

## Combined Provisions – *Urban development*

### Chapter 3.9: *Regional form, design and function*

*Regional form* is about the physical arrangement within and between urban and rural communities. Good urban design and planning seeks to ensure that the design of buildings, places, spaces, and networks works well for mana whenua / tangata whenua and communities, and that they are environmentally responsive.

The Wellington Region is facing multiple pressures, including population growth and change, poor housing stock quality and increasing unaffordability and quality, degradation of ecosystems, loss of productive land, and increasing exposure to natural hazards and the impacts of climate change. It is also important to recognise the impact and adverse effects of historic patterns of urban development and growth on mana whenua / tangata whenua throughout the Wellington Region. The region is facing growth pressure. Most of the region, including its existing urban areas, has significant exposure to multiple natural hazards, and there is continuing demand to build in coastal and ~~for~~ natural hazard-prone areas. Development ~~pressure, that is poorly planned, serviced and connected to existing urban areas and transport networks can reduce transport, infrastructure and land use efficiency and limit the ability of all centres to provide community services and employment. Poorly designed urban development and infrastructure constraints have affected the quality, viability and accessibility of some urban, suburban and rural areas.~~

If not environmentally responsive and well-designed, subdivision, use and development can have significant adverse effects, including cumulative effects, on the natural environment, sites and areas of significance to Māori, and the ability to manage, use and operate, existing infrastructure. Responding to the pressures facing the region presents opportunities to do things better.

However, high levels of development without suitable constraints risks undermining other characteristics and qualities of a well-functioning urban environment. We need to recognise and provide for other regionally significant values and features, including managing freshwater, indigenous biodiversity, values of significance to mana whenua / tangata whenua and management of the coastal environment. Medium and high-density development that is enabled through national direction has the potential to result in poor urban design outcomes, in the absence of sufficient design guidance.

#### How this chapter works

The Wellington Region has a strong corridor pattern, yet is generally compact. This chapter seeks to maintain this compact form, and for subdivision, use and development to contribute to an accessible, climate-resilient, and well-designed regional form, which is responsive to, and enhances, the natural environment and the relationship of mana whenua / tangata whenua with their culture, land, water, sites wāhi tapu and other taonga. A holistic approach to how development occurs in the Wellington Region is necessary to achieve this, while recognising and providing for significant values and features as required by this Regional Policy Statement.

The regional form, design and function chapter applies to the whole region, which includes urban environments, smaller urban centres, and rural areas. It provides a strategic, integrating frame for how and where development is undertaken in the Wellington Region's urban and rural areas, which balances different aspects of national direction. It also emphasises the value of spatial planning to ensure that development is responsive to the local characteristics, values, location and

accessibility of land, and is sequenced with the provision and maintenance of all necessary infrastructure.

The chapter and associated provisions include:

- a) An over-arching objective for *regional form* across the whole region (Objective 22). This sets out the outcomes to be achieved in *urban*, *peri-urban* and *rural areas* and how these areas are connected to each other.
- b) A policy articulating what contributing to well-functioning *urban areas* means in the Wellington Region (Policy UD.5).
- c) Policies providing direction to development to seek a strategic approach to meeting housing and business demand:
  1. Firstly *urban development* within existing *urban areas* through intensification in and adjacent to centres with a range of commercial activities, and along existing or planned public transport corridors (Policy 31),
  2. Then other intensification within existing *urban areas* (Policy 31),
  3. Then *urban development* in areas identified for future *urban development* through appropriate growth strategies or plans (Policy 55),
  4. Then other *urban development* where it adds significantly to development capacity (Policy UD.3), in places connected to existing *urban areas*,
  5. Then residential development in the region's *rural areas* (Policy 56).
- d) Support for objectives in other parts of the Regional Policy Statement to ensure an integrated approach is taken to development, particularly in relation to freshwater, climate change, indigenous biodiversity, mana whenua / tangata whenua values, and regionally significant infrastructure.
- e) Provisions to enable the expression of Māori cultural and traditional norms in use and development (Policy UD.2) and the occupation, use and development of ancestral land by mana whenua / tangata whenua (Policy UD.1).

### **Well-functioning urban environments and areas**

The concept of well-functioning *urban environments* was introduced in the National Policy Statement on *Urban development* 2020 (NPS-UD), which provides a minimum definition. ~~There are a number of characteristics and qualities that contribute to forming a well-functioning urban environment.~~ The Wellington Region contains several *urban environments*, as well as smaller centres that contain urban zoning, for example some towns in the Wairarapa. Most of the direction from the NPS-UD for well-functioning *urban environments*, such as housing affordability and choice, is relevant to all areas in the Wellington Region that are zoned as urban. The term 'well-functioning *urban areas*' has been used throughout this chapter where the direction applies to all *urban areas*. Well-functioning *urban areas* encapsulate *well-functioning urban environments* as defined in the NPS-UD.

~~A compact and well designed regional form Well-functioning urban areas environments enhances the quality of life for residents as it is easier to get around, allows for a greater supply and choice of housing close to where people work or to public transport, support equitable access to green and open space as well as housing, town centres are and provide vibrant, safe, and cohesive centres that are well connected by public and active transport and enhance business activity. is enhanced. Energy consumption and carbon emissions are also reduced.~~

Well-functioning urban areas enable Māori to express their culture and traditions, and provide for the cultural visibility of mana whenua / tangata whenua to be incorporated, integrated, and expressed through design guides and other opportunities. The NPS-UD also requires planning decisions relating to urban environments to take into account the principles of Te Tiriti o Waitangi.

Well-functioning urban areas environments enable communities and businesses are to be more resilient to the effects of climate change, and support the uptake of zero and low-carbon emission modes is supported throughout the region. Well-functioning urban environments have compact urban form, through urban intensification, and are well-designed and planned through the use of spatial and development strategies and use of design guidance. Well-functioning urban areas environments are low impact and give effect to Te Mana o Te Wai, by incorporating water sensitive urban design and managing the effects of urban development on other regionally significant values and features, including mana whenua / tangata whenua values as required by in this Regional Policy Statement RPS. Well-functioning urban areas are supported by inter-disciplinary design guides, prepared in partnership with mana whenua / tangata whenua, to ensure best practice urban design is undertaken which supports the health and wellbeing of people and the region's natural resources.

Well-functioning urban areas support the efficient use of existing urban-zoned land and infrastructure, and protect regionally significant infrastructure from potentially incompatible development and reverse sensitivity effects. The retention of productive rural land is promoted through compact urban form. Well-functioning urban areas are supported by a They also support the reliable local supply of aggregate to support enable urban development and associated infrastructure where necessary. By being compact they also retain productive rural land. oil shortages or crisis, and there is reduced pressure for new infrastructure and more efficient use of existing infrastructure.

### **Supporting intensification in centres and along transport corridors**

In more and more areas-parts of the region, housing is unaffordable for many people. Based on the May 2022 Wellington Regional Housing and Business Development Capacity Assessment (HBA), the Greater Wellington urban environment is expected to grow by around 195,000 people by 2051. As of May 2022, district plans within the Greater Wellington Rregion, does not provide sufficient development capacity for the long term, with a shortfall of more than 25,000 dwellings. Across the region, the average rent per week increased by 24 percent between 2018 and 2021 and the average house price increased by 46 percent between 2018 and 2021<sup>4</sup>. The ratio of house values to annual average household income has been steadily increasing, as house prices have risen without equivalent rises in incomes. For instance, the ratio for Wellington City as at March 2021 was 6.7<sup>5</sup>. Issues associated with Hhome ownership and access to affordable housing issues are exacerbated for Māori; 43 percent of Māori living in the Wellington region were living in owner occupied dwellings compared to 55 percent of the overall population<sup>6</sup>.

National direction provided through the NPS-UD and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 supports increased supply of affordable housing,

which includes a range of housing typologies and sizes to assist in meeting the housing needs of the region. Both statutory documents direct urban intensification and development to occur in around urban environments, centres and existing and planned rapid transit stops, provided there are no qualifying matters limiting development. Further medium and high Higher density development must be enabled within the fast-growing districts of the Wellington Region, being those identified in the NPS-UD as tier 1 territorial authorities. If this development occurs, it will further contribute to improvements in improve housing affordability.

The central Wellington City contains the central business district for the region. Its continued viability, vibrancy and accessibility are important to the whole region. There are also a number of other regionally significant centres that are an important part of the region's form. These are the sub-regional city centres of Upper Hutt city centre, Lower Hutt city centre, Porirua city centre, Masterton town centre, Paraparaumu town centre, and the suburban centres in Petone, Johnsonville and Kilbirnie. These centres are significant areas of transport movement and civic and community investment. They also have the potential to support new development and increase the range and diversity of activities. Good quality high and medium density housing in and around these centres of business activity, and existing and planned rapid transit stops, would benefit the viability of centres and provide increased housing choice, quality and affordability. Enabling intensification in the right places can bring significant environmental, social and economic benefits that are necessary for achieving well-functioning urban areas. Additional local employment and educational opportunities in and around these centres could also provide people with greater choice about where they work, learn, and live. Connections between communities and community resilience can also be fostered by more people living, commuting, and accessing services and amenities within neighbourhoods. could increase housing choice and the use of services and public transport.

Encouraging use and development of existing centres of business activity can also lead to social and economic benefits. The physical arrangement design of urban and rural communities/smaller centres, the region's industrial business areas, the port, the airport, the road and public transport network, and the region's open space network are fundamental to well-functioning urban environments and a compact and well designed regional form.

### Supporting the role of regional spatial planning

Collaborative spatial planning supports well-functioning urban areas and a compact, well-designed regional form. It takes a strategic approach to determining how housing and business demand is met, by responding to the characteristics, location, values, capability, and limitations of land, and coordinating with land release sequencing, infrastructure provision, and maintenance.

The Wellington Regional Growth Framework<sup>3</sup> provides a spatial plan that has been developed by local government, central government, and iwi partners in the Wellington-Horowhenua region. It sets out the key issues identified for urban growth and development and provides a 30-year spatial plan that sets a long-term vision for changes and urban development in the Wellington Region. The Wellington Regional Growth Framework identifies the three key growth corridors within the Wellington Region being the western, eastern and Let's Get Wellington Moving growth corridors. Two additional potential west-east corridors are identified. The corridors are shown in Figure 3 below. Territorial authorities may also have their own local frameworks or strategies about where and how future urban development should occur in that district.

The transport corridor pattern includes State Highway 1 and the North Island Main Trunk rail line

which enters the region near Ōtaki and extends southwards through Kāpiti Coast, Pukerua Bay, Porirua and northern Wellington and through to Wellington city central business district. State Highway 1 continues through to Wellington International Airport. State Highway 2 and the Wairarapa railway line enter the region north of Masterton and extend southwest through Wairarapa, the Hutt valley and on to merge with State Highway 1 and the North Island Main Trunk rail line at Ngauranga. State Highway 58 provides a vital the current east-west link between State Highways 1 and 2.

~~This corridor pattern is a strength for the region. It reinforces local centres, supports passenger transport, reduces energy use and makes services more accessible.~~

There are, however, parts of the region where growth pressures exist and where the region's current compact form is beginning to fray at the edges, reducing transport efficiency and the ability of some centres to grow as community service and employment areas. The region also has limited east-west transport linkages, which means freight and commuter movements are focused along the north-south corridors, increasing congestion on some major routes.

In certain locations, the region's urban design has also been weakened by poorly designed developments which negatively affect the look, feel, health, safety, vitality and vibrancy of those areas.

The region's form, design and function have been examined by the region's nine local authorities, in conjunction with the region's iwi authorities, central government and business, education, research and voluntary sector interests, as part of the development of the Wellington Regional Strategy (2007), a sustainable economic growth strategy for the Wellington region. The Wellington Regional Strategy focuses on leadership and partnership, growing the region's economy and good *regional form*. It is recognised that the region's form is a key component to making the Wellington region 'internationally competitive'.

The regionally significant issues and the issues of significance to the Wellington region's iwi authorities for *regional form*, design and function are:

### **A-1. Lack of housing supply and choice**

The Wellington Region lacks sufficient, affordable, and quality (including healthy) housing supply and choice to meet current demand, the needs of projected population growth and the changing needs of our diverse communities. There is a lack of variety of housing types and sizes across the region, including papakāinga, and medium and high density residential living in and around centres and existing and planned transit nodes, all of which impacts housing affordability in the region. Housing affordability has declined significantly over the last decade, causing severe financial difficulty for many lower-income households, leaving some with insufficient income to provide for their basic needs and well-being. There is a lack of supporting infrastructure to enable the development of sufficient housing and the provision of quality urban environments.

### **B- 2. Inappropriate development**

Inappropriate and poorly managed urban land use and activities in the Wellington Region have damaged, and continue to jeopardise, the natural environment, degrade ecosystems, particularly

aquatic ecosystems, and increased the exposure of communities to the impacts of climate change. This has adversely affected mana whenua / tangata whenua and their relationship with their culture, land, water, sites, wāhi tapu and other taonga.

### **1-3. Poor quality urban design**

Poor quality urban design can adversely affect public health, social equity, land values, the cultural practices, visibility, identity and well-being of mana whenua / tangata whenua and communities, the vibrancy of local centres and economies, and the provision of, and access to, civic services. It can also increase the use of non-renewable resources and vehicle emissions in the region.

### **4. Inadequate infrastructure**

There is insufficient supporting infrastructure to enable urban development, while providing for high-quality, The development of well-functioning urban areas, including providing for sufficient development capacity, is constrained in many locations within the Wellington Region by a lack of capacity in existing infrastructure. These constraints include the availability and affordability of funding required for delivery of new infrastructure, or upgrading of existing infrastructure.

### **2-5. Sporadic, uncontrolled and/or uncoordinated development**

Sporadic, uncontrolled, and/or uncoordinated, development (including of *infrastructure*) can adversely affect the region's compact form and function. This can, among other things, result in:

- a) new development that is poorly located in relation to existing *infrastructure* ~~(such as roads, public transport, water supply, sewage and stormwater systems)~~ and is costly or otherwise difficult to service
- b) development in locations that restrict access to the significant physical resource in the region – such as *aggregate*
- c) the loss of rural or open space land valued for its productive, ecological, aesthetic and recreational qualities
- d) insufficient population densities to support public transport and other public services
- e) development in locations that undermine existing centres and industrial employment areas
- f) loss of vitality and/or viability in the region's central business district and other centres of regional significance
- g) displacement of industrial employment activities from established industrial areas
- h) adverse effects on the management, use and operation of *infrastructure* from incompatible land uses under, over, on or adjacent

- i) adverse effects on mana whenua / tangata whenua and their relationship with their culture, land, water, sites, wāhi tapu and other taonga.

### **3-6. Integration of land use and transportation (not in Change 1)**

#### **Objective 22**

A compact, well-designed, *climate-resilient, accessible, and environmentally responsive regional form* with well-functioning *urban areas and rural areas*, where:

*Urban development, including housing and infrastructure, is enabled where it demonstrates the characteristics and qualities of well-functioning urban environments, which:*

~~(a) Are compact and well designed; and~~

~~(a)(b) there is Provide for~~ sufficient development capacity to meet the needs of current and future generations, affordable including adequate housing affordability, and housing choice, to meet the needs of current and future generations, with and access to a diversity of housing typologies within neighbourhoods; and

~~(b)(h) Enable~~ Māori are able to express their cultural and traditional norms, and by providing for mana whenua / tangata whenua and their relationship with their culture, land, water, sites, wāhi tapu and other taonga is provided for; and

~~(c)(d) Te Mana o Te Wai is given effect to~~ Prioritise the protection and enhancement of the quality and quantity of freshwater; and

~~(d)(f) subdivision, use and development is located, designed, and constructed in a way that contributes to reducing greenhouse gas emissions and is Supports the transition to a low-emission and climate-resilient region; and~~

~~(e)(k) built environments meet the health and wellbeing needs of all people, Are well-connected through with high-quality housing and multi-modal access (private vehicles, public transport, walking, micromobility and cycling) transport networks that provide for good accessibility for all people between housing, jobs, community services, local and regional centres, green space, natural spaces, and open space; and~~

~~(f) the biophysical characteristics, location, values, capability and limitations of land inform its use and development; and~~

~~(g) existing urban-zoned land, and infrastructure capacity including transport infrastructure, is used effectively and efficiently; and~~

~~(h) new or upgraded infrastructure, including transport infrastructure, is integrated and sequenced with development; and~~

~~(i) development densities are sufficient to support the its provision and ongoing maintenance of infrastructure; and~~

~~(j) Provide for a variety of residential, commercial, *mixed use* and industrial development in appropriate locations contributes to viable and vibrant centres at a range of scales, and industrial-based employment locations, including employment close to where people live; and~~

~~(k) the safe operation of *regionally significant infrastructure* is protected from potential *reverse sensitivity* effects.~~

~~(c) Improve the overall health, well-being and quality of life of the people of the region; and~~

~~(e) Achieve the objectives in this RPS relating to the management of air, land, freshwater, coast, and indigenous biodiversity; and~~

~~(g) Provide for a variety of homes that meet the needs, in terms of type, price, and location, of different households; and~~

~~(i) Support the competitive operation of land and development markets in ways that improve housing affordability, including enabling intensification; and~~

#### **Objective 22B**

~~Development in the Wellington Region's rural area is strategically planned and impacts on significant values and features identified in this RPS are managed effectively.~~

### **Chapter 4.1: Regulatory policies – direction to district and regional plans and the Regional Land Transport Plan Strategy**

#### **Policy 30: Maintaining and enhancing the viability and vibrancy of regionally and locally significant centres – district plans**

District plans shall include policies, rules and/or methods that enable and manage a range of land use activities that maintain and enhance the viability and vibrancy of ~~regional central business district in the Wellington city and the:~~

1. the regionally significant central business district of Wellington City;
2. other *regionally significant centres*:
  - i. ~~Upper Hutt city centre;~~
  - ii. ~~Lower Hutt city centre;~~
  - iii. ~~Porirua city centre;~~
  - iv. ~~Paraparaumu town centre;~~
  - v. ~~Masterton town centre; and the-~~
  - vi. Johnsonville; and



vii. Kilbirnie.

viii. Petone

3. the locally significant centres of Suburban centres in:

~~i. Petone;~~

~~ii. Kilbirnie; and~~

~~iii. Johnsonville.;~~

~~iv. Paraparaumu Beach~~

~~ii. Ōtaki Main Road;~~

~~iii. Ōtaki Township;~~

~~iv. Raumati Town;~~

~~v. Waikanae;~~

~~vi. Featherston;~~

~~vii. Greytown;~~

~~viii. Carterton; and~~

~~ix. Martinborough.~~

4. Other local and neighbourhood centres that provide for the daily and weekly needs of their residential catchments.

a. Sub regional centres of:

~~i. Upper Hutt city centre;~~

~~ii. Lower Hutt city centre;~~

~~iii. Porirua city centre;~~

~~iv. Paraparaumu town centre;~~

~~v. Masterton town centre; and the~~

b. Suburban centres in:

~~i. Petone;~~

~~ii. Kilbirnie; and~~

iii. Johnsonville;

### Explanation

Policy 30 identifies the hierarchy of regionally and locally significant centres within the Wellington Region for which district plans must maintain and enhance their vibrancy and vitality. The centres identified are of significance to the region's form for economic development, transport movement, civic or community investment.

By identifying these centres and in enabling their planned purpose and role in the urban environment and wider region, Policy 30 is intended to help achieve a regional form that deliver other outcomes identified in the RPS. This includes, reducing greenhouse gas emissions, ensuring an equitable access to commercial and community services, economic development, and land use-transport integration.

District Plans are required to identify these centres and include provisions that enable them to achieve their planned purpose and role. Maintaining and enhancing the viability and vibrancy of these centres is important in order to encourage investment and development that supports an increased range and diversity of activities. It is also important for their prosperity and resilience in the face of social and economic change.

The regional central business district is the major centre in the Wellington region; the other key centres also provide significant business, retailing and community services. This policy does not limit territorial authorities from identifying additional centres of local significance within the district plan.

The centres listed in policy 30 were identified during the development of the Wellington Regional Strategy as centres of significance to the region's form for economic development, transport movement, civic or community investment. The Wellington central business district is the regional central business district, with 73,000 people working there each day. The subregional centres of regional significance are the civic centres of Upper Hutt city centre, Lower Hutt city centre, Porirua city centre, Paraparaumu town centre, and Masterton town centre. The suburban centres of regional significance are in Petone, Kilbirnie and Johnsonville. Maintaining and enhancing the viability and vibrancy of these centres is important in order to encourage investment and development that supports an increased range and diversity of activities. It is also important for their prosperity and resilience in the face of social and economic change. The regional central business district is the major centre in the Wellington region; the sub-regional centres also provide significant business, retailing and community services. The range of appropriate land uses to be encouraged through this policy will vary depending on the character and context of each centre. For this reason, policy 30 requires the region's district and city councils to determine the range and location of land uses, supported by appropriate social infrastructure to be encouraged and/or controlled in order to maintain and enhance the viability and vibrancy of the relevant centre managed through its district plan. However, when maintaining and enhancing regionally significant centres within a district, councils also need to consider the viability and vibrancy of the regionally significant centres outside their district, including the regional central business district as the major centre in the Wellington region

**Policy 31: ~~Identifying and enabling a range of building heights and density promoting higher density and mixed use development~~ Enabling intensification to contribute to well-functioning urban areas – district plans**

District plans shall include policies, rules and/or methods that identify and enable intensification within existing urban zones urban areas where it contributes to a compact, well-designed, climate-

resilient, accessible and environmentally responsive regional form with well-functioning urban areas (as articulated in Policy UD.5) by: a range of different building heights and density within urban areas where it contributes to maintaining, establishing or improving the qualities and characteristics of well-functioning urban environments, including as a minimum:

- (a) For any tier 1 territorial authority, identifying a range of building heights and urban form densities to:
- (i) realise as much development capacity as possible in city centre zones; and
  - (ii) enable identify areas for high density development within: City centre zones metropolitan centre zones; and any other locations, within a walkable catchment of where there is with good access to:
    - 1. existing and planned rapid transit; or
    - 2. edge of city centre zones and metropolitan centre zones; and/or
    - 3. areas with a range of commercial activities and community services.
  - (iii) (b) For any tier 1 territorial authority, identify areas for enable medium density residential development within any relevant residential zone; and
  - (iv) otherwise reflect the purpose of, and level of commercial activities and community services within, town, local and neighbourhood centres; and
- (b) (c) For any other territorial authority not identified as a tier 1 territorial authority, identifying areas for greater building height and urban form densities where:
- (i) within, and adjacent to town centre zones where appropriate; and
  - (ii) where there is good access to existing and or planned active and public transport and a range of commercial activities and community services; and/or
  - (iii) there isto meet relative demand for housing and business use in that location.

District plans shall:

- (a) identify key centres suitable for higher density and/or mixed use development;
- (b) identify locations, with good access to the strategic public transport network, suitable for higher density and/or mixed use development; and
- (c) include policies, rules and/or methods that encourage higher density and/or mixed use development in and around these centres and locations, so as to maintain and enhance a compact, well designed and sustainable regional form.

**Explanation**

Policy 31 requires identification of areas suitable for intensification, and enables intensification in these areas, giving effect to Policy 3 of the National Policy Statement on *Urban development 2020*. Sufficient development capacity to meet expected housing demand in the short, medium, and long term must be achieved in any tier 1 urban environment, as required by Objective 22A. Rapid transit is as identified in the current Regional Land Transport Plan.

Policy 31 also enables greater building height and densities to be provided for in non-tier 1 territorial authorities, which includes Masterton being a tier 3 territorial authority, as well as Carterton and South Wairarapa. Providing for this development is consistent with Policy 5 of the National Policy Statement on Urban development 2020.

Policy 31 directs district and city councils to determine key centres and other locations with good access to the strategic public transport network, suitable for higher density or mixed use development, where they will reinforce the region's compact form. District plans will then need to include policies, rules and/or other methods to encourage higher density and mixed use activities in these locations to support this form.

Objective 22 outlines the range of elements to be achieved by a compact, well designed and sustainable regional form. This includes a viable and vibrant regional central business district in Wellington city and an increased range and diversity of activities in and around other centres listed in policy 30.

Key centres include the regionally significant centres identified in policy 30, as well as other significant local centres that a city or district council considers are integral to the functioning of the region's or a district's form. This includes centres identified for higher density and/or mixed use development in any Council growth and/or development framework or strategy.

Examples of growth and/or development framework or strategies in the region are: • The Upper Hutt Urban Growth Strategy • Wellington City Northern Growth Management Framework • Porirua Development Framework • Kapiti Coast: Choosing Futures Development Management Strategy and local outcomes statements contained in the Kapiti Coast Long term Council Community Plan.

Higher density and mixed use development can be achieved in a number of ways – such as infill development, comprehensive re-development and/or multi-storey developments that support complementary living and other uses. Mixed use development means a variety of compatible and complementary uses within an area. This can include any combination of residential, commercial, industrial, business, retail, institutional or recreational uses. Density is a measure of how compact development is in a given area. For example, the number of people per square kilometre, the variety of land uses or activities (mixed use development) per square kilometre, or square meters of retail space per square kilometre of land area.

The strategic public transport network is those parts of the region's passenger transport network that provide a high level of service along corridors with high demand for public transport. It connects the region's centres with the central business district in Wellington city. It includes the rail network and key bus corridors within Wellington region.

Locations with good access to the strategic public transport network include those:

- ~~Within reasonable walk times to stops or stations on the strategic public transport network (research indicates a walk time of up to 10 minutes is ‘reasonable’)~~
- ~~With frequent and reliable public transport services~~
- ~~With accessibility, by public transport, to key destinations in the region, and~~
- ~~Without physical barriers to public transport (for example, busy roads, lack of footpaths or crossing facilities, steep hills).~~

### Policy 32: Identifying and protecting key industrial-based employment locations – district plans

District plans ~~should~~ shall include policies, rules and/or methods that identify and protect key industrial-based employment locations where they contribute to a compact, well-designed, climate-resilient, accessible and environmentally responsive regional form with well-functioning urban areas and rural areas ~~the qualities and characteristics of well-functioning urban environments~~ by: maintain and enhance compact, well designed and sustainable regional form

- Recognising the importance of industrial based activities and the employment opportunities they provide; ~~and~~
- Identifying specific locations and applying zoning suitable for accommodating industrial activities and their reasonable needs and effects including supporting or ancillary activities; ~~and~~
- Identifying a range of land sizes and locations suitable for different industrial activities, and their operational needs including land-extensive activities; ~~and~~
- Managing the establishment of non-industrial activities, in industrial zones, by avoiding activities likely to result in reverse sensitivity effects on industrial activities, or likely to result in an inefficient use of industrial zoned land or infrastructure.

#### Explanation

Policy 32 directs that district plans must protect key industrial based employment opportunities where they contribute to Objective 22 ~~the qualities and characteristics of well-functioning urban environments~~. Further direction is provided on how this is achieved through clauses (a) – (d). Key industrial employment locations are important as they provide for economic growth, employment opportunities and development.

This policy uses “should” to recognise that in some locations there is limited information about the supply of and demand for industrial employment activities, and that this makes it difficult for city and district councils to identify key industrial based employment locations. Objective 22 outlines the range of elements to be achieved by a compact, well designed and sustainable regional form.

The introduction of non industrial uses such as large scale retail, wholesaling activities, showrooms, offices and residential activities into industrial based employment locations can displace industrial employment activities from established industrial areas. Key industrial based employment locations that maintain and enhance the region’s compact form need to be protected in order to, amongst other matters, reduce the demand for new infrastructure, and promote the efficient use of existing infrastructure.

**Policy 33: Supporting a compact, well-designed, climate-resilient, accessible and environmentally responsive regional form and well-functioning urban environments and a reduction in transport related greenhouse gas emissions a compact, well designed and sustainable regional form--  
Regional Land Transport Plan Strategy**

The Wellington Regional Land Transport Plan Strategy shall contain objectives and policies that support well-functioning urban environments and contribute to a reduction in transport related greenhouse gas emissions and vehicle kilometres travelled of the light vehicle fleet, to contribute to a compact, well-designed, climate-resilient, accessible and environmentally responsive regional form.  
maintenance and enhancement of a compact, well designed and sustainable regional form.

The Wellington Regional Land Transport Strategy provides a policy framework for regional transport decisions that play an important role in the maintenance and enhancement of a compact, and well designed and sustainable regional form. Objective 22 outlines the elements that are to be achieved by a compact, well designed and sustainable regional form. Elements of particular relevance will include efficient use of existing infrastructure and improved east west transport linkages.

### **Explanation**

Policy 33 provides direction to the Wellington Regional Land Transport Plan, acknowledging the role of the objectives and policies in that plan in achieving well-functioning urban environments, and a reduction in transport related greenhouse gas emissions and Objective 22.

The Wellington Regional Land Transport Strategy provides a policy framework for regional transport decisions that play an important role in the maintenance and enhancement of a compact, and well designed and sustainable regional form.

Objective 22 outlines the elements that are to be achieved by a compact, well designed and sustainable regional form. Elements of particular relevance will include efficient use of existing infrastructure and improved east west transport linkages.

### **Policy UD.1: Providing for the occupation, use, development and ongoing relationship of mana whenua / tangata whenua with their ancestral land – district plans**

District plans shall include objectives, policies, rules and/or methods that provide for the occupation, use, development and ongoing relationship of mana whenua / tangata whenua with their ancestral land, by:

- a. enabling mana whenua / tangata whenua to exercise their Tino Rangatiratanga; and
- b. recognising that marae and papakāinga are a Taonga and making appropriate provision for them; and
- c. recognising the historical, contemporary, cultural, and social importance of papakāinga; and
- d. if appropriate, identifying a Māori Purpose Zone; and

- e. recognising Te Ao Māori and Mātauranga Māori, and enabling mana whenua / tangata whenua to exercise Kaitiakitanga; and
- f. providing for the development of land owned by mana whenua / tangata whenua.

### **Explanation**

Policy UD.1 directs that district plans must provide for the occupation, use, development, and ongoing relationship of mana whenua / tangata whenua with their ancestral land, including freehold land owned by mana whenua / tangata whenua but excluding general land owned by Māori, and provides the minimum requirements in doing so. Enabling mana whenua / tangata whenua to exercise Tino Rangatiratanga may be achieved through District Councils working in partnership with mana whenua / tangata whenua during the plan review, change or variation process. Papakāinga is specifically referenced in the policy and are required to be provided for, which is consistent with Policy 1(a)(ii) of the National Policy Statement for *Urban development*. Clause (d) provides the ability for identifying a Māori Purpose Zone, having the same meaning as the National Planning Standards.

### **Policy UD.4: Achieving a compact regional form – district and regional plans**

District and regional plans shall include objectives, policies, rules and/or other methods requiring that subdivision, use and development occurs in a way that contributes to a compact, well-designed, climate-resilient, accessible and environmentally responsive regional form with well-functioning urban areas and rural areas. This includes:

(a) enabling Māori to express their culture and traditions, and

~~(a)(b) preventing dispersed growth patterns by prioritising~~ supporting compact growth by:

(i) firstly, prioritising urban development (including unanticipated or out-of-sequence brownfield development) should occur within existing urban zones urban areas, with a preference for higher densities in and adjacent to centres with a range of commercial activities and along existing or planned public transport corridors, then

~~(ii) urban development that does not meet (i) within urban areas (including unanticipated or out-of-sequence brownfield development), then~~

~~(iii) (ii) sequenced and planned urban development beyond existing urban zones urban areas, consistent with Policies 55 and 56, then~~

~~(iv) (iii) unanticipated or out-of-sequence greenfield urban development that is well-connected to the existing urban area and along existing or planned transport corridors, consistent with Policies 55 and 56, and adds significantly to development capacity consistent with Policy UD.3, then~~

~~(v) (iv) residential or mixed use development in rural areas, consistent with Policy 56; and~~

~~(d) (c) for clauses (a)(iii) and (a)(iiiiv), demonstrating that additional urban-zoned land is necessary and the most appropriate option to meet housing and business demand, including consideration of existing realisable development capacity enabled within existing urban zones the urban area; and~~

(e) (d) requiring all infrastructure necessary to support development to be provided in an integrated and efficient way; and

(f) (e) providing for a range of housing typologies and land uses, including mixed use development.; and

(f) enabling Māori to express their culture and traditions, and

### **Explanation**

Policy UD.4 provides strategic direction to district plans on how housing and business demand is to be met. Clause (a)(iv) relates to residential rural lifestyle development as well as development in settlement zones.

## **Chapter 4.2: Regulatory policies – matters to be considered**

**Policy 55: Managing greenfield development to contribute to well-functioning urban areas and rural areas ~~Contributing to a compact, well designed, climate resilient, accessible and environmentally responsive regional form~~ Providing for appropriate urban expansion ~~Maintaining a compact, well designed and sustainable regional form~~ – consideration**

When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district plan for urban development beyond the region's existing urban zones ~~urban areas (as at March 2009/August 2022)~~, its contribution to achieving a compact, well-designed, climate-resilient, accessible and environmentally responsive regional form shall be determined by particular regard shall be given to whether:

- a) the location, design and layout of the urban proposed development is the most appropriate option to achieve Objective 22 ~~contributes to establishing or maintaining the qualities of a well-functioning urban environment, including:~~
  1. contributes to well-functioning urban areas, as articulated in Policy UD.5; and
  2. (i) the urban development will be well-connected to the existing or planned urban area, particularly if it is located which means:
    - i) is adjacent to existing urban areas with access to employment and amenities, and either,
    - ii) along existing or planned multi-modal transport corridors that provide for multi-modal transport options, including public transport, or
    - iii) supports the efficient and effective delivery of new or upgraded transport infrastructure including for public transport services; and
  3. concentrates building heights and densities to:
    - i) maximise access to, and efficient use of, existing development infrastructure.; and
    - ii) use land to be zoned urban-zoned land efficiently.; and



- iii) support viable and vibrant neighbourhood, local, town, metropolitan and city centres; and
  - iv) support reductions in greenhouse gas emissions by use of travel using low and zero-carbon emission transport modes, including efficient provision of public transport services; and
4. ~~(ii) the proposed development proposal shall~~ applies the specific management or protection for values or resources ~~identified~~ required by this Regional Policy Statement, including:
- i) Avoiding inappropriate Managing subdivision, use and development in accordance with the areas at risk from natural hazards as required by Policy 29,
  - ii) Protecting indigenous ecosystems and habitats with significant indigenous biodiversity values as identified by Policy 23,
  - iii) Protecting outstanding natural features and landscape values as identified by Policy 25,
  - iv) Protecting historic heritage values as identified by Policy 22,
  - v) Integrates Giving effect to Te Mana o Te Wai consistent with Policy 42, and
  - vi) Providing for climate-resilience and supporting a low ~~and-or~~ zero-carbon multi-modal transport network consistent with Policies CC.1, CC.4, CC.4A, CC.910, CC.14 and CC.14A7,
  - vii) ~~Recognises and provides~~ Provides for mana whenua / tangata whenua values, including their relationship with their culture, ancestral lands, water, sites, wāhi tapu and other taonga for values, of significance to mana whenua / tangata whenua, and
  - viii) Protecting Regionally significant infrastructure from incompatible or inappropriate adjacent land uses, consistent with as identified by Policy 8,
  - ix) Protecting significant mineral resources from incompatible or inappropriate adjacent land uses, consistent with Policy 60,
  - x) Managing effects on natural character in the coastal environment, consistent with Policy 36; and
- b) ~~it the proposed urban development~~ is consistent with ~~any~~ the Wellington Region Future Development Strategy or, if the Future Development Strategy has not been notified, the Council's regional or local strategic growth ~~and/or~~ development framework or strategy that describes where and how future *urban development* ~~should~~ will occur in that district or region, ~~should the Future Development Strategy be yet to be released;~~ and/or
- c) a structure plan has been prepared to a level of detail commensurate to the scale of the urban development and approved by the relevant city or district council, or prepared by the relevant city or district council in partnership with mana whenua / tangata whenua and in

consultation with the regional council; and/or

- d) for plan changes, it would add significantly to development capacity in accordance with Policy UD.3, even if it is out-of-sequence with planned land release or unanticipated by the district plan., if it is:
1. in the form of a plan change, and
  2. in a city or district containing part or all of an urban environment, and
  3. in accordance with Policy UD.3.

Any urban development that would provide for significant development capacity, regardless of if the development was out of sequence or unanticipated by growth or development strategies.

### **Explanation**

Policy 55 gives direction to the matters that must be considered in any proposal that will result in urban development occurring beyond the region's existing urban areas, which is any greenfield development. This includes involving ensuring that Objective 22 is achieved. the qualities and characteristics of a well-functioning urban environment are provided for through clause (a), which includes managing values or resources as required identified elsewhere in the RPS.

Policy 55 seeks that greenfield developments demonstrate appropriate development densities to use the new urban-zoned land efficiently. They should also be located, zoned, laid out, and designed to best support existing urban development or existing or new centres (for example through mixed use zoning) and provide for low and zero-carbon travel, to support compact, connected, climate-resilient, diverse and low-emission neighbourhoods.

Clause (b) requires consideration to be given to the consistency of the development with the Future Development Strategy which will look to deliver well-functioning urban environments through a regional spatial plan. To provide for the interim period where the Wellington Region Future Development Strategy is in development, clause (b) also requires consideration to be given to the consistency with any regional or local strategic growth and/or development framework which is currently the Wellington Regional Growth Framework.

Clause (c) requires consideration to be given to whether a structure plan has been provided. A structure plan is a framework to guide the development or redevelopment of an area by defining the future development and land use patterns, areas of open space, the layout and nature of infrastructure (including transportation links), and other key features and constraints that influence how the effects of development are to be managed.

Clause (d) requires consideration of any proposal a plan change that would add significantly to development capacity, which regardless of whether it is out of sequence or unanticipated by growth or development strategies. This clause gives effect to Policy 8 of the National Policy Statement on Urban development 2020. Clause (d) should be considered in conjunction with Policy UD.3.

Urban development beyond the region's urban areas has the potential to reinforce or undermine a compact and well-designed regional form. The region's urban areas (as at March 2009) include urban, residential, suburban, town centre, commercial, community, business and industrial zones

identified in the Wellington city, Porirua city, Lower Hutt city, Upper Hutt city, Kāpiti coast and Wairarapa combined district plans.

Urban development is subdivision, use and development that is characterised by its planned reliance on reticulated services (such as water supply and drainage) by its generation of traffic, and would include activities (such as manufacturing), which are usually provided for in urban areas. It also typically has lot sizes of less than 3000 square metres.

Examples of growth and/or development frameworks or strategies in the region are:

- The Upper Hutt City Council Urban Growth Strategy
- Wellington City Northern Growth Management Framework
- Porirua City Development Framework
- Kapiti Coast: Choosing Futures Development Management Strategy and local outcome statements contained in the Kapiti Coast Long Term Council Community Plan

Policies 54 and 56 also need to be considered in conjunction with policy 55. In addition, there are also a range of 'related policies' in the Regional Policy Statement that set out matters to be considered in order to manage effects on natural and physical resources. Structure planning integrates land use with infrastructure—such as transport networks, community services and the physical resources. Structure planning should also deliver high quality urban design. The content and detail of structure plans will vary depending on the scale of development. Notwithstanding this, structure plans, as a minimum, should address:

- Provision of an appropriate mix of land uses and land use densities
- How environmental constraints (for example, areas at high risk from natural hazards) and areas of value (for example, indigenous ecosystems, rivers, streams and ephemeral streams, wetlands, areas or places with historic heritage, outstanding landscapes, or special amenity landscapes) are to be managed
- Integration with existing and proposed infrastructure services, such as, connections to existing and proposed transportation systems and provision of public and active transport linkages by undertaking an integrated transport assessment
- The integration of the development with adjoining land use activities including measures to avoid, remedy or mitigate reverse sensitivity effects
- Integration of social infrastructure and essential social services as necessary
- Development staging or sequencing
- How the region's urban design principles will be implemented

### **Policy 56 – Managing development in *rural areas* - consideration**

When considering an application for a resource consent or a change, variation or review of a district plan for subdivision, use, and development in *rural areas* (as at March 2009/August 2022), seek to manage impacts adverse effects on rural areas by considering whether the proposal: particular regard shall be given to whether:

- (a) the proposal will result in a loss of/retains the productive capability of the rural area, including cumulative impacts that would reduce the potential for food and other *primary*

~~production and reverse sensitivity issues for existing production activities, including extraction and distribution of aggregate minerals; and~~

- ~~(b)~~ minimises the potential for results in reverse sensitivity issues, including on existing production activities, and extraction and distribution of aggregate minerals operations; and
- ~~(c)~~ (b) the proposal will reduce—retains or enhances the amenity aesthetic, cultural—and open space values in rural areas between and around settlements; and
- ~~(d)~~ provides for mana whenua / tangata whenua values, including the relationship with their traditions, ancestral lands, water, sites, wāhi tapu and other taonga; and
- ~~(e)~~ (c) the proposal's location, design or density will supports reductions in greenhouse gas emissions minimises demand for non-renewable energy resources through appropriate location, design and density of development; and
- ~~(f)~~ is climate-resilient; and
- ~~(g)~~ gives effect to Te Mana o Te Wai; and
- ~~(h)~~ for urban development, is consistent with Policy 55; and
- ~~(i)~~ (d) for other development rural residential, the proposal is consistent with any Future Development Strategy, or the city or district regional or local strategic growth and/or development framework or strategy that addresses future rural development should the Future Development Strategy be yet to be released; or
- ~~(j)~~ (e) in the absence of such a framework or strategy, the proposal will increase pressure for public services and infrastructure beyond existing infrastructure capacity; and
- ~~(k)~~ for urban development, is consistent with Policy 55.

### **Explanation**

Policy 56 considers urban development and rural residential development within the region's rural areas, including potential mixed use development within a settlement zone. The policy seeks to ensure rural development occurs in a manner that maintains the rural environment's character and values, and recognises that development in the rural area can lead to the cumulative erosion of the productive capability of the rural area if not appropriately managed.

The policy also seeks to ensure that reverse sensitivity issues are appropriately considered, and that the amenity, open space, and mana whenua values of the rural area are maintained.

Where development in the rural area occurs, it should be consistent with the relevant growth strategy or framework to ensure that rural residential development achieves well-functioning rural areas and aligns with the desired regional form. Development should also be climate-resilient to ensure that rural communities and future urban communities are able to respond to the effects of climate change.

~~recognises the tension that exists between urban and rural development on the fringe of urban areas and seeks to manage this tension such that well-functioning urban environments and urban areas are established and maintained.~~

Policy 56 addresses development in the region's *rural areas*. This policy relates to *urban development* and rural residential development.

*Rural areas* (as at March 2009) include all areas not defined as the region's *urban areas* (as at March 2009).

The region's *urban areas* (as at March 2009) include urban, residential, suburban, town centre, commercial, community, business and industrial zones identified in the Wellington city, Porirua city, Lower Hutt city, Upper Hutt city, Kāpiti coast and Wairarapa combined district plans.

### Policy 57 – Integrating land use and transportation – consideration

When considering an application for:

- (a) a resource consent have regard to, or;
- (b) A notice of requirement have particular regard to, or;
- (c) a change, variation or review of a district plan, ~~for subdivision, use or development, require, seek to achieve~~

integration between land use and transport planning within the Wellington Region ~~is integrated in a way which:~~

- (d) ~~(a)~~ supports a safe, reliable, equitable, inclusive and efficient transport network; and
- (e) ~~(b)~~ supports connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity; and
- (f) ~~(c)~~ minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes; and
- ~~(d) encourages an increase in the amount of travel made by public transport and active modes;~~
- (g) ~~(d)(e)~~ provides for well-connected, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or practical; and
- (h) ~~(e)(f)~~ supports and enables the rapid transport network and the growth corridors in the Wellington Region as illustrated in Figure 3, including:
  - i. Western Growth Corridor – Tawa to Levin;
  - ii. Eastern Growth Corridor – Hutt to Masterton;
  - iii. Let's Get Wellington Moving Growth Corridor; and
- (i) ~~(f)~~ minimises the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.

to the following matters, in making progress towards achieving the key outcomes of the Wellington Regional Land Transport Strategy:

- a. whether traffic generated by the proposed development can be accommodated within the existing transport network and the impacts on the efficiency, reliability or safety of the network;
- b. connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity, open spaces or recreational areas;
- c. whether there is good access to the strategic public transport network;
- d. provision of safe and attractive environments for walking and cycling; and
- e. whether new, or upgrades to existing, transport network *infrastructure* have been appropriately recognised and provided for.

### Explanation

Progress towards the Wellington Regional Land Transport Plan key outcomes cannot be achieved by that Strategy alone. Subdivision, use and development decisions also need to consider impacts on the Strategy's outcomes. Policy 57 lists matters that need to be given particular regard when considering all proposals that affect land transport outcomes. It seeks to align with the Wellington Regional Land Transport Plan and support decarbonising the transport system in the Wellington Region.

~~Progress towards the Wellington Regional Land Transport Strategy key outcomes cannot be achieved by that Strategy alone. Subdivision, use and development decisions also need to consider impacts on the Strategy's outcomes.~~

~~Policy 57 lists matters that need to be given particular regard when considering all proposals in terms of their effect on land transport outcomes.~~

The Wellington Regional Land Transport Strategy key outcomes are:

- Increased peak period passenger transport mode share
- Increased mode share for pedestrians and cyclists
- Reduced greenhouse gas emissions
- Reduced severe road congestion
- Improved regional road safety
- Improved land use and transport integration
- Improved regional freight efficiency

The strategic public transport network is those parts of the region's passenger transport network that provide a high level of service along corridors with high demand for public transport.

Locations with good access to the strategic public transport network include those:

- Within reasonable walk times to stops or stations on the strategic public transport network (research indicates a walk time of up to 10 minutes is 'reasonable')
- With frequent and reliable public transport services
- With accessibility, by public transport, to key destinations in the region
- Without physical barriers to public transport (for example, busy roads, lack of footpaths or crossing facilities, steep hills)

### **Policy 58 - Co-ordinating land use with development and operation of *infrastructure* – consideration**

When considering an application for

- (a) a resource consent have regard to, or;
- (b) A notice of requirement have particular regard to, or;
- (c) a change, variation or review of a district plan, for subdivision, use or development, require, seek to achieve

~~, for subdivision, use or development, require, seek to the co-ordination of urban development and infrastructure integration including form, layout, location, and timing is sequenced~~ in a way that:

- (d) ~~(a)~~ makes effective, efficient and safe use of existing infrastructure capacity; and
- (e) ~~(b)(a)~~ provisiones is made for the development, funding, implementation and operation of infrastructure serving the area in question is provided for; and
- (f) ~~(c)(b)~~ all infrastructure required to serve new development, including low or zero carbon, multi-modal and public transport infrastructure, is available, or is able to be delivered in a timeframe appropriate to service the development. or is consented, designated or programmed to be delivered, through a long term plan, transport plan or Infrastructure Strategy commensurate to the scale and type of infrastructure. available. prior to development occurring.

particular regard shall be given to whether the proposed subdivision, use or development is located and sequenced to:-

- (a) ~~make efficient and safe use of existing infrastructure capacity; and/or~~
- (b) ~~coordinate with the development and operation of new infrastructure.~~

### **Explanation**

Policy 58 ~~seeks to avoid isolated~~ ensure urban development which is not is appropriately serviced by infrastructure necessary for that development. The policy seeks that ~~requires urban development to be-is~~ sequenced to ensure existing infrastructure capacity is efficiently and effectively used and such that infrastructure that is necessary to service the development will be provided before the development occurs. This includes both all infrastructure, such as three waters infrastructure and

transport infrastructure, including low or zero carbon, multi modal and public transport infrastructure, that would be necessary to support the development.

The delivery of publicly funded infrastructure should be planned for through a long-term plan, transport plan, or Infrastructure Strategy, whilst privately funded infrastructure can be delivered through other mechanisms, such as developer agreements and financial contributions. To avoid significant delays between development occurring and infrastructure being provided, the delivery of infrastructure should be appropriately timed to service development.

~~Subdivision, use and development, (including infrastructure) decisions have a direct bearing upon or relationship to the sequencing and development of new infrastructure, including new infrastructure for the electricity transmission network and the region's strategic transport network. The region's strategic transport network is described in the Wellington Regional Land Transport Strategy 2007–2016.~~

#### **Policy UD.1 - Providing for the occupation, use, development and ongoing relationship of mana whenua / tangata whenua with their ancestral land – district plans**

District plans shall include objectives, policies, rules and/or methods that provide for the occupation, use, development and ongoing relationship of mana whenua / tangata whenua with their ancestral land, by:

- (a) enabling mana whenua / tangata whenua to exercise their Tino Rangatiratanga; and
- (b) recognising that marae and papakāinga are a Taonga and making appropriate provision for them; and
- (c) recognising the historical, contemporary, cultural, and social importance of papakāinga; and
- (d) if appropriate, identifying a Māori Purpose Zone; and
- (e) recognising Te Ao Māori and Mātauranga Māori, and enabling mana whenua / tangata whenua to exercise Kaitiakitanga; and
- (f) providing for the development of land owned by mana whenua / tangata whenua.

#### **Explanation**

Policy UD.1 directs that district plans must provide for the occupation, use, development, and ongoing relationship of mana whenua / tangata whenua with their ancestral land, including freehold land owned by mana whenua / tangata whenua but excluding general land owned by Māori, and provides the minimum requirements in doing so. Enabling mana whenua / tangata whenua to exercise Tino Rangatiratanga may be achieved through District Councils working in partnership with mana whenua / tangata whenua during the plan review, change or variation process. Papakāinga is specifically referenced in the policy and are required to be provided for, which is consistent with Policy 1(a)(ii) of the National Policy Statement for Urban

Development. Clause (d) provides the ability for identifying a Māori Purpose Zone, having the same meaning as the National Planning Standards.

**Policy UD.2: Enable Māori to express their cultural and traditional norms – consideration**



When considering an application for a resource consent, notice of requirement, or a ~~plan~~ change of a district ~~plan for subdivision, use or development, particular regard shall be given to the ability to seek~~ to enable Māori to express their culture and traditions in land use and development by, as a minimum:

~~(a)~~ providing for mana whenua / tangata whenua ~~to express and~~ their relationship with their culture, land, water, sites, wāhi tapu, and other taonga; ~~and~~

~~(b)~~ recognising taonga and sites and areas of significance, awa and moana and important places where mana whenua / tangata whenua practice Mātauranga Māori, including marae and urupā.

### **Explanation**

Policy UD.2 supports Māori to express their cultural traditions and norms in land use and development. This includes recognising taonga and sites and areas of significance, awa and moana and important places ~~where to~~ mana whenua / tangata whenua ~~still practice in accordance with Mātauranga Māori, including marae and urupā.~~

### **Policy UD.3: Responsive planning to ~~plan changes developments~~ that provide for significant development capacity – consideration**

~~For local authorities with jurisdiction over part, or all, of an urban environment, ~~When~~ considering ~~whether~~ a change of a ~~district plan for a urban development in accordance with clause (d) of Policy 55, particular regard shall be given to whether~~ will be treated as ~~addings~~ significantly to development capacity, the following criteria ~~is must be met:~~~~

- ~~(i) — contributes to establishing or maintaining the characteristics and qualities of a well-functioning urban environment identified in Policy 55(a)(ii) and Objective 22,~~
- ~~(ii) — is well connected to the existing or planned urban area, particularly if it is located along existing or planned transport corridors,~~
- (a) ~~b)~~ the ~~plan change proposal~~ makes a significant contribution to meeting a need identified in the latest Housing and Business Development Capacity Assessment, or a shortage identified ~~in through~~ monitoring ~~or otherwise~~ for:
  - (i) a variety of housing that meets the regional, district, or local shortages of housing in relation to the particular type, size, or format, ~~or~~
  - (ii) business space or land of a particular size or locational type, or
  - (iii) community, cultural, health, or educational facilities; ~~and~~
- (b) ~~(iii)~~ where it provides for housing, the ~~plan change proposal~~ will:
  - (i) ~~will apply a relevant residential zone or other urban zone that as part of a mix of housing typologies, provides~~ for high density development or medium density residential development, and
  - (ii) ~~(iv) the proposal~~ contributes to increasing housing affordability through a general increase in housing choice and supply or through providing non-market housing, and
- (c) ~~(c)~~ when considering the significance of the ~~proposal's~~ contribution to a matter in ~~(ba)~~, this means that the ~~proposal's~~ contribution:

- (i) is of high yield relative to either the forecast demand or the identified shortfall,
  - (ii) will be realised in a timely (i.e., rapid) manner and earlier than any urban development anticipated by the district plan, and
  - (iii) responds to demonstrated demand for housing or business types proposed, for the short-medium term in that particular location is likely to be taken up; and (iv) will facilitate a net increase in district wide up take in the short to medium term,
- (d) ~~(d)~~ the required development infrastructure can be provided effectively and efficiently for the proposal, and without material impact on the capacity provided by existing or committed development infrastructure planned development infrastructure provision to, or reduction in development infrastructure capacity available for; other feasible, likely to be realised developments, in the short-medium term, and
- (e) the plan change proposal justifies the need for additional urban-zoned land in that particular location as the most appropriate option to meet housing and business demand, demonstrating including consideration of existing realisable development capacity enabled within existing urban zones the urban area, and
- (f) the plan change proposal can demonstrate it will mitigate any potential adverse effects on the ability of existing urban areas and rural areas to be well-functioning, including by minimising potential reverse sensitivity effects land-use conflicts and impacts on the feasibility, affordability, or deliverability of urban development anticipated by the district plan.

### **Explanation**

Policy UD.3 provides for responsiveness in considering significant development capacity under Policy 55(d) and outlines the criteria that need to be met for a development to be considered to provide 'significant development capacity' as required by Subpart 2 clause 3.8 (3) of the National Policy Statement on Urban development 2020. Responsive planning applies to both greenfield and brownfield (infill/intensification) developments. All of Policy 55 will also need to be considered for any out-of-sequence or unanticipated plan change for greenfield development.

For proposals that are providing for housing, they can provide for high density development or medium density development through a relevant residential zone, a centre zone or a mixed use zone, and by clustering housing to suit the site characteristics if necessary. Development infrastructure as referred to in clause (f) includes but is not limited to three waters infrastructure and transport infrastructure, including low or zero carbon, multi-modal and public transport infrastructure.

### **Policy UD.5: Contributing to well-functioning urban areas – consideration**

When considering applications for a resource consent, notice of requirement, or a change, variation or review of a district plan for urban development, including housing and supporting infrastructure, seek to achieve well-functioning urban areas by:

(a) providing for the characteristics of well-functioning urban environments, in a way that uses urban-zoned land efficiently; and;

(b) where providing housing, seeks to improve housing affordability, quality and choice; and provide including providing for a diversity of housing typologies in close proximity; and

(b)-(c) providing for safe multi-modal access between housing, employment, services, amenities, green space, and local centres, preferably within walkable catchments and using low and zero-carbon emission transport modes; and

(e)-(d) providing for and protecting mana whenua / tangata whenua values and sites of significance to mana whenua / tangata whenua; and

(e) avoiding or mitigating potential adverse effects, including cumulative effects, of urban development on the natural environment, and the ability to manage, use, and operate existing infrastructure; and

(e) protecting and enhancing the quality and quantity of freshwater; and

(f) protecting the operation and safety of regionally significant infrastructure from potential reverse sensitivity effects.

### **Explanation**

Policy UD.5 articulates what contributing to well-functioning urban areas, as sought in Objective 22, means in the Wellington Region. This policy applies to all areas zoned residential, commercial or industrial and all local authorities in the region, and seeks to support the efficient use of urban-zoned land and infrastructure.

Clause (a) references the characteristics of well-functioning urban environments as defined in Policy 1 of the National Policy Statement on Urban development 2020. Meeting clause (a) involves providing for a range of housing typologies, particularly including modest (i.e. small footprint) and multi-unit housing, to contribute to housing affordability and choice. This also includes non-market or partially subsidised affordable housing. Using land in urban areas efficiently means that both brownfield and greenfield development demonstrate compact development patterns.

Clause (e) provides for environmentally responsive and integrated urban development, which uses existing infrastructure efficiently, while also ensuring that the impacts of urban development on existing infrastructure are anticipated and appropriately managed. It requires consideration of how the pattern and location of development might affect the natural environment and provide population densities necessary to the ability to continue to maintain infrastructure.

### **Chapter 4.4: Non-regulatory policies**

**Policy 67: Establishing, and maintaining the qualities and characteristics of well-functioning urban environments and enhancing a compact, well designed, climate-resilient, accessible, and environmentally responsive regional form – non-regulatory**

To establish, ~~and~~ maintain ~~and enhance a compact, well-designed, climate-resilient, accessible, and environmentally responsive regional form with well-functioning urban areas and rural areas~~ ~~the qualities and characteristics of well-functioning urban environments~~ and sustainable regional form by:

- (a) implementing the New Zealand Urban Design Protocol and any urban design guidance, including mātauranga Māori, that provides for best practice urban design and amenity outcomes, including for high density development and medium density residential development; ~~and~~
- (b) promoting best practice on the location and design of rural residential development; ~~and~~
- (c) recognising and enhancing the role of the region's open space network; ~~and~~
- (d) ~~encouraging~~ providing for supporting the provision of a range of housing types and developments to meet the community's social, cultural, and economic needs, including affordable housing, ~~and~~ to improve the health, safety and well-being of the community; ~~and~~
- (e) implementing ~~the non-regulatory~~ actions in the ~~Wellington Regional Strategy for the Regional Focus Areas~~ Wellington Region Future Development Strategy or, the regional and local strategic growth ~~and/or~~ development framework or strategy that describes where and how future urban development should will occur in ~~that district or~~ region; ~~and~~
- (f) ~~work together and~~ partnering with mana whenua / tangata whenua to prepare papakāinga design guidelines that are underpinned by kaupapa Māori; ~~and~~
- (g) safeguarding the productive capability of rural areas.

### Explanation

Policy 67 supports the non-regulatory measures, such as urban design guidance and other best practice guidance, to in contributeing to achieving Objective 22 the qualities and characteristics a well-functioning urban environment.

Policy 67 recognises that non-regulatory actions are required to support the implementation of best practice urban and rural development. The policy outlines the actions that local authorities in the Wellington Region can undertake to ensure that the way development occurs achieves a compact, well-designed, climate-resilient, accessible, and environmentally responsive regional form, with well-functioning urban and rural areas.

The *New Zealand Urban Design Protocol* promotes a national cross-sector commitment to the principles of good urban design. It provides access to resources, training and a network of signatories with a range of urban design experience. The *New Zealand Urban Design Protocol* plays an important role in improving the quality of urban design in the region.

Rural residential activities offer investment, development and growth opportunities, but present challenges in terms of rural productivity, provision of infrastructure and sustainable management. Best practice guidance will look at how districts and cities can benefits from rural residential activities while:

- Maintaining rural economies that are functioning and productive
- Managing sensitive environmental and amenity values
- Avoiding natural hazards
- Considering infrastructure limitations and requirements
- Managing urban development and protecting future urban development areas

The region's open space network has helped define the region's existing urban form and is a fundamental element of quality of life for residents. The region's open space is managed by a number of organisations, including Wellington Regional Council, the region's district and city councils and the Department of Conservation. Policy 67 seeks to enhance the role of the region's open space network in supporting the region's compact form. This will require authorities to work together and identify gaps and opportunities.

The location of the *Regional Focus Areas* is shown in Figure 3 below. These are areas predicted to either come under significant development pressure (for example, the northern Waikanae edge and Pauatahanui Inlet) or provide significant development opportunities for a range of land use activities (for example, Porirua, Aotea, Linden and Upper Hutt). They are areas of critical importance to the achievement of a compact and well designed regional form. Developing growth and/or development frameworks or strategies, as identified in the Wellington Regional Strategy, for each of the Regional Focus Areas is therefore an important action to be carried out by the relevant district and city councils.

Housing design and the quality of housing developments can have a significant role in improving housing choice and affordability. Different housing types, particularly those that are less land intensive, can offer greater opportunities for more affordable housing. Likewise, housing developments that incorporate, or are well connected to, transport infrastructure and services, employment opportunities and community centres are likely to enhance the social and economic wellbeing of residents.

At present housing in the region generally becomes more affordable with distance from the regional central business district and other places of work. This has negative implications in terms of travel demand, associated living costs, access to employment and community networks. It can also limit economic development opportunities by reducing the ability of businesses to attract and retain a workforce with appropriate skills.

## Chapter 4.5: Methods to implement policies

### **Method 40: Sign the New Zealand Urban Design Protocol**

Become a signatory to the New Zealand Urban Design Protocol and develop a joint local authority urban design action plan.

*Implementation: Wellington Regional Council and city and district councils*

### **Method 41: Integrate public open space**

Identify gaps and opportunities to improve integration and use of public open space and develop a regionally agreed action plan.

*Implementation: Wellington Regional Strategy*

#### **Method 42: Develop visions for the regionally significant centres**

Develop a vision for each regionally significant centre identified in policy 30, and formulate a statement about the role that each plays in contributing to an overall vision for the region.

*Implementation: Wellington Regional Strategy*

#### **Method 43: Develop principles for retail activities**

Develop regional principles to manage the location of retail activities that are consistent with the provisions of Policy 30.

*Implementation: Wellington Regional Strategy*

#### **Method 44: Analysis of industrial employment locations**

Analyse factors and trends affecting supply and demand of industrial based employment locations.

*Implementation: Wellington Regional Strategy*

#### **Method 45: Develop principles for rural residential use and development**

Develop regional principles to guide the identification of areas suitable for rural residential development and promote best practice rural residential use and design.

*Implementation: Wellington Regional Strategy*

#### **~~Method 46: Develop complex development opportunities. Develop strategies or development frameworks for each Regional Focus Area.~~**

~~Jointly develop and implement plans and a framework for each Complex Development Opportunity with central government agencies.~~

~~Implementation: Wellington Regional Council and city and district councils (via the Wellington Regional Leadership Committee)~~

~~Develop growth and/or development frameworks or strategies for each Regional Focus Area.~~

~~*Implementation: Wellington Regional Strategy*~~

#### **Method 47: Analysis of the range and affordability of housing in the region**

Complete a regional analysis of housing, including range and affordability, and explore with private sector developers innovative housing design and/or developments that increase the range of types and affordability in the region.

Implementation: Wellington Regional Strategy

### **Method UD.1: Development manuals and design guides**

In partnership with mana whenua / tangata whenua, prepare the following development manuals and design guidance where appropriate:

- (a) Urban design guidance to provide for best practice urban design and amenity outcomes in accordance with Policy 67(a); and
- (b) Papakāinga design guidance that are underpinned by Kaupapa which is Māori in partnership with Mana Whenua in accordance with Policy 67(f); and
- (c) Urban design guidance and development manuals to assist developers to in meeting climate-resilience and freshwater direction outlined in Policy CC.4, Policy CC.4A, Policy CC.14, CC.14A and Policy FW.3, as well as direction to reduce transport emissions associated with subdivision, use and development in Policy CC.9.

Implementation: Wellington Regional Council, ~~and~~ city and district councils and iwi authorities (via the Wellington Regional Leadership Committee)

### **Method UD.2: Future Development Strategy**

Prepare a Future Development Strategy for the Wellington Region in accordance with Subpart 4 of the National Policy Statement for Urban development 2020. The Future Development Strategy will set out the high-level vision for accommodating urban growth over the long term, and identifies strategic priorities to inform other development-related decisions, such as:

- (a) district plan zoning and related plan changes;
- (b) priority outcomes in long-term plans and infrastructure strategies, including decisions on funding and financing; and
- (c) priorities and decisions in regional land transport plans.

The Future Development Strategy will provide a framework for achieving ~~Well-~~ ~~E~~functioning ~~U~~urban environments in the Wellington Region, including specifying how and where future growth will occur to provide for sufficient capacity to meet future growth needs over the next 30 years, support reductions in greenhouse gas emissions and provide for climate-resilience.

Implementation: Wellington Regional Council and city and district councils (via the Wellington Regional Leadership Committee)

### **Method UD.3: Opportunities for Kaupapa Māori based frameworks for urban development**

Partner with mana whenua / tangata whenua to identify opportunities for enabling the development and adoption of Kaupapa Māori based frameworks for urban development.

Implementation: Wellington Regional Council

#### **Method UD.4: Definitions of marae and papakāinga**

City and district councils will develop a definition of marae and papakāinga in partnership with mana whenua / tangata whenua and include these in their district plans.

Implementation: City and district councils

### **Chapter 5: Monitoring the Regional Policy Statement and progress towards anticipated environmental results**

2. There is a range of housing typologies provided, including medium and high density residential, to contribute to housing affordability and choice.
4. High quality, affordable housing and supporting infrastructure is developed in a timely, integrated manner to contribute to well-functioning urban areas and meet growth projections.
5. Urban expansion is compact, strategic and carefully planned, including occurring in locations and ways that are well connected and use existing infrastructure efficiently, supporting the protection of freshwater ecosystems, retain the productive capability of land, and improveing resilience to the effects of climate change.
7. Mana whenua / tangata whenua live on and are sustained by their ancestral land in accordance with tikanga Māori, with development providing for the economic and social security of mana whenua / tangata whenua, and the unique history, identity and culture of mana whenua / tangata whenua are respected and given expression in the region.

### **Appendix 3: Definitions**

#### **Environmentally responsive:**

Designed to respond positively to the natural and cultural values, and the landscape and climatic features, of a place.

#### **Walkable catchment:**

A walkable catchment is an area that an average person could walk from a specific point to get to multiple destinations. A walkable catchment generally consists of a maximum 20 minute average walk, or as otherwise identified defined by territorial authorities in district plans.

#### **Urban zones:**



Means the following zones as identified in the Wellington city, Porirua city, City of Lower Hutt, Upper Hutt city, Kāpiti coast and Wairarapa combined district plans:

- Large Lot Residential
- Low Density Residential
- General Residential
- Medium Density Residential
- High Density Residential
- Commercial and mixed use zones
- Industrial zones

**Regional form:**

The spatial distribution, arrangement and design of the region's urban areas and rural areas and linkages between them, infrastructure networks, open space, and their relationship with natural environment values and features.

The physical layout or arrangement of our urban and rural communities and how they link together. For example, transport networks (e.g. roads, rail, ports), and the patterns of residential, industrial, commercial and other uses alongside or around these networks, and in relation to the topography and geography of the region (e.g. its ranges and valleys, rivers, lakes and coastline). It includes the physical appearance or urban design, housing choice and density, and the arrangement of open spaces.

**Well-functioning urban environments:**

Has the same meaning as in Policy 1 of the National Policy Statement for Urban Development 2020, that is, as a minimum:

- (a) have or enable a variety of homes that:
  - (i) meet the needs, in terms of type, price, and location, of different households; and
  - (ii) enable Māori to express their cultural traditions and norms; and
- (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and

(e) support reductions in greenhouse gas emissions; and

(f) are resilient to the likely current and future effects of climate change.

**Primary Production:**

means:

(a) any aquaculture, agricultural, pastoral, horticultural, mining, quarrying or forestry activities; and

(b) includes initial processing, as an ancillary activity, of commodities that result from the listed activities in (a);

(c) includes any land and buildings used for the production of the commodities from (a) and used for the initial processing of the commodities in (b); but

(d) excludes further processing of those commodities into a different product.

**Town centre zone:**

Has the same meaning as in Standard 8 of the National Planning Standards: Areas used predominantly for:

- in smaller *urban areas*, a range of commercial, community, recreational and residential activities.
- in larger *urban areas*, a range of commercial, community, recreational and residential activities that service the needs of the immediate and neighbouring suburbs.

**High density development:**

Means areas used ~~predominately~~ for ~~commercial, residential and mixed use urban~~ activities with high concentration and bulk of buildings, such as apartments, and other compatible activities, ~~with a minimum-an anticipated~~ building height of at least 6 stories.

**Medium density ~~residential~~ development:**

Means areas used ~~predominately~~ for ~~commercial, residential and mixed use urban~~ activities with moderate concentration and bulk of buildings, such as detached, semi-detached and terraced housing, low-rise apartments, and other compatible activities, ~~with a minimum building height of 3 stories.~~

**Future development strategy:**

Means any Future Development Strategy prepared ~~and published~~ for ~~local authorities in the Wellington Regional~~ in accordance with Subpart 4 of the National Policy Statement for *Urban development* 2020.

### **Tier 1 territorial authority:**

Has the same meaning as in subpart 1.4 of the National Policy Statement for Urban development 2020: means each territorial authority listed in column 2 of table 1 in the Appendix Section 2 of the Resource Management Act 1991.

Note: In the Greater this is Wellington Region this is Wellington City Council, Hutt City Council, Upper Hutt City Council, Porirua City Council and Kaāpiti Coast District Council.

### **Rural areas:**

The region's ~~r~~Rural areas (as at March 2009) include all areas not identified in the region's *urban areas* (as at March 2009) rural zones and settlement zones identified in the Wellington city, Porirua city, Hutt city, Upper Hutt city, Kāpiti coast and Wairarapa combined district plans.

Note: For the avoidance of doubt, this includes the following zones under the National Planning Standards:

- General rural zone
- Rural production zone
- Rural lifestyle zone
- Settlement zone
- Other relevant zones within the rural environment

### **Urban areas:**

The region's urban areas ~~include residential zones, commercial, mixed use zones, and industrial~~ consist of the following zones as identified in the Wellington city, Porirua city, City of Lower Hutt city, Upper Hutt city, Kāpiti coast and Wairarapa ~~e~~Combined district plans:

Note: For the avoidance of doubt, this includes the following zones under the National Planning Standards:

- Urban zones
- Future urban zone
- Open space and recreation zones
- Relevant special purpose zones in the urban area

### **Complex development opportunities:**

~~Urban development projects identified by the Wellington Regional Leadership Committee, that:~~

~~(a) support and unlock the significant residential and employment development potential in the Greater Wellington Region,~~

~~(b) will create well-functioning urban environments that are integrated, strategic and responsive, and~~

~~(c) are complex, and working in partnership is required in order to deliver at the desired pace and scale:~~

### **Relevant Residential Zone:**

~~Has the same meaning as in Section 2 of the Resource Management Act 1991:~~

~~(a) means all residential zones; but~~

~~(b) does not include—~~

~~(i) a large lot residential zone;~~

~~(ii) an area predominantly urban in character that the 2018 census recorded as having a resident population of less than 5,000, unless a local authority intends the area to become part of an urban environment;~~

~~(iii) an offshore island;~~

~~(iv) to avoid doubt, a settlement zone.~~

### **Metropolitan Centre Zone**

Has the same meaning as in Standard 8 of the National Planning Standards: Areas used predominantly for a broad range of commercial, community, recreational and residential activities. The zone is a focal point for sub-regional urban catchments.

### **City centre zone**

Has the same meaning as in Standard 8 of the National Planning Standards: Areas used predominantly for a broad range of commercial, community, recreational and residential activities. The zone is the main centre for the district or region.

### **Urban environment**

Has the same meaning as in subpart 1.4 of the National Policy Statement for Urban development 2020:

means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:

- (a) is, or is intended to be, predominantly urban in character; and
- (b) is, or is intended to be, part of a housing and labour market of at least 10,000 people.

### **Marae**

Communal meeting places where significant events are held and decisions made. Marae are important cultural institutions and facilities, and provide a base for hapū and iwi gatherings

### **Papakāinga**

A village, ancestral settlement.

*Delete definition from operative RPS (not in Change 1):*

**~~Compact, well designed and sustainable regional form~~**

~~As described in Objective 22, section 3.9, table 9.~~

**Table 9: Regional form, design and function objective and titles of policies and methods to achieve the objective**

| Objective   | Policy Titles  | Page   | Method Titles   | Implementation (*lead authority)   | Page  |  |
|---|--|--|---|--|---|--|
| <p><b>Objective 22</b></p> <p><u>A compact, well-designed, <i>climate-resilient, accessible, and environmentally responsive regional form with well-functioning urban areas and rural areas, where:</i></u></p> <p><u>Urban development, including housing and infrastructure, is enabled where it demonstrates the characteristics and qualities of well-functioning urban environments, which:</u></p> <p><u>(a) Are compact and well designed; and</u></p> <p><u>(a)(b) there is <del>Provide for</del> sufficient development capacity to meet the needs of current and future generations, affordable including adequate housing affordability, and housing choice, to meet the needs of current and future generations, with and access to a diversity of housing typologies within neighbourhoods; and</u></p> <p><u>(b)(h) <del>Enable</del> Māori are able to express their cultural and traditional norms, and by providing for mana whenua / tangata whenua and their relationship with their culture, land, water, sites, wāhi tapu and other taonga is provided for; and</u></p> | <p>Policy 30: Maintaining and enhancing the viability and vibrancy of regionally and locally significant centres – district plans</p>  |  | Method 1: District plan implementation  | City and district councils   |   |  |
|   |  |  | Method 42: Develop visions for the regionally significant centres                                     | Wellington Regional Strategy   |   |  |
|   |  |  | Method 43: Develop principles for retail activities   | Wellington Regional Strategy   |   |  |
|   |  |  | Method UD.2: Future Development Strategy  | Wellington Regional Council, city and district councils (via the Wellington Regional Leadership Committee) |   |  |
|   | <p>Policy 31: <del>Identifying and enabling a range of building heights and density promoting higher density and mixed use development Enabling intensification to contribute to well-functioning urban areas</del> – district plans</p> |  | Method 1: District plan implementation  | City and district councils   |   |  |
|   |  |  | Method 16: Information about key locations with good access to the strategic public transport network | Wellington Regional Council*, city and district councils   |   |  |
|   |  |  | Method UD.2: Future Development Strategy  | Wellington Regional Council, city and district councils (via the Wellington Regional Leadership Committee) |   |  |
|   |  | <p>Policy 32: Identifying and protecting key industrial-</p> |   | Method UD.1: Development manuals and design guides   | Wellington Regional Council, City and district councils |  |
|   |  |  | Method 1: District plan implementation  | City and district councils   |   |  |

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|--|--|--|---|---|--|
| <p><del>(c)(d)</del> <i>Te Mana o Te Wai</i> is given effect to <u>Prioritise the protection and enhancement of the quality and quantity of freshwater</u>; and</p> <p><del>(d)(f)</del> subdivision, use and development is located, designed, and constructed in a way that <u>contributes to reducing greenhouse gas emissions and is Supports the transition to a low-emission and climate-resilient region</u>; and</p> <p><del>(e)(k)</del> built environments meet the health and wellbeing needs of all people, <u>Are well-connected through with high-quality housing and multi-modal access (private vehicles, public transport, walking, micromobility and cycling) transport networks that provide for good accessibility for all people between housing, jobs, community services, local and regional centres, green space, natural spaces, and open space</u>; and</p> <p><del>(f)</del> the biophysical characteristics, location, values, capability and limitations of land inform its use and development; and</p> <p><del>(g)</del> existing urban-zoned land, and <u>infrastructure capacity including transport infrastructure</u>, is used effectively and efficiently; and</p> | based employment locations – district plans  |  | <del>Method 44: Analysis of industrial employment locations</del>   | <del>Wellington Regional Strategy</del>   |  |
|  |  |  | <del>Method UD.2: Future Development Strategy</del>   | <del>Wellington Regional Council, city and district councils (via the Wellington Regional Leadership Committee)</del> |  |
|  | <u>Policy UD.1: Providing for the occupation, use, development and ongoing relationship of mana whenua / tangata whenua with their ancestral land – district plans</u> |  | <del>Method 1: District plan implementation</del>   | <del>City and district councils</del>   |  |
|  |  |  | <del>Method UD.1: Development manuals and design guides</del>   | <del>Wellington Regional Council, city and district councils (via the Wellington Regional Leadership Committee)</del> |  |
|  |  |  | <del>Method UD.4: Definitions of marae and papakāinga</del>   | <del>City and district councils</del>   |  |
|  |  |  | <del>Method UD.3: Opportunities for Kaupapa Māori based frameworks for urban development</del>  | <del>Wellington Regional Council</del>  |  |
|  | <u>Policy UD.2: Enable Māori cultural and traditional norms – consideration</u>  |  | <del>Method 1: District plan implementation</del><br><del>Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans</del> | <del>Wellington Regional Council, city and district councils</del>  |  |
|  |  |  | <del>Method UD.4: Definitions of marae and papakāinga</del>   | <del>City and district councils</del>   |  |
|  |  |  | <del>Method UD.3: Opportunities for Kaupapa Māori based frameworks for urban development</del>  | <del>Wellington Regional Council</del>  |  |

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|--|---|--|---|---|--|
| <p><u>(h) new or upgraded infrastructure, including transport infrastructure, is integrated and sequenced with development;</u> and</p> <p><u>(i) development densities are sufficient to support the provision and ongoing maintenance of infrastructure;</u> and</p> <p><u>(ij) Provide for a variety of residential, commercial, mixed use and industrial development in appropriate locations contributes to viable and vibrant centres at a range of scales, and industrial-based employment locations, including employment close to where people live;</u> and</p> <p><u>(k) the safe operation of regionally significant infrastructure is protected from potential reverse sensitivity effects.</u></p> <p><u>(c) Improve the overall health, well-being and quality of life of the people of the region;</u> and</p> <p><u>(e) Achieve the objectives in this RPS relating to the management of air, land, freshwater, coast, and indigenous biodiversity;</u> and</p> <p><u>(g) Provide for a variety of homes that meet the needs, in terms of type, price, and location, of different households;</u> and</p> | Policy FW.3: <u>Urban development effects on freshwater and the coastal marine area – district plans</u>            |  | Method 1: District plan implementation  | City and district councils  |  |
|  |   |  | Method UD.1: <u>Development manuals and design guides</u>   | <u>Wellington Regional Council, city and district councils (via the Wellington Regional Leadership Committee)</u> |  |
|  | Policy FW.4: <u>Financial contributions for urban development - district plans</u>                                  |  |   |   |  |
|  | Policy CC.4: <u>Climate-resilient responsive development urban areas – district and regional plans</u>              |  | Method 1: District plan implementation  | City and district councils  |  |
|  |   |  | <u>Method UD.1: Development manuals and design guides</u>   | <u>City and district councils</u>   |  |
|  | Policy CC.4A: <u>Climate-responsive development – regional plans</u>  |  | <u>Method 2: Regional plan implementation</u>   | <u>Wellington Regional Council</u>  |  |
|  |   |  | <u>Method UD.1: Development manuals and design guides</u>   | <u>Wellington Regional Council, city and district councils</u>  |  |
|  | Policy CC.14: <u>Climate-resilient responsive development urban areas – district and city council consideration</u> |  | <u>Method 1: District plan implementation</u><br><u>Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans</u> | City and district councils  |  |
|  |   |  | <u>Method UD.1: Development manuals and design guides</u>   | <u>City and district councils</u>   |  |
|  | Policy CC.14A: <u>Climate-responsive development – regional council consideration</u>                               |  | <u>Method 4: Resource consents, notices of requirement and when</u>   | <u>Wellington Regional Council</u>  |  |



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| <p><u>(i) Support the competitive operation of land and development markets in ways that improve housing affordability, including enabling intensification; and</u></p> |  |   | <u>changing, varying or reviewing plans</u>   |  |  |  |
|   |  |   | <u>Method UD.1: Development manuals and design guides</u>   | <u>Wellington Regional Council, city and district councils</u> |  |  |
|   | <p>Policy 33: Supporting <u>a compact, well-designed, resilient, accessible and environmentally responsive regional form and well-functioning urban environments and</u> a reduction in transport related greenhouse gas emissions a compact, well designed and sustainable <u>regional form</u> – Regional Land Transport Plan Strategy</p> |   | Method 3: Wellington Regional Land Transport Plan Strategy implementation   | Wellington Regional Council                                    |  |  |
|   | <p>Policy 42: <u>Urban development effects on freshwater and the coastal marine area</u> Minimising contamination in stormwater from development – consideration</p>   |   | <u>Method 1: District plan implementation</u><br><u>Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans</u> | <u>Wellington Regional Council, city and district councils</u> |  |  |
|   | <p>Policy 54: Achieving the region’s urban design principles – consideration</p>   |   | Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans   | Wellington Regional Council, city and district councils        |  |  |
|   |  | <u>Method UD.1: Development manuals and design guides</u> | <u>Wellington Regional Council, city and district councils</u> <u>(via</u>  |  |  |  |

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|  |   |  |   | <a href="#">the Wellington Regional Leadership Committee</a>             |  |
|  | Policy 55: <a href="#">Managing greenfield development to contribute to well-functioning urban areas and rural areas</a> <a href="#">Contributing to a compact, well designed, climate-resilient, accessible and environmentally responsive regional form</a> <a href="#">Providing for appropriate urban expansion</a> Maintaining a compact, well designed and sustainable <i>regional form</i> – consideration |  | Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans   | Wellington Regional Council, city and district councils                  |  |
|  |   |  | Method 18: Regional structure planning guide  | Wellington Regional Council*, city and district councils                 |  |
|  |   |  | Method UD.2: Future Development Strategy  | <a href="#">Wellington Regional Council, city and district councils</a>  |  |
|  | Policy UD.3: Responsive planning to <a href="#">plan changes developments</a> that provides for significant development capacity – consideration  |  | Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans   | Wellington Regional Council, city and district councils                  |  |
|  | <a href="#">Policy UD.4: Achieving a compact regional form – district and regional plans</a>  |  | <a href="#">Method 1: District plan implementation</a>  | <a href="#">City and district councils</a>                               |  |
|  |   |  | <a href="#">Method UD.2: Future Development Strategy</a>  | <a href="#">Wellington Regional Council, city and district councils</a>  |  |
|  |   |  | <a href="#">Method UD.4: Definitions of marae and papakāinga</a>                                    | <a href="#">City and district councils</a>                               |  |
|  |   |  | <a href="#">Method UD.3: Opportunities for Kaupapa Māori based frameworks for urban development</a> | <a href="#">Wellington Regional Council</a>                              |  |
|  |   |  | <a href="#">Method 16: Information about key locations with good access to the</a>                  | <a href="#">Wellington Regional Council*, city and district councils</a> |  |

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|  |  |  | <a href="#"><u>strategic public transport network</u></a>  |  |  |
|  | <a href="#"><u>Policy UD.5: Contributing to well-functioning urban areas – consideration</u></a> |  | <a href="#"><u>Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans</u></a> | <a href="#"><u>Wellington Regional Council, city and district councils</u></a> |  |
|  |  |  | <a href="#"><u>Method UD.2: Future Development Strategy</u></a>  | <a href="#"><u>Wellington Regional Council, city and district councils</u></a> |  |
|  |  |  | <a href="#"><u>Method UD.3: Opportunities for Kaupapa Māori based frameworks for urban development</u></a>               | <a href="#"><u>Wellington Regional Council</u></a>                             |  |
|  |  |  | <a href="#"><u>Method UD.1: Development manuals and design guides</u></a>  | <a href="#"><u>Wellington Regional Council, city and district councils</u></a> |  |
|  | Policy 56: Managing development in <i>rural areas</i> – consideration                            |  | Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans                        | Wellington Regional Council, city and district councils                        |  |
|  | Policy 57: Integrating land use and transportation – consideration                               |  | Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans                        | Wellington Regional Council, city and district councils                        |  |
|  |  |  | <del>Method 25: Information about the provision of walking, cycling and public transport for development</del>           | Wellington Regional Council  |  |
|  | Policy 58: Co-ordinating land use with development and   |  | Method 4: Resource consents, notices of requirement and when   | Wellington Regional Council, city and district councils                        |  |

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|  | operation of <i>infrastructure</i> – consideration  |  | changing, varying or reviewing plans  |  |  |
|  | Policy 60: Utilising the region’s mineral resources – consideration   |  | Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans                                     | Wellington Regional Council and city and district councils   |  |
|  |   |  | Method 52: Identify the region’s significant mineral resources  | Wellington Regional Council* and city and district councils  |  |
|  | Policy 67: Establishing, <u>and maintaining the qualities and characteristics of well-functioning urban environments</u> and enhancing a <u>compact, well designed, resilient, accessible, and environmentally responsive regional form</u> and sustainable <i>regional form</i> – non-regulatory |  | Method 40: Sign the New Zealand Urban Design Protocol   | Wellington Regional Council and city and district councils   |  |
|  |   |  | Method 41: Integrate public open space  | Wellington Regional Strategy   |  |
|  |   |  | Method UD.2: Future Development Strategy  | Wellington Regional Council, city and district councils (via the Wellington Regional Leadership Committee)           |  |
|  |   |  | Method UD.1: Development manuals and design guides  | Wellington Regional Council, city and district councils ( <u>via the Wellington Regional Leadership Committee</u> )  |  |
|  |   |  | Method 45: Develop principles for rural-residential use and development   | Wellington Regional Strategy   |  |
|  |   |  | <u>Method 46: Develop complex development opportunities</u> Develop strategies or development frameworks for each Regional Focus Area | <u>Wellington Regional Council and city and district councils (via the Wellington Regional Leadership Committee)</u> |  |

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|  |   |  | Method 47: Analysis of the range and affordability of housing in the region                              | Wellington Regional Strategy                                       |  |
|  |   |  | <u>Method UD.3: Opportunities for Kaupapa Māori based frameworks for urban development</u>               | <u>Wellington Regional Council</u>                                 |  |
|  | <u>Policy FW.7: Water attenuation and retention – non-regulatory</u>  |  | Method 14: Information about on natural hazards and climate change                                       | <u>Wellington Regional Council* and city and district councils</u> |  |
|  |   |  | Method 22: Integrated hazard risk management and climate change adaptation planning                      | <u>Wellington Regional Council* and city and district councils</u> |  |
|  |   |  | Method CC.8: Programme to support lowemissions and climate-resilient agriculture-non-regulatory methods  | <u>Wellington Regional Council</u>                                 |  |
|  |   |  | Method 48: Water allocation policy review  | <u>Wellington Regional Council</u>                                 |  |
|  | <u>Policy CC.9: Reducing greenhouse gas emissions associated with subdivision, use or development – consideration</u> |  | <u>Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans</u> | <u>Wellington Regional Council, city and district councils</u>     |  |
|  |   |  | <u>Method CC.1: Climate change education and behaviour change programme</u>                              | <u>Wellington Regional Council</u>                                 |  |
|  |   |  | <u>Method CC.2: Develop carbon emissions offsetting guidance</u>   | <u>Wellington Regional Council</u>                                 |  |

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|   |   |  | <a href="#">Method CC.7: Advocating for the use of transport pricing tools – non regulatory method</a>  | <a href="#">Wellington Regional Council</a>  |   |
|   |   |  | <a href="#">Method CC.10: Establish incentives to shift to low and zero-carbon multi modal transport and public transport – non regulatory method</a> | <a href="#">Wellington Regional Council</a>  |   |
|   |   |  | <a href="#">Method CC.3: Travel choice assessment</a>   | <a href="#">Wellington Regional Council</a>  |   |
|   |   |  | <a href="#">Method UD.1: Development manuals and design guides</a>  | <a href="#">Wellington Regional Council, city and district councils (via the Wellington Regional Leadership Committee)</a> |   |
| <p><b>Objective 22A</b><br/>To achieve sufficient development capacity to meet expected housing demand in the short-medium and long term in any tier 1 <i>urban environment</i> within the Wellington Region, the housing bottom lines in Table 9A are to be met or exceeded in the short-medium and long term in the tier 1 <i>urban environment</i>.</p> <p>Note: Objective 22A and Table 9A were inserted into the Regional Policy Statement directly under section 55(2)(b) of the Resource Management Act 1991, i.e. without reference to RMA Schedule 1, as directed by the NPSUD. The short-medium term (2021- 2031) and long term (2031- 2051) housing bottom lines are drawn from the Wellington Regional Housing and Business Development Capacity Assessment, Housing update – May 2022.</p> | <p>Policy 31: <a href="#">Identifying and enabling a range of building heights and density promoting higher density and mixed use development-Enabling intensification to contribute to well-functioning urban areas</a> – district plans</p> |  | Method 1: District plan implementation  | City and district councils   |   |
|   |   |  | Method 16: Information about key locations with good access to the strategic public transport network   | Wellington Regional Council*, city and district councils   |   |
|   |   |  | Method UD.2: Future Development Strategy  | <a href="#">Wellington Regional Council, city and district councils (via the Wellington Regional Leadership Committee)</a> |   |
|   |   |  | <a href="#">Method UD.1: Development manuals and design guides</a>  | <a href="#">Wellington Regional Council, City and district councils</a>  |   |
|   |   |  | Policy 55: <a href="#">Managing greenfield development to contribute to well-functioning urban areas</a>  | Method 4: Resource consents, notices of requirement and when   | Wellington Regional Council, city and district councils |

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|                      | <a href="#">and rural areas Contributing to a compact, well-designed, climate-resilient, accessible and environmentally responsive regional form</a> |   | changing, varying or reviewing plans  |   |  |
|                      | <a href="#">Providing for appropriate urban expansion</a>  |   | Method 18: Regional structure planning guide  | Wellington Regional Council*, city and district councils    |  |
|                      | Maintaining a compact, well-designed and sustainable regional form – consideration   |   | Method UD.2: Future Development Strategy  | Wellington Regional Council, city and district councils     |  |
|                      | Policy UD.3: Responsive planning to <a href="#">plan changes developments</a> that provides for significant development capacity – consideration     |   | Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans | Wellington Regional Council, city and district councils     |  |
|                      | Policy UD.4: <a href="#">Achieving a compact regional form – district and regional plans</a>   |   | Method 1: District plan implementation  | City and district councils                                  |  |
|                      |  |   | Method UD.2: Future Development Strategy  | Wellington Regional Council, city and district councils     |  |
|                      |  |   | Method UD.4: Definitions of marae and papakāinga  | City and district councils                                  |  |
|                      |  |   | Method UD.3: Opportunities for Kaupapa Māori based frameworks for urban development               | Wellington Regional Council                                 |  |
|                      |  | Method 16: Information about key locations with good access to the strategic public transport network | Wellington Regional Council*, city and district councils  |   |  |
| <b>Objective 22B</b> | Policy FW.7: <a href="#">Water attenuation and retention – non-regulatory</a>  |   | Method 14: Information about on natural hazards and climate change                                | Wellington Regional Council* and city and district councils |  |

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| <u>Development in the Wellington Region's rural area is strategically planned and impacts on significant values and features identified in this RPS are managed effectively.</u> |   |  | <u>Method 22: Integrated hazard risk management and climate change adaptation planning</u>                     | <u>Wellington Regional Council* and city and district councils</u> |  |
|  |   |  | <u>Method CC.8: Programme to support lowemissions and climate resilient agriculture non-regulatory methods</u> | <u>Wellington Regional Council</u>                                 |  |
|  |   |  | <u>Method 48: Water allocation policy review</u>   | <u>Wellington Regional Council</u>                                 |  |
|  | <u>Policy 56: Managing development in rural areas – consideration</u> |  | <u>Method 4: Resource consents, notices of requirement and when changing, varying or reviewing plans</u>       | <u>Wellington Regional Council, city and district councils</u>     |  |