’s ‘Advancing New Zealand’s Energy Transition’ and uses this information to support whether electricity infrastructure is suitable for speeding up.
 - iii Early engagement on climate adaptation to ensure these lifeline utilities can be accommodated.
 - d Support for intensification – there was general support for intensification and consolidating our growth in existing urban areas. The providers were of the view that intensification in existing areas would support better use of existing networks and facilities. Adequate space and infrastructure needs to be supplied e.g. for EV

- charging, new substations and battery storage. Greenfields such as Judgeford Flats will require substantial upgrades to networks.
- e Interdependencies between gas and electricity providers – Providers were of the view that there needs to be a graduated transition from gas to electricity as “any accelerated exit of gas use may cause price shocks to customers due to assets requiring upgrading sooner than currently forecast.”
 - f Providers also saw interdependencies between electricity and telecommunications as important to recognise. Spark suggested addition text to the draft Future Development Strategy to convey the following ideas: *“Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.”*
 - g Recognition of the port and importance of freight routes – Centreport state that it wished to see greater recognition of the port and its adjacent activities in the strategy.
77. Based on this feedback officers make the following recommendations with more detail in **Attachments 5 and 6**:
- a Including the wording suggestion by Spark on Page 85. “Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.”
 - b Adding additional wording on resilience on page 48 and ensuring the port is clearly labelled on maps.
 - c Support the comment by Centreport about including Kaiwharawhara/Pipitea as a key business area. Diagram 9 will be updated to reflect this.
78. Officers will consider the following matters in the Future Development Strategy Implementation Plan:
- a That the Wellington Regional Leadership Committee and those implementing the Future Development Strategy continue to work in partnership with infrastructure providers through the implementation and review phases.
 - b Supporting the prioritisation of the Energy Road Map (a joint action with the Regional Emissions Reduction Plan) in the Future Development Strategy Implementation plan. This could support ensuring we have enough power in the right places to meet our needs.

Development Community Feedback

79. The submissions from the development community fitted into two categories.
- a For the Future Development Strategy to generally be more responsive to changing needs by having a flexible policy including not restricting greenfield developments. (Cuttriss Consultants FDS052, The Property Council FDS059, Thames Pacific (FDS0062), Landlink Limited MAN012, Summerset MAN017, Bunnings MAN018).

- b To include specific development proposals (Professional Real Estate FDS023, Richard Burrell MAN002, Cannon Point Development Limited MAN015, Mark McIntyre MAN020, Peka Peka Farms Limited MAN022, Guilford Timber Company MAN025, M & J Walsh Partnership MAN029). Where comments are focused on specific proposals to rezone land officers note the Future Development Strategy is a strategic spatial plan – decisions about rezoning land for development remain the function of councils.
80. There are 8 key themes from the development community feedback and these are summarised below with officers response provided for each theme. This is followed by responses to specific development proposals.
81. Officers have addressed in more detail responses to specific local issues and development opportunities in [Attachment 4](#).

Key Themes included:

82. *Theme: Assumptions and accuracy of the Housing and Business Development Capacity Assessment.* See also paragraph 118 below.
83. Officers response based on specific points raised in submissions:
- a Property Economics were commissioned to undertake the assessment of feasible and realisable development. Both the regional and district reports provided by Property Economics to support the assessment process include an outline of the Residential Feasibility Model used. This includes a range of development and market factors and inputs including land values, development costs, sales data and profit assumptions.
 - b The Kāpiti Coast District Council chapter provides an overview of current and historic rates of development alongside its assessment of needs. This provides context to help understand the gaps and potential for the market to deliver against needs over the timeframe of the HBA.
 - c Any changes, to underlying variables and the provision of housing by the market will continue to be tracked and assessed through ongoing monitoring and to inform future HBA processes.
84. *Theme: How the Future Development Strategy links to local growth strategies in particular Te Tupu Pai in Kāpiti Coast District.*
85. Officers response based on specific points raised in submissions:
- a Local growth strategies have informed the preparation of the Draft Future Development Strategy, including Te Tupu Pai. The prioritisation of regionally significant growth and associated infrastructure requirements is an essential part of the Future Development Strategy.
 - b The Housing and Business Development Capacity Assessment modelling undertaken to support the Future Development Strategy has indicated that there is an oversupply of housing capacity across the region. Therefore, it is necessary to prioritise those projects that are:
 - i most certain to be delivered within the 30 year timeframe of the FDS, and

- ii provide development that best fits with the Strategic Direction of the Future Development Strategy.
 - c This means that there will be areas of land that are enabled for development through District Plans that are not included in the FDS across the region.
86. *Theme: The rigidity of approach and reduction of greenfield opportunities.*
87. Officers response based on specific points raised in submissions:
- a Through scenario analysis undertaken as part of the preparation of the Draft Future Development Strategy greenfield growth patterns scored poorly against the Future Development Strategy objectives.
 - b The Future Development Strategy has proposed a mixed approach to growth across the region (greenfields and infill/brownfields development). A number of greenfield sites have been identified, however, the Future Development Strategy also acknowledges the increasingly permissive environment for infill development in our towns and cities. We therefore need to anticipate a level of infill development occurring, which will naturally decrease the need for greenfields development across the region.
 - c No greenfield development is being delayed, this strategy does not support prioritisation of as much greenfield as the previous regional spatial plan. This is because, the Housing and Business Development Capacity Assessment states that the majority of the regions housing needs can be met in our existing urban environments. Furthermore, direction from the NPS-UD about considering climate change and green gas emissions and councils financial constraints to provide infrastructure for new developments means that greenfield opportunities identified in the Future Development Strategy are limited.
 - d Prioritisation criteria – as suggested earlier in this report, officers suggest amending wording of title in Diagram 7 to convey more nuance / levels of discretion in decision-making in the application of the strategy – “Strategy doesn’t support development that doesn’t meet these criteria” to ensure compliance with responsive planning requirements of NPS-UD change to “Any areas not specifically identified as priorities for development may still be appropriate to develop according to local needs and constraints but will not be prioritised at a regional level.”
88. *Theme: Engagement process.*
89. Officers response based on specific points raised in submissions:
- a The pre-engagement process was outlined in the published Engagement Report.
 - b The Property Council was contacted via UDINZ to partner on engagement in December 2022, but no response was received in time. Officers recommend that further engagement with The Property Council occurs as part of the Future Development Strategy Implementation Plan and reviews of the Future Development Strategy.

- c Landlink attended pre-engagement and we directly emailed those on our developers contact list regarding the commencement of consultation as is set out above in paragraphs 4 – 10.
 - d Timing of release – The Draft Future Development Strategy is based on current policy direction and being prepared in time to inform the preparation of Long-Term Plans as required to be the NPS-UD.
90. *Theme: Constraints mapping*
91. Officers response based on specific points raised in submissions:
- a These maps are based on current published council information and not intended to be used for site specific planning. They will be updated to make it easier to visual the data as discussed in Paragraph 52 above.
 - b Limit the areas identified as Wāhi Toitu – the Wāhi Toitu contains areas that have enduring protection such as set out in page 30 the Draft Future Development Strategy, these are set by current policies and regulations, and it would be inappropriate to reduce their status.
92. *Theme: Industrial land deficit*
93. Officers response based on specific points raised in submissions:
- a As identified earlier in the report work is underway as a priority to review industrial land requirements for the region and the Future Development Strategy Implementation Plan will prioritise the recommendations from this report.
94. *Theme: Infrastructure and Urban Development.*
95. Officers response based on specific points raised in submissions:
- a There was a suggestion to provide a greater degree of certainty around the type of urban activities (e.g. residential, commercial, industrial) anticipated in identified areas – The Draft Future Development Strategy intends to support “mixed use development so that people can live closer to where they work” more detailed planning is left to the local level. We anticipate the highest level of density of housing occurring in Wellington City Central followed by Hutt Central. In our rural towns density looks different (2-3 stories). Articulation of this future state can be clarified in the Future Development Strategy on pages 11 and 45.
 - b We need to make best use of our existing infrastructure. New roads are exceedingly expensive to plan and build. Our priority is to make most efficient use of existing infrastructure. This means our region must prioritise development within existing towns and cities and support medium density infill (strategic direction – page 10 Future Development Strategy). The enables people to live closer to existing amenities and reduce the need to use a car for every journey.
 - c The Future Development Strategy Implementation Plan will include more detail about the infrastructure needed and a consideration of funding requirements.
96. Inclusion of specific development proposals:

- a As noted elsewhere in this report, the Future Development Strategy, prioritises those development proposals that are regionally significant to assist in achieving the regional shared Vision and Strategic Direction.
- b Individual proposals for the development/intensification of greenfield land, if not already zoned appropriately, will likely require a District Plan change to the relevant District Plan and to the Natural Resources Plan (as proposed by Plan Change 1), and they will be considered on their merits at that stage by the relevant councils.
- c A number of the submitters presented developments that are not of a significant size to be considered on the regional scale. This doesn't not mean they cannot continue with the District Plan change process that is currently underway or proposed with their local council. These include:
 - i 12 Waitohu Road, Otaki -MAN020
 - ii Cannon Point Development - MAN015
 - iii M & J Walsh Partnership Limited - MAN029
- d There are number of larger development opportunities which could be regionally significant. Officers have considered these but confirm they would not support the Strategic Direction and priorities in the Draft Future Development Strategy these are:
 - i The Otaihanga block (FDS052) has now been enabled for growth through the District Plan. As noted above, there is an anticipated oversupply of housing capacity across the region over time, and therefore there are some areas of enabled capacity that are not prioritised for development through the Future Development Strategy. This does not mean that the developments are unable to be pursued in those areas. This development is not supported to be included in the Future Development Strategy.
 - ii Wainuiomata North (FDS023, MAN002) - Whilst this area is included in the Hutt City Urban Growth Strategy 2014. The decision was made as part of the current Draft District Plan to not upzone the Wainuiomata North area was primarily a result of modelling indicating that it was not necessary to upzone the area at this time to enable sufficient development capacity, and a development feasibility assessment that indicated that the cost of servicing a development with infrastructure would result in development contributions that would make development in the area unlikely to proceed at this time. This development is not supported to be included in the Future Development Strategy.
 - iii The Kilmister Block (FDS023, MAN002) - Kilmister Block is not included in Hutt City Councils Urban Growth Strategy 2014. It involves encroachment into Belmont Regional Park. The Future Development Strategy identifies that parks are an area where development will be avoided (page 11) and a constraint on development (page 58), therefore any encroachment into Belmont Regional Park is not supported. As well as providing housing these developments could provide opportunities for managed retreat and build

resilience. This development is not supported to be included in the Future Development Strategy.

- iv Peka Peka Farm (MAN022). This area was previously part of the “Te Horo/Peka Peka Growth Area” in the Wellington Regional Growth Framework. It was classed as a *Future Study Area* which meant it was a hypothetical area where growth could occur but needed extensive investigation. Given the significant capacity oversupply and the need to prioritise development based on the Strategic Direction this development has not been included in this Future Development Strategy but is included in the site analysis technical report as a potential option should the context we’re working in change.
- v Upper Hutt Southern Growth Area (MAN025). This area was previously shown in the Wellington Regional Growth Framework as *Future Urban Development Areas* but has been deprioritised in this Future Development Strategy due to locational and infrastructure constraints. The Upper Hutt Southern Growth Area is included in the site analysis technical report as a potential option should the context we’re working in change.
- vi Lincolnshire Farms and Upper Stebbings: Scott Adams (Carrus) (FDS066) and Rod Halliday (FDS0064). Upper Stebbings and Lincolnshire Farm are identified as 'opportunity sites' in the Wellington Spatial Plan. Both Upper Stebbings and Lincolnshire Farm were identified as *Future Urban Development Areas* in the Wellington Regional Growth Framework but are not included as regional priorities in the Draft Future Development Strategy due to the lack of current of planned public transport. We recognize their importance for providing housing choice in Wellington City and include these sites in the site analysis technical report as a potential option should the context we’re working in change.

Analysis of other email Submitters

- 97. Submitter: Sue and Campbell Ross (Individual Submitter, MAN001)
 - a Seeks to widen the scope of the Future Development Strategy to consider “Eco Hamlets” in “peri urban” areas. In particular, 340 Ngarara Road.
 - b Officer's recommendation: The Future Development Strategy applies to existing and future urban environments and does not constrain the ability of Kapiti Coast District Council to undertake District Planning activities, including changing the zoning and underlying rules that apply across the District.
- 98. Submitter: Simon Byrne (Individual Submitter, MAN002)
 - a All points raised in the submission relate to questioning the methodology used to calculate the realisable development capacity in the residential section of the Masterton Housing and Business Development Capacity Assessment chapter.
 - b Officers Response: A response provided by Masterton District Council, confirms they have reviewed the submission points and the methodology by Property Economics that supported the Housing and Business Development Capacity Assessment. The total number quoted in the submission (7,968 dwellings)

includes both standalone and terraced development (ie joined townhouses). Terraced development requires less land area than standalone houses, allowing for higher capacity. More detail is supplied in **Attachment 4**.

99. Submitter: Transporting New Zealand (Community / advocacy group, MAN004)
- a la Ara Aotearoa – Transporting New Zealand represents trucking organisations and is mostly concerned about freight movements for their members. A resilient and reliable road network is important for efficient freight transport movements. Increasing density is supported, but adequate road space is needed for trucks. Improvements are needed to Remutaka Hill Road. They were generally supportive of the strategic direction but wanted more debate around the trade-offs needed to achieve a zero-carbon region. Affordability of infrastructure is a concern and innovative ways of collecting revenue is supported.
 - b Officers will consider the following matters in the Future Development Strategy Implementation Plan:
 - i Development of a Lower North Island Freight Strategy (Greater Wellington Transport)
 - ii Incentives and Disincentives to be investigated and implemented.
100. Submitter: Debbie Leyland United Community Action Network (Community / advocacy group, MAN005)
- a This submitter expresses general support for the strategy and also suggests the Future Development Strategy needs to be more inclusive. In particular, the submitter is concerned with recognising the human right to a decent home for all residents. They recommend further analysis in the Housing and Business Development Capacity Assessment to understand assisted and supported housing needs. The submitter suggests amending the vision as follows:

“...The future for our region is founded on Te Tiriti o Waitangi realised through tino rangatiratanga of tangata whenua; the recognition of the rights and privileges of residents; and the exercise of good government.”
 - b Officer Recommendation: do not agree with adding this onto the vision as this part of the vision is as agreed with iwi partners. The strategy vision is inclusive as written.
101. Submitter: Te Awarua o Porirua Harbour & Catchments Community Trust (community / advocacy group, MAN007)
- a The submitter expresses general support for the strategy and notes that the values set out in the strategy align with those of the Trust. However, the submitter has concerns that too much growth would be detrimental to Porirua harbour.
 - b Officers Response: Porirua City Council responded that the growth areas in the Future Development Strategy are consistent with the Proposed District Plan (PDP). They added that there are provisions in the PDP and in the Greater Wellington Regional Council Natural Resources Plan to ensure effects on the harbour are managed. Therefore, we do not recommend any changes in response to this submitter comment.

102. Submitters: James Barber (MAN008), (MAN023), Leah Murphy (MAN027), Kathleen Logan (FDS 0070), Alex Dyer (FDS 060)
- a These individual submitters provided responses that shared content from an online blog. They were concerned generally that the strategy did not go far enough. These submitters said they wanted:
 - i "A hard moratorium on any greenfield development
 - ii A hard prioritisation of infrastructure upgrades for intensification
 - iii Find and develop better ways to intensify areas where we do want growth"
 - b Officers Response: The Draft Future Development Strategy supports our region moving towards a compact urban form and supporting intensification through infrastructure investment and limited prioritisation of greenfield development. The strategy recognises and provides for a number of greenfield developments that have already been enabled and provide for particular housing types in response to current market demand. Over time we anticipate a reduction in relying on greenfields for residential development due to amongst other things, upcoming changes signalled in the Proposed Natural Resource Plan. Therefore, we recommend no further changes.
103. Submitter: Chris Peterson (Individual Submitter, MAN009)
- a This submitter supported the strategy but wanted it to align more strongly with the Zero Carbon Act.
 - b Officer Response: The Zero Carbon Act resulted in 2 pieces of national guidance which has informed the Draft Future Development Strategy. These are the National Emissions Reduction Plan and National Adaptation Plan. This iteration of the Future Development Strategy does not incorporate adaptation as further work is needed on a regional plan for adaptation first. However, the strategy does recommend that future strategies should be strongly informed by the Regional Adaptation Plan. The Draft Future Development Strategy focuses on linking transport and urban form and aligns with the WRLC Regional Emissions Reduction Plan. It supports making the best of use of existing infrastructure to reduce reliance on cars. Therefore, officers recommend no further changes to the strategy.
104. Submitter: Andrew Leslie, Nuku Ora (community/advocacy group, MAN012), an independent organisation promoting healthy activity in the Wellington region.
- a The submitter expressed support for compact urban form and increased uptake of active modes and access to green space and opportunities for physical activity to ensure communities are healthy.
 - b Officer Recommendations: The strategy supports protecting and restoring greenspaces through its direction, the placemaking criteria set out supporting active modes and recreation opportunities. No changes are recommended to the strategy but officers consider developing guidance on placemaking principles which could provide detail on this topic as a project in the Future Development Strategy Implementation Plan.

105. Submitters: Felicity Wong (community/advocacy groups, MAN014 Wellington's Character Charitable Trust and MAN016 Historic Places Wellington)
- a This submitter represents 2 community organisations. They requested that the Miramar Peninsula should be included on the constraints maps due to its predator free status. They also wanted to see greater recognition and protection of heritage and character areas, in particular, in Wellington City.
 - b Officer Response: We do not support including the Miramar peninsula on the Wāhi Toitu maps. While there are open spaces within the peninsula, the area is part of the broader urban area therefore it is not appropriate for the entire area to be protected from new development at the Future Development Strategy level. Identifying the Miramar peninsula on the Wāhi Toitu maps may also not be in alignment with Māori values and aspirations for urban development which the Future Development Strategy is required to be informed by under 3.14.(1.(d) of the NPSUD. Cultural heritage values are considered in the strategy under the strategic direction 'protecting what we love'. However, the strategy sets direction at a regional level and is not the appropriate mechanism for planning and decision-making on individual cultural heritage matters. These are addressed through the Wellington City Proposed District Plan, the Wellington Spatial Plan, and other council strategies. Therefore, we recommend no further changes to the strategy.
106. Submitter: Angela McCleod, submitting as an individual submitter (MAN028) and on behalf of Regional Kai Network (community / advocacy group FDS0069)
- a This submitter generally supported the strategy in both submissions however, wanted to ensure there was some emphasis on equity of access to food. They were of the view that a key consideration when planning for housing developments should be food equity concerns and ensuring space for viable food businesses. This submitter expressed support for the Regional Food Systems Strategy (which is being prepared by Te Whatu Ora and WRLC).
 - b Officer responses: These matters could be covered by the Regional Food Systems Strategy. The Draft Future Development Strategy protects food production land from development. Officers do not recommend any changes to the strategy in response to these comments and instead are of the view that they could be considered as part of the development of the Regional Food Systems Strategy.

Partnership Feedback

107. We received a number of detailed submissions from organisations that are part of the WRLC partnership and other adjacent organisations. Submissions were received from - Waka Kotahi (MAN011), Te Whatu Ora (FDS051), Ministry of Education (MAN006), Horowhenua District Council (MAN024), Upper Hutt City Council (FDS068), Palmerston District Council (FDS056), Horizons Regional Council (MAN019)
108. Officer to Officer feedback (rather than a public submission) was received from the following organisations - Let's Get Wellington Moving, Kainga Ora.
109. Key Themes included:

- a Partnership – there was appreciation expressed for the value of the WRLC partnership and the continuation of working together as a cross-regional body. Waka Kotahi noted the incoming government may introduce new policy changes relevant to the strategy and that these changes should be reflected in the strategy where possible if timing permits.
- b Vision and Direction – Partners expressed general support for the vision and strategic direction set out in the Draft Future Development Strategy and for the way in which it aligns with the strategies of their respective agencies.
- c Support for intensification – Partners expressed general support for the strategy’s proposed approach of intensification and consolidating development around existing urban centres. Te Whatu Ora said the proposed approach would support health outcomes. Other benefits identified by partners were that it makes better use of existing infrastructure for our infrastructure partners and protects highly productive land, a concern for rural councils.
- d Prioritisation Criteria – The Ministry of Education recommended the prioritisation criteria should be reflected in local policy statements or District Plans. This approach would:
 - i give infrastructure providers more certainty about the way in which out of sequence development will be managed
 - ii ensure that the Future Development Strategy strategic direction is not undermined by significant unplanned greenfield developments.
- e This will be included in the Future Development Strategy Implementation Plan.
- f Certainty for infrastructure providers – Kainga Ora and Waka Kotahi raised concerns about the amount of development that is “infrastructure ready” (has infrastructure in place or planned to be implemented). They suggested more detail should be provided on the infrastructure requirements needed to ensure the strategy plan for delivering well-functioning urban environments in our region can be met. These partners suggest that infrastructure planning in our region is not carried out consistently and the level of detail leads to uncertainty.
- g Uncertainty around Light Rail and Urban Development – Kainga Ora expressed concern about the certainty and feasibility of light rail and urban development and suggest more information on plans, funding and timeframes should be provided on these areas of the strategy. Comments were made about the new government indicating removing support and funding for Let’s Get Wellington Moving Light Rail.
- h Uncertainty and distribution of development – Waka Kotahi raised concerns about the language and information in the “When and where will housing development be phased in during the life of the Future Development Strategy?” comments were made about the implied certainty of development occurred as set out in this section (page 39- 42 of the Draft Future Development Strategy). We acknowledge that that there is some uncertainty of the development occurring where indicated due to various factors – changes in central government policy, funding of infrastructure, market demand, development industry capacity and

capability to build at scale. Officers acknowledge this section and other related parts of the Future Development Strategy could be improved with recommendations provided below.

- i Suggestions were made to ensure the strategy can align with future government policy changes and remain current. Whilst significant changes are not proposed to the strategy due to both this being a 30 year growth strategy (and multiple updates to the Future Development Strategy are expected during that time) and a lack of specific direction from the new government as mentioned in paragraph 101 below, there are a few minor changes are recommended below to ensure the strategy is current.
 - j Equity in development – Te Whatu Ora stated they wished to ensure that there is a strong equity lens applied to the strategy and to urban development and infrastructure.
 - k Future Development Strategy Implementation Plan – all partners were supportive of being included in the development and delivery of the Future Development Strategy Implementation Plan for the strategy and ensuring that it includes appropriate specific actions to realise the strategy.
110. Based on this feedback officers make the following recommendations with more detail in **Attachments 5 and 6**:
- a Due to signalling by the new government for improved East West Connections (such as a Petone to Grenada Road), update Page 39 “Spatial priorities for the East-West corridor” by updating the last paragraph by replacing the opening sentence with, “This strategy supports investigating opportunities to improve East-West Connections including through the Regional Land Transport Plan - Wellington Regional Resilience Programme and in particular public transport and cycling.”.
 - b Due to uncertain support by the new government for Let’s Get Wellington Moving, change references to “Let’s Get Wellington Moving” to language consistent with the Regional Land Transport Plan before we finalise the Future Development Strategy. We acknowledge this uncertainty around this Priority Development Area and programme of work and note that whilst yields may not be as anticipated in this Future Development Strategy, should the light rail option not proceed, the Let’s Get Wellington Moving corridor is still Wellington’s primary growth corridor and transport improvement area regardless of mode. The level of development in this corridor will be monitored.
 - c From page 39 - 42 add the word “Phase” when talking about the 2 time periods and talk to how these are estimated timeframes and infrastructure investments to be outlined in the Future Development Strategy Implementation Plan will consider this phasing and this may change if growth happen faster and slower. Growth rates will be monitored.
 - d Clarifying in paragraph 3 (page 39) “That if developments prioritised in diagrams 8-11 are fully realised, they will supply 46% of the 99,000 homes our region needs over the next 30 years”. This will require the update of the number “60%” to

“56%” in the next sentence and similar numbers on page 5 of the draft Future Development Strategy.

- e Clarification in section Years 1 – 30 (Page 41). It is recommended that Diagram 14 be removed (see next paragraph) and this section be updated for clarity as follows: “The Wairarapa-Wellington-Horowhenua Housing and Business Capacity Assessment, sets out a significant oversupply in our region. This surplus development capacity has benefits in terms of housing choice and affordability, but also creates uncertainty about where growth may go, which causes challenges and risks for infrastructure planning and investment. The intent of this section of the Future Development Strategy is to set out the areas we as a region want to focus our efforts on to enable our shared vision to protect what we love, make the best use of our existing infrastructure and move towards a compact urban form. We recognise there are number of developments that are not shown in this phasing section that may occur anyway and some of the developments that we’ve prioritised may occur faster or slower due to various factors.”
 - f The suggestion was also made that Diagram 1 (Page 9) and Diagram 14 (Page 42) “implies a questionable level of certainty about where the region will grow”. This diagram is based on the housing areas prioritised in the Future Development Strategy. It is recommended that Diagrams 1 and 14 are updated to show both the demand as detailed in the Housing and Business Development Capacity Assessment and the supply prioritised in the Future Development Strategy. This means the describing words for this diagram will change on page 8 accordingly.
 - g In order to provide more detail on infrastructure (where available) subregional scale infrastructure maps could be added to the strategy to show infrastructure (including social infrastructure) at a finer grain in Appendix 2 of the Future Development Strategy.
 - h Update “What does this mean for our sub-regional areas?” section (Page 45) to add commentary around detailed local level planning is required. The infrastructure requirements for all Future Development Strategy priority areas are not fully understood, including the cost implications, and there may be a need for these to be reconsidered or reprioritised if the infrastructure costs are found to be unaffordable once further planning and investigation has occurred.
 - i Some partners made specific suggestions for amendments to the wording in the Future Development Strategy to remedy inaccuracies and to provide factual corrections to details regarding the specific infrastructure their respective agencies are responsible for. These suggestions are detailed in the table in **Attachment 6**.
111. Officers will consider the following matters in the Future Development Strategy Implementation Plan:
- a We accept the suggestions for the Future Development Strategy Implementation Plan as outlined in paragraph 22 of the Waka Kotahi Submission.
 - b Due to potential changes from the new government recognise priorities may change due to central and local government direction or new information.

Scope considerations for deliberations – considerations for determining whether submitter comments are in or out of scope for possible changes to the Future Development Strategy

112. A small number of comments made in submissions have been assessed with regard to whether or not they are within scope of possible changes to be made to the Future Development Strategy. These comments cover: the timing of preparation and consultation, level of focus on rural areas, reference to the Treaty of Waitangi, reference to climate change, and comments on the Housing and Business Development Capacity Assessment. In response, officers have prepared commentary on each of these topics to support the decision-making of the hearings subcommittee.
113. Officers note a statement of compliance with the NPS-UD is provided as **Attachment 3**.
114. Submitters asked questions about the timing of public consultation and whether the content of the strategy may change in response to the policies of the new coalition government.
- a The NPS-UD requires that Future Development Strategies are prepared in time to inform Long-Term Plans. This requirement was the key driver for decision-making on the timing of the preparing the draft and carrying out public consultation.
 - b The Future Development Strategy is a 30 year strategy of what, where and how the WRLC partners want to see housing and business growth that achieves the objectives and strategic direction it has set. Government policy changes may have an impact on how easy or hard the Future Development Strategy may be to achieve but should not change the agreed direction.
 - c It is not appropriate for officers to anticipate the outcome of decisions on government policy proposals in advance of those being finalised. The Future Development Strategy was prepared based on current information and to meet current regulatory requirements under the NPS-UD (draft strategy preparation) and the Local Government Act (public consultation process). Any substantive changes to the content of the strategy would require the strategy to be rewritten and for public consultation to be carried out again. The Future Development Strategy is required to be reviewed in 3 years and we can update the Future Development Strategy at this stage if required to be in accordance with any relevant requirements that may have been introduced by the government within that timeframe.
 - d For these reasons, in response to these submitter points, we do not recommend any changes to the proposed timeframes for development, consultation and finalisation of the Future Development Strategy.
115. Where comments have been made about the lack of focus on rural areas and what it means for these areas, officers advise that the NPS-UD requires a Future Development Strategy to be focussed on areas including urbanised areas of our rural towns (Masterton, Carterton, Featherston, Levin). Non urbanised areas are out of scope of the Future Development Strategy from a development perspective. Therefore, officers

consider this issue to be out of scope for consideration, and do not recommend any changes to the strategy in response.

116. Comments have been made about removing references to the Treaty of Waitangi. The NPS-UD Objective 5 states “Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).” Because of this requirement, officers consider this issue to be out of scope for consideration, and do not recommend any changes to the strategy in response.
117. Where comments have been made calling for a removal of or reduction in the focus on climate change in the strategy, officers offer the following advice. The Future Development Strategy must set out how to “achieve well-functioning urban environments in its existing and future urban areas” where well-functioning urban environments “support reduction in greenhouse gas emissions and are resilient to the likely current and future effects of climate change.” (Policy 1 of the NPS-UD). Because of this requirement officers consider this issue to be out of scope for consideration and do not recommend any changes to the strategy in response.
118. Some submitters made comment about the Housing and Business Development Capacity Assessment. This document was one input into the Future Development Strategy and is a point in time analysis of our housing and business land needs based on market analysis by experts. The analysis by Property Economics also included various scenarios to account for different profit margins and changes in market conditions. For these reasons, officers consider these comments out of scope for consideration and do not propose any changes in response to them. The provision of housing by the market will continue to be tracked and assessed through ongoing monitoring and to inform future HBA processes.
119. Some submitters made comment about the population projections used. Population projections by their very nature have a level of uncertainty. As a region we have chosen to base the Housing and Business Development Capacity Assessment and this strategy on the 2022 Sense Partners projections as over time, these projections have followed actual population growth more closely than Stats NZ projections. Because of this population projections will not be revisited, population growth will continue to be monitored as part of the implementation of the strategy and priorities adjusted during review periods.
120. Some submitters made comment about the amount of intensification proposed and about the quality of denser development and living being detrimental to current lifestyles. There are various objectives in the NPS-UD that support change in particular “Objective 4: New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations”. This means that there is an expectation that the current urban environment will not be the same in 30 years’ time, furthermore the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 has required councils to enable increased density throughout our region.
121. A number of submitters expected more detail in the Draft Future Development Strategy. This Future Development Strategy is a high-level direction setting regional document. It doesn’t contain rules and regulations at a property specific level like District Plans. It sets out the regions priorities that we can work together on. This

doesn't preclude local level planning through local Long-Term Plans, District Plans and infrastructure strategies. These documents must be informed by this Future Development Strategy and will contain local nuances.

122. Finally, to assist The Subcommittee with its deliberations all recommendations discussed in the report above and other changes for correction or clarity are detailed in **Attachments 5 and 6**. It is recommended that The Subcommittee focus on the more substantial changes in **Attachment 5** and any other matters that come to light as part of their deliberations and review and accept the changes in **Attachment 6** as inconsequential.

Ngā hua ahumoni

Financial implications

123. There are no financial implications of the work to date. Funding for the Future Development Strategy and the HBA has been provided by local government partners as part of their annual project funding to the Wellington Regional Leadership Committee programme of work.
124. The actions in the Future Development Strategy Implementation Plan will need to be funded and this will be discussed at future meetings

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

125. As set out in the table in **Attachment 3**, there were a number of requirements under the NPS-UD relating to iwi and Māori (see 3.13 (3) Iwi and hapu values and aspirations).
126. Iwi/Māori were a key partner in the development of the Future Development Strategy and we will also continue this partnership for the process of developing the Future Development Strategy Implementation Plan. In preparing the Future Development Strategy, we have worked with a group of Wellington Regional Leadership Committee iwi partners from across the region. We are aware that the proposals in the Future Development Strategy also impact Māori who do not have whakapapa links to our region, and we have sought to encourage submissions on the draft Future Development Strategy from this group as well.
127. We had 3 submitters who identified as Māori. There were strong views from most submitters about the importance of involving Māori, listening carefully and resourcing them effectively.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

128. Climate change is a key consideration and is interwoven through the Draft Future Development Strategy including the objectives.
129. Climate change was raised by a number of submitters as the number one issue for them.

Ngā tikanga whakatau

Decision-making process

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

Te hiranga

Significance

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

132. In making this determination we considered particularly the extent to which the matter:

- a Is likely to affect the current and future social, economic, environmental, and cultural well-being of the Wellington region.
- b Is likely to affect residents or ratepayers (proposals with a moderate impact on a large number of residents or ratepayers, or proposals with a major impact on a small number of residents or ratepayers will have greater significance than those of a minor impact.

Te whakatūtakitaki

Engagement

133. The Draft Future Development Strategy was consulted on with the public using the Special Consultative Procedure set out in section 83 of the Local Government Act 2002. Consultation ran from 9 October 2023 to 9 November 2023.

Ngā tūāoma e whai ake nei

Next steps

134. Officers are preparing a Draft FDS Implementation Plan for the Future Development Strategy. Note that this is a requirement of the NPS-UD but does not need to be consulted on.

135. Officers will hold a workshop with the Wellington Regional Leadership Committee to discuss the Draft FDS Implementation Plan and outline proposed changes to the Draft Future Development Strategy based on submissions and recommended changes from the WRLC Subcommittee – tentatively in February 2024.

136. The final Future Development Strategy will be prepared for endorsement at the Wellington Regional Leadership Committee meeting on 12 March 2024 along with the Draft Future Development Strategy Implementation Plan. This will be developed based on recommendations from the Wellington Regional Leadership Committee Subcommittee.

**Ngā āpitihanga
Attachments**

Number	Title
1	All completed Have your Say surveys (<i>Circulated separately</i>)
2	Written and Late Submissions (<i>Circulated separately</i>)
3	NPS-UD compliance table
4	Detailed responses to local issues
5	Recommended changes to the Draft Future Development Strategy
6	Changes to the Draft Future Development Strategy for correction or clarification

**Ngā kaiwaitohu
Signatories**

Writer	Parvati Rotherham, Project Lead Future Development Strategy
Approver	Kim Kelly, Programme Director, Wellington Regional Leadership Committee

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>This work fits within the role and terms of reference of the Wellington Regional Leadership Committee particularly the regional growth aspect.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This aligns with the Wellington Regional Leadership Committee’s key strategies and policies.</p>
<p><i>Internal consultation</i></p> <p>Members of the Steering Group, the Wellington Regional Leadership Committee Senior Staff Group and Wellington Regional Leadership Committee CEO Group have been kept informed about the consultation and the key themes.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>The Future Development Strategy is a statutory document all “Tier 1” councils must produce in time to inform 2024 Long Term Plans. Tier 1 councils are Wellington City Council, Porirua City Council, Kāpiti Coast District Council, Hutt City Council and Upper Hutt City Council. Failure to produce this document (including producing a draft, undertaking hearings and producing a final) in time results in non-compliance with the National Policy Statement – Urban Development. This is both a reputational risk and a lost opportunity to inform Council Long Terms Plans to ensure our growth is planned and creates well-functioning urban environments. Preparing a hearing report for presentation to the subcommittee is part of the process.</p>

Appendix 3 - NPS-UD Compliance Table

To assist The Subcommittee with understanding scope and legislative requirements, a table has been prepared to show how this Future Development Strategy meets the NPS-UD.

NPS-UD Requirements	Future Development Strategy
3.12 Preparation of FDS	
<p>(1) Every tier 1 and tier 2 local authority must prepare, and make publicly available an FDS for the tier 1 or 2 urban environment:</p> <ul style="list-style-type: none"> a. every 6 years; and b. in time to inform, or at the same time as, preparation of the next long-term plan of each relevant local authority. <p>(2) The FDS must apply, at a minimum, to the relevant urban environments of the local authority, but may apply to any wider area</p> <p>(3) If more than one local authority has jurisdiction over urban environment, those authorities are jointly responsible for preparing an FDS as required by this subpart.</p>	<p>The Draft FDS represents the urban environments in all tier 1 and 3 councils within the WRLC Partnership area.</p> <p>Tier 1 urban environments in the Wairarapa-Wellington-Horowhenua region include Wellington City, Hutt City, Upper Hutt City, Porirua City, Kāpiti Coast District and Greater Wellington Regional Council.</p> <p>The remaining councils in the region include tier 3 urban environments. These are Horowhenua District Council, Masterton District Council, Carterton District Council and South Wairarapa District Council.</p> <p>The Draft FDS has been prepared in parallel with the process for the preparation of council Long-Term Plans for 2024-34. (The NPS-UD requires the first FDS made publicly available after the commencement date to be in time to inform the 2024 long-term plan).</p>
3.13 Purpose and content of FDS	
<p>(1)(a) Purpose of FDS is to promote long-term strategic planning</p>	<p>This Draft FDS promotes long term strategic planning by considering how to accommodate an additional 200,000 people in the Wairarapa-Wellington-Horowhenua region over the next 30 years.</p>
<p>(1) (i) setting out how a local authority intends to achieve well-functioning urban environments in its existing and future urban areas;</p>	<p>The Draft Future Development Strategy as a whole sets out how well functioning urban environment will be achieved through prioritising development areas, considering the infrastructure requirements and describing placemaking principles. This is summarised in the FDS overview Diagram 2 page 10 – 11.</p>
<p>(1) (ii) setting out how a local authority intends to provide at least sufficient development capacity, over the next 30 years to meet expected demand</p>	<p>The Housing and Business Capacity Assessment outlines what is sufficient housing and business development capacity to meet expected demand over the next 30 years. This shows that our region has sufficient capacity for housing and business land to meet population growth projections. The FDS outlines how and where this demand for housing and business land will be met.</p>
<p>(b) assist the integration of planning decisions under the Act with infrastructure planning and funding decisions.</p>	<p>The Draft FDS assists the integration of planning decisions with infrastructure planning and funding decisions. This is achieved by the direction that the Draft FDS provides for land-use and infrastructure over the long-term. The direction will be implemented through the joint work programme (FDS Implementation Plan), council plans and strategies, long-term plans and infrastructure strategies and iwi partner plans.</p>

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3.13(2) Every FDS must spatially identify:	
(a) The broad locations in which development capacity will be provided over the long term, in both existing and future urban areas	The broad locations where development is prioritised to achieve our strategic direction is shown in the FDS section entitled Where we will Grow diagrams 8-11 (pages 35 to 38).
(b) the development infrastructure and additional infrastructure required to support or service that development capacity, along with the general location of the corridors and other sites required to provide it;	Engagement was held with council and private infrastructure providers as part of developing the Future Development Strategy. In response to this requirement the strategy document outlines the current LTP funded infrastructure, key public transport routes, as well as the corridor for a MRT, to support development capacity in FDS Diagrams 19 – 20 (pages 50-51). Additional detail is supplied in Appendix 4 of the draft strategy. Any other development and additional infrastructure will be provided through subsequent LTPs and infrastructure strategies and detailed in the FDS Implementation Plan.
(c) Any constraints on development	Constraints mapping was undertaken based on previously published council datasets. This is detailed in a separate Constraints Report and a summary is provided in the strategy document on FDS pages 28 – 32. In addition, a web viewer is being developed to make it easier to interact with the mapping.
3.13 (3) Iwi and hapu values and aspirations	
Every FDS must include a clear statement of hapū and iwi values and aspirations for urban development	Officers have worked in partnership with WRLC iwi partners to develop this statement, which is entitled Te Tirohanga Whakamua: statement of iwi and hapū values and aspirations for urban development for the Wairarapa-Wellington-Horowhenua region . See FDS Part 1 (Pages 19-24)
3.14 What FDSs are informed by	
(a) The most recent and applicable HBA	An updated Housing and Business Development Capacity Assessment has been prepared and published as part of supporting information for this strategy. https://wrlc.org.nz/regional-housing-business-development-capacity-assessment-2023
(b) a consideration of the advantages and disadvantages of different spatial scenarios for achieving the purpose of the FDS;	The development of the strategy was informed by an evaluation of four different ways our region could grow (baseline, dispersed, infill, centralised). The methodology and results were published in a separate report alongside the strategy. https://wrlc.org.nz/wp-content/uploads/2023/10/SCENAR1.pdf
(c) the relevant long-term plan and its infrastructure strategy, and any other relevant strategies and plans;	LTP and infrastructure strategies for councils were considered in assessing infrastructure capacity and needs.
(d) Māori, and in particular tangata whenua, values and aspirations for urban development;	Officers have worked in partnership with WRLC iwi partners to develop the statement Te Tirohanga Whakamua: Part 1 of the strategy and a separate iwi aspirations report explains more.
(e) Feedback received through the consultation and engagement	See below section 3.15

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<p>(f) every other National Policy Statement under the Act, including the New Zealand Coastal Policy Statement (g) any other relevant national policy required by, or issued under, legislation.</p>	<p>Other national policy statements and national policy were considered in the development of the draft strategy, these are set out on Page 56 of the Draft Future Development Strategy</p>
<p>3.15 Consultation and engagement</p>	
<p>(1) Must use the special consultative procedure in section 83 of the Local Government Act 2002</p>	<p>The Draft FDS follows the Special Consultative Procedure. Consultation occurred between 9 October – 9 November 2023.</p>
<p>(2) In order to prepare the draft required by that procedure, local authorities must engage with the following: (a) other local authorities with whom there are significant connections relating to infrastructure or community (b) relevant central government agencies (c) relevant hapū and iwi (d) providers of additional infrastructure (e) relevant providers of nationally significant infrastructure (f) the development sector</p>	<p>Early engagement was undertaken with all local and central government partners in our region as well as iwi, developers, infrastructure providers, and youth. This is detailed in the Engagement Report. https://wrlc.org.nz/wp-content/uploads/2023/10/Engagement-Report-for-Draft-WRLC-FDS.pdf</p>
<p>3.16 Review of FDS</p>	
<p>(1) Every tier 1 and tier 2 local authority must regularly review its FDS to determine whether it needs updating, and the review must be done in time to inform the next long-term plan (ie, every 3 years).</p>	<p>The WRLC will review and update, if necessary, the Future Development Strategy every 3 years, in time to inform the next LTP.</p>
<p>(2) The review must: (a) engage with the development sector and landowners to identify significant future development opportunities and associated infrastructure requirements; and (b) consider the most recent HBA.</p>	<p>The WRLC partnership will continue to involve the development sector and landowners in the FDS Implementation Plan and updates to Future Development Strategy to identify significant future development opportunities and associated infrastructure requirements in the updating and/or replacing of an FDS. This will include involvement in the preparation of the implementation plan and most recent HBA which will inform any updating and/or replacing of the FDS.</p>
<p>3.17 Effect of FDS</p>	

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<p>(1)(a) Every tier 1 and tier 2 local authority must have regard to the relevant FDS when preparing or changing RMA planning documents.</p> <p>(b) Every tier 1 and tier 2 local authority is strongly encouraged to use the relevant FDS to inform:</p> <ul style="list-style-type: none"> (i). long-term plans, and particularly infrastructure strategies; and (ii). regional land transport plans prepared by a local authority under Part 2 of the Land Transport Management Act 2003; and (iii). any other relevant strategies and plans. 	<p>All Councils of the WRLC partnership must have regard to the Draft Future Development Strategy when preparing or changing RMA planning documents. As set out in Part 4 of the Draft Future Development Strategy we have aligned the Future Development Strategy with current Regional Policy Statements, District Plans, Council Plans and Strategies, Long-Term Plans (including Infrastructure Strategies). Future alignment work will be outlined in the implementation plan currently being prepared.</p>
<p>3.18 FDS Implementation Plan</p>	
<p>(1) Every tier 1 and tier 2 local authority must prepare and implement an implementation plan for its FDS</p>	<p>Preparation of a FDS Implementation Plan is underway. The Implementation Plan will provide more detail on the scope of the actions described in the strategy and ascribe roles, responsibilities and indicative timeframes, and indications of funding. This is required to be updated annually. The FDS Implementation Plan is currently being prepared (since October 2023) and will be finalised after the Future Development Strategy is adopted.</p>
<p>(2) If a local authority consists of more than one local authority, the implementation plan must be prepared as a single document by all the local authorities that jointly prepared the FDS.</p>	<p>The FDS Implementation Plan will be a single document which will involve the local authorities that jointly prepared the Draft Future Development Strategy.</p>
<p>(3) Every implementation plan, or part of an implementation plan, must be updated annually</p>	<p>The FDS Implementation Plan will contain monitoring requirements which will be reported to the WRLC at least annually.</p>
<p>(4) An implementation plan or part of an implementation plan:</p> <ul style="list-style-type: none"> (a) is not part of the FDS to which it relates; and (b) does not need to be prepared using the consultation and engagement requirements set out in clause 3.15; and (c) does not have the effect of an FDS as described in clause 3.17 	<p>The FDS sets out, in broad terms, how it will meet the requirements for a FDS Implementation Plan in Part 4. The FDS Implementation Plan will contain a joint work programme for the WRLC to guide implementation.</p>

Attachment 4 - Detailed Responses to Local Issues

To assist The Subcommittee with their deliberations, this document sets out detailed responses to submitters who raised issues that are better dealt with on a local level. Responses have been supplied by core team members.

Submitter	Name	Council	Council Response
FDS0004	Rachel Cooper	MDC	The nature and scale of development that may occur in coastal communities is likely to be very localised. Given this is a regional Strategy development in Wairarapa coastal communities may not be reflected in the FDS but are considered in the Proposed Wairarapa Combined District Plan.
FDS0008	Fiona Beals	HCC	<p>The future development strategy is a high level regional document setting out the priorities for the region. Whilst we agree with the submitter that development of residential areas needs to be supported with planning (and investment) in infrastructure, community facilities and services (including public transport, commercial centres and public spaces) to support the communities planning for specific suburbs such as Wainuiomata is left up to each council.</p> <p>Acknowledge the importance of ensuring there are good transport links between our existing urban communities and business, employment and education opportunities (including through public transport modes). The FDS provides high level guidance, but the Regional Public Transport Plan (RPTP) is where the services provided, and design of the PT network are detailed. The issues with the PT services in Wainuiomata have been raised with Metlink during our early engagement on the RPTP with Hutt City representatives.</p> <p>The FDS acknowledges growth may occur in places outside of the areas indicated. The necessary investment to infrastructure and community facilities/services for these communities will be done at Council level.</p> <p>Acknowledge the support from the submitter for initiatives such as Love Wainuiomata. The FDS acknowledges growth may occur in places outside of the areas indicated. The necessary investment to infrastructure and community facilities/services for these communities will be done at Council level.</p>
FDS0011	Susan Belt	WCC	We do not support this submission. Intensification is required in existing urban areas by the NPSUD and MDRS and is supported by the Spatial Plan and the Proposed District Plan.

Submitter	Name	Council	Council Response
FDS0023 and MAN002	John Ross And Richard Burrell	HCC	<p>We recommend no change to the FDS in response to this feedback. HCC has assessed these 2 developments sites in the past. Whilst Wainuiomata North is a future greenfield areas in the Hutt City Urban Growth Strategy 2014. The decision was made as part of the current Draft District Plan to not <i>upzone</i> the Wainuiomata North area was primarily a result of:</p> <ul style="list-style-type: none"> • The HBA modelling indicating that it was not necessary to upzone the area at this time to enable sufficient development capacity, and • A development feasibility assessment that indicated that the cost of servicing a development with infrastructure would result in development contributions that would make development in the area unlikely to proceed at this time. <p>Kilmister Block is not included in Hutt City Councils Urban Growth Strategy 2014. There are a couple of <i>pros</i> for urban development of the Kilmister Block:</p> <ul style="list-style-type: none"> • There may be opportunities that can be realised through a large greenfield development that is in a single ownership that can't be realised through smaller developments (including re-developments in existing urban areas, which are typically on a relatively small scale). This includes opportunities to include commercial, employment, education, business and recreation opportunities within the development. • The area has relatively low levels of terrestrial indigenous biodiversity values when compared with other <i>undeveloped</i> parts of Lower Hutt. <p>However, there are also a few <i>cons</i>:</p> <ul style="list-style-type: none"> • There has been no recent investigations into the development feasibility of this area, including investigations into which areas would not be able to be developed (such as areas that should be retained for landscape and ecological protection and slopes that make development impractical), the infrastructure requirements, the amount of earthworks required for development and the potential yield that would result from this development. As a result, there is no recent information on the costs of developing the area and its economic feasibility. • The area isn't serviced by development infrastructure. As a result, a development of the area would likely involve significant infrastructure costs (also, there have not been any

Submitter	Name	Council	Council Response
			<p>recent assessments of how these costs would compare to infrastructure costs for alternative development opportunities).</p> <ul style="list-style-type: none"> • There are relatively steep slopes within the area. As a result, there would need to be a significant amount of earthworks involved in a development of this area, which would increase development costs. • While the area is relatively large and connected to the existing urban environment, it is likely that residents that would live in the area would travel outside of the areas for many of their daily needs. As a result, a development of the area may necessitate upgrades to the wider transport network, including the public transport service. In addition, reliance on private motor vehicles contributes to an increase in carbon emissions (although this may be addressed by the future transition to electric cars that is expected over the coming decades). <p>GW Environmental Policy supports the draft FDS as currently proposed as there is alignment between the FDS and the intended direction of the RPS (through Change 1) and the NRP (via proposed Plan Change 1).</p> <p>The submissions appear to be focused on specific proposals to rezone land. The FDS is a strategic spatial plan – decisions about rezoning land for development remain the function of the territorial authorities.</p> <p>The signals in the draft FDS about the preferred locations for development have been developed with the relevant territorial authorities and the regional council. There is strong alignment between the draft FDS and the recommended amendments to the Wellington Regional Policy Statement in Change 1, i.e. where greenfield development is proposed it should be adjacent to existing urban areas, well-connected to transport corridors and maximise the efficient use of infrastructure.</p> <p>Individual proposals for the development/ intensification of greenfield land, if not already zoned appropriately, will likely require a plan change to the relevant district plan and to the Natural Resources Plan (as proposed by Plan Change 1), and they will be considered on their merits at that stage.</p>

Submitter	Name	Council	Council Response
			<p>The existing 2021 Wellington Regional Land Transport Plan has key 10 year headline targets of safety: 40 percent reduction in deaths and serious injuries on our roads by 2030, carbon emissions: 35 percent reduction in transport-generated carbon emissions by 2030, and mode share; 40 percent increase in active travel and public transport mode share by 2030. The region has committed to focussing on delivering transport infrastructure which will contribute positively towards these targets.</p> <p>We need to make best use of our existing infrastructure. New roads are exceedingly expensive to plan and build. Our priority is to make most efficient use of existing infrastructure. This means our region must prioritise development within existing towns and cities and support medium density infill (strategic direction – page 10 FDS). The enables people to live closer to existing amenities and reduce the need to use a car for every journey.</p> <p>The GWRC management plan for the park, Toitu Te Whenua Parks Network Plan 2020-30 identifies that the current grazing activities will be phased out and the land restored in native vegetation to deliver multiple ecosystem service benefits including carbon sequestration, water quality, soil conservation, biodiversity, enhanced recreation experiences and overall community wellbeing.</p> <p>The benefits of an improved access to and through Belmont Park are acknowledged. The management plan identifies opportunities to improve access into and through the park via trail development and enhancement for more public recreation use of the park.</p> <p>There is a significant area of land held by a private developer to the north of the Park between Belmont Road and SH1. Once developed, this area may realise some of the opportunities the submitter raises in relation to housing, business growth and potentially improved roading access. It is within Porirua City. Development of this land will support more recreation use of Belmont Regional Park without needing to reduce the park in size by removing its Recreation Reserve classification.</p> <p>The FDS identifies that parks are an area where development will be avoided (page 11) and a constraint on development (page 58)</p> <p>Suggestions of anything we might want to change in the FDS</p> <ul style="list-style-type: none"> • Diagram 19 could show a dotted line for the proposed cross-park commuter route through Belmont Regional Park from Porirua to the Hutt Valley and bullet point this. Its an

Submitter	Name	Council	Council Response
			<p>action in the management plan. (fig. 8 pg 115 of https://www.gw.govt.nz/assets/Documents/2022/05/Parks-Network-Plan-2020-30-3.0.pdf)</p> <ul style="list-style-type: none"> Page 89, carbon sequestration benefit of regional parks could be added
FDS0036	Iain Hamilton	MDC	The constraints mapping is undertaken at a regional scale. Significant Natural Areas are included where they mapped and designated. This matter has been put to the councils in the Wairarapa to consider as part of the Combined District Plan review that is underway currently.
FDS0037	Dylan Cliff	GW – Transport	the FDS provides high level guidance, but the Regional Public Transport Plan (RPTP) is where the services provided, and design of the PT network are detailed. However, public consultation on the 2024 RPTP will follow that on the LTP and RLTP (most likely May/June 2024). The RPTP will need to be consistent with the LTP and RLTP and will note the guidance set out in the FDS. Decisions on the RPTP and the services to be provided sit with the Council (we are aiming to have it adopted in September 2024) and we can't pre-empt their decisions about any additional services.

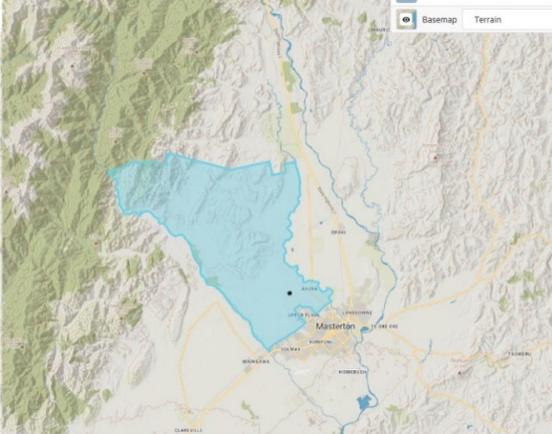
Submitter	Name	Council	Council Response
FDS0044	Lyn Riley President, Masterton Ratepayers & Residents Assn (MRRRA)	Masterton	<p>Physical infrastructure upgrades that will be required to support any future growth is managed through the Council’s Long Term Plan and Infrastructure Strategies. Projects in the existing 2021-31 Long Term Plan that are identified to be of regional significance and support growth are listed on page 50 of the draft FDS. Council is currently reviewing projects and plans as it develops the 2024-34 LTP.</p> <p>Key infrastructure projects that are essential in the delivery of the Strategy will be included in the Implementation Plan. This includes the required social infrastructure to support future growth such as education and health facilities.</p> <p>The Strategy only recognises and provides for growth that is relevant at a regional scale. This includes a mix of intensification of existing urban areas as well as development outside of the existing urban extent where this meets the objectives of the regional strategy. The theoretical yield of these growth areas are based on terraced housing / higher density rather than standalone housing.</p> <p>During the process of identifying future growth areas the extent of which growth may affect any of the Highly Productive Land surrounding Masterton has been minimised as much as possible while ensuring there is sufficient housing choice in the future.</p> <p>The areas that have been identified for future growth and intensification have good connection to the existing wider roading network as well as public transport options in Masterton. This accessibility ensures that existing and future residents maintain the ability to use different modes of transport throughout the district and region. Investments in roading infrastructure will remain in the Council’s long term planning in the future.</p> <p>For new development, stormwater and waste water matters will be addressed at the time development occurs. Required upgrades are identified in the Council’s long term and relevant asset management plans, which will take growth areas identified in strategies such as the FDS into consideration.</p>
FDS0052	Nick Taylor Cuttriss Consultants Ltd	KCDC	Sizes used and high theoretical numbers

Submitter	Name	Council	Council Response
			<p>The HBA uses a number of proxy measures, assumptions, and caveats to support its analysis of development capacity. The modelling of theoretical development capacity used a shared set of small, medium, and large dwelling sizes for typologies across all five of the Wellington urban councils. These sizes were developed reflecting relative sizes and densities enabled by the MDRS. This is a significant change from the larger minimum average lot sizes used for the Kāpiti Coast District as part of previous modelling and HBA's. With increased building heights to reflect National Policy Statement on Urban Development requirements, this has resulted in a significant increase in the theoretical capacity for residential development across the district. This context is covered in the Property Economics report supporting the Kāpiti Coast District Assessment.</p> <p>Robustness and accounting of market and development risks in feasibility/realisation analysis Property Economics were commissioned to undertake the assessment of feasible and realisable development. Both the regional and district reports provided by Property Economics to support the assessment process include an outline of the Residential Feasibility Model used. This includes a range of development and market factors and inputs including land values, development costs, sales data and profit assumptions.</p> <p>The supporting Property Economic reports also identify a number of factors and assumptions made to inform the modelling and assessment process. These have continued to update and refine from previous processes developed from earlier HBAs, which were developed using the early supporting guidance for modelling processes. The Modelling provides sensitivity analysis to understand the impacts of changes to some of the key inputs affecting feasibility. The assessment also seeks to identify the relative impacts from different market factors and development risks and motivations between developers and landowners. These are reflected into a matrix of risk factors and different profit requirements influencing the likely realisation for development to occur (outlined on page 14 of the regional assessment report).</p> <p>Market capacity to deliver versus forecast need The Kāpiti Coast District Council chapter provides an overview of current and historic rates of development alongside its assessment of needs. This provides context to help understand the gaps and potential for the market to deliver against needs over the timeframe of the HBA. Any</p>

Submitter	Name	Council	Council Response
			<p>changes, to underlying variables and the provision of housing by the market will continue to be tracked and assessed through ongoing monitoring and to inform future HBA processes.</p> <p>Social Infrastructure Regional scale hospitals and tertiary institutions will be added to diagram on page 16.</p> <p>Link to Te Tupu Pai Growth Strategy This prioritisation of regionally significant growth and associated infrastructure requirements is an essential part of the FDS. The modelling undertaken to support the FDS has indicated that there is an oversupply of housing capacity across the region. Therefore, it is necessary to prioritise those projects that are a) most certain to be delivered within the 30 year timeframe of the FDS, and b) provide development that best fits with the objectives of the FDS. This means that there will be areas of land that are enabled for development through District Plans that are not included in the FDS across the region.</p> <p>Otaihanga The Otaihanga block you mention has now been enabled for growth through the District Plan. As noted above, there is an anticipated oversupply of housing capacity across the region over time, and therefore there are some areas of enabled capacity that are not prioritised for development through the FDS. This does not mean that the developments are unable to be pursued in those areas.</p> <p>Greenfields The FDS has proposed a mixed approach to growth across the region (greenfields and infill/brownfields development). A number of greenfield sites have been identified, however, the FDS also acknowledges the increasingly permissive environment for infill development in our towns and cities. We therefore need to anticipate a level of infill development occurring, which will naturally decrease the need for greenfields development across the region.</p>
FDS0061	Lawrence Collingbourne Onslow Residents	GW - Transport and WCC	We do not agree with this submission and support inclusion of Johnsonville as a strategic transport corridor in the FDS. Any inconsistency with the Rail Strategic Business Plan is not a reason to exclude this from identification as strategic transport corridor. The FDS can set direction to influence future investment decisions including through the Rail Strategic Business Plan.

Submitter	Name	Council	Council Response
	Community Association		
FDS0062	Stephen Sutorius Thames Pacific	KCDC	<p>Link to Te Tupu Pai Growth Strategy</p> <p>This prioritisation of regionally significant growth and associated infrastructure requirements is an essential part of the FDS. The modelling undertaken to support the FDS has indicated that there is an oversupply of housing capacity across the region. Therefore, it is necessary to prioritise those projects that are a) most certain to be delivered within the 30 year timeframe of the FDS, and b) provide development that best fits with the objectives of the FDS. This means that there will be areas of land that are enabled for development through District Plans that are not included in the FDS across the region.</p> <p>Re incoming government</p> <p>We can't anticipate the policy direction of the incoming government and have to develop the strategy based on the information available at the time.</p>
FDS0064	Rod Halliday Best Farm Ltd/Stebbings Farmlands Ltd/Hunters Hill Ltd/Lincolnshire Farm Ltd	WCC	<p>We agree that the Future Urban areas identified in the Wellington PDP, including Upper Stebbings and Lincolnshire Farm, have an important role to play in providing for future growth and housing. Both are consistent with Wellington Chapter of the Regional Housing and Business Needs Assessment. We recognize their importance for providing housing choice in Wellington City and include these sites in the site analysis technical report as a potential option should the context we're working in change.</p> <p>Upper Stebbings and Lincolnshire Farm are identified as 'opportunity sites' in the Wellington Spatial Plan. We note that the direction of the Spatial Plan is generally consistent with the strategic direction of the FDS.</p> <p>Upper Stebbings and Lincolnshire Farm both have a Future Urban zoning in the Wellington Proposed District Plan, and both are identified as Development Areas. The Development Area provisions in the PDP for these areas implement the key features of the structure and master planning work that has been completed.</p> <p>Upper Stebbings and Lincolnshire Farm are consistent with the FDS strategic direction for "providing for affordable housing that meets our needs, and for compact well-designed towns</p>

Submitter	Name	Council	Council Response
			<p>and cities". These areas provide development capacity in a location of known demand for residential and industrial activities, and provide for a variety of home types, prices, and locations.</p> <p>Both Upper Stebbings and Lincolnshire Farm are identified as <i>Future Urban Development Areas</i> in the Wellington Regional Growth Framework, but were not included as regional priorities in the draft Future Development Strategy due to the lack of current of planned high frequency public transport.</p>
FDS0066	Scott Adams Carrus	WCC	As above in response to Rod Halliday Best Farm Ltd/Stebbing's Farmlands Ltd/Hunters Hill Ltd/Lincolnshire Farm Ltd.
FDS0065	Laurence Hager	WCC	We do not support including the Miramar peninsula on the Wahi Toitu maps. While there are open spaces and areas potentially exposed to coastal hazards within the peninsula, the area is part of the broader urban area, and it is not appropriate for the entire area to be protected from new development at the FDS level. Identifying the Miramar peninsula on the Wahi Toitu maps may also intrude on Māori values and aspirations for urban development which the FDS is required to be informed by under 3.14.(1.(d) of the NPSUD. Additionally, coastal hazards are addressed through the Proposed District Plan.
MAN001	Sue and Campbell Ross	KCDC	The FDS does not constrain the ability of KCDC to undertake District Planning activities, including changing the zoning and underlying rules that apply across the District.
MAN003	Simon Byrne	MDC	<p>The Realisable Capacity figure is the feasible development capacity that is likely to be constructed. The total number quoted in the submission (7,968 dwellings) includes both standalone and terraced development (meaning joined townhouses). Terraced development requires less land area than standalone houses, allowing for higher capacity. Property Economics Ltd provided the figures for residential development capacity in the Wellington Region. Their report is attached as an Appendix to the HBA and can be found here. It outlines the methodology, which was used to calculate capacity, using GIS layers in the Proposed District Plan to model several different scenarios, including housing typology and quantum.</p> <p>One of the examples provided in the submission was the Upper Plain statistical area (see map below), with the submitter contending that only 200 housing units could be provided in this area. For this statistical area, 2,256 realisable capacity has been calculated, with the majority of residential development in the Future Urban Zone (between Ngaumutawa Road, Chamberlain Road, West Bush Road, and Sir Brian Lochore Avenue). In the Future Urban Zone terraced housing</p>

Submitter	Name	Council	Council Response
			<p>accounts for 1,959 residential units, using the land more efficiently than standalone housing. The balance of 297 is provided through standalone housing, including a small proportion of development within the Rural Zone.</p> 
MAN 007	Micheal Player Te Awarua o Porirua Harbour & Catchments Community Trust	Porirua	<p>Q1: Porirua City must give effect to the National Policy Statement on Urban Development, which requires district plans to provide sufficient development capacity. The Porirua Proposed District Plan (PDP) contains provisions to protect Te Awarua o Porirua. These include provisions for management of earthworks through silt and sediment control, as well as for new development to be serviced by infrastructure that meets Wellington Water’s Regional Standards for Water Services. Additionally, discharges of contaminants to water are managed under the Natural Resources Plan.</p> <p>Q2: The FDS identifies future growth areas consistent with the PDP. Variation 1 to the PDP proposes intensification around existing transport routes. Future growth areas outside of the existing urban areas in Porirua will be subject to Structure Planning processes, which will include consideration of the topography of the area.</p>

Submitter	Name	Council	Council Response
			<p>Q3: Future growth areas in Porirua, including that identified as Judgeford Flats, will be subject to Structure Planning processes under the PDP. Additionally, discharges of contaminants to water are managed under the Natural Resources Plan.</p> <p>Q4: The PDP Subdivision and Three Waters chapters require new allotments to be serviced prior to allotment creation and for the new resulting development to be serviced by infrastructure that meets Wellington Water’s Regional Standards for Water Services.</p> <p>Q5: The PDP contains a range of overlays relating to the natural environment, hazards, and other values, that ensure any future development protects those values.</p> <p>Q6: Sites and Areas of Significance to Māori have been protected through relevant overlays in the PDP. Ngāti Toa Rangatira were involved in the development of the PDP, including provisions for papakainga.</p> <p>Population projections are regionally agreed.</p> <p>The Northern Growth Area is primarily made up of Plimmerton Farm Zone (zoned under the ODP), the Northern Growth Development Area proposed through Variation 1 to the PDP, and other FUZ-Future Urban Zone areas under the PDP.</p> <p>Plimmerton Farms already has operative zoning. The Northern Growth Development Area seeks to maintain and protect and, where possible, enhance ecological values and the health and wellbeing of receiving waterbodies including Te Awarua-O-Porirua Harbour and other downstream catchments and includes a Structure Plan to guide future development of the area. Other Future Urban Zone areas would also be subject to structure planning processes that will take into account the sensitivity of the surrounding environment, and any underlying topographical and geological conditions.</p>
MAN 015	Michael Hall Cannon Point Development Limited	UHCC	<p>Too small for FDS, but supported as a growth area and should be included as planned development in Upper Hutt, as it has been notified as residential in PC50 – on the 4th of October. Agree it’s a logical extension and can be served by public transport (some buses) in close proximity but not easily accessible by rapid transit.</p> <p>No comment from Upper Hutt on Judgeford Flats as referred to Porirua response to submitter MAN007 above.</p>

Submitter	Name	Council	Council Response
MAN014	Felicity Wong	WCC	We do not support including the Miramar peninsula on the Wahi Toitu maps. While there are open spaces within the peninsula, the area is part of the broader urban area, and it is not appropriate for the entire area to be protected from new development at the FDS level. Identifying the Miramar peninsula on the Wahi Toitu maps may also intrude on Māori values and aspirations for urban development which the FDS is required to be informed by under 3.14.(1.(d) of the NPSUD.
MAN016	Felicity Wong Historic Places Wellington	WCC	While we recognise the importance of heritage and culture, these matters are appropriately addressed through the Wellington Proposed District Plan, the Wellington Spatial Plan, and other council strategies. As the FDS is a high-level regional strategy for long term growth it is not pitched at a level of detail appropriate for addressing these matters.
MAN019	Racheal Keedwell Horizons Regional Council	HDC	We note that the growth areas identified within the FDS are in general alignment with proposed objectives and policies in Horizons Proposed Plan Change 3, which seeks to give effect to the NPS-UD. We agree that it is important that the FDS aligns with national direction and note that at the current time Horizons is yet to give effect to NPS-FM, NPS-HPL and NPS-IB. We consider the FDS to be consistent with national direction but are not able to implement it in line with forthcoming regional direction as those details are not yet available. We agree with the suggestion that the FDS should reference the One Plan RPS for proposals in the Horowhenua District. We note that Horizons has a representative on the WRLC in an observing capacity and look forward to continuing to work with Horizons to ensure that work in the public transport, environmental and regulatory planning space is captured going forward. We note that both Muaūpoko and Ngati Raukawa had input into the FDS but will take up the offer to liaise with Horizons Tonga Maori and iwi relationships team in this regard.
MAN020	Mark McIntyre	KCDC	The Otaki CDO (PDA) project is not spatially defined as such, but a project looking to provide an umbrella focussing on coordinating planning and the provision of infrastructure, services and facilities to support the current and future needs and achieve sustainable growth outcomes for Ōtaki. As such the PDA representation is for a spatial representation to denote the project rather than any implied zoning or status or planning status. I see the growth strategy is already mentioned and any change in land status would be through any related plan change process.
MAN022	Mitch Lewandowski	KCDC	Link to Te Tupu Pai Growth Strategy

Submitter	Name	Council	Council Response
	Pekapeka farms Limited		<p>This prioritisation of regionally significant growth and associated infrastructure requirements is an essential part of the FDS. The modelling undertaken to support the FDS has indicated that there is an oversupply of housing capacity across the region. Therefore, it is necessary to prioritise those projects that are a) most certain to be delivered within the 30 year timeframe of the FDS, and b) provide development that best fits with the objectives of the FDS. This means that there will be areas of land that are enabled for development through District Plans that are not included in the FDS across the region.</p> <p>Greenfields</p> <p>The FDS has proposed a mixed approach to growth across the region (greenfields and infill/brownfields development). A number of greenfield sites have been identified, however, the FDS also acknowledges the increasingly permissive environment for infill development in our towns and cities. We therefore need to anticipate a level of infill development occurring, which will naturally decrease the need for greenfields development across the region.</p>
MAN025	Michael Hall GUILDFORD TIMBER COMPANY LTD.	UHCC	UHCC supports the SGA as a site for further investigation as a long-term option for greenfield growth as it is relatively close to existing urban areas but not a current priority in the Future Development Strategy.
MAN032	Jason Durry – Silverstream Railway Inc, Upper Hutt Forest and Bird and Save Our Hills Inc	UHCC	The Upper Hutt Southern Growth Area is not recommended as a prioritised site, but may be considered in the future should the context change – see response to MAN025 above
MAN029	Corrina Tessendorf M & J Walsh Partnership Ltd	HCC	This development is not of a significant size to be considered on the regional scale. This doesn't not mean they cannot continue with the plan change process that is currently underway with Hutt City Council.

Attachment 5 - Recommended changes to the Draft Future Development Strategy

Ref #	Pg #	Issue Raised	Recommendation	Submission #	Submitter
R1	5	Feedback on reconsidering the heading for the blue box as its a mix of issues and actions	Reword infrastructure point 5 " Infrastructure plans and budgets identify the supporting infrastructure we can currently afford to support development. There is further work to be done to identify a regionally pipeline of infrastructure required over the next 30 years to support growth to direct prioritisation and programming, maximise efficiency and address funding issues"		LGWM
R2	7	Rewording Infrastructure Strategic Direction to better reflect NPS-UD requirement for integrated landuse and infrastructure.	Reword Infrastructure Strategic Direction from "ensuring we have the infrastructure we need to thrive" to "ensuring urban development and infrastructure planning is integrated to create thriving communities"		LGWM
R3	7	A number of submitters suggested the wording of the strategic direction "Protecting what we Love" was too vague.	Officers agree it is not specific and suggest rewording it to be more specific by rewording to "Prioritising nature, climate and culture through protection and restoration" Also change on 10, 27 and elsewhere in the strategy where this is mentioned		
R4	9	"Distribution of Development" diagram 1 and diagrams 14.	It is recommended that Diagrams 1 and 14 are updated to show both the demand as detailed in the Housing and Business Development Capacity Assessment and the supply prioritised in the Future Development Strategy. This means the describing words for this diagram will change on page 8 accordingly.	MAN010	Waka Kotahi

R5	10	Rewording Infrastructure Strategic Direction to better reflect NPS-UD requirement for integrated landuse and infrastructure.	Reword infrastructure SD from "ensuring we have the infrastructure we need to thrive" to "ensuring urban development and infrastructure planning is integrated to create thriving communities" also add under "what does this result in?" the following point "Urban Development is integrated with transport planning so that urban development is located within walking distance of rapid transit corridors, high frequency public transport and supports uptake of active transport modes to maximise mode shift."		LGWM
R6	10	Adding resilience focus to "What does this result in section" by amending the last point about "We look to speed up infrastructure required to enable us to meet our strategic direction faster"	New wording "What does this result in section" by amending the last point about "We look to speed up infrastructure required to enable us to meet our strategic direction faster and build resilient infrastructure."		LGWM
R7	10	A number of submitters suggested the wording of the strategic direction "Protecting what we Love" was too vague.	Also update Diagram 2 "Overview of the Future Development Strategy" - adding wording to this: "Land water, the sea and humans are in harmony with and balance ki uta ki tai" to the section "what does this result in?". This change would put more emphasis on restoration and protection. The wording derives from the iwi statement, providing consistent language across the strategy and adding in a Te Ao Māori perspective.		
R8	10	more linking of Te Tirohanga Whakamua and Strategic Direction	Add link to Te Tirohanga Whakamua Pou 4 wording "Land water, the sea and humans are in harmony with and balance ki uta ki tai" to "what does this result in?" section of Diagram 2		
R9	10	Based on submitter feedback the provision of affordable housing and housing to meet diverse needs could be strengthened in the strategic direction Diagram 2 by	By adding to "We will give effect to the strategic direction through" section the following "Supporting the implementation of the Regional Housing Action Plan and housing developments that provide for those that are unable to afford market housing". This supports a pathway toward the development of affordable housing.		
R10	11	There is no mention of high density developments	Add point to how we will give effect to housing direction "Supporting high density developments in Wellington City and Lower Hutt with investment in key projects - Lets Get Welly Moving and Riverlink"		Kainga Ora

R11	11	Update "we will give effect to" emissions section	add to point starting with "fully unlocking...This includes enabling transport and other infrastructure upgrades along these corridors and prioritising intensification within walkable catchments of rapid transit stops. Interventions to support integrated comprehensive urban development in these locations is supported"		LGWM
R12	11	update to "we have the infrastructure we need to thrive" "we will give effect to" section	add an additional point about having a lens of building resilient infrastructure as we upgrade or build new.		LGWM
R13	11	update to "we have the infrastructure we need to thrive" "we will give effect to" section	add to point 2 to say "Infrastructure planning and development planning are undertaken together, to improve efficiencies and leverage co-investment opportunities with the public and private sectors including realising the long-term benefits of well-functioning urban environment, including mode shift and reducing carbon emissions"		LGWM
R14	27	update to "we have the infrastructure we need to thrive"	update to be consistent with reworded Strategic Direction - "ensuring urban development and infrastructure planning is integrated to create thriving communities"		
R15	28	Concerns were raised about the resolution of the constraints maps and the delineation between Wahi Toitu and Wahi Toiora Areas.	adding clarifying wording to the Future Development Strategy on page 28 "Constraints mapping is a point in time process and will be updated as new information becomes available. The constraints mapping is based on existing datasets held by councils across the region and is at a resolution for regional spatial planning. For property specific information please see your local council for more information."		
R16	30	Add clarifying sentence to page 30 explaining that	"Wahi Toiora mapping covers a lot of our region. The areas identified for development have undergone initial high-level assessment for natural hazard constraints, including sea level rise and flood hazards. Management of development in these areas, with appropriate consideration and mitigation of risks, is required. This will be done through regional or district plan provisions."		

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R17	33	Given the feedback about responsive planning and being able to be flexible around future changes officers suggest amending wording in Diagram 7 to convey more nuance/ levels of discretion in decision-making in the application of the strategy – “Strategy doesn’t support development that doesn’t meet these criteria”	Replace this sentence with the following wording “Any areas not specifically identified as priorities for development may still be appropriate to develop according to local needs and constraints but will not be prioritised at a regional level.”		
R18	36	Diagram 9 add additional business areas adjacent to port	Recognise the Pipitea/Kaiwharawhara area and the proposed multiuser ferry precinct as a significant area for business redevelopment (this area scored strongly in the MCA criteria in the HBA)	MAN010	CentrePort
R19	39	Dealing with uncertainty in development distribution	From page 39 - 42 add the word “Phase” when talking about the 2 time periods and talk to how these are estimated timeframes and infrastructure investments to be outlined in the implementation plan will consider this phasing and may change if growth happen faster and slower. Growth rates will be monitored to ensure we can pivot as required.	MAN010	Waka Kotahi
R20	39	Dealing with uncertainty in development distribution	Clarifying in paragraph 3 (page 39) “That if developments prioritised in diagrams 8-11 are fully realised, they will supply 46% of the 99,000 homes our region needs over the next 30 years”. This will require the update of the number “60%” to “56%” in the next sentence and similar numbers on page 5 of the draft Future Development Strategy.	MAN010	Waka Kotahi

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R21	41	Dealing with uncertainty in development distribution	Clarification in section Years 1 – 30 (Page 41). It is recommended that diagram 14 be removed (see next paragraph) and this section be updated for clarity as follows: “The Wairarapa-Wellington-Horowhenua Housing and Business Capacity Assessment, set out a significant oversupply in our region. This surplus development capacity has benefits in terms of housing choice and affordability, but also creates uncertainty about where growth may go, which causes challenges and risks for infrastructure planning and investment. The intent of this section of the Future Development Strategy is to set out the areas we as a region want to focus our efforts on to enable our shared vision to protect what we love, make the best use of our existing infrastructure and move towards a compact urban form. We recognise there are number of developments that are not shown in this phasing section that may occur anyway and some of the developments that we’ve prioritised may occur faster or slower due to various factors.”	MAN010	Waka Kotahi
R22	45	there is no mention of high-density developments	add point about different parts of our region will grow differently under "What does this mean for our subregional areas?" Add sentence at the start - "Our region is diverse and this strategy recognises that different parts of the region will grow differently, with the highest levels density (as illustrated below) expected in Wellington City and Lower Hutt with investment in key projects - Lets Get Wellington Moving and Riverlink"		Kainga Ora
R23	48	more focus needed on resilience especially for nationally significant infrastructure. e.g Port	update text on page 48 to weave resilience throughout the five points.	MAN010	CentrePort
R24	48	To support submissions on nature-based solutions and preparing for climate change, it is recommended to	add to emphasis on nature-based solutions to page 48 under the point “Speeding up required infrastructure will be of benefit”		
R25	85	add additional paragraph as a second paragraph to the Energy and telecommunications section as suggested	add the following “Recognising interdependencies in the infrastructure sector, especially between telecommunications and	MAN026	Spark

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			electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.”		
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Attachment 6 - Changes to the Draft Future Development Strategy for correction or clarification

Ref #	Pg #	Issue Raised	Recommendation	Submission	Submitter
C1	5	Feedback on reconsidering the heading for the blue box as its a mix of issues and actions	Reword "To address this specifically for this region:" to "The specific challenges and opportunities we have in our region are:"		LGWM
C2	7	typo	remove extra "a" from point 4. a. Areas of importance to iwi for development		
C3	10	Based on submitter feedback the provision of affordable housing and housing to meet diverse needs could be strengthened in the strategic direction Diagram 2 by	Amend Diagram 2, under the subtitle 'what does this result in' to provide a definition of "defining diverse house needs" with a footnote: "the availability of different models of ownership and long-term stable rental property options." Including this definition will give more clarity.		
C4	10	Based on submitter feedback the provision of affordable housing and housing to meet diverse needs could be strengthened in the strategic direction Diagram 2 by	Amend Diagram 2, under the subtitle 'what does this result in' section to provide a definition of 'quality housing' with a footnote "homes that are well-insulated and ventilated, with sufficient sunlight and access to green open space for recreation and play"		
C5	14	clarify Key Employments areas diagram	Amend location of the new business area - this should be referring to Lincolnshire Farms (and the other one being Judgeford Flats) but needs to be clearer/align location to avoid miscommunication	MAN021	Kainga Ora
C6	15	key transports projects missing timeframes	update maps to include timeframes	MAN021	Kainga Ora
C7	16	social infrastructure missing off map	add Social infrastructure - Hospitals, prisons, universities etc could be marked on.	MAN021	Kainga Ora
C8	27	formatting	Fit strategic direction boxes on one page	MAN021	Kainga Ora
C9	27	Ensure consistency between Diagram 2 and 4	These 2 diagrams should be the same and should be updated to match in final FDS.		LGWM
C10	36	Diagram 9 missing eastern bus priority	Add red line to Kilbirnie for Eastern bus Priority		LGWM

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C11	45	recognise interconnectedness of all placemaking principles	add word "interconnected" to second sentence before "placemaking principles"	FDS051	Te Whata ora
C12	45	Update "What does this mean for our sub-regional areas?"	Detailed local level planning is required. The infrastructure requirements for all FDS priority areas are not fully understood, including the cost implications, and there may be a need for these to be reconsidered or reprioritised if the infrastructure costs are found to be unaffordable once further planning and investigation has occurred.	MAN011	Waka Kotahi and KO
C13	47	Diagram 18 add clarity to health infrastructure	Add to end of sentence "by central government, this doesn't preclude private/charity hospitals or detailed health precinct planning"		LGWM
C14	48	add clarity to leveraging co-investment priorities point	add to end of sentence a new sentence "Efficiencies can be achieved in areas such as cost, and network and community disruption, through coordinating the implementation of renewals and upgrades (e.g. upgrading pipes and cables or implementing flood protecting works at the same time as transport infrastructure upgrades"		LGWM
C15	49	The information on Diagram 19 (page 50) is generally unclear as to if it relates to supporting new growth or is just to manage existing issues.	Add update sentence 3 to say "Diagram 19 shows the general locations of the corridors and sites of major infrastructure identified in council LTPs for growth in the first decade of the Future Development Strategy."	MAN021	Kainga Ora
C16	50	missing recognition of the port on both diagram 19 (pg 50) and 20 (pg51)	Add port and the investments to these diagrams	MAN010	Centreport
C17	50	Diagram 20 could be updated to show improved connectivity east west.	Given the signally by the new coalition government, it could be good have some flexibility in the strategy by having an indicative road and public transport opportunity as a dotted line. Furthermore, the map should align with the Belmont Regional Park Asset Management Plan[1] by showing a dotted line for the proposed cross-park commuter route through Belmont Regional Park from Porirua to the Hutt Valley and bullet point this.		
C18	50	Diagram 19error	Revised heading "infrastructure projects identified in Long Term Plans/Infrastructure Plans (years 1-10)"	MAN021	Kainga Ora
C19	51	clarify heading of diagram 20	Should be "Key Strategic Transport Projects"		

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C20	60	Point 4. Rephrasing the following sentence: ‘This means prioritising in areas such as Ōtaki, Levin and those Wairarapa townships that are located along the Wairarapa train line, based on both current public transport provision and planned for’. Unclear what planned for is referring to.	Rephrase ‘This means prioritising in areas such as Ōtaki, Levin and those Wairarapa townships that are located along the Wairarapa train line, based on both current public transport provision and planned public transport investments ’.	MAN021	Kainga Ora
C21	60	Priority Developments Areas Amend section 3 of Appendix 1 to clarify that PDAs will need to be assessed for consistency with the prioritisation criteria in Appendix 1, or alternative relief to similar effect, and that this will be a collaborative exercise with regional stakeholders.	Add to end of this section "These new areas will need to meet the strategic direction of the Future Development Strategy and the prioritisation framework"	MAN006	MOE
C22	60	The FDS does not currently give any indication of target densities, or even typologies, expected for the PDAs or growth corridors. The key development areas/growth areas are identified with indicative housing numbers (page 40, 41) without commentary on density or typology. A targeted density	Suggest this detail (where available) be added to page 60 under the Priority Development Area heading and reference to this information being available on page 40 and 41. The wording we have to date is as follows others will be added prior to the final FDS. <ul style="list-style-type: none"> “In the LGWM - MRT Suburbs we expect around 18,000 new homes over a 30-year period. The majority of new homes will be apartments with expected densities of up to 300dph in the Central City and lower densities in the south.” 		Kainga Ora

		to deliver the total expected yield would allow for consistent monitoring and success measuring over the lifespan of those developments, and support responses via planning and other tools if outcomes are not being met.	<ul style="list-style-type: none"> • The Northern Growth Area (NGA) may provide capacity for up to 6,000 homes. This includes approximately 2,000 in the Plimmerton Farm Zone (PFZ) and 1,500 in the Northern Growth Development Area (NGDA). Given the large size of the NGA and the topography and other constraints of the area, the typology and density of future development will likely vary significantly. • “In the Lower Hutt Central Priority Development Area we expect some 3,500 new homes to be created over a period of 30 years. These will be primarily medium and high density dwellings, subject to ground conditions, and will be delivered primarily by the private sector.” • Ōtaki is forecast to grow significantly and double in population over the next 30 years, requiring approximately 2,500 additional houses. The PDA includes growth associated with the IAF, where approx. 1,000 houses are proposed for development over a 10-year period including a mixture of affordable and Māori housing outcomes. 		
C23	62	error	Suggested rephrasing as follows: ‘A number of towns service the area, including Masterton, Carterton, Greytown, Martinborough and Featherston, as well as several smaller rural and coastal settlements.’	MAN021	Kainga Ora

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C24	66	Request from MOE to update parts of Appendix 2 of the FDS based on latest information and further work. The following wording or similar will be added to 66	<p>Additional primary and secondary school capacity will be needed to provide for projected growth in Wellington City.</p> <p>If development was to occur in prioritised areas of the Porirua District at the projected rate, it is likely there would be a requirement for additional education provision there. If development proceeds as projected for the entire Porirua Northern Growth Area, then it is anticipated that two additional primary schools and an additional secondary school may be required. The Ministry of Education will continue to closely monitor the status of the Porirua Northern Growth Area.</p> <p>The Ministry of Education will monitor the ongoing developments of Porirua East, Porirua West and Kenepuru to see whether any new investments, or changes to existing schools are required within these growth areas. The Ministry of Education has been working with local iwi to establish a new wharekura in Porirua West which will serve the wider Porirua catchment. It is anticipated that this kura will be operational in the near future</p>	MAN006	MOE
C25	70	diagram 24 missing site label	label to St Patricks Greenfield to be added	MAN021	Kainga Ora
C26	72	Request from MOE to update parts of Appendix 2 of the FDS based on latest information and further work. The following wording or similar will be added to 72	<p>Based on the prediction of a significant increase in development around rail stations and in centres in the Hutt Valley, the Ministry of Education will be monitoring the capacity of the schools within the current school network. Although there may be expected student roll growth, there are large numbers of students not attending their local schools in the Hutt Valley, with some schools having large out-of-zone student numbers, or not operating enrolment schemes, meaning students have had choice in terms of schooling. It is likely that the</p> <p>Ministry of Education would introduce new enrolment schemes, or amend existing enrolment schemes, and where necessary, intensify existing provision before looking at establishing new schools in the Hutt Valley.</p>	MAN006	MOE
C27	76	Request from MOE to update parts of Appendix 2 of the FDS based on latest information and further work. The following wording or similar will be added to 76	<ul style="list-style-type: none"> • It will be important to ensure that the focus and alignment of planning and implementation is on the areas prioritised for development. The Ministry of Education has identified these growth areas within its National Education Growth Plan 2030 (NEGP) and National Education Network Plans (NENP) and these will influence education investments going forward. • Within the next 10-15 year period, a primary school is anticipated to be 	MAN006	MOE

			<p>provided within the general residential area of Waikanae.</p> <ul style="list-style-type: none"> • Within the next 10-15 year period, a primary school is anticipated to be provided within the general residential area of Levin. The Ministry of Education has gazetted the proposal for a new kura in Levin (in partnership with the local iwi) and this will be operational within the short to medium term (3-5 years). • The Ministry of Education will continue to monitor the population growth rate and roll growth across all of the educational assets. While the existing network is expected to be able to address educational requirements from the areas prioritised for development, this will need to be carefully monitored if greenfield growth occurs beyond these areas. 		
C28	77	Appendix 3 - principles 2 and 3 repeat - this is an error correct text for Principle 2 should be	"This includes creating 'walkable neighbourhoods' with infrastructure for 'active modes' and connections to public transport. This will enable the right mix of activities so that communities can meet more of their daily needs locally by foot or bike and support the incorporation of energy efficiency through design (e.g. orienting and designing buildings for optimal solar gain). We will ensure there are good relationships between spaces and streets to encourage walking, cycling and community connection. We will also support and encourage developments that align with and support connections to and from the cycling network. "	MAN021	Kainga Ora
C29	77	Appendix 3 principle 4 - rephrase for grammar	'We want to promote development to incorporate natural systems to provide services (e.g. the use of water sensitive urban design, rainfall retention, disposal on-site and hydraulic neutrality) in place of traditional three waters infrastructure (stormwater, drinking water and wastewater).'	MAN021	Kainga Ora
C30	77	Appendix 3 principle 1 - rephrase for grammar	"This means supporting an increase in the regional mix of housing sizes and housing types (e.g. more townhouse/terraced housing, apartments and papakāinga). This is to more efficiently use our land resource and better caters for families, single people, older persons...."	MAN021	Kainga Ora
C31	78	Principle 7 update wording	Replace "race" with "ethnicity" and add specific mention of "disabled people" to this list.	FDS051	Te Whata ora
C32	78	Appendix 3 - Principle 7 to clarify accessibility. Could accessibility for disabilities be	Update wording to mention "disabled people" specifically and add additional sentence "Design considerations should take into account different physical abilities."		LGWM and other submitters

		more clearly included in this list.			
C33	89	The Ministry requests that the overall statement relating to Education infrastructure be updated to reflect the latest network analysis.	The Ministry of Education (MoE) supports the focus on development in existing towns and cities in preference to greenfield development. MoE have identified potential educational requirements if development was to occur in the areas prioritised in the Future Development Strategy and at the scale and pace projected in the Housing and Business Development Capacity Assessment (HBA). With any intensification in brownfield land with site constraints, this then brings new challenges for where the MoE will establish new schools in areas of existing density. New ways of delivering education assets are likely to be required, such as shared investment, land swaps and the redevelopment of existing sites. The MoE They noted that there is significant residential capacity provided through council plans outside of the prioritised areas as well, and this creates some uncertainty for infrastructure providers as to where growth will occur. The MoE will continue to optimise its capacity within the entire catchment of the education network. The Ministry of Education will also be monitoring immigration numbers and how this may impact the current network. For example, the Wellington City catchment will be carefully monitored as the school network roll numbers has witnessed a slight decline but it is expected that this will change with a rise in immigration.	MAN006	MOE
C34	89	add carbon sequestration benefit of parks to paragraph 2 of our "Blue-Green Network"	"Regional Park and other large green spaces have the added benefit of sequestering carbon from our atmosphere and urban trees help cool our cities to lessons the impact of climate change."		
C35	91	add definition of highly productive land to match NPS-HPL	highly productive land is as defined in the National Policy Statement for Highly Productive Land. "means land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land)"	FDS029	Hort NZ

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C36	All maps	what is "Intensification along transport corridors"	update all maps to ensure key wording is consistent with priorities as described in diagram 7 update to say "Intensification - Strategic PT Corridor"	MAN021	Kainga Ora
C37	Appendix 2	Not enough detail on infrastructure	Consider making subregional infrastructure maps to put in the subregional section this would include social infrastructure too, such as education and medical.	MAN011/MAN021	Kainga Ora/Waka Kotahi
C38	Diagram 9 and 23	Tawa station has potential for greater development than others in location	consider enlarging the orange shading to the same size as Johnsonville and Kilbirnie.	MAN021	Kainga Ora
C39	Diagram 9 and others	error	should be amended to show the railway line from Upper Hutt as non-MRT. Likewise, the Seaview extension line from Petone should be shown as a non-MRT line.	MAN021	Kainga Ora
C40	whole strategy	Some submitters were concerned about the use of the phrase "Zero-Carbon" being technically not correct.	In response, officers recommend ensuring the strategy only references "low emissions" not "zero carbon". This aligns with the wording used in the Regional Emissions Reduction Plan (currently under development).		
	whole strategy	feedback about the placemaking principles needing to be woven into the strategy more	Make a clearer link throughout document to placemaking principles, for example acknowledging the co-benefits to health and wellbeing of quality, well-connected public and green spaces, nature-based solutions for climate change mitigation and community resilience, and the benefits to hauora Māori particularly of Principle 5 on reflecting te ao Māori in urban design and protection of significant sites.		
C41	Whole Strategy	Uncertainty about the Let's Get Welly Moving	Given the level of uncertainty of the naming convention of this growth area, officer recommend we change reference to the LGWM programme and the LGWM PDA in line with new titles to be provided by WCC once known		