



**If calling, please ask for Democratic Services**

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## **Wellington Regional Leadership Committee**

Tuesday 18 March 2025, 10.00am

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

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

### **Members**

Darrin Apanui, Chairperson – Rangitāne Tū Mai Rā Trust

Council Chair Daran Ponter, Deputy Chairperson – Greater Wellington Regional Council

### **Councils**

Mayor Anita Baker

Mayor Campbell Barry

Mayor Greg Caffell

Mayor Martin Connelly

Mayor Wayne Guppy

Mayor Janet Holborow

Mayor Ron Mark

Mayor Bernie Wanden

Mayor Tory Whanau

Porirua City Council

Hutt City Council

Masterton District Council

South Wairarapa District Council

Upper Hutt City Council

Kāpiti Coast District Council

Carterton District Council

Horowhenua District Council

Wellington City Council

### **Iwi**

Denise Hapeta

Helmut Modlik

Huia Puketapu

Di Rump

Ray Hall

Raukawa ki te Tonga

Te Rūnanga o Toa Rangatira Inc.

Port Nicholson Block Settlement Trust

Muaūpoko Tribal Authority Inc.

Ngāti Kahungunu ki Wairarapa Tāmaki-a-Rua Settlement Trust

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

## **Wellington Regional Leadership Committee**

### **Purpose**

The purpose of the Wellington Regional Leadership Committee is to take responsibility for key matters of regional importance – Wellington Regional Growth Framework, Regional Economic Development, and Regional Recovery – where a collective voice and collective planning and action is required.

The Wellington Regional Leadership Committee (Joint Committee) is a joint committee, established in accordance with clauses 30 and 30A of Schedule 7 to the Local Government Act 2002.

The Joint Committee has members from all the nine councils wholly within the Wellington Region and the Horowhenua District Council, mana whenua and members from central Government.

### **Specific Responsibilities**

The Wellington Regional Leadership Committee specific responsibilities include:

#### Wellington Regional Growth Framework

1. Oversee the development and implementation of the Wellington Regional Growth Framework.
2. Recommend to the Wellington Regional Growth Framework partners how funding and resources should be applied to support implementation of the Framework.
3. Monitor the implementation of the Wellington Regional Growth Framework and associated workstreams.
4. Review and keep up to date the Wellington Regional Growth Framework as circumstances change.
5. Recommend to the Wellington Regional Growth Framework partners actions to achieve alignment with council, central government and iwi plans, strategies and policies.
6. Facilitate engagement and consultation with stakeholders and the community on the Wellington Regional Growth Framework.
7. Develop submissions and advocate to external organisations on matters relating to the Wellington Regional Growth Framework.
8. Engage with neighbouring regions on cross-boundary matters relating to the Wellington Regional Growth Framework.

### Regional Economic Development

1. Provide leadership in regional economic development, including establishing partnerships with key agencies involved in economic development. Acknowledging that constituent local authorities also have leadership roles within their cities and districts.
2. Develop and keep up to date a regional economic development plan to guide the collective work of the region, in line with the desired future outlined in the Wellington Regional Growth Framework.
3. Monitor and report on the status of the regional economy, emerging risks and opportunities and progress towards the implementation of the regional economic development plan and transition to a low carbon economy.
4. Develop submissions and advocate to external organisations on matters relating to regional economic development.
5. Recommend to Greater Wellington Regional Council (as a joint shareholder of Wellington NZ) the allocation of the regional targeted rate for economic development to initiatives and activities based on the regional economic development plan.

### Regional Economic Recovery

1. Provide leadership in regional economic recovery, including establishing partnerships with key agencies involved in recovery, acknowledging that constituent local authorities also have leadership roles within their cities and districts.
2. Develop and keep up to date a programme of regional economic recovery initiatives, which incorporate alignment with the region's climate change goals.
3. Coordinate the implementation of a programme of regional economic recovery initiatives through local authorities, council controlled organisations and other partners.
4. Monitor and report on the impacts of regional economic recovery on the region, emerging risks and opportunities and progress towards implementation of the programme of regional economic recovery initiatives.
5. Develop submissions and advocate to external organisations on matters relating to regional economic recovery including developing regional proposals for partnerships and funding assistance.

### **Membership**

The membership of the Joint Committee is comprised of:

- The Mayor of Carterton District Council
- The Mayor of Horowhenua District Council
- The Mayor of Hutt City Council
- The Mayor of Kāpiti Coast District Council
- The Mayor of Masterton District Council
- The Mayor of Porirua City Council
- The Mayor of South Wairarapa District Council

- The Mayor of Upper Hutt City Council
- The Mayor of Wellington City Council
- The Chair of Wellington Regional Council
- A person nominated by the Joint Committee itself and appointed by the Administering Authority to be the independent chairperson of the Joint Committee.

The member of the Joint Committee may also include:

- 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 Trust (Ngāti Kahungunu ki Wairarapa) 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 (Ātiwawa ki Whakarongotai) and appointed by the Administering Authority
- A person nominated by Muaūpoko Tribal Authority Inc (Muaūpoko hapū) and appointed by the Administering Authority
- Up to three persons nominated by the Crown (Cabinet) and appointed by the Administering Authority.

In respect of those members who are 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 in respect of that entity or body. The membership of the Joint Committee will be accordingly reduced to the extent that there is no nomination/appointment (including for the purposes of calculating the number of vacancies for establishing a quorum). Such appointment may be made if and when a relevant nomination occurs.

The territorial authorities that are parties to this agreement must appoint the relevant Mayor to be a member of the joint committee. This is so that those Mayors are 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 local authorities that are parties to this agreement may, in addition to the appointment of the relevant Mayor or Chair, appoint an alternate who, in exceptional circumstances where the Mayor or Chair is not able to attend a Joint Committee meetings, is entitled to attend that Joint Committee meetings as a member of the Joint Committee (and appointed by the relevant local authority). The appointment of alternates does not affect the normal calculation of a quorum.

A Deputy Chairperson is to be appointed by the Committee from the existing membership. In accordance with standing orders, the Deputy Chairperson may preside at meetings in the absence of the Chairperson (including before the Joint Committee nominates an independent chairperson and that person is appointed by the Administering Authority).

#### *General*

The membership of the Wellington Regional Leadership Committee shall be limited to a maximum of 21 members (including the Independent Chairperson).

#### *Expectations around member voting based on Committee programme and agenda*

When the Joint Committee is addressing matters that are not within the Wellington Regional Growth Framework programme, it is expected that the following members of the Joint Committee will not exercise their voting rights (and may elect not to attend the relevant meetings or parts of meetings):

- The Mayor of Horowhenua District Council
- The person nominated by Muaūpoko Tribal Authority Inc (Muaūpoko hapū)
- The person nominated by Raukawa ki te Tonga
- The persons nominated by the Crown (Cabinet).

This is illustrated in the below table (where the absence of a tick indicates that the relevant member is not expected to exercise voting rights in respect of the relevant programme):

Relevant members	Relevant programme		
	Wellington Regional Growth Framework	Regional Economic Development	Regional Economic Recovery
Independent chairperson	√	√	√
Chair of Wellington Regional Council	√	√	√
Mayor of Wellington City Council	√	√	√
Mayor of Porirua City Council	√	√	√
Mayor of Kapiti Coast District Council	√	√	√
Mayor of Hutt City Council	√	√	√
Mayor of Upper Hutt City Council	√	√	√
Mayor of South Wairarapa District Council	√	√	√
Mayor of Masterton District Council	√	√	√

Relevant members	Relevant programme		
	Wellington Regional Growth Framework	Regional Economic Development	Regional Economic Recovery
Mayor of Carterton District Council	√	√	√
Person nominated by Te Rūnanga o Toa Rangatira Inc (Ngāti Toa Rangatira)	√	√	√
Person nominated by the Port Nicholson Block Settlement Trust (Taranaki Whānui)	√	√	√
Person nominated by Rangitāne O Wairarapa Inc (Rangitāne O Wairarapa)	√	√	√
Person nominated by Ngāti Kahungunu ki Wairarapa Trust (Ngāti Kahungunu ki Wairarapa)	√	√	√
Person nominated by Raukawa ki te Tonga	√	√	√
Person nominated by Āti Awa ki Whakarongotai Charitable Trust (Ātiwawa ki Whakarongotai)	√	√	√
Person nominated by Muaūpoko Tribal Authority Inc (Muaūpoko hapū)	√		
Persons nominated by the Crown (Cabinet)	√		
Mayor of Horowhenua District Council	√		

## Observers

### *Regional economic development programme*

In respect of the Regional Economic Development programme, the Joint Committee may invite the following observers to attend and speak at meetings (as relevant):

- One or more representative(s) from the Ministry of Business, Innovation and Employment
- Any other persons as the Joint Committee may consider necessary.

### *Regional economic recovery programme*

In respect of the Regional Economic Recovery programme, the Joint Committee may invite the following observers to attend and speak at meetings (as relevant):

- One or more representative(s) from key government entities.
- One or more representative(s) from key private sector organisations on a required basis.
- Any other persons as the Joint Committee may consider necessary.

*Wellington Regional Growth Framework programme*

In respect of the Wellington Regional Growth Framework programme, the Joint Committee may invite the following observers to attend and speak at meetings (as relevant):

- One representative of Waka Kotahi
- One representative from Ministry of Housing and Urban Development (HUD) and/or Kāinga Ora
- Any other persons as the Joint Committee may consider necessary.

At each meeting, the Chairperson shall recognise those observers attending in accordance with these provisions and the persons recognised by the Chairperson shall have speaking rights at the meeting.

The attendance at any public excluded session by observers shall only be permitted with the prior approval of the Chairperson.

**Voting**

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

**Meetings**

The Joint Committee will arrange its meetings in separate parts, relating to the specific focus areas of: Wellington Regional Growth Framework; Regional Economic Development; and Regional Recovery.

Meetings will be held once every two months, or as necessary and determined by the Chairperson.

**Quorum**

In accordance with Clause 30A of Schedule 7 to the Local Government Act 2002, the quorum at a meeting of the Joint Committee 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 to the Local Government Act 2002, for a quorum to be established there must be present at least 5 members appointed by local authorities.

Notification of meetings and the publication of agendas and reports shall be conducted in accordance with the requirements of Part 7 of the Local Government Official Information and Meetings Act 1987 and will be undertaken by the administering local authority.

### **Delegations**

Each local authority delegates to the Joint Committee, and in accordance with the terms of reference, the following responsibilities:

1. Approval of all plans and implementation programmes necessary to fulfil the specific responsibilities of the Joint Committee, including:
  - a. Wellington Regional Growth Framework and Wellington Regional Leadership Committee Implementation Plan
  - b. Regional Economic Development Plan
  - c. Regional Economic Recovery Implementation Plan
2. Approval of all submissions and advocacy statements necessary to fulfil the specific responsibilities of the Joint Committee.

### **Remuneration and expenses**

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

Members who represent organisations or entities other than local authorities (for instance iwi members) shall be eligible for compensation for Joint Committee activity including travel, meeting time, and preparation for meetings paid by the administering local authority. This amount is to be agreed in advance.

### **Standing Orders**

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

### **Duration of the Joint Committee**

In accordance with clause 30(7) of Schedule 7 of the Local Government Act 2002, the Wellington Regional Leadership Committee is not deemed to be discharged following each triennial local government election.

### **Servicing**

The Joint Committee is serviced by a joint secretariat. The administering local authority shall be responsible for the administration of the Committee.

### **Council decisions on the Committee's recommendations**

Where a Council makes specific decisions on the Joint Committee's recommendations, these will be reported to the Joint Committee. Where the decision is materially different from the Committee's recommendation the report will set out the reasons for that decision.

### **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 members on the recommendation of the Joint Committee.

## Wellington Regional Leadership Committee

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Tuesday 18 March 2025, 10.00am

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

### Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public Participation		
4.	<a href="#">Confirmation of Public Minutes of the Wellington Regional Leadership Committee meeting on Tuesday 1 October 2024</a>	24.549	11
5.	<a href="#">Industrial Land Report</a>	25.45	16
6.	<a href="#">Wellington Regional Leadership Committee Secretariat Report – March 2025</a>	25.73	44



**Please note these minutes remain unconfirmed until the Wellington Regional Leadership Committee meeting on 18 March 2025.**

Report 24.549

## **Public minutes of the Wellington Regional Leadership Committee meeting on Tuesday 1 October 2024**

Taumata Kōrero - Council Chamber, Greater Wellington Regional Council  
100 Cuba St, Te Aro, Wellington at 10.00am.

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### **Members Present**

Darrin Apanui (Chairperson)	Rangitāne Tū Mai Rā Trust
Council Chair Ponter (Deputy Chairperson)	Greater Wellington Regional Council

### **Councils**

Mayor Baker	Porirua City Council
Mayor Barry (from 10.07am)	Hutt City Council
Mayor Caffell	Masterton District Council
Mayor Connelly	South Wairarapa District Council
Mayor Guppy	Upper Hutt City Council
Mayor Holborow	Kāpiti Coast District Council
Deputy Mayor Cretney	Carterton District Council
Mayor Wanden	Kāpiti Coast District Council
Mayor Whanau	Wellington City Council

### **Iwi**

Jennie Smeaton	Te Rūnanga o Toa Rangatira Inc.
Di Rump (from 10.14am)	Muaūpoko Tribal Authority Inc.
Huia Puketapu	Port Nicholson Block Settlement Trust

Mayors Barry, Caffell and Whanau, Deputy Mayor Cretney and Huia Puketapu participated at the meeting remotely via MS Teams and counted for the purpose of quorum in accordance with clause 25A of Schedule 7 to the Local Government Act 2002

## **Karakia timatanga**

The Committee Chair opened the meeting with a karakia timatanga.

## **Public Business**

### **1 Apologies**

Moved: Darrin Apanui / Council Chair Ponter

That the Committee accepts the apologies for absence from Helmut Modlik and Hon. Mayor Ron Mark.

The motion was **carried**.

### **2 Declarations of conflicts of interest**

Darrin Apanui declared a conflict of interest with regard to item 10 – Energy Briefing Note, Report 24.492.

### **3 Public participation**

There was no public participation.

### **4 Confirmation of the Public minutes of the Wellington Regional Leadership Committee meeting of 4 June 2024 - Report 24.300**

Moved: Mayor Connelly / Council Chair Ponter

That the Committee confirms the Public minutes of the Wellington regional Leadership Committee meeting of 4 June 2024 - Report 24.300

The motion was **carried**.

### **5 Meeting Schedule for 2025 – Report 24.425**

Lucas Stevenson, Democratic Services Advisor, spoke to the report.

Moved: Mayor Baker / Mayor Guppy

That the Committee:

- 1 Notes that the Committee agreed at its meeting on 4 June 2024 that it would have two meetings a year.
- 2 Notes that there will be three meetings scheduled for 2025, due to local government triennial elections.
- 3 Adopts the meeting schedule as follows
  - a 18 March
  - b 16 September
  - c 2 December

- 4 Authorises the Head of Governance and Democracy, Greater Wellington, in consultation with the Head of Secretariat, Wellington Regional Leadership Committee Secretariat and the Committee Chairperson and Deputy Chairperson, to amend the schedule as required
- 5 Notes that, as the Administering Authority, Greater Wellington will circulate the meeting schedule to members and key stakeholders

The motion was **carried**.

Mayor Barry joined the meeting at 10.07am during introduction of the above item.

#### **6 Wellington Regional Leadership Committee Annual Reporting 2024 – Report 24.450**

Allen Yip, Programme Manager, Darren Edwards, CE Kāpiti Coast District Council (as Project Sponsor for the PDA programme) and John Allen, CEO Wellington NZ spoke to the report.

Moved: Mayor Holborow / Mayor Baker

That the Committee:

- 1 Notes the progress on the three projects outlined in this report and in Attachment.
- 2 Agrees to the content of the Wellington Regional Leadership Committee (WRLC) Annual Report as presented in Attachment 2.
- 3 Agrees to the content of the Regional Economic Development Plan (REDP) Annual Summary as presented in Attachment 3.
- 4 Authorises the Programme Director to make any consequential amendments to Attachments 2 and 3 based on direction provided at this meeting and to correct any minor editorial, typographical, arithmetical, or formatting errors that are identified.

The motion was **carried**.

Di Rump arrived at the meeting at 10.14am during the questions of the above item.

#### **7 Regional Adaptation Project: Endorsing The Scope – Report 24.530**

Tom FitzGerald, Regional Adaptation Project Lead and Hon. Dame Fran Wilde, Chair of the Lifelines Group spoke to the report. Presentation was tabled.

Moved: Council Chair Ponter / Mayor Baker

That the Committee:

- 1 Notes the attached visual scoping report (Attachment 1) and the significant engagement undertaken as part of this scoping.
- 2 Notes that the delivery of the Regional Adaptation Plan is a critical enabler to support the intent and implementation of key regional plans, including the implementation of the Future Development Strategy.

- 3 Notes that the delivery of the Regional Adaptation Plan is also a critical to mobilising, supporting and undertaking locally-led adaptation planning and implementation – whether that is led by iwi or hapū Māori, councils, other entities or hāpori/communities.
- 4 Notes a Project Lead/Sponsor will be appointed for this work utilising the process being run by Greater Wellington with the process to include consultation with the Committee Chair and Deputy Chair.
- 5 Approves the scope of work and associated Regional Adaptation Plan key deliverables, including:
  - a the establishment of a new fixed-term position of Kaupapa Māori Adaptation Co-Navigator with immediate commencement
  - b the development of a regional spatial risk tool, for use by all members and in partnership with Lifelines
  - c the development of a regional adaptation framework and associated toolbox for practitioners
  - d the development of a regional communications and engagement plan.

The motion was **carried**.

#### **8 Regional Deal Update – October 2024 – Report 24.479**

Daran Ponter, Deputy Chair Wellington Regional Leadership Committee and Kim Kelly, Programme Director, spoke to the report.

Moved: Mayor Holborow / Cr Ponter

That the Committee:

- 1 Notes the progress on Regional Deals at the national level since the Committee's last meeting.
- 2 Agrees with regards to a Regional Deal:
  - a A Project Lead/Sponsor and Project Manager be appointed for this work now as a preparatory measure, utilising the process being run by Greater Wellington with the process to include consultation with the Chair and Deputy Chair of the Committee
  - b What work, if any, the Committee would want done on the Regional Deal between now and its next formal meeting in March 2025.
- 3 Agrees to develop a set of regionally important projects/proposals for submission to the Infrastructure Priorities Programme, noting that applications will then be made by each relevant organisation.
- 4 Agrees that the Wellington Regional Leadership Committee coordinate a Wellington Region response to our regional infrastructure priorities.

The motion was **carried**.

**9 Census 2023 – Initial Findings – Report 24.483** [For Information]

Andrew Ford, Manager Wellington Transport Analytics Unit, spoke to the report.

**10 Energy Briefing Note – Report 24.492** [For Information]

Darrin Apanui, having declared a conflict of interest in Energy Briefing Report, vacated the chair for this item and did not participate in any discussion. Council Chair, Daran Ponter, assumed the chair for the rest of the meeting.

Kim Kelly, Programme Director, spoke to the report.

**11 Planning for Flood Hazards: Lessons from the Hawkes Bay – Report 24.539** [For Information]

Graeme Campbell, Strategic Advisor Flood Resilience, spoke to the report.

The Committee Chair, Darrin Apanui, on behalf of the committee, acknowledged Kim Kelly and her work over the last three years as Programme Director.

## **Karakia whakamutunga**

The Committee Chair closed the meeting with a karakia whakamutunga

The meeting closed at 11.14am

D. Apanui

**Chair**

Date:

**Wellington Regional Leadership Committee**  
**18 March 2025**  
**Report 25.45**



**For Decision**

## **INDUSTRIAL LAND REPORT**

### **Te take mō te pūrongo**

#### **Purpose**

1. To update the Wellington Regional Leadership Committee (the Committee) on the Industrial Land Study (the Study), reflecting the latest data, context, and related initiatives, and to seek approval to implement the recommended response to its findings.

### **He tūtohu**

#### **Recommendations**

That the Committee:

- 1 **Endorses** the Industrial Land Study – Summary Report ([Attachment 1](#)).
- 2 **Agrees** to address the industrial land issues identified in the report through a Regionally Coordinated, Locally Led approach.
- 3 **Endorses** the Wellington Regional Leadership Committee (WRLC) Secretariat, alongside the Project Sponsor, to develop the structure, terms of reference, and other programme materials.
- 4 **Notes** that members of the WRLC Senior Staff Group will help ensure the programme is practical and fit for purpose, while also ensuring the local response is appropriately resourced.
- 5 **Notes** that any additional funding required will be managed by the WRLC Secretariat within the existing WRLC project budget, through the reprioritisation of other projects.

### **Te tāhū kōrero**

#### **Background**

2. The WRLC commissioned the Study to better understand the anticipated shortfall in industrial land across the Wairarapa-Wellington-Horowhenua region over the next 30 years and to identify opportunities to support future industrial growth.
3. The Housing and Business Development Capacity Assessment (HBA), completed in September 2023, found that while the region has enough business land overall, there is expected to be a shortfall in industrial land, particularly in large vacant industrial lots.



4. In addition, the WRLC's Regional Economic Development Plan (REDP) highlighted the need for further research to ensure sufficient industrial land is available to attract businesses, support job creation, and enable sustainable economic growth.
5. Industrial land plays a key role in supporting jobs and a strong regional economy. However, recent trends show that it is often the most affordable land and therefore at higher risk of being converted to other uses, such as retail or residential. This puts existing industrial sites under pressure for redevelopment. Some industrial sites are also vulnerable to natural hazards, making them unsuitable for future use. A lack of coordinated planning for industrial land has led to gaps in understanding the region's long-term industrial land needs.
6. This project aligns with the REDP's goal of creating 100,000 new jobs over the next 30 years to support population growth. It also complements the Wellington Regional Growth Framework and the development of a Future Development Strategy (FDS) under the National Policy Statement on Urban Development (NPS-UD).
7. Research and analysis indicate that proactive measures are needed to address the growing shortfall in industrial land. Availability constraints are already affecting the sector and resulting in businesses relocating from the region and will continue to do so in the future.

## **Te tātaritanga Analysis**

### ***Findings from the Research and Analysis***

8. The Study uses the Ministry for the Environment's definition of industrial land, which includes manufacturing, processing, storing, and other activities related to materials and goods. Most councils in the region have adopted this definition in their district plans.
9. Industrial land is a subset of business land, which refers to land zoned or identified for business activities in urban environments. This includes industrial, commercial, large-format retail, and mixed-use zones, as defined by the NPS-UD and used in HBAs to ensure sufficient capacity for business activities.
10. The region currently has 1,705 ha of industrial land zoned for industrial use, plus an additional 90 ha in future urban zones. Existing industrial areas are concentrated in Wellington, Hutt, and Porirua cities, with the largest zones being Seaview (300 ha), Waingawa (196 ha), and Porirua. The 2023 HBA estimates a demand for 9,181,700 m<sup>2</sup> of business floor space by 2051, with an additional 698 ha required for industrial use.
11. Industrial land demand is driven by space-intensive activities, with growth expected in Hutt and Wellington cities and districts, but regional spread is anticipated due to supply constraints. Despite sufficient business land across the region, much of it is not suitable for large-scale industrial uses, particularly for

businesses requiring larger sites. Current vacancy rates for industrial land are low, with Wellington, Hutt, and Porirua having vacancy rates around 2.4%.

12. Industrial areas are facing encroachment from residential and commercial developments, and resilience concerns (e.g., natural hazards and extreme weather) may affect future land suitability.
13. This assessment is based on a desktop analysis conducted at a specific point in time to identify potential areas for industrial land use. Given that site characteristics, such as land ownership or current use, may change, further detailed local-level analysis will be required to assess the suitability of individual areas for further investigation.

***Stakeholder Engagement:***

14. Stakeholder input was gathered throughout the Study and incorporated into the analysis. Engagement with industry highlighted the need for affordable industrial sites and informed the development of site selection criteria. Councils and industry stakeholders provided input to support the identification of potential growth areas and to ensure the Study reflects the region's needs.

***Iwi Engagement:***

15. Preliminary discussions were held with iwi partners to introduce the study's purpose. While deep engagement was not expected at this stage, a key recommendation is to ensure iwi continue to be engaged and actively involved in the future work.

***Identification of Growth Areas:***

16. The Study focused on identifying potential "investigation areas" outside commercial centres where larger industrial sites could be accommodated. It did not include identifying additional space for light industrial land within existing centres, though this is recommended for further work.
17. A GIS model was used to map areas suitable for greenfield industrial development, considering land use constraints, resilience factors, and urban growth areas. The results showed limited opportunities in central Wellington, Porirua, and Hutt City, but more potential land was identified in Wairarapa, Kapiti, and Horowhenua.
18. A high-level review of 15 areas identified through the model was conducted, with local authority input supporting a Multi-Criteria Assessment (MCA) process to determine which sites should undergo further investigation. More detailed work will be needed to assess the suitability of these sites as part of any re-zoning approach.

***Conclusions:***

19. The region faces a shortfall in industrial land, particularly in central areas, due to competition with residential and commercial uses. Existing industrial areas are under pressure, and resilience risks such as natural hazards and extreme weather may affect future suitability. An additional 698 hectares of industrial land will be needed, with businesses prioritising proximity to Wellington for transport, markets, and employees.

20. While the exact timeframe for a shortfall is uncertain, constraints on availability and cost are already affecting the sector and are expected to persist. Proactive planning and investment are essential to ensure future supply.
21. Development-ready land for large-scale industrial use is scarce across the region, and investment is needed to address the shortfall. The Study confirms the need to safeguard additional land for industrial growth in both the short and long term.
22. Recommendations include securing greenfield land for industrial purposes through zoning changes and expanding the capacity of mixed-use and commercial centres to support industrial uses. Further investigation should focus on affordable industrial sites and how regional planning can integrate industrial land needs with infrastructure investment, housing supply, and climate adaptation efforts.
23. Significant investment is needed to address the industrial land shortfall and overcome geographical constraints while balancing the need to protect land for housing and food production industries. A combination of measures, including government intervention and infrastructure investment, will be necessary to ensure sufficient industrial land is available to meet both current and future needs.

***Recommendations and Next Steps:***

*Regional Industrial Land Planning*

24. Establish an oversight group (Industrial Land Steering Group - ILSG) to oversee planning and coordination.
  - a Conduct further analysis on high-ranking potential industrial areas, including site constraints, infrastructure needs, and land ownership considerations.
  - b Assess readiness and sequencing of sites for rezoning and development.
  - c Integrate findings into the FDS review.

*Integration with Infrastructure Planning*

25. Explore pathways to progress infrastructure investment, including funding options and regulatory mechanisms.
26. Ensure industrial land needs are incorporated into regional energy planning.

*Engagement with the Private Sector*

27. Work with developers and businesses to align industrial land planning with industry needs.
28. Promote available and future industrial land opportunities to attract investment and retain businesses through Wellington NZ and Councils.

*Adaptation and Safeguarding*

29. Integrate industrial land considerations into regional climate adaptation planning.
30. Protect existing industrial land from encroachment by urban uses and ensure appropriate planning regulations.
31. A detailed recommendation of specific actions is detailed in the Study ([Attachment 1](#)).

## Nga kōwhiringa Options

32. There are several broad options for implementing the Study’s recommendations:

Option	Pros	Cons
Option 1: Private sector to lead. Minimal public sector involvement.	<ul style="list-style-type: none"> <li>• Minimal public sector resource or funding required.</li> <li>• Drives private innovation, ownership and competition.</li> <li>• Avoids political complexity and bureaucracy.</li> </ul>	<ul style="list-style-type: none"> <li>• Risk of uncoordinated and fragmented outcomes.</li> <li>• Private sector investment may not consider the wider public good.</li> <li>• Potential gaps in service provision, particularly in less commercially viable areas.</li> <li>• No guarantee of alignment with long-term regional goals.</li> </ul>
Option 2: Completely Regional Approach – Centralise the Entire Effort	<ul style="list-style-type: none"> <li>• Ensures consistency and strategic regional alignment</li> <li>• Stronger ability to leverage collective funding and investment.</li> <li>• Greater negotiating power with central government and private sector.</li> <li>• More efficient use of resources through economies of scale.</li> </ul>	<ul style="list-style-type: none"> <li>• Risk of bureaucratic delays and decision-making bottlenecks.</li> <li>• Less flexibility to address localised needs and priorities.</li> <li>• Requires significant buy-in and resourcing at a regional level.</li> <li>• May be perceived as limiting local authority control.</li> </ul>
Option 3: Individual Councils / Territorial Authorities to lead.	<ul style="list-style-type: none"> <li>• Allows each Territorial Authority to tailor approaches to local needs.</li> <li>• More direct engagement with local communities.</li> <li>• Potentially faster decision-making at a local level.</li> </ul>	<ul style="list-style-type: none"> <li>• Risk of inconsistent or conflicting approaches.</li> <li>• Less efficiencies from regional collaboration.</li> <li>• Smaller councils may not have resource to act in time or at the scale to meet regional needs.</li> <li>• Harder to attract large-scale private investment or government support.</li> </ul>
Option 4: Regionally Coordinated, and Locally Led Approach	<ul style="list-style-type: none"> <li>• Balances regional consistency with local flexibility.</li> <li>• Encourages collaboration and shared learning.</li> <li>• Strengthens collective bargaining power while maintaining local autonomy.</li> <li>• Ensures all areas are included without imposing a one-size-fits-all solution.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires effective coordination mechanisms to avoid duplication or misalignment.</li> <li>• Striking the right balance between regional oversight and local leadership can be complex.</li> <li>• May still face resourcing constraints at both local and regional levels.</li> </ul>

33. **Officers' preferred option:** Option 4 - Regionally Coordinated, and Locally Led
34. This approach provides the best balance between regional alignment and local flexibility. It ensures a coordinated strategy while allowing councils to tailor responses to local conditions. It will ensure efficiencies in work across multiple authorities and facilitate shared learnings.
35. Key Success Factors:
  - a. Clear Regional Strategy – A shared vision and objectives to ensure alignment.
  - b. Effective Coordination – A lightweight but effective regional mechanism (e.g., a working group or steering group from councils and iwi).
    - i. Local Leadership & Flexibility – Councils take the lead on delivery, ensuring solutions meet community needs.
    - ii. Resourcing Support – Some level of regional assistance to help smaller councils with expertise or funding access.
  - c. Economies of Scale and Timing – Where consultancy advice is required, a centrally coordinated approach will improve efficiency and coordinated timing of delivery.
36. The WRLC Priority Development Areas (PDAs) provide a template for how this can be managed, with individual councils managing projects, while the WRLC Secretariat provides monitoring, reporting, problem-solving coordination, regional oversight and brings in central Government where needed.
37. If this option is selected:
  - a. The WRLC Secretariat, alongside the Project Sponsor, will develop the structure, terms of reference, and other programme materials.
  - b. Members of the WRLC Senior Staff Group will help ensure the programme is practical and fit for purpose, while also ensuring the local response is appropriately resourced.
38. Council staff will continue leading development of industrial land opportunities and economic development in their own local areas.
39. If additional funding is required, the WRLC Secretariat will manage this within the existing WRLC project budget by reprioritising other projects, in consultation with the WRLC Senior Staff Group.

### **Ngā hua ahumoni**

#### **Financial implications**

40. There are no direct funding implications from this report; however, there may be funding implications from the activities outlined above.

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

41. Industrial land development could affect Māori land, cultural sites, and areas of significance. It's important to ensure Māori perspectives are included in planning decisions.
42. There are opportunities for Māori businesses, landowners and iwi organisations to be involved in industrial land development and investment, creating economic benefits for Māori.
43. Iwi Participation in Decision-Making:
  - a Iwi will be engaged through the project to ensure Māori perspectives are reflected in regional planning and decision-making.
  - b Territorial Authorities will involve Iwi in local industrial land projects so Māori interests, values, and aspirations are considered.

## **Te huritao ki te huringa o te āhuarangi Consideration of climate change**

44. The Industrial Land Study looked at climate change risks like sea-level rise, flooding, and extreme weather to ensure long-term viability.
45. Industrial growth needs to be balanced with sustainability by encouraging low-emission industries, green infrastructure, and smart land use.
46. Integration with Regional Planning:
  - a Climate resilience will be factored into site selection and planning to avoid high-risk areas and reduce future adaptation costs.
  - b Territorial Authorities will be encouraged to include climate change considerations in their local industrial land planning to support regional sustainability goals.

## **Ngā tikanga whakatau Decision-making process**

47. 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**

48. Officers considered the significance (as defined in Part 6 of the Local Government Act 2002) of the matters for decision, considering *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 given their administrative nature.

## Te whakatūtakitaki

### Engagement

49. The Study involved extensive stakeholder engagement.
50. Stakeholders included businesses, government agencies, Territorial Authorities, and Iwi.

## Ngā tūāoma e whai ake nei

### Next steps

51. The WRLC Secretariat will develop and propose a structure and terms of reference for the Regionally Coordinated, Locally Led approach to industrial land.
52. The Project Sponsor and members of the WRLC Senior Staff Group will be involved to ensure the proposals are practical and workable.
53. Engagement with councils and iwi will be undertaken to test and refine the approach.
54. A plan to assess resource and funding requirements will be developed. A proposed timeline for implementation will be outlined, with clear milestones for decision-making and next steps.

## Ngā āpitihanga

### Attachment

Number	Title
1	<a href="#">Industrial Land Study Executive Summary Feb 2025</a>

## Ngā kaiwaitohu

### Signatories

Writer	Allen Yip – Programme Manager WRLC
Approvers	Jaine Lovell-Gadd – Head of Secretariat WRLC David McCorkindale – Group Manager Community Vision and Delivery - Horowhenua District Council

<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or with Committee's terms of reference</i></b> The WRLC TOR includes regional spatial planning. Industrial land contributes to economic resilience, are a key requirement to support growth in the region.
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> This contributes to the Future Development Strategy requirements.
<b><i>Internal consultation</i></b> No internal consultation through the WRLC has been undertaken on this matter to date.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> There are no known risks related to this paper.





# Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report

February 2025

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**Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report****Quality control**

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<b>Date</b>	25 February 2025
<b>Prepared by</b>	Ruth Allen, Principal Urban Regeneration
<b>Reviewed by</b>	Kris Connell, Jaine Lovell-Gadd and David McCorkindale

**Revision history**

Revision	Date	Details	Authorised	
			Name/Position	Signature
01	25 February 2025	First draft for feedback	Ruth Allen Principal Urban Regeneration	
02	28 February 2025	Final	Ruth Allen Principal Urban Regeneration	

**Cover photo:** Seaview Industrial Park, Lower Hutt. Taken from Wainuiomata look out

## Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report

### 1. Introduction

The Wairarapa-Wellington-Horowhenua Region (the region) makes a significant contribution to the New Zealand economy. This is in the most part through employment in the government, professional services and administration sectors but also through the region's industrial sector which services both the local area and national and international markets.

Currently, a total of 1,705 ha of land is zoned for industrial land use across the region (including areas zoned Heavy, General and Light Industry), with an additional 90 ha of land within a future urban zone that has been identified specifically for industrial land use. This existing industrial land is spread across the region, concentrated along the state highway network and within proximity to key transport nodes, including CentrePort. The largest area of industrial zoned land in the region is located at Seaview in Lower Hutt (300ha), followed by the Waingawa Industrial Estate (196 ha) in Carterton and the light industrial land in Porirua City east of the commercial centre.

In September 2023 the Housing and Business Development Capacity Assessment (HBA) undertaken for the region found that while the region has sufficient capacity to meet business land demand generally, demand for industrial land, and in particular the availability of vacant large industrial lots, is expected to have a shortfall.

### 2. Scope of the industrial land study

The Wellington Regional Leadership Committee commissioned the Industrial Land Study (the study) to better understand the anticipated shortfall in industrial land at a regional level and to identify potential options and interventions for accommodating future industrial growth.

For the purposes of the study, the definition of industrial activity provided in the National Planning Standards has been used which defines an 'industrial activity' as *"an activity that manufactures, fabricates, processes, packages, distributes, repairs, stores, or disposes of materials (including raw, processed, or partly processed materials) or goods. It includes any ancillary activity to the industrial activity"* (Ministry for the Environment, 2019).

Based on the findings of the HBA, the scope of the study has focused on those industrial land uses which require large sites to carry out their operation across the different sectors of industrial activities, including:

- heavy manufacturing and processing, including aggregate, metal, wood and chemical processing
- light to medium manufacturing of consumer goods and equipment including for the textiles, transport, construction, and engineering sectors
- food and agricultural processing industries including meat, fish and dairy processing
- freight and logistics land uses, including storage, warehousing, transport and postal services

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- high-value manufacturing in the science and technology sector
- warehousing, studios and workshops associated with the film industry.

The purpose of the study is to support decisions regarding the future supply of industrial land and necessary infrastructure investment and to feed into the refresh of the regional Future Development Strategy. It is important to note that this study has been undertaken with a broad regional focus. As a next step, more detailed local-level analysis is needed to address industrial land challenges, alongside further regional-level work to ensure a coordinated approach.

To guide the development of this study an industry working group was established with representatives from stakeholders across the region including CentrePort, NZ Transport Agency Waka Kotahi, business representative groups (Hutt Valley Chamber of Commerce, WellingtonNZ, The Horowhenua Company and Wellington Chamber of Commerce) and representatives from some Councils located within the region. The study included the following research stages:

- **Desktop research and spatial analysis** - Research into trends in industrial land supply and demand across the region, including spatial analysis of current vacancy rates and resilience challenges across the existing industrial land.
- **Industry, stakeholder, and partner engagement** - Engagement with businesses and key stakeholders currently working across a range of industrial land uses/sectors and locations in the region was carried out during March 2024 to understand the scale and types of industrial land needed. To achieve sufficient coverage of engagement across the different sectors of industrial land users and locations in the region, three different methods of engagement were used including: workshops, interviews and an online survey. Given the broad nature of this study, preliminary conversations were held with iwi partners to introduce its purpose. While deep engagement was not anticipated at this stage, a key recommendation is to ensure iwi continue to be engaged and are actively involved in the future work.
- **Review of potential areas for growth** – To understand where there may be opportunities to support industrial growth a desktop review of potential sites was undertaken. This involved the development of mapping criteria informed by stakeholder engagement and industry research and an assessment of potential areas identified against a set of criteria to assess whether they should be further investigated.

The following sections of this report provide a summary of the findings of the study with the more detailed analysis available within the full [Industrial Land Study Report, dated February 2026 and the Stakeholder Engagement Report, dated May 2024](#).

### **3. Understanding the shortfall in industrial land supply**

The 2023 HBA identified that the region will require up to 698 ha of additional industrial land into the future across the following timeframes:

- Short term (2025) – 56 ha

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- Medium term (2026-2031) – 159 ha
- Long term (2031-2051) – 483 ha

Whilst the HBA also demonstrated that across the region there is over 6,000 ha of zoned land that has the potential to support business growth, it noted that the demand for industrial land is not anticipated to be met by this existing capacity as industrial land users typically require larger sites which may not be present in this supply.

### Current levels of vacancy

In order to confirm this shortfall in current supply of land able to provide large industrial sites, a review of the current vacancy and turnover rates within existing industrial zoned areas (which is most likely to be able to accommodate large sites that are suitable) was undertaken in this study.

The results of this analysis demonstrated that whilst there is some vacancy across the region's industrial zones it is typically small lots less than 1ha in size. This is consistent with the findings of the 2023 HBA that in the most part the current supply of business land development capacity does not meet the needs of industrial land users for large vacant sites appropriately located (zoned) for industrial land use.

### The resilience of existing industrial land

In addition, utilising the resilience mapping undertaken as part of the Future Development Strategy (FDS) a review of the resilience of existing industrial land was also undertaken. This analysis demonstrated that a significant amount of our existing industrial land is subject to some degree of risk from both natural hazards and extreme weather events. For example, Seaview, one of the region's largest and well-established industrial areas is identified as being at risk from flooding events, coastal hazards and liquefaction. This will require further investigation to understand the probability of these events and whether risks can be appropriately managed or mitigated through investment and/or plan provisions.

## 4. Feedback from the industrial business sector

The engagement undertaken across the industrial business sector also confirms the desktop analysis of a shortfall of large industrial sites and resilience challenges across our existing business areas. Feedback received indicates that this is an issue facing the sector in the immediate to short term, with examples of some businesses already relocating out of the region. The key themes from the engagement are summarised below:

- **Businesses are experiencing a current shortfall of large accessible industrial sites across the region.** Industry representatives confirmed the HBA findings that some districts within the region, in particular Wellington, Lower Hutt and Porirua, are short of large vacant industrial sites. It was noted that this was prompting some industries to relocate. Horowhenua was identified by many as a potential location for future industrial land due to the perceived availability of flat sites, affordability (for businesses and their workforce) and recent roading upgrades. The Wairarapa was identified as a potential

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location for food processing and manufacturing businesses, however access via the Remutaka Hill is seen as a constraint by many.

- **The affordability and ownership of industrial land in the region is creating challenges for businesses to develop new or expanded industrial operations.** Across all industrial land use sectors interviewed, industry representatives noted that the development of new or expanded operations in Wellington, Porirua, Kapiti and Lower Hutt was seen as expensive and often cost prohibitive. This was attributed mostly to increasing land values in these areas and current high costs of construction. Other rising costs were discussed, including development contributions and costs of building required infrastructure connections. The cost of land was seen as a key factor influencing where industry can or chooses to locate. However, industry representatives noted that this decision was balanced against the need to be in close proximity to their workforce, transport networks, and customers.
- **There are increasing costs to industry associated with resilience risk.** The main concern raised by industry representatives when asked about the impact of climate risk was the associated increasing costs affecting the viability of their business. For example, the rising cost of insurance. Existing industrial land in Seaview and Petone, in particular, was viewed as having multiple resilience, planning and affordability issues relating to the threat of sea level rise and risks from natural disasters. Some businesses are opting to relocate to areas with lower risks. However, it was noted that full relocation is not always an option for businesses who have invested in their sites and have an existing network of suppliers and customers. Currently, securing a more resilient site was considered by those businesses who were needing more space to expand, rather than being the main reason to relocate.
- **Relocation is an option be considered by businesses in the region.** Many of the businesses surveyed (53%) identified they would have additional land requirements into the future. The majority of those that needed more space in the future (72%) said they would consider relocating elsewhere to expand their current operations.
- **Affordable housing for the workforce is a location factor for industry.** The success of the region's industrial sector is linked to the availability of affordable housing and transport solutions for their workforce. Housing affordability impacts where the workforce is able to live in proximity to industry and the availability and cost of transport options, including public transport, is critical for attracting staff. These cost-of-living pressures are putting pressure on industry wage expectations and further impacting the financial sustainability of industrial land uses to operate in the region.
- **Safeguarding industrial land from encroachment by other activities and future reverse sensitivity issues is needed.** Industry representatives have observed that existing industrial land has suffered from encroachment from other activities like retail, commercial and residential land uses over time. Many businesses report they are increasingly dealing with complaints from neighbouring uses as urban development around industrial land intensifies. This is especially noticeable for heavy manufacturing and freight logistics businesses. Industry representatives recommend that future

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industrial land needs to be safeguarded to allow for industry to grow and adapt to market demands, noting that the scale and impact of industrial businesses is constantly changing.

**5. Potential investigation areas for industrial growth**

Based on feedback received through industry engagement and a review of site requirements across the different sectors of industrial land uses, a set of mapping criteria was developed to identify areas that could potentially support industrial growth across the region. This was informed through the mapping that was undertaken as part of the FDS to identify land within those areas already identified as potentially suitable for urban development. The areas were then assessed against a set of assessment criteria (based on the criteria used in the 2023 and 2021 HBA to assess the suitability of business land and refined through stakeholder engagement) to determine which areas should be investigated further.

The mapping exercise identified limited opportunities within the central areas of Wellington, Porirua and Lower Hutt. The majority of land showing some potential was located in the Wairarapa and further north in Kapiti and the Horowhenua Districts.

In total 15 potential investigation areas were identified which were further refined to 6 potential areas for further investigation. The areas recommended for further investigation are shown on the following map and the assessment of each area against the assessment criteria is shown in Table 1.

This assessment is based on a desktop analysis conducted at a specific point in time to identify potential areas for further investigation for industrial land use. It is important to acknowledge that site characteristics, such as land ownership or current use, may change over time. As such, further detailed analysis at the local level will be necessary to assess the suitability of individual areas for further investigation.

In addition, this process did not include identifying additional space for light industrial land uses in the region's existing centres or mixed use areas. This has been included as a recommendation for further work alongside progressing the identified investigation areas identified.



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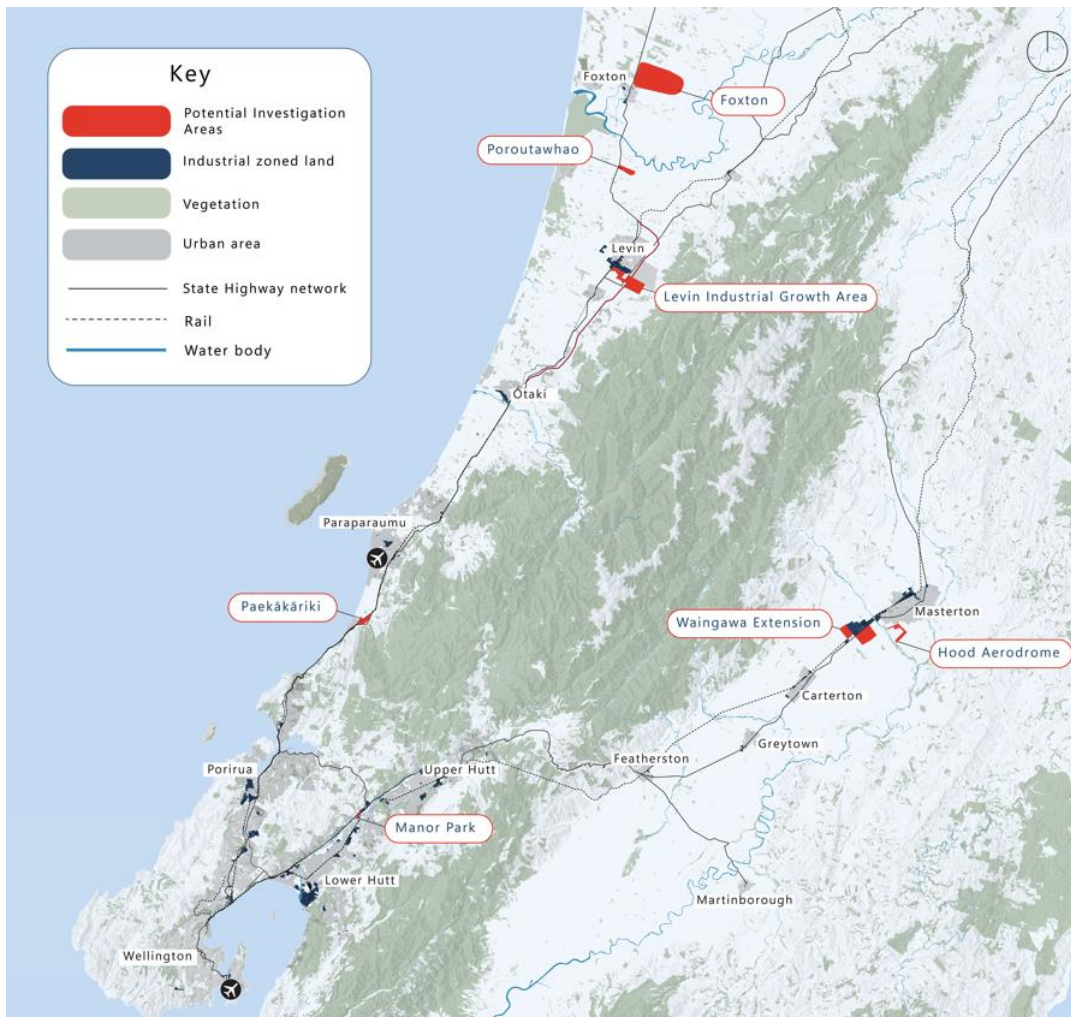


FIGURE1: AREAS IDENTIFIED FOR FURTHER INVESTIGATION

## Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report

Attachment 1 to Report 25.45



TABLE 1 EVALUATION RESULTS

Criteria	Area 1 Horokiwi	Area 2 Ohariu	Area 3 Judgeford	Area 4 Pauatahanui	Area 5 Takapu Rd	Area 6 Paekākāriki	Area 7 Te Horo	Area 8 Otaki	Area 9 Levin	Area 10 Poroutawhao	Area 11 Foxton	Area 12 Manor Park	Area 13 Whitemans Valley	Area 14 Waingawa	Area 15 Hood Aerodrome
a) Proximity to major roading corridors	3	2	3	3	2	5	5	4	5	5	5	5	2	4	4
b) Access to rail routes	2	2	2	2	2	4	3	4	3	3	3	4	2	4	4
c) Access to airport	2	2	2	2	2	3	3	3	4	4	4	2	3	2	2
d) Access to port	3	2	3	3	2	4	4	4	4	4	4	2	3	3	3
e) Land cost and landownership risk	3	2	3	2	3	4	3	4	3	3	3	5	2	4	5
f) Proximity to supporting business/services	3	2	3	2	2	3	3	4	3	3	3	4	2	4	4
g) Resilience to hazards	3	3	2	3	3	3	1	1	3	3	4	2	3	5	5
h) Developability and infrastructure investment	3	2	3	3	2	2	2	3	3	3	2	3	3	3	3
i) Proximity to worker accommodation	3	3	3	2	2	5	2	4	4	4	2	4	3	4	4
j) Proximity to public transport	2	1	3	2	1	5	1	3	1	1	2	5	1	2	2
k) Separation from more sensitive activities	2	2	4	2	3	3	3	3	3	3	4	2	2	5	4
Total scoring	29	23	31	26	24	41	30	31	36	36	36	38	26	40	40
Approx land area (ha)	30	60	80	90	10	69	2,000	60	50	50	1,200	17	380	300+	95

Note: this assessment was undertaken at a point in time to support an understanding of areas that could potentially be further investigated for industrial land use. It is acknowledged that some of the site characteristics (such as land ownership or use) can potentially change over time and therefore further detailed analysis at the local level would be required to assess any one areas suitability for further investigation. Refer to Table 2 for a summary of areas identified for further investigation. The definition of the assessment criteria and scoring range applied is provided in Section 5 of the main Industrial Land Study report dated February 2025.

TABLE 2 SUMMARY OF AREAS IDENTIFIED FOR FURTHER INVESTIGATION

Investigation areas recommended	Key considerations
Area 6 - Paekākāriki	<p>This land presents an opportunity for industrial land use or an area of mixed use located in a highly accessible location with good access and visibility from the state highway network. The assessment has identified that this area has potential to meet the needs of most industrial sectors. However, further investigation is required to ensure that the ground conditions can accommodate industrial land uses, that stormwater can be managed, and it can be adequately serviced for wastewater.</p> <p>Notably, this area is government owned, and The New Zealand Transport Authority Waka Kotahi (NZTA) is currently considering its requirements under the Public Works Act 1981, which presents a unique opportunity to provide development potential that has limited fragmented ownership. Kapiti Coast District Council have advised that a range of other future land uses are being considered for this area, including residential development. Further engagement with NZTA, iwi and Council is required as a first step to pursue this as an investigation area for industrial land use.</p>
Area 14 – Waingawa Extension	<p>There are considerable opportunities identified for industrial land development within the areas surrounding the existing Waingawa Industrial Estate. Whilst a nominal investigation area has been identified as part of this study (to include areas closest to the state highway and land owned by Centre Point) further work should be undertaken to confirm the boundary.</p> <p>It is noted that there is already land zoned General Industrial in Waingawa that has not been developed. This is in part due to the need for infrastructure servicing to progress development on this land but also potentially due to locational preferences from industry.</p> <p>Where additional land is to be zoned in Waingawa to meet the needs generated more broadly from the region, consideration will be required as to the mechanisms for supporting infrastructure provision to this area and the consideration of infrastructure upgrades needed to improve connectivity of the area to other industrial transport nodes such as Centre Port and the distribution hubs across the region (e.g. improvements to rail network).</p>

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Area 15 – Hood Aerodrome	<p>The Masterton District Council owned land identified around the Hood Aerodrome presents an opportunity to create an area of industrial land with good connectivity to transportation infrastructure.</p> <p>It is recommended that this area is investigated further to determine how it could be re-zoned to attract industry to this location.</p>
Area 12 – Manor Park	<p>The Manor Park investigation area is already identified as industrial land in the Draft Lower Hutt District Plan and this assessment has confirmed that this area presents an opportunity to support the wider industrial land needs of the region.</p> <p>It is recommended that this area is further reviewed for inclusion as a growth area in the review of the FDS following completion of the District Plan review process.</p> <p><i>Note: since this assessment was undertaken, the proposed rezoning of this site through the District Plan review has not proceeded.</i></p>
Area 9 - Levin industrial growth area	<p>The land identified in south Levin presents an opportunity for industrial growth to be provided for in an area that will benefit from investment in planned upgrades to the state highway network (Otaki to North Levin project). The proximity to workforce accommodation and amenities provided at Levin also means it is well positioned to support most industrial sectors.</p> <p>This site meets the characteristics of a new industrial park including sufficient size to provide buffer requirements and a range of site sizes.</p> <p>Further work would be required to address infrastructure servicing to this area and establishing how this site could support the development of the proposed KiwiRail Freight Hub in Palmerston North, to become a key part of the supply chain.</p>
Area 10 – Poroutawhao	<p>The land identified north of Levin requires further investigation to determine where and how much of this area could support industrial land use and what infrastructure servicing would be required. Another consideration is its proximity to Palmerston North and ensuring it does not detract from the investment in the proposed KiwiRail Freight Hub.</p>
Area 11 – Foxton	<p>The land identified in Foxton requires further investigation to determine where and how much of this area could support industrial land use and what infrastructure would be required. Another consideration is its proximity to Palmerston North and ensuring it does not detract from the investment in the proposed freight hub.</p>

## 6. Recommendations and next steps

The work undertaken to complete this study has confirmed there is a need to identify and safeguard additional land within the region to support our industrial growth needs both in the immediate/short term and the longer term.

Engagement with industry has confirmed that a range of affordable sites are required across the region to support the needs of industry and the planning for these areas needs to be integrated regionally with the planning for infrastructure investment, housing supply and approaches to climate adaptation.

The process of reviewing potential areas for large industrial sites has demonstrated that there are challenges in locating areas within the region that are development ready and available for industrial land use. Investment is required to ensure we have enough capacity for the current and future needs of this sector. Geographical constraints, coupled with the need to safeguard land for housing and the food producing industries (highly productive soils) mean that available land in resilient locations all require investment in infrastructure to come on stream (development ready).

To address the anticipated shortfall in supply both in the immediate/short and long term, a range of measures are required to support industrial land uses to stay and locate in the region.

The following section outlines the key recommendations that have been identified to support planning for industrial land needs and the next steps following completion of this study.

### Recommendations

#### Recommendation 1: Continuing to take a regionally co-ordinated approach to planning for industrial land supply

This study has demonstrated that to address the shortfall of industrial land a continuation of regionally co-ordinated approach is required. There are some areas within the region with high demand and limited capacity for industrial growth. Wellington City and Lower Hutt in particular have low vacancy rates within existing industrial areas and limited capacity identified for industrial growth. High demand for industrial land in these areas is generated by proximity to the existing customer base and other industrial operators and the proximity to housing for the workforce and key transport nodes, including CentrePort and freight rail facilities at Wellington Railway Station.

A regional approach is required to look at how this demand for industrial land can be supplied in other areas which have more potential for growth (such as Horowhenua and the Wairarapa) while continuing to support the needs of the sector. This will be reliant on the investment in the required infrastructure to ensure our industrial areas are well connected across the region.

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**Recommendation 2: Industrial land development integration with infrastructure planning**

Engagement with industrial businesses has also demonstrated that to support the success of industry in the region, new industrial areas require good connectivity to the state highway network and key freight networks as well as forward planning for future three waters and fuel and electricity supply.

New proposed road connections (such as the Petone to Grenada Link Road) present real opportunities to improve the connectivity of existing industrial areas and open up new potential areas. In light of the shortfall of available industrial land and the importance of this sector for our economy, the realisation of new opportunities for growth in industrial land should form a key part of options analysis for new infrastructure connections.

**Recommendation 3: Work with, and promote opportunities to the private sector (developers and businesses) to ensure planning for new industrial land meets the needs of industry**

At a regional level we now have a good understanding of the characteristics of current industrial land and the investigation sites for new industrial land and as we progress the next steps in this report, we will have a good idea of when new industrial land will become available. Whilst increasing supply of industrial land is important, there is a need to ensure that what industrial land is currently available and what industrial land will be available in the future is promoted to both retain current industrial businesses (so they don't leave when they need more space) and to attract new industrial businesses to the region.

**Recommendation 4: Safeguarding our existing industrial land**

The engagement with industrial businesses also highlighted that current operators are continuing to face challenges from encroachment of other urban uses into industrial areas (such as residential). This is impacting the availability of land for industrial development but also creates operational issues associated with reverse sensitivity from adjoining land uses and along key transport connections. Alongside identifying areas of industrial growth there is a need to ensure that our existing industrial areas have the right planning framework in place to allow for the on-going efficient operation of industrial activities. Changes have already been made across district plans to reduce the encroachment of other urban development within the Industrial Zone (for example Lower Hutt) however there is a need to ensure that this is done at a regional scale and also for land adjoining key freight networks.

**Recommendation 5: Adaptation planning for industrial land**

A review of the potential resilience risks across our existing industrial land has demonstrated that approaches to regional adaptation planning need to incorporate consideration of how we can reduce the impact of these on our industrial sector.

Understanding the risks and impacts of existing industrial land can be incorporated into the Regional Adaptation Project being undertaken by the WRLC.

**Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report****Next steps/actions**

This study has identified a range of areas (investigation areas) within the region that have potential opportunities for industrial growth. The following next steps are recommended to progress this work:

**TABLE 3 RECOMMENDED NEXT STEPS**

Actions	Owner/timeframe considerations
<b>Take an approach to planning for industrial land supply that is regionally coordinated and locally led</b>	
<p>Establish a co-ordination structure for progressing the planning of industrial land supply across the region.</p>	<p>To promote a regional approach to the planning for future industrial land needs and to realise any potential fast-tracking opportunities it is recommended a co-ordination structure is established to progress the next steps of this study, such as the establishment of an Industrial Land Steering Group (ILSG).</p> <p>The ILSG would be responsible for overseeing the work programme as outlined below and reporting back to WRLC.</p> <p>Consideration to be given to the timing and level of involvement of WRLC Iwi partners, Councils, Infrastructure providers (including NZTA, KiwiRail, CentrePort and Transpower), Wellington NZ and the private sector in the process moving forward.</p>
<p>Further constraints and capacity analysis</p>	<p>For areas identified for further investigation, it is recommended that local-level work is carried out to assess their capacity for industrial growth. This should include a detailed evaluation of site constraints and opportunities to help refine the investigation area boundaries. This assessment aims to build on the initial evaluation by identifying opportunities at a regional scale. The goal is to incorporate</p>

## Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report

	<p>investigation areas into the FDS, allowing for further exploration through the rezoning process.</p> <p>The further analysis should include:</p> <ul style="list-style-type: none"> <li>• Consideration of the feedback received through further engagement with iwi and other stakeholders.</li> <li>• Detailed site investigations, including high-level geotechnical, stormwater, and traffic impact assessments, as well as identification of any sensitive landscapes.</li> <li>• Identification of required infrastructure investments to address capacity constraints and improve connectivity to urban areas and freight networks, with input from key service providers, including the energy sector.</li> <li>• Consideration of land ownership challenges, including strategies to reduce fragmentation and support industrial land affordability.</li> <li>• Assessment of the types of industrial land uses that could be suitable for these areas based on current and future market conditions.</li> <li>• Evaluation of growth capacity (density) and whether nearby housing opportunities can support workforce needs.</li> </ul>	
Readiness and sequencing assessment	Across the range of opportunity areas identified for further investigation there is a scale of how fast each site could be considered for re-zoning and how ready it is for development. This includes whether the area is already identified in a growth strategy or	ILSG Short term 2025-2027



**Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report**

	<p>spatial plan (such as the Levin site), whether infrastructure investment needed is already in the planning phase, and the level of support from Council.</p> <p>Further work is recommended in partnership with each Council to gauge their support and identify the steps and timeframes needed to bring each investigation area onstream. This process could highlight quick wins and help prioritise investment. It should also inform an analysis of how these areas can meet demand over the short, medium, and long term, ensuring proper sequencing and contributing to the next Regional Housing and Business Capacity Assessment. Additionally, this work will support future business cases and investment decisions for infrastructure development.</p>	
Integrated into Future Development Strategy review	As part of the three year review of the FDS, it is recommended that the outcomes of the further assessment and the refined list of investigation areas be incorporated into the next FDS.	WRLC Medium term 2027-2030
<b>Industrial land development integration with infrastructure planning</b>		
Explore potential alternative pathways for fast tracking infrastructure investment and rezoning	<p>Recommend a planning pathway for rezoning the identified potential growth areas.</p> <p>Given the industrial land shortfall, it is recommended to consider prioritising investment and fast-tracking the rezoning process. A key first step would be to hold a workshop with potential government partners to explore funding and planning options.</p> <p>This should include consideration of:</p> <ul style="list-style-type: none"> <li>Potential funding and financing tools, including value capture methodologies and the use of regional deals.</li> </ul>	ILSG Short term 2025-2027

**Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report**

	<ul style="list-style-type: none"> <li>Use of the Urban Development Act 2020 provisions to identify the potential for a Specified Development Project for industrial land. This may include combining several investigation areas into one project and any supporting area/land required to ensure efficiencies in the wider infrastructure investment can be identified and ensure the strong supply of networks and connectivity.</li> </ul>	
Integration of the study and future phases into the future planning projects or workstreams	The need for security of energy supply and new infrastructure investment needed to support growth has been identified as a key consideration. It is recommended that the ILSG actively ensures that the needs of industry and the future growth areas are incorporated into any projects related to the region's energy capacity and resilience planning.	ILSG and WRLC Short term 2025-2027
<b>Work with, and promote opportunities to the private sector (developers and businesses) to ensure planning for new industrial land meets the needs of industry</b>		
Engagement with the private sector and investigation of partnership opportunities	Given the significant investment and scale required for redeveloping a new industrial business park, early engagement with developers and the private sector is essential. This should include discussions with large-scale business and industrial land developers to identify the planning frameworks and mechanisms that would drive investment in the region.	Wellington NZ and WRLC/Councils  Short to medium term 2025-ongoing
Promote our industrial land opportunities at a regional level	To ensure the benefits of new infrastructure to support the readiness of new industrial land is realised and to support the business case process it is recommended that engagement with future tenants and businesses is undertaken alongside the planning process.	Wellington NZ and WRLC/Councils  Short to medium term 2025-ongoing

**Wairarapa-Wellington-Horowhenua Industrial Land Study – Summary Report**

<b>Adaptation planning for industrial land</b>		
Integration of industrial land requirements in Adaptation Planning and approaches	It is recommended that the ILSG actively ensures that the needs of industry and the future growth areas are incorporated into the development of the Regional Adaptation Project currently underway.	ILSG and WRLC Short term 2025-2027
<b>Safeguarding our existing industrial land</b>		
Increasing the capacity of existing industrial activity and mixed use areas	Alongside the investigation of future growth, it is recommended that a review of existing industrial and mixed use zones provisions and areas is undertaken to determine the extent to which these areas could accommodate increased intensification of industrial land use. This should incorporate consideration of how to address reverse sensitivity issues.	Councils Short term 2025-2027

**Wellington Regional Leadership Committee**  
**18 March 2025**  
**Report 25.73**



**For Information**

## **WELLINGTON REGIONAL LEADERSHIP COMMITTEE SECRETARIAT REPORT – MARCH 2025**

**Te take mō te pūrongo**

### **Purpose**

1. To update the Wellington Regional Leadership Committee (the Committee) on its projects and programmes, and the Secretariat resources and processes.

**Te horopaki**

### **Context**

2. This Secretariat Report provides an update on resources, progress, plans, and key risks for the Committee.
3. Following the Health Check, the Secretariat resources and structure are now aligned with the new work programme. From this quarter the Secretariat team is fully resourced with sponsors and project leads from across the Wellington Regional Leadership Committee (WRLC) group in place for all active projects. Reporting lines for the Secretariat to the Administering Authority have been strengthened and management and reporting processes have been reviewed and streamlined.
4. The attached Programme Report ([Attachment 1](#)) compiles information from Project Status Reports submitted by each project manager, along with updates from WellingtonNZ as the programme manager for the Regional Economic Development Plan (REDP).

### **WRLC programme**

#### *The Regional Data Dashboard*

5. The Programme Report includes charts highlighting economic and housing trends in the Wellington-Wairarapa-Horowhenua region. These indicators provide insights into broader economic conditions, business activity, and employment patterns. Key findings are summarised below, with further detail available in the full report.
  - a The region's GDP has declined over the past year, reflecting national trends rather than region-specific factors. This suggests broader economic conditions are at play.

- b Construction activity, measured by new dwelling consents, remained below Future Development Strategy target levels in 2024. While consents in November 2024 were higher, it is too early to determine whether this signals a sustained trend.
  - c Business growth in the region has slowed, with a 0.5% increase in the number of businesses over the past year—below the 2.1% annual average of the previous five years. This pattern aligns with national trends.
  - d Employment figures show a decline in filled jobs since late 2023, raising concerns about potential shifts in the region’s economic conditions.
6. For further details, refer to the accompanying Programme Report.

*The Wellington Regional Adaptation Plan*

- 7. The WRLC endorsed the next phase of the Regional Adaptation Plan in October 2024, with project planning nearing completion. Governance and procurement arrangements are progressing.
- 8. Iwi engagement remains central, and the timely establishment of Te Tiriti-based frameworks is essential.

*Regional Economic Development Plan*

- 9. Progress continues on initiatives supporting Regional Economic Development Plan objectives, with key milestones including the completion of the 2024 Screen Accelerator Project and securing some funding for the Civic Experience Initiative and House of Science.
- 10. Work is underway to identify outstanding sector issues for the annual update, and stakeholder discussions are ongoing to keep initiatives relevant and effective.

*Industrial Land Study*

- 11. The Industrial Land Study highlights a projected shortfall of industrial land over the next 30 years and the need for regional collaboration, funding, and feasibility assessments. A draft report is in progress, with final recommendations to be considered by WRLC CEOs and at the WRLC meeting on 18 March.

**Ngā hua ahumoni**

**Financial implications**

- 12. There are no funding implications from the Secretariat Report.

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

**Implications for Māori**

- 13. All projects listed include objectives to create better outcomes for Māori.
- 14. While there are challenges in ensuring that there is iwi representation in each project, iwi members sit on the WRLC, and they have been part of the programme decision making processes.

**Ngā āpitihanga**

**Attachments**

<b>Number</b>	<b>Title</b>
1	<a href="#">WRLC programme report for March 2025</a>

**Ngā kaiwaitohu**

**Signatories**

Writer	Allen Yip – Programme Manager
Approver	Jaine Lovell-Gadd – Head of Secretariat/Kaiwhakahaere Matua

<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or with Committee's terms of reference</i></b> The WRLC has specific responsibility for the work programme and other matters of regional importance. The reporting is to enhance the WRLCs ability to fulfil its responsibilities.
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> The regular reporting to the WRLC will provide it with a mechanism to monitor the implementation of the Future Development Strategy.
<b><i>Internal consultation</i></b> Information and analysis in this report has been discussed at the WRLC Senior Staff Group meeting and WRLC CEO Group meeting. Their views are incorporated into this paper.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> There are no known risks.

## Wellington Regional Leadership Committee Work programme report – March 2025

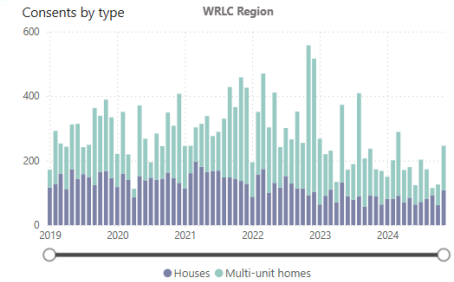
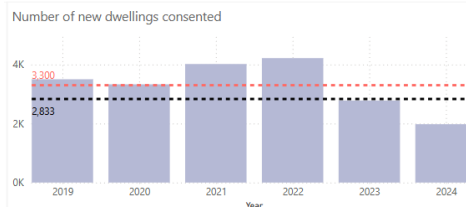
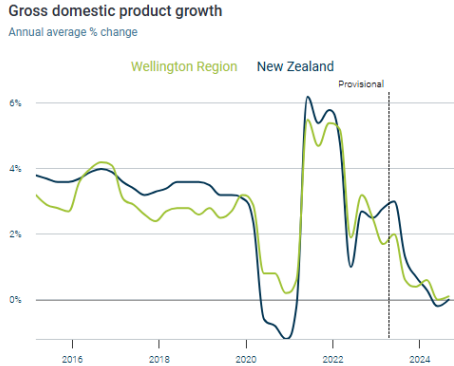
- Indicator Data
- Programme Report
- Wellington Regional Economic Development Plan
- Priority Development Areas





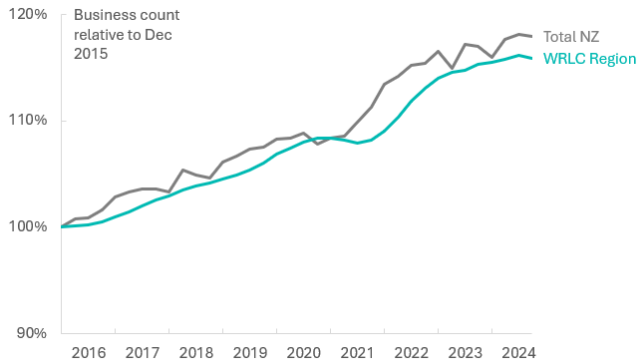
# WRLC Indicators

Attachment 1 to Report 25.73

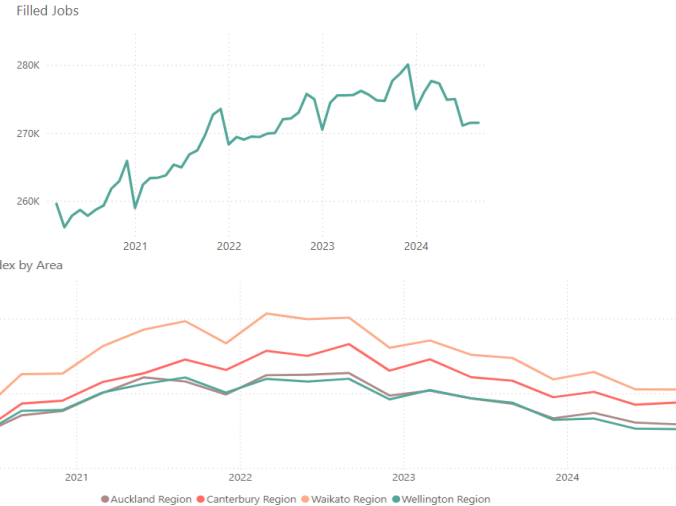


In the housing sector, the region's construction activity (measured by new dwelling consents) was below the FDS target levels in 2024. While the latest monthly consents (November 2024) were higher, a single data point is not enough to indicate a trend.

Wellington Region's GDP has declined over the past 12 months, in line with national trends rather than due to region-specific factors. This suggests broader economic conditions are driving the downturn.



The region's business environment continues to show modest growth, with the number of businesses increasing 0.5% over the past year - a slower pace compared to the average growth of 2.1% per year over the previous 5 years. This growth pattern closely mirrors the trend seen in the rest of New Zealand.



Employment metrics raise some concerns, with filled jobs showing a decline since late 2023. This recent downturn in employment warrants attention as a potential indicator of changing economic conditions in the region.



For more data related to specific TAs, please click [here](#).

# What's coming up

	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Jul 2025	Aug 2025
Future Development Strategy Priority Actions		Regional Industrial Land Study: Report presented and next steps agreed	Initiating these projects: <ul style="list-style-type: none"> <li>Regional Energy Capacity and Resilience Planning</li> <li>Improve region-wide infrastructure planning</li> <li>Investigate incentives/disincentives to drive growth and development</li> </ul>				
Regional Economic Development Plan	<p>WATER: Summer series event at Moiki Farm – 18 February</p> <p>SKILLS: First six week programme commences at the Mills-Albert Pathway Skills Hub in Kapiti</p> <p>SKILLS: Pasifika business capability series commences</p> <p>SKILLS: Programmes including House of Science, Tūhura Tech, E2E Centre STEAMM and the STEM mentorship programme restart for 2025 school year</p>	<p>STEM: Startup Wellington Weekend 28-30 March</p> <p>SKILLS: Girls who Grow student on farm lunch &amp; learn experiences 6-7 March and Imagination Challenge 21 March</p> <p>WATER: Summer series event at Masters Trust – 20 March</p>	<p>STEM: Scale up Wellington - Creative HQ Fintech Lab 2025 Accelerator ends with the FinTech Festival on 30 April.</p> <p>VISITOR ECONOMY: Initial Civics Experience map, app and storybox go live</p> <p>VISITOR ECONOMY: Dark sky business capability programme starts in Masterton</p> <p>SKILLS: Pasifika student x business networking event at Victoria University booked for 7 April</p>	<p>SCREEN: Screen Accelerator Project 2025 starts 2 May</p> <p>STEM: Capital Capital event 22-23 May</p> <p>VISITOR ECONOMY: Sustainability programme to commence</p>		WATER: A Case for Action for Wairarapa water deliverables due	
Climate Change Projects	Regional Adaptation Plan: Porirua Citizens Climate Assembly		Regional Adaptation Plan: GRIT procurement				
Priority Development Areas	<p>Lower Hutt Central Spatial Plan &amp; Proposed District Plan public consultation</p> <p>Waterloo Phase III procurement plan in place</p>					<p>Te Aro Growth Corridor: WCC Growth Plan</p> <p>Waterloo: Reference Design delivered</p>	

# Programme Dashboard, and Project Summaries



Project	lead organisation	leader	Scope	Programme	Budget	Risk	Confidence
Business Development Capacity Assessment (HBA) & Future Development Strategy (FDS)	WCC, WRLC	TBC	↔	↔	↔	↔	↔
Regional Adaptation Project	WRLC	Tom FitzGerald	↔	↔	↔	↔	↔
Regional Economic Development Plan - Implementation	Wellington NZ	Julia Stevens and Matt Carrere	↔	↔	↔	↔	↔
Industrial Land Study	WRLC Secretariat	Allen Yip	↔	↔	↔	↔	↔

Project	Status Summary
Business Development Capacity Assessment (HBA) & Future Development Strategy (FDS)	Recruitment for a project lead is nearly complete. Once appointed, planning for the next project phase will begin, expected by mid-March 2025.
Regional Adaptation Project	The WRLC endorsed the next phase of the RAP in October 2024, with project planning now in its final stages. Key governance arrangements, including the project sponsor, are being confirmed. Procurement planning is well advanced, particularly for GRIT and Kaupapa Māori Co-Navigation roles. Iwi have opted to distribute Co-Navigation roles across project deliverables, with supporting logistics in development. Iwi engagement remains central to the RAP, though there are concerns about the timely establishment of Te Tiriti-based adaptation frameworks alongside long-term relationship-building.
Regional Economic Development Plan – Implementation	Progress continues on initiatives supporting the REDP objectives. This includes completing the 2024 Screen Accelerator Project, securing Lotteries Commission funding for the Civic Experience Initiative, and obtaining some funding for the House of Science. Work is underway to identify sector issues and opportunities outlined in the REDP that have yet to be addressed, so they can be considered in the annual update. Discussions are ongoing with key stakeholders to ensure initiatives remain current and impactful.
Industrial Land Study	The Industrial Land Study assesses the anticipated shortfall of industrial land in the region over the next 30 years. A draft report has been prepared, highlighting the need for regional collaboration, funding, and feasibility assessments. Following discussions with Council Senior Staff and WRLC iwi representatives, the report will be presented to the WRLC CEOs and at the WRLC meeting on 18 March for final recommendations on next steps.

Project Name: **Regional Adaptation Project (RAP)**  
 Report date: January 2025  
 Report Author: Tom FitzGerald

**Project information**

Climate adaptation is a response to increasing risks posed by a changing climate. Many of the actions we can take to improve our resilience will provide multiple benefits.

The Regional Adaptation Project (the RAP) has been identified as a critical need for the takiwā encompassed by WRLC partners. This takiwā represents the area from Horowhenua down to Wellington City and up to Masterton District. It comprises 10 councils (plus Horizons as an interested party), 7 iwi and central government agencies.

The RAP encompasses two phases:

1. The Wellington Regional Climate Change Impact Assessment (WRCCIA), and
2. A regional approach to adaptation

Overall, the RAP aims to develop comprehensive support mechanisms that will appropriate position and enable ongoing adaptation actions that build resilience to climate change impacts. This initiative will address both current and future climate impacts by establishing frameworks, tools, resources and approaches that enable effective adaptation planning and implementation.

- The specific deliverables:**
- Kaupapa Māori Co-Navigators
  - GeoSpatial Resilience Information Tool (GRIT)
  - Adaptation Framework
  - Toolkit
  - Communications and Engagement Plan (CEP) and delivery

**Link to WRLC Priorities and Objectives:**  
 This project has critical linkages with the FDS, Regional Emissions Reduction Plan, Food Systems Strategy and Regional Economic Development Plan.

Completed as planned	Completed, but later than planned	In progress, as per plan	In progress, but delayed or at risk	Major issue or risk to completion
●	●	●	●	●

**Project manager’s commentary**

- **The scope of works for the next phase of the RAP was endorsed by the WRLC in October 2024. The scope of works and supporting documentation taken to the Committee can be found [here](#).**
- Synthesis of WRCCIA report was completed in 2024.
- Overall project planning nearing completion, some project governance arrangements to confirm – including confirmation of project sponsor and other roles and responsibilities. Detailed project planning for each deliverable underway.
- Procurement planning advanced for GRIT and some Kaupapa Māori Co-Navigation roles.
- Decision made by iwi to split Kaupapa Māori Co-Navigation roles across each deliverable. Delivery mechanisms and logistics to support this in development.
- Iwi engagement critical to the delivery of the RAP. Concern that mechanisms for Te Tiriti based approach to adaptation not in place in time, tension between immediate project kaupapa and need for ongoing relationships.
- Disestablishment of C&E Advisor role from Secretariat has delayed project planning for CEP deliverable.

**Project progress**

Project Dashboard	
Scope	●
Progress and Timing	●
Budget	●
Overall Risk Level	●
PM's Confidence Level	●

Major Milestones	Due Date	
Regional Adaptation Project Lead onboard	25/03/24	●
Scoping Report complete`	24/09/24	●
Scope endorsed by WRLC	1/10/24	●
RAP Delivery		
RAP End	31/4/26	●
RAP Mainstreaming	Ongoing	●

**Progress, Issues or risks Resolved since last report**

Progress made. Issues or risks resolved	Lead
Refer commentary	PM

**Active / new Issues or risks**

Issue or risk and Actions and options, incl milestones	Lead	Progress	Status
Securing sufficient iwi participation	PM	Underway	●

**Project Financials**

Cost to Date	Forecast	Budget	Forecast Variance	Variance Commentary
-		\$1,000,900	+\$130,000	Contribution to GRIT from Lifelines (WeIG and WELA)



Project Name: Regional Industrial Land Study  
 Report date: March 2025  
 Report Author: Allen Yip

**Project information**

**Project purpose**  
 The purpose of the project is to take a coordinated approach to industrial land use in the region to ensure there is sufficient available land for industrial development in the future. Understanding the industrial land requirements in the WRLC region will support job creation and a healthy economy. The REDP goal is to create 100,000 new jobs over the next 30 years across all sectors. In addition, there are challenges faced by industrial land, being both economically vulnerable and at risk of changes in land use.  
 The project aligns with the Future Development Strategy, addressing the need for a region-wide perspective on industrial land – land that we anticipate we will be short in.  
 The project will confirm the size of land requirements and identify areas of opportunity for zoning for industrial land to protect this land for the future.

- The specific deliverables**
1. An agreed project methodology
  2. Analysis of the current policy context and key industry trends
  3. Industry engagement and research
  4. Testing spatial development options for business land supply, including GIS analysis
  5. Testing implementation options
  6. Final report and presentation

**Link to WRLC Priorities and Objectives**  
**FDS** - Providing opportunity for productive and sustainable local employment – action: Understand where and how to provide for the 700 hectares of industrial land required in the next 30 years (as per the HBA)

**RERP** - Facilitate local economic development and job creation through the increased provision of suitable industrial land. This action will help encourage dispersed employment locations leading to reduced travel time and distance to and from work.

**REDP** - to create some of the 100,000 new jobs needed in our region over the next 30 years because of the expected increase in population. This project will assist with this aim.

Completed as planned	Completed, but later than planned	In progress, as per plan	In progress, but delayed or at risk	Major issue or risk to completion
●	●	●	●	●

**Project manager's commentary**

Deliverables 1-5 have been completed and deliverable 6 is completed in draft until the Aggregates project is complete (as agreed by the WRLC at its meeting to include this project into this work), to then provide a combined picture of possible industrial and aggregate sites in the region.  
 Additional budget has been provided for the Aggregates work.

**Project progress**

Project Dashboard	
Scope	●
Progress and Timing	●
Budget	●
Overall Risk Level	●
PM's Confidence Level	●

Major Milestones	Due Date	
Initial project meeting with project team and methodology agreement		●
Industry research	26/02/24	●
Industry Engagement	26/03/24	●
Spatial analysis of growth options	24/04/24	●
Scenario testing	30/05/24	●
Implementation Plan	27/05/24	●

**Progress, Issues or risks Resolved since last report**

Progress made. Issues or risks resolved	Lead
Additional organisations have been added to the Steering Group to ensure a wider geographical representation	WRLC Secretariat

**Active / new Issues or risks**

Issue or risk and Actions and options, incl milestones	Lead	Progress	Status

**Project Financials**

Cost to Date	Forecast	Budget	Forecast Variance	Variance Commentary
	\$160,000	\$150,000	-10,000	Industrial land. Additional cost due to more time with council planners
	\$45,000	\$45,000		Aggregates study



# REDP Programme Report



Wellington Regional Economic Development Plan Quarterly reporting dashboard - overview 1 October - 31 December 2024			
Overview		Key risks and issues	
<p>REDP initiatives are continuing to support the four focus sectors and enablers of the REDP, with recent achievements and events in each of the sectors summarised below. These include completion of the 2024 Screen Accelerator Project, securing \$100k Lotteries Commission funding towards the Civics Experience initiative, and House of Science raising a further \$50k to continue expanding their reach into more schools across our region.</p> <p>Work is being undertaken to identify sector issues and opportunities outlined in the REDP that are yet to be addressed, before new initiatives are considered as part of an annual update mid-year. Discussions are happening in parallel to collaborate with key people involved in each enabler to ensure the initiatives remain up to date and are making an impact.</p> <p>The REDP was used as the supporting document for two submissions to the Infrastructure Priorities programme in December: PDIHQ (the STEM product commercialisation space initiative) and a package of regional trails (including support for the Five Towns Trail initiative). As of 10 February, the Infrastructure Commission informed neither would proceed to further assessment as they did not meet the full criteria and were not assessed as nationally important.</p>		<p>The time taken for progress on the Porirua Adventure Park is having some impact on local support. Advocacy whenever possible about job creation, economic impacts to the region and health and well being benefits would be helpful.</p> <p>The Summer of Engineering programme is being discontinued. The programme thoroughly tested the opportunity for Engineering internships in Wellington and found a steady supply of keen students, but low uptake from businesses. The 2023 and 2024 economic climate impacted efforts tremendously, with even more students and fewer paid internships available through small land medium employers. Large employers are invested in their own graduate programmes and relationships with tertiary. Alternative initiatives to address this focus area will be considered when the timing is right. The Summer of Tech programme which operated in parallel will continue.</p> <p>The funding environment remains challenging however there is improvement on the horizon. A fundraising capability workshop series is being organised to support initiative leads with an effective approach for securing funding.</p>	
Sectors			
Screen, creative and digital	Science, technology, engineering and manufacturing	Visitor economy	Primary sector, food and fibre
<p>The 2024 Screen Accelerator Project was delivered with two days of in person workshops, a networking event, online mentoring, and pitches to seven local and international production companies. The quality of the 10 resulting pitches was higher than ever resulting in more follow ups from buyers than previous years, and the facilitator Jon Kroll is working actively with buyers to help move the process along.</p> <p>Organised the first gaming focused faml with NZGDC, which connected international gaming leaders including those from Apple, Meta and virtuos with local businesses including through visits to Floating Rock, Wētā Workshop Games, and Park Road Post, building direct relationships and showcasing Wellington's world-class capabilities.</p> <p>This quarter also included supporting Wellington Games Week, the New Zealand Youth Film Festival, and the Wellington Animation Film Festival. Attendance at international events such as the NZFC-organised trade mission Kia Ora LA and the Red Sea Film Festival further strengthened Wellington's global relationships.</p>	<p>Submitted an application for the STEM product commercialisation space initiative – known as PDIHQ – to be considered as part of the Infrastructure Priorities Programme.</p> <p>Our local tech sector was supported through a series of impactful events reaching over 600 attendees last quarter. The Talawa tech hub expanded by a further 8 desks, now taking 59 desks in VUW's Rutherford House.</p> <p>Creative HQ continued to deliver the Scale Up Wellington initiative this quarter, including four startup session events with 165 attendees covering topics such as accounting 101 and global expansion, two 5.5 hour On the Business workshops, a five week mini-accelerator for 12 Wellington based founders, and three further modules on Founder Launch. Creative HQ have also coached 211 unique startups through Startup Aotearoa this FY. Partnership funding and quality teams are secured for the upcoming Fintech Accelerator.</p> <p>CreativeHQ will lead Tech Sector Strategy initiatives from 2025 onwards (replacing WellingtonNZ), to foster alignment with other tech initiatives already run by CHQ.</p>	<p>A potential investor is interested in the opportunity of the Porirua Adventure Park. Discussions will continue with PCC and Ngati Toa this quarter.</p> <p>The Lotteries Commission approved partial funding of \$100k of the \$261k requested towards the Civics Experience initiative in November. This will enable initial app, map and storybox components to be delivered in April 2025, while awaiting the outcome of a second application later in 2025.</p> <p>Planning is underway to continue the visitor sustainability programme in 2025, partnering with Hospitality NZ to reach up to 250 further hospitality businesses region wide.</p> <p>The Dark Sky Steering Group has been reactivated at the initiative of the three Wairarapa District Councils. A part-time resource has been contracted to provide essential coordination support and drive initial progress. The first meeting took place in December, with a focus on establishing a unified action plan for members to deliver on.</p> <p>The Wairarapa Five Towns Trail Trust are researching which funders and commercial sponsors to develop relationships with. Branding for the Trust is being finalised.</p>	<p>KCDC have been working on an interim solution for the Food Hub, development of a business case and market sounding for contract manufacturing operation in the Cluster precinct that serves smaller companies as they scale up, developed an Action Plan for the next evolution of the gameplan, and ran a well-received 'Navigating food compliance' workshop with Karen Perry from Safe foods, with three Horowhenua businesses also attending.</p> <p>Kapiti businesses were recognised at both the Artisan Food Awards with five Kapiti producers picking up medals and producer showcases at the annual Kapiti Food Fair. The Producer Guide has been updated to include more businesses. Work continues to develop a shared calendar of events with The Horowhenua Company and PCC, with recent meetings held to plan future workshops, an "always-on" food and beverage map, an alternative concept of the taste trail, and potential to eventually support themed events to strengthen the cluster.</p> <p>In the Wairarapa, priorities have been agreed for the Food &amp; Fibre sector, starting with planning for a series of Food and Fibre Capability Workshops to be delivered this year.</p>
Enablers			
Māori economic development	Skills, talent and education	Water accessibility and security	Resilient infrastructure
<p>WellingtonNZ's Board endorsed a revised Māori Economic Development Strategy, focused on providing direct assistance to Māori businesses, including greater access to procurement contracts.</p> <p>Te Matarau a Māui launched Matarau Rautaki in September, guiding pakihī through new frontiers with an event series that brings together leading thinkers in emerging fields. Connecting experts with regional Māori thought leaders creates space for insightful conversations that shape the future of Māori enterprise in Te Ūpoko o Te Ika. The first session focused on ethics and AI, featuring Te Rūnanga o Toa Rangitira Chair, Callum Katene alongside US-based artificial intelligence and ethics expert, Jessica Zosa Forde, for invaluable insights into the ethical dimensions of AI and its implications for Māori.</p> <p>Te Matarau a Māui are also planning Ngā Kākano a Māui for October, a catalytic, one-day climate accelerator designed to inspire and equip Māori innovators in Te Whanganui-a-Tara to tackle carbon emissions. Through exposure to climate experts and guided design thinking, this programme takes participants through a rapid ideation process, creating space for Māori led innovation that draws on customary practices to drive future-focused solutions.</p>	<p>House of Science raised a further \$50k regionally this quarter. Their resources are now available in 165/236 schools – 70% of all primary and intermediate schools in our region – reaching 41,000 students.</p> <p>Tūhura Tech need to raise significant funds to continue to deliver and grow their technology education programme at no cost to students. The Fundraising Agency have been engaged to support building a Fundraising Strategy.</p> <p>Girls who Grow facilitated a co-design workshop in Horowhenua with college students, industry leaders, UCOL, Te Pūkenga and cultural capability trainers to design the 2025/2026 programme. Seven groups of Wairarapa students are progressing their projects through the Young Enterprise Scheme or mentors this year. Further On farm lunch and learn experiences and imagination challenges are booked for March, covering schools from Horowhenua, Kapiti Coast, Wellington and Lower Hutt.</p> <p>Mills Albert have hired a civil construction Programme Trainer and Project Manager to run the Mills Albert Pathways Skills Hub in Kapiti.</p>	<p>The Wairarapa Water Resilience Governance Group held their inaugural meeting at the end of October. The project management office function within GWRC is setting up and the five workstreams are being resourced. Project planning within each workstream for 2024/25 projects are also underway.</p> <p>In the Water Capture workstream, 'A Case for Action' project has been developed and endorsed by the Governance Group. The project aims to address water supply needs across multiple demand streams. Funding has been secured through the Wairarapa Economic Development Strategy, and the project team is being assembled with work starting in January to compile existing data and identify gaps. The short-term focus is on understanding water demand, while long-term goals include improving seasonal water reliability for all users.</p> <p>Delivery of a second summer water series programme is underway to support Wairarapa irrigators through education-based field trip events to learn about the practical implementation of innovative and efficient water use in rural production. This quarter an event was held at Kaiwaiwai Dairies in South Wairarapa on the theme of electrifying the farm, with approximately 50 attendees.</p>	<p>The industrial Land Study report has been updated to reflect working group feedback, recommendations and next steps, and will be presented to the WRLC for feedback in March.</p> <p>Further work is required to assess whether the potential sites identified are practical, whether councils are committed to a regional approach, and how this would be implemented.</p>

# WRLC Priority Development Areas

Attachment 1 to Report 25.73



## Priority Development Areas (PDAs)

Projects are selected to be a PDA based on how well they contribute to WRLC objectives, significant housing *and* other benefits to the region. Projects:

- must align with government policies.
- enable fast and substantial development.
- provide affordable, inclusive, diverse housing.
- support Māori housing goals.
- are close to local jobs.
- support a low-carbon future, focus on public transport.
- promote sustainable, resilient, affordable communities.
- protect and enhance the environment.
- address hazards and climate change.

Projects should also be:

- Complex, need joint government efforts
- Mix of site sizes, development timelines.
- Within a well-defined geographical area

Otaki



Waterloo Station Transit Oriented Development



Te Aro Growth Corridor



Lower Hutt Central



Porirua Northern Growth Area



### Programme Summary

The programme is advancing well, with progress in several as follows:

- Lower Hutt Central PDA: Completion of Stage 1 (Feasibility) for IAF infrastructure upgrades and progression of the Eastern Hills water reservoir project, with a planned construction timeline for 2026-2029.
- Ōtaki PDA: Completion of Stage One of Vision Kāpiti, with community engagement results and Stage Two now focusing on testing change scenarios and identifying community priorities.
- Porirua Northern Growth Corridor: Fast Track consent was granted for Plimmerton Farm Stage One granted in October 2024.
- Te Aro Growth Corridor: Presentation of the 15-year development trajectory and case study scenarios to WCC Councillors, alongside confirmation of the preferred SH1 improvement option by NZTA.
- Waterloo PDA: Progression to Phase III Reference Design, including procurement of technical inputs (architects, engineers) and upcoming public consultation in March 2025.

Key Themes:

- Regular community consultation and involvement in shaping plans and priorities (e.g., Vision Kāpiti, Te Aro Growth Corridor).
- Focus on infrastructure planning, development and upgrades to support growth (e.g., wastewater, reservoirs, transport networks).
- Ongoing engagement, collaboration and partnerships with key stakeholders, including councils, iwi, and government agencies.
- Long-term planning, strategic, long-term vision for urban and infrastructure development (e.g., 15-year growth trajectories, future stages of projects).
- Use of data and analysis to inform decisions and monitor progress (e.g., social needs, infrastructure capacity, growth potential).
- Efforts to secure external investment and funding, or explore collaborative funding models to support projects.
- Policy and strategy alignment with wider regional plans, such as the Spatial Plan, Regional Public Transport Plan, and Long-Term Plans.
- Phased approach to projects (e.g., feasibility, design, implementation) to manage progression and resources.
- Development of shared visions for areas, including both short- and long-term goals (e.g., Vision Ōtaki, Te Aro Growth Corridor).

Summary and links to long term vision:

The progress across the various PDAs demonstrates a clear alignment with the key themes and priorities of the Regional Deal, particularly in terms of infrastructure development, long-term strategic planning, and collaborative partnerships.

PDAs are advancing in community engagement, ensuring that local needs and aspirations are central to development, as seen with Vision Ōtaki and the Te Aro Growth Corridor's community-focused planning.

Infrastructure upgrades, such as the IAF infrastructure work in Lower Hutt, the Eastern Hills water reservoir and the Ōtaki reservoir, underscore the Regional Deal's emphasis on enhancing capacity to support growth.

Additionally, the focus on securing external investment and fostering collaboration between councils, iwi, and government agencies is consistent with the Regional Deal's commitment to creating partnerships that drive sustainable, inclusive development across the region.

With continued focus on data-driven decision-making and phased, actionable plans, these efforts reflect the shared objective of achieving a resilient, future-ready region.

## Priority Development Areas Programme Summary

Attachment 1 to Report 25.73



	PDA Progress summary	Challenges	Actions
Lower Hutt Central	<p>Stage 1 of the IAF infrastructure upgrades is complete, with Stage 2 now underway, focusing on procurement, consents, property acquisition, and cost refinement.</p> <p>The Eastern Hills water reservoir project is progressing, with design work and consents in place, and physical works planned for 2026-2029. It's fully funded by HCC, with \$89M included in the 2024-34 LTP.</p> <p>The HCC Long Term Plan, adopted in June 2024, includes \$1.7B in infrastructure investment, with \$347M for urban growth. New policies for development contributions and affordable housing were also adopted.</p> <p>The draft Sustainable Growth Strategy 2025-2055 was approved in December 2024, with community engagement starting in February 2025.</p> <p>Regular meetings continue with the Hutt Central Regeneration Steering and Working Groups to explore collaboration opportunities.</p>	<ol style="list-style-type: none"> <li>1. Challenge to attract developers</li> <li>2. Funding for pedestrian bridge</li> </ol>	<ol style="list-style-type: none"> <li>1. Market engagement</li> <li>2. funding being sought from alternative sources</li> </ol>
Ōtaki	<p>Stage One of Vision Kāpiti was completed in late 2024, summarising community feedback. Stage Two is now underway, testing change scenarios and priorities, with a blueprint expected by 2026.</p> <p>Council has begun developing Ōtaki's Town Centre Plans, aligned with Stage Two.</p> <p>The Ōtaki PDA scope and working group will be finalised in late 2025.</p> <p>Infrastructure projects are progressing, with the new reservoir due in April 2025 and wastewater pipeline work expected by September 2025.</p>	<ol style="list-style-type: none"> <li>1. Lack of coordination of delivery across partners</li> <li>2. Local government election – halt to decisions</li> </ol>	<ol style="list-style-type: none"> <li>1. Recruitment is ongoing to add more staff for the Ōtaki project to support communication and coordination activities.</li> <li>2. The work programme takes this into account.</li> </ol>
Porirua Northern Growth Corridor	<p>Porirua City Council has advised Kāinga Ora on supporting an SDP in the NGA, with a ministerial decision expected in early 2025. In October 2024, a COVID-19 Fast Track consent was granted for Plimmerton Farm Stage One, allowing around 590 homes, 300 future apartments, a retirement village, commercial area, school, and associated infrastructure.</p>	<ol style="list-style-type: none"> <li>1. Understanding three waters infrastructure gaps</li> <li>2. SH59 capacity constraints</li> </ol>	<ol style="list-style-type: none"> <li>1. Three waters infrastructure assessment as part of opportunities and constraints analysis</li> <li>2. Capacity assessment and modelling</li> </ol>
Te Aro Growth Corridor	<p>Work is underway on the WCC Growth Precinct Plan, focusing on the Te Aro Growth Corridor PDA to identify growth interventions and investment needs for infrastructure planning.</p> <p>A development trajectory and case study scenarios were presented to WCC Councillors to explore growth potential.</p> <p>The Spatial Plan update is progressing, with a focus on required infrastructure, including for Te Aro.</p> <p>The NZTA Board confirmed SH1 improvements, including the Mt Victoria tunnel duplication and Basin Reserve upgrades, with work underway to include this in a future Regional Deal.</p> <p>In 2025, work will focus on delivery strategies and creating a shared vision with key stakeholders.</p>	<ol style="list-style-type: none"> <li>1. Cancellation of the proposed Mass Rapid Transit (MRT) removes the primary catalyst for development</li> <li>2. Risk or misalignment between final FDS and WCC preferred growth targets</li> </ol>	<ol style="list-style-type: none"> <li>1. Refocus the PDA on the area with the highest urban development potential and use the Growth Plan to highlight essential investment needs.</li> <li>2. WCC's plan for 19,000 new homes in LGWM suburbs aligns with the FDS, but housing distribution needs review after MRT's cancellation. FDS/HBA support continues.</li> </ol>
Waterloo Station Transit Oriented Development	<p>Phase III Reference Design work is underway, with a focus on procuring technical inputs such as architects and engineers. Public consultation will occur in March 2025 under the Regional Public Transport Plan. Efforts continue to explore external investment options to supplement council funding.</p>	<p>Ongoing escalation of construction costs makes costs estimates problematic</p>	<p>Continue to evaluate project minimum requirements</p>



PDA name: Lower Hutt Central  
 Report date: January 2025  
 Report Author: Lucie Desrosiers

**Project information**

**Project purpose**  
 Iwi, central, regional and local governments want to work together to optimise the benefits of major investments in Hutt City and to deliver housing and broader community outcomes.

These major investments include RiverLink and the Hutt Central Infrastructure Acceleration Fund (IAF) project.

The purpose of the IAF project is to enable 3,500 new homes in Lower Hutt's Valley Floor.

The purpose of the RiverLink project is to deliver crucial flood protection and river restoration work, improvements to public transport, walking & cycling routes, local roads and the SH2 Melling Interchange, as well as urban revitalisation of the Lower Hutt city centre.

**Project area characteristics**  
 The project area is the Lower Hutt Central Area. The catchment broadly extends to Te Awa Kairangi to the west, Waterloo Station to the east, the Hutt Hospital to the north and the Central Business District.

- Key Enablers**
- IAF - three-waters infrastructure upgrades (\$99M Crown funding, \$257M HCC LTP funding)
  - Urban Plus Ltd – a Council Controlled Organisation owned by Hutt City Council with the objective of building affordable and social housing.
  - RiverLink – flood protection, transport improvements and urban redevelopment opportunities.
  - Intensification District Plan Change 56 (operative 21 Sept 2023)
  - Kainga Ora Portfolio upgrade and renewal

**Infrastructure situation**  
 Stage 1 – Feasibility of IAF wastewater and stormwater infrastructure upgrades in the central city was completed in June 2024  
 Stage 2 - Pre-Implementation is now underway. This involves the detailed design and consenting. An Early Contractor Involvement approach is being used for this stage.

- Key Partners**
- Riverlink – Iwi, GWRC and Waka Kotahi
  - Urban Plus Ltd
  - Kainga Ora
  - Developers & landowners

**Project progress**

Major Milestones	Due Date	
IAF wastewater and stormwater Feasibility Stage completed	June 2024	
Stopbanks upgrades start	Feb 2024	
Spatial Plan out for public consultation	February 2025	
Proposed District Plan out for public consultation	February 2025	

**Ongoing and preparatory**

Ongoing and preparatory	Target	
Iwi or mana whenua engagement	On-going	
Spatial, Structure or zone plans in place	Complete	
Development Facilitation	2025	

**Key enablers – in place, or in plan and funded**

RiverLink Infrastructure public works (includes flood protection and public realm)	
Three waters (IAF) infrastructure co-funding secured through update to Development Contributions Policy	
Intensification plan change (PC56) fully operative	
Transport improvements, including walking and cycling (funded and design being procured)	
Parks & Reserves Investment Framework adopted (funding included in Long Term Plan 2024-24)	
CHP funding through IRRS	
Kainga Ora funding for new builds	
Melling train station relocation	

**On-site progress**

Stopbanks upgrade started by GWRC	
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**Project manager's commentary**

Stage 1 (Feasibility) of the IAF infrastructure upgrades has been completed. Stage 2 (Pre-implementation) is now underway. This will involve procuring early contractor involvement (ECI) team for the detailed design of the central area stormwater; obtaining consents; undertaking property acquisition; and refining cost estimates. The new Eastern Hills water reservoir (fully funded by HCC) is progressing: Notice of Requirements lodged in March 2024; the resource consent lodged with GWRC in April 2024; preliminary design underway; \$89M funding included in HCC's adopted 2024-34 LTP; and physical works planned for 2026-2029. The HCC Long Term Plan was adopted at the end of June 2024. The LTP is primarily focussed on infrastructure investment with \$1.7B capital expenditure on infrastructure, including \$347M for infrastructure specifically needed to support urban growth. A new Development Contribution (DC) Policy and Community Housing Providers (CHP) Remission Policy were adopted alongside the 2024-2034 Long Term Plan. The DC Policy includes a staged increase in DCs for the Valley Floor to support housing intensification in the IAF / PDA area. It also includes discounted DCs for smaller dwellings (one and two bedroom) to support the supply of smaller, higher density, more affordable housing typologies. The Remission Policy includes discounts for social housing units owned by Community Housing Providers. The draft Sustainable Growth Strategy 2025-2055 (previously Spatial Plan) was approved by Council on 10 December 2024. Community engagement starts on 7 February 2025. Adoption is expected on 29 May 2025. The Hutt Central Regeneration Steering Group and Working Group (which include all relevant Crown agencies) meet regularly to identify opportunities for coordination and partnership.

**Progress, Issues or risks Resolved since last report**

Progress made. Issues or risks resolved	Lead
Steering Group and Working Group established	HCC
LTP funding secured for infrastructure upgrades	HCC

**Active / new Issues or risks**

Issue or risk	Actions and options, incl milestones	Lead	Progress
Limited staff resources in HCC	Funding was sought to support two housing advisors but this was not funded	HCC	Closed
Failure to attract developers	Market engagement	HCC	Starting
RiverLink funding	Pedestrian bridge funding sought from alternative sources	HCC	Underway
Kainga Ora not delivering any additional social housing homes		KO	
IRRS funding not enabling new social housing places by CHPs		HUD	

Completed as planned	Completed, but later than planned	In progress, as per plan	In progress, but delayed or at risk	Major issue or risk to completion
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PDA name: Northern Growth Area (NGA) CDO  
 Report date: February 2025  
 Report Author: Mathew Baily

**Project information**

**Project purpose**

The project aims to develop the Northern Growth Area (NGA) and its vicinity by protecting the environment and awa, meeting housing needs, and coordinating infrastructure and services. The scope is still being developed with elected representatives, Ngāti Toa Rangatira, the Porirua community, and other key partners. It seeks to address housing needs for local residents and mana whenua while supporting regional growth. The project will provide a framework for coordinated planning and provision of infrastructure and services to meet the needs of existing and future communities. Being selected as a Specified Development Project (SDP) will facilitate integrated outcomes through cross-agency collaboration.

**Project area characteristics**

The Northern Growth Area (NGA) is 1,036 hectares of greenfield land. It is located in northern Porirua. It is in the rohe of Ngāti Toa Rangatira. It comprises seven major land holdings. It is connected via the Kapiti rapid transit rail service and SH59. Under the ODP it was mostly zoned Rural, but the southern part was rezoned to the "Plimmerton Farm Zone" (PFZ). The PFZ incorporates a "precinct plan" that identifies areas of different development potential, transport routes, and ecological and landscape areas. The area to the south of Pukerua Bay is proposed to be zoned for residential development under Variation 1 to the PDP. The PDP also proposes Future Urban Zone for the rest of the NGA to enable future development once appropriate structure plans are adopted.

**Key Enablers**

Underlying private landowners / developers – of which there are 7  
 GWRC – Environmental and public transport outcomes  
 Waka Kotahi – SH59 and low emissions outcomes  
 Ministry of Education – Planning for schools early at an early stage  
 Proposed District Plan – live zoning.

**Infrastructure situation**

New potable water, wastewater and stormwater infrastructure is required and will be further assessed through the SDP process. This provides an opportunity to build in water sensitive design and climate adaptation and mitigation resilience into the new networks.  
 Opportunity to unlock the capacity of SH59 for the provision of public transport and mode shift to develop a walkable and cycling friendly community.

**Key Partners**

Kāinga Ora and Ngāti Toa Rangatira - SDP Partners  
 Private landowners / developers

Completed as planned  
 Completed, but later than planned  
 In progress, as per plan  
 In progress, but delayed or at risk  
 Major issue or risk for completion

**Project progress**

Major Milestones	Due Date	
SDP Establishment Decision	2025	
Plimmerton Farms Stage 1 Fast Track Development Application – Decision	Completed	
SDP Development Plan Decision (if progressed)	2025/26	

Ongoing and preparatory	Target	
Vision, targets agreed & set	Ongoing	
Iwi or mana whenua engagement	Ongoing	
Funding, financing plan agreed	Ongoing	
Required partnership collaboration	Ongoing	
Structure, spatial or zone plans in place	Ongoing	

**Key enablers – in place, or in plan and funded**

Green infrastructure and public space	
Three waters infrastructure in place or in LTP	
Local transport network in place or in LTP / NLTP	
Strategic roading access in place or in NLTP	
PT infrastructure and services in place or LTP / NLTP	
Energy in place or in plans	
Telecom in place or in plans	
Waste in place or in plans	

**On-site progress**

First consents issued – Plim Farms Stage 1	2024	
First earthworks, building starts – Plim Farms stage 1	2024	

**Project manager’s commentary**

The SDP assessment phase continues with Porirua City Council and Kāinga Ora – Homes and Communities working together. Porirua City Council has provided a recommendation to Kāinga Ora – Homes and Communities on whether it supports the establishment of an SDP in the NGA. A decision from Ministers is expected in early 2025.

A COVID-19 Fast Track consent application was granted, in October 2024, for Plimmerton Farm Stage One. The consent, subject to conditions, allows the development to develop the southern area of Plimmerton Farm with a mix of standalone, duplex and terrace housing resulting in approximately 590 new residential properties (551 dwellings and 36 vacant allotments), the creation of apartment lots to facilitate approximately 300 apartment units, and the creation of super lots to accommodate future residential stages, a retirement village, a commercial area, and a primary school. Associated earthworks, wetland restoration and flood mitigation works, retention and protection of SNAs are also proposed.

**Progress, Issues or risks Resolved since last report**

Progress made. Issues or risks resolved	Lead
Proposed Porirua District Plan – Decisions Version notified 7 Dec 2023 (includes Northern Growth Development Area as operative zoning) . 11 appeals received on the PDP. NGDA could not be appealed and was made operative immediately as it was part of Variation 1 (Intensification Planning Instrument). Appeals Version of the PDP released in May 2024.	PCC

**Active / new Issues or risks**

Issue or risk	Actions and options, incl milestones	Lead	Progress
Understanding three waters infrastructure gaps	Three waters infrastructure assessment as part of opportunities and constraints analysis	KO / PCC / WWL	Initiated and ongoing
SH59 capacity constraints	Capacity assessment and modelling	Waka Kotahi / KO / PCC	Initiated and ongoing



PDA name: Otaki Priority Development Area  
 Report date: February 2025  
 Report Author: Hamish McGillivray  
 Approving SRO: Kris Pervan

**Project information**

**Project purpose**  
 The Otaki PDA is an opportunity for iwi, council, government, and private industry to take a planned and coordinated approach to development in Otaki that:

- Retains the unique characteristics and cultural identity of Otaki
- Addresses current and future housing needs for mana whenua and the local community
- Provides infrastructure, services and facilities to support community needs.

**Project area characteristics**

- Otaki is the northern gateway to Kāpiti and links the Horowhenua to the north, and Wellington region to the south.
- The Otaki township has a rich cultural heritage and identity.
- Because Otaki sits on the edge of different administrative boundaries it has poor access to core social services and public transport.
- Improved access and increasing regional demand for housing has seen a significant increase in development in Otaki over recent years.
- New development is not meeting local housing needs, exacerbating existing access issues to core services and displacing mana whenua and current residents from the area.

**Key enablers**

- Development of Vision Otaki (2060) and supporting blueprint.
- Development of new / upgraded water infrastructure through the Infrastructure Acceleration Fund. Further investment required along with electricity network upgrades.
- Improving accessibility and public transport options and connections into and across the Otaki area.
- Development of town centre plans and the redevelopment of community centre and library facilities.
- Peka Peka to Otaki and Otaki to north of Levin Expressways will increase access in and out of Otaki – supporting its ability to service other centres. Revocation work to commence.
- Established Place-Based group with three iwi, council and government departments focused on housing outcomes.

**Infrastructure situation**

- Improvements to drinking water, wastewater and stormwater infrastructure is required to meet future growth.
- Funding has been secured from the Infrastructure Acceleration Fund (IAF) to support some upgrades and improvements, however, this was in advance of the PDA workstream forming.
- Public transport is currently a significant issue, with no provision of services north and limited provision south of Otaki. The extension of regular commuter rail services is considered to be a significant priority to support access to employment, education and a range of services that are not currently accessible by residents.
- Better local health services are needed – the current medical centre is unable to meet local demand with residents having to travel outside the area for access to primary health services.

**Key Partners**

- Ngā Hapu o Otaki & ART
- Otaki Community Board
- Otaki Community
- Commercial Developers
- Greater Wellington Regional Council and Horizons
- Horowhenua District Council
- Waka Kotahi – New Zealand Transport Agency
- Local service providers, including PHOs
- Kāinga Ora
- Te Whatu Ora - Health NZ
- Iwi Māori Partnership Boards
- Ministry of Social Development
- Ministry of Education
- KiwiRail
- Electra

**Project progress**

Major Milestones	Due Date	
Establishment of PDA project group (external partners) (delayed to support and align with the Otaki Vision process)	Oct 2023	
Completion of Vision Otaki (Stage One) completed end of 2024.	June 2024	
Finalising the Otaki PDA scope (delayed to support and align with the Otaki Vision process)	June 2024	

Ongoing and preparatory	Target	
Partner Symposium for Otaki	Oct 2023	
Supporting Otaki Community Board’s planning and engagements for visioning work	Ongoing	
Summary of Development and Infrastructure Document for Otaki due to be published	Ongoing	
IAF funded works – coordination between projects	Ongoing	
Place Based Steering Group meeting	Bimonthly	
Town centre plans and redevelopment of the Otaki Library and Community Centre (input into the Vision Otaki engagement).	Ongoing	

**Key enablers – in place, or in plan and funded**

Infrastructure Acceleration Funding	
Exploring and providing for public transport options to support improved connectivity (a focus on short term needs)	
Long-term public transport services. Recent announcements on new rolling train stock but there is no certainty on how comprehensive public transport solutions will be provided to support sustainable growth outcomes for Otaki across regional boundaries.	
Town centre Plans and the redevelopment of the library and community centre.	
Housing projects looking to support social, iwi and affordable including Council’s housing project on Rangioru Road.	
Social infrastructure and services – including options for improving local led service provision through health hubs.	

**Progress, Issues or risks Resolved since last report**

Progress made. Issues or risks resolved	Lead
Ongoing community engagement led by the Otaki Community Board shaping Vision Otaki	OCB (KCDC Support)
Planning underway to share feedback on Vision Otaki to date and any further feedback	OCB - KCDC
Ongoing engagement and advocacy on cross district/region transport connections and opportunities	KCDC, HDC and Horizons

**Project manager’s commentary**

Stage One of Vision Kāpiti was completed in late 2024. A summary of community engagement across 2023-24 on what matters most and what changes the Otaki community want to see can be seen at [Otaki - Kāpiti Coast District Council](#).

Stage Two of Vision Otaki seeks to identify and test a range of scenarios for change and will help identify community priorities and appetite for change for achieving community needs and aspirations.

This stage will include working with key project partners and support and integrate outcomes from the two previous community safety symposiums in Otaki. This includes identifying short- and longer-term actions for change; and developing better data on Otaki community’s social needs to improve outcomes in Otaki. Scenarios and options are expected to be tested with the community towards the middle of this year. Feedback will help inform the development of a supporting blueprint for how the Vision Otaki will be delivered. This last stage of the Vision process is expected to be completed by the end of 2026.

Council has commenced work on Town Centre Plans for Otaki. This work will explore and identify the role the two town centres play in meeting the current and future needs as part of the Stage Two Vision Otaki process. Finalising the scope of the Otaki PDA and establishing a working group to support its implementation is planned to align with the completion of Stage Two, and commencement of Stage Three, in the later part of 2025.

Progress on infrastructure acceleration projects has continued. The new reservoir is nearing completion and is expected to be completed in April 2025. Following testing and commissioning the reservoir is expected to come on stream in May 2025. Work to lay 2.7 kilometers of new wastewater pipeline from Riverbank Road, along Aotaki Street and Mill Road to Old State Highway 1 is expected to be completed by September 2025. A new wastewater main connecting the racecourse development to the new pipeline is also being planned, as well as a second reservoir to supplement the final stage of housing developments.

Five submissions have been made over the last six months identifying the challenges and inequities experienced in Otaki, and opportunities for partnership, actions and investment that could improve local outcomes. This includes

- Greater Wellington Regional Council’s [Regional Land Transport Plan 2021: 2024 Mid-Term Review](#)
- Ministry of Transport’s [Travel Demand in New Zealand 2050 Long-term Insights briefing topic](#),
- Ministry of Education’s [Proposed redesign of the vocational education and training system](#),
- NZTA Waka Kotahi’s [Proposed Otaki to North of Levin toll](#)
- Ministry of Health’s [Proposed LTI Briefing topic: Unlocking the potential of active ageing](#).

**Active / new Issues or risks**

Issue or risk	Actions and options, incl milestones	Lead	Progress
Lack of coordination of delivery across partners	Additional resource will help support ongoing communication and coordination between partners on actions and future planning and funding processes to support outcomes for Otaki. Prioritise input and support to Vision Otaki engagements.	All partners	Ongoing
Local government election – halt to decisions	Between July and December 2025, we expect delays in decisions and engagements as the election period progresses. The work programme is built around this period.	KCDC	Underway

Completed as planned	Completed, but later than planned	In progress, as per plan	In progress, but delayed or at risk	Major issue or risk to completion
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PDA name: Te Aro Growth Corridor  
 Report date: January 2025  
 Report Author: Peter Croft

**Project information**


**Project purpose**  
 This project is about transformational change including housing and business opportunities. Proposed infrastructure investments, including Strategic Highway Improvements (SHI), will deliver on the Spatial Plan goals:

- partnership with Mana Whenua,
- a compact, greener, inclusive and connected city
- a vibrant and prosperous central city
- increased resilience
- a city-wide transformation of how people live, work, play and move around the city

**Project area characteristics**  
 The Te Aro Growth Corridor encompasses the Statistical Area 2 Boundaries (in yellow) of:

- Courtenay
- Vivian East
- Mount Cook East

[Note the change in the extent of the PDA, which was previously based on the indicative 10-minute walking catchment of the LGWM proposed MRT route]



**Key Enablers**

- WCC District Plan and WCC Long Term Plan
- Enabling infrastructure and utilities, in particular three-waters
- Development partnerships, delivery vehicles
- Funding and financing tools and mechanisms

**Infrastructure situation**  
 Work in this programme will contribute to an updated Spatial Plan and Infrastructure Strategy:

- Water
- Electricity and Fibre
- Open and green space
- Highway and public realm
- Public transport

**Key Partners**  
 The LGWM partners were Wellington City Council, Greater Wellington Regional Council, Waka Kotahi, Ngāti Toa Rangatira and Taranaki Whānui. WCC will continue to work closely with these and other government partners to develop the PDA.

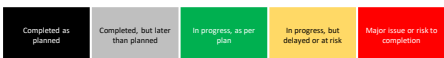
Major Milestones	Due Date	
Growth Plan Roadmap	Dec 23	
Urban Development Delivery Report	Dec 23	
WCC Growth Plan	mid 2025	
WCC Councillor Workshop	7 August 24	
Preferred options confirmed for inclusion in 2027 Long Term Plan	Early 2026	

**Project progress**

Major Milestones	Due Date	
Vision, targets agreed & set	Early '24	
Iwi or mana whenua engagement	Ongoing	
Funding, financing plan agreed	Ongoing	
Required partnership collaboration	Ongoing	
Structure, spatial or zone plans in place	2025	
Required land ownership in place	Ongoing	

**Key enablers – in place, or in plan and funded**

Green infrastructure and public space	
Three waters infrastructure in place or in LTP	
Local transport network in place or in LTP / NLTP	
Strategic roading access in place or in NLTP	
PT infrastructure and services in place or LTP / NLTP	
Energy in place or in plans	
Telecom in place or in plans	
Waste in place or in plans	
Education facilities in place or in plans	
Community facilities in place or in LTP	
Health facilities in place or in plans	



**Project manager’s commentary**

Work is underway on the WCC Growth Precinct Plan programme, identifying interventions and policy decisions to facilitate growth in priority areas – with the Te Aro Growth Corridor PDA as the primary focus. A key component of the work will be understanding where investment is required to unlock growth, to inform infrastructure planning and the 2027 LTP.

In this reporting period work setting out the likely development trajectory of the PDA over the next 15 years was presented to WCC Councillors, including case study scenarios testing interventions that could best realise the development potential of the area.

An update to the Spatial Plan update is underway with a focus on the infrastructure necessary to realise growth, including in the Te Aro Growth Corridor.

The NZTA Board confirmed the preferred option for SH1 improvements, which includes the duplication of Mt Victoria tunnel and Basin Reserve improvements. Initial work was undertaken to develop an option that could be included in a future Regional Deal submission – leveraging the construction required to the north of the Basin Reserve to create new urban development opportunities and ensure good city outcomes in addition to the transport network improvements.

Work in the first half of 2025 will focus on delivery strategies for the central section of the Te Aro Growth Corridor and creating a shared vision for the area with key stakeholders.

**Progress, Issues or risks Resolved since last report**

Progress made. Issues or risks resolved	Lead
SH1 Wellington improvements – duplicate Mt Victoria tunnel and Basin Reserve upgrades confirmed as preferred option. Investment case to be considered by the NZTA Board mid-2025	NZTA
Programme OPEX funding for the 24/25 FY confirmed in the LTP.	WCC

**Active / new Issues or risks**

Issue or risk	Actions and options, incl milestones	Lead	Progress
Cancellation of the proposed Mass Rapid Transit (MRT) removes the primary catalyst for development along the corridor.	Refocus the PDA to the area which has the greatest potential for urban development, both in terms of capacity and improving place.  Growth Plan work to demonstrate what investment is essential to achieve urban development objectives.	Peter Croft	Underway
Risk: misalignment between final FDS and WCC preferred growth targets	WCC’s long-term planning scenario of around 19,000 new houses in LGWM suburbs aligned with the Future Development Strategy. With the cancellation of MRT, the medium-term distribution of housing growth should be reviewed. Continue to provide FDS/HBA content as required.	Peter Croft / Sean Audain	Underway



CDO name: Waterloo TOD PDA  
 Report date: March 2025  
 Report Author: Emmet McElhatton

**Project information**

**Project purpose**  
 The purpose of this project is to support Hutt City's urban development strategy through urban regeneration and precinct development. It is intended to create a transport-orientated catchment, transforming Waterloo from a peak commute through-fare into a destination for work and essential services and so creating a new urban node that stimulates the local economy and facilitates local housing development and intensification.

**Project area characteristics**  
 The station is located in a predominantly residential area some distance from Hutt City CBD and is proximate to the 'character village' of Waterloo to which the station precinct is linked by subway. The station site and buildings are relatively complex and the precinct covers a substantial parcel of real estate in the central Hutt Valley. Waterloo Station was originally designed to be a multi-purpose transport hub. Central to much of Lower Hutt, Waterloo has significant park and ride provision (779 car parks), bike and ride (79 storage spaces), pedestrian subways and overbridges, arterial roads and integrated bus connections. Land holdings in the station precinct are held by Greater Wellington, KiwiRail and Hutt City Council.

**Key Enablers**  
 •Funding/investment – GWRC working with Crown partners  
 •Geotech/aquafer – GWRC working with developer/engineering partners with Wellington Water support •Land consolidation – GWRC & KiwiRail working with Crown partners •Planning (RMA) – WRLC PDA framework  
 •De-risking the project for developers/investors - GWRC working with Crown partners •Formulating and executing a market approach – bound by certain conventions in terms of procurement •Resistance from community – Robust GWRC/Crown engagement process  
 •Working around the water treatment plant - GWRC and Wellington Water working with Crown partners  
 •Procurement - GWRC working with Crown partners

**Infrastructure situation**  
 The project precinct has all key utilities in place. A primary focus of the project will be transport infrastructure/roading layout and design in the surrounding area to ensure enhanced PT provision can be incorporated with private vehicle traffic and planned cycleways.

**Key Partners**  
 HCC, KO, HUD, NZTA, KiwiRail, iwi

Major Milestones	Due Date	
Phase II Commercial Investigation – build cost, market attraction and feasibility, investment and procurement models developed	Complete Nov 2023	
GWRC LTP approach confirmed	Nov 2023	
Phase III procurement plan in place	Aug 2024	
Minimum Requirements complete	Oct 2024	
Reference Design procured	Feb 2025	

Completed as planned	Completed, but later than planned	In progress, as per plan	In progress, but delayed or at risk	Major issue or risk to completion
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**Project progress**

Major Milestones	Due Date	
Vision, targets agreed & set	Ongoing	
Iwi or mana whenua engagement	Ongoing	
Funding, financing plan agreed	Ongoing	
Required partnership collaboration	Ongoing	
Structure, spatial or zone plans in place	Ongoing	
Vision, targets agreed & set	Ongoing	

**Key enablers – in place, or in plan and funded**

Three waters infrastructure in place or in LTP	
Local transport network in place or in LTP / NLTP	
Strategic roading access in place or in NLTP	
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Energy in place or in plans	
Telecom in place or in plans	
Waste in place or in plans	

**On-site progress**

Infrastructure delivery starts	2027	
First consents issued	2026	

**Project manager's commentary**

Phase III Reference Design work is underway under a project execution plan covering activities for the current financial year. Current focus on procuring technical inputs including lead architect, engineers etc. Public consultation on the project is taking place under the Regional Public Transport Plan in March '25. Ongoing focus on preparing external investment options for the project to augment council investment.

**Progress, Issues or risks Resolved since last report**

Progress made. Issues or risks resolved	Lead
External investment for project	Work closely with commercial partners
Confirming NLTF funding rate for project	Work closely with NZTA on NLTF next steps

**Active / new Issues or risks**

Issue or risk	Actions and options, incl milestones	Lead	Progress
Developing a funding model for the project which attracts private investment and central government financial support other than that traditionally sourced through the NLTF.	Commercial investigation has provided pathway	EMcE	Ongoing
Ongoing escalation of construction costs makes costs estimates problematic	Continue to evaluate project minimum requirements	EMcE	Ongoing
Ensuring alignment with HCC roading plans	Steering Group work with HCC	EMcE/NB	Ongoing
Minimise rail & roading disruptions during build	Project alignment with KR	EMcE/NB	Ongoing
Minimise disruption to aquafer / water supply	Project alignment with Wellington Water	EMcE/NB	Ongoing

