

Ode Baganantha

From: Amy Kearse <xxx.xxxxxx@xxxx.xx>
Sent: Wednesday, 10 November 2021 3:16 PM
To: Rebecca Maplesden (HUD); Greg McNeil; Liam Hodgetts; Katie Mayes; Luke Troy; David Clelland; Lee Hunter
Cc: Andrew Wharton; Erin Palmer - Kaingaora; Jono Gulland; Moana Mackey; Dave Humm; Jodie Lawson; Helmut.Modlik; Naomi Solomon
Subject: RE: LGWM Urban Development Steering Group meeting
Attachments: LGWM Agenda UD Steering Group minutes 9 Nov 21.docx; LGWM UD Steering Group meeting slides 9 Nov 2021.pptx

Categories: In SPOT

Kia ora tātou

Thank you for joining the Urban Development Steering Group meeting yesterday. Attached are the slides we talked through as well as the meeting minutes (thanks Andrew).

Look forward to the next meeting on 23 Nov. In the meantime, please look out for the draft update to the LGWM Board (for its 22 Nov meeting) that I will circulate on Friday this week.

Ngā mihi
Amy

Amy Kearse (she/her)
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Urban Development Steering Group



LOCATION

LGWM Offices, Level 6, 36 Customhouse Quay, Wellington 6141, New Zealand

DATE & TIME

Tuesday 9 November, 1pm – 1.50pm

ATTENDEES

Steering Group: Liam Hodgetts (WCC), Luke Troy (GWRC), Katie Mayes (Waka Kotahi), Lee Hunter (Taranaki Whānui/PNBT), Rebecca Maplesden (Te Tūāpapa Kura Kāinga), Greg McNeil, David Clelland (Kāinga Ora), Amy Kearse (LGWM)

Wider attendees: Moana MacKey, Andrew Wharton (WCC), Dave Humm (GWRC), Jodie Lawson (Waka Kotahi), Jono Gulland (Te Tūāpapa Kura Kāinga), Erin Palmer (Kāinga Ora)

AGENDA

Item	Description	Who
1.	<p>Introductions and purpose of group</p> <p>Lee opened the meeting. Introductions and welcome. Invite extended to Ngāti Toa (will confirm Steering Group rep).</p> <p>Terms of Reference agreed in September provide context for work going forward. Agreement on purpose of Steering Group:</p> <ul style="list-style-type: none"> To oversee work (guide/align at a senior level) prior to it being reported to the LGWM Board and Governance Reference Group Inform end of year report back to Joint Ministers (Transport and Housing) Inform input to MRT Indicative Business Case (substantially complete April/May) 	Amy
2.	<p>Overview of work to date</p> <ul style="list-style-type: none"> Engagement content UD workshops and discussions <p>Amy presented meeting slides providing an update on work associated with engagement and wider urban development work to date (refer slides).</p> <p><i>Discussion points:</i></p> <p>When will MRT time savings be realised? 2036 once MRT is constructed.</p> <p>Future delivery vehicle for LGWM should be decided earlier not later. May be different for construction and for urban development.</p>	Amy / All

	<p>Are the City Streets and transformational programme routes aligned with route protection? No, City Streets done within road corridor so don't need protection. Other WCC initiatives also layered in the corridor with LGWM.</p> <p>Thoughts on delivery models:</p> <ul style="list-style-type: none"> • Luke T and David C support early thinking on delivery model. • Kāinga Ora is operating advisory group on governance of delivery models. • A context-setting piece report back to LGWM Board in December, with opportunities for delivery, and a link to Auckland light rail. • LGWM Board to agree on delivery model analysis, then look at potential models in phases, then draft structures in early to mid-next year. Urban development options will fit with this. • This steering group can contribute to delivery model topic at the Steering Group meeting before the LGWM Board meeting. 	
<p>3.</p>	<p>LGWM programme timeframes and key milestones for UD work (refer slides)</p> <p>s 9(2)(g)(i)</p> <p>When supply would catch up with demand for housing? Liam H noted deficit of approx 6,000 houses in 2021 (previously 4,000 in 2017). 8-10 years to catch up.</p> <p>A briefing on the assumptions and calculations for MRT land use scenarios used in the engagement material was requested. Amy K and Andrew W can present this.</p>	<p>Amy / All</p>
<p>4.</p>	<p>Focus of December report back to Ministers – what is critical to advance before then? (refer slides)</p> <p>Minister report back should include what interventions are required to make urban development happen. BAU won't be enough. Type of interventions leads to decision on the delivery model.</p> <p>Note, update on LGWM at Wellington Regional Leadership Forum (which Ministers Wood and Woods attend) on the LGWM options and sector constraints.</p>	<p>All</p>

ACTIONS

1. Luke T and David C to connect with Kāinga Ora advisory group on delivery model governance as part of report-back to Steering Group and Board. Report back at next SG meeting.
2. Moana M and David C to set a date for WCC workshop on specified development projects. Also liaise with Dave H to invite/schedule similar workshop for GWRC.
3. Amy K will circulate urban development update to the LGWM Board, for SG members to check on Friday 12 Nov.
4. Amy K to set up a presentation on the assumptions and calculations for the population projections used in the MRT consultation.



LGWM Urban
Development
Steering Group

9 November 2021
Meeting slides

CONFIDENTIAL



Agenda – 1pm – 1.50pm

- Introductions and purpose of the group
- Overview of work to date
 - engagement content
 - UD workshops and discussions
- LGWM programme timeframes and key milestones for UD work
- Focus of December report back to Ministers – what is critical to advance before then?

Purpose of the group

- Membership and remit guided by the broader Terms of Reference
 - Confirms commitment of LGWM Partners and Cross Government Partners to work together to identify and consider the full suite of options to support the UD Outcomes surrounding planned MRT stations and other LGWM transport improvements
- Purpose of the Steering Group group:
 - To oversee work (guide/align at a senior level) prior to it being reported to the LGWM Board and Governance Reference Group
 - Inform end of year report back to Joint Ministers (Transport and Housing)
 - Inform input to MRT Indicative Business Case (substantially complete April/May)

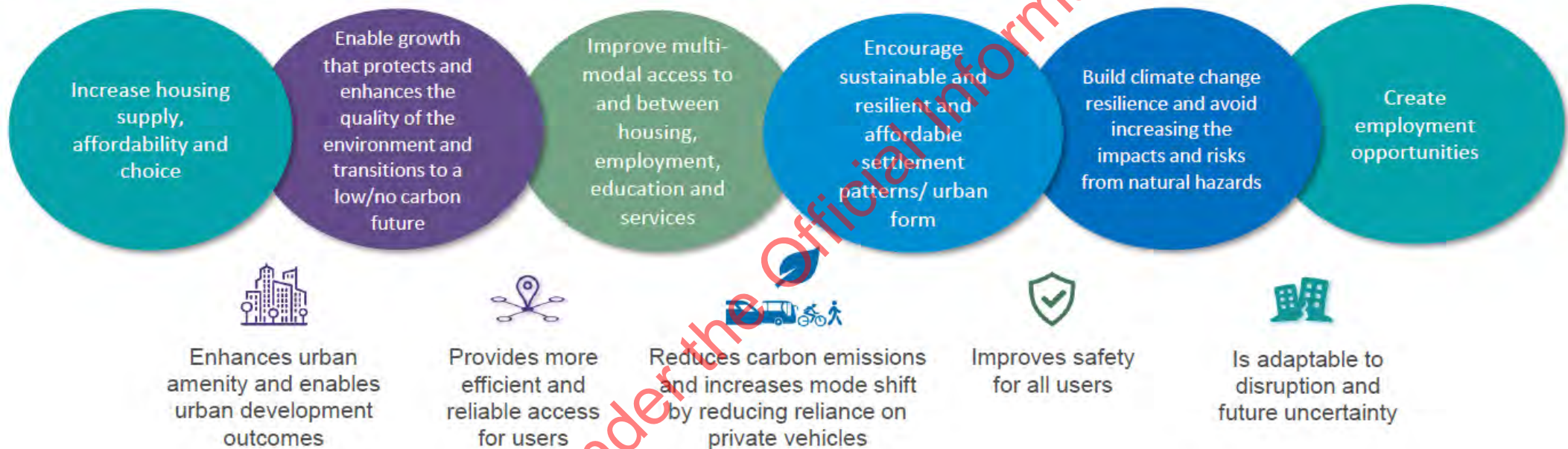
Engagement content

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Wellington Growth Partnership

LGWM in the regional context

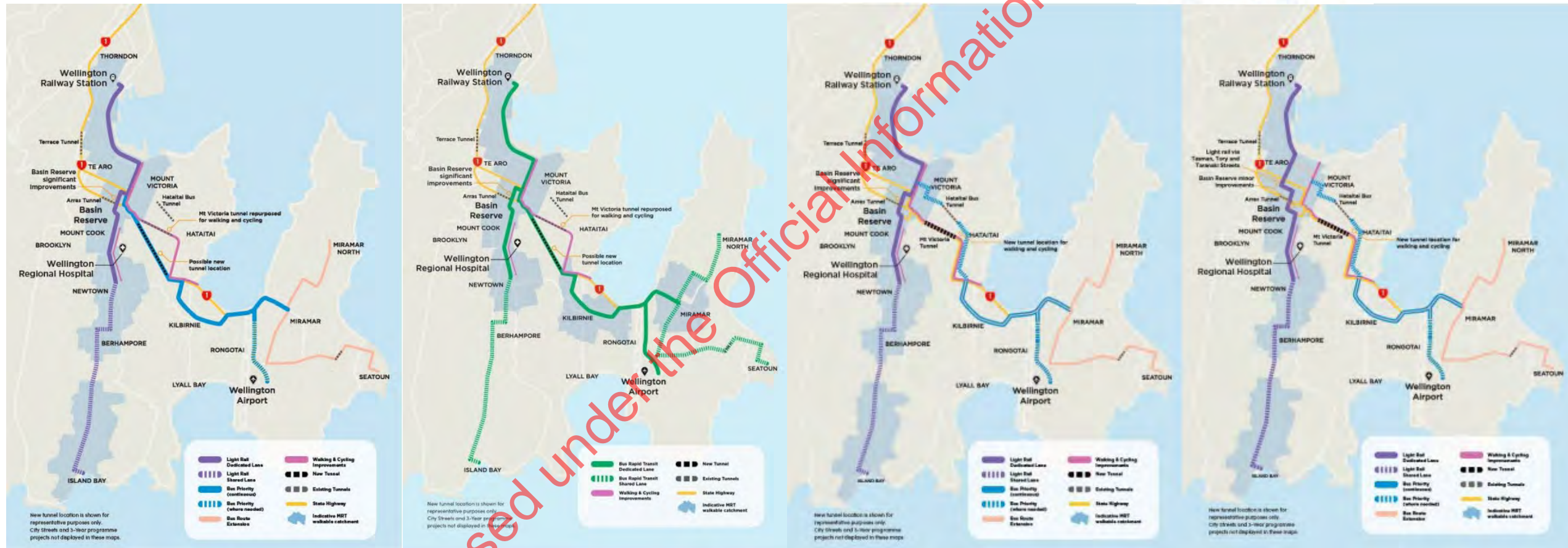
Wellington Regional Growth Framework and LGWM objectives



- Let's Get Wellington Moving is a transformative city-shaping programme delivering benefits to the wider region.
- Intensive land use to enable housing supply, help reduce our emissions, and improve access and resilience.
- WRGF 'key move' is to 'fully unlock the urban development potential of current and future rapid transit orientated corridors particularly the Let's Get Wellington Moving corridor.

Nov/Dec engagement – 4 options

HEIO
to mass rapid transit



Urban development content

Mass rapid transit and urban development

A catalyst to support Wellington's growth

- Enables higher density development with a lower environmental footprint
- Makes it easier for a growing population to get around and connect with regional rail and the wider bus network
- Provides significant economic stimulus for the central city

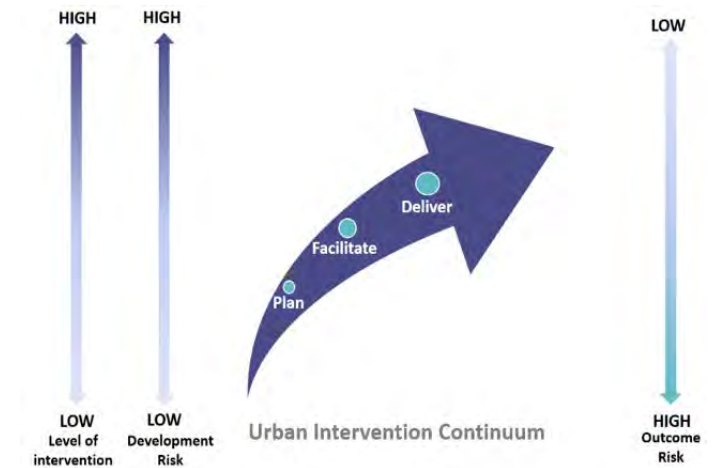
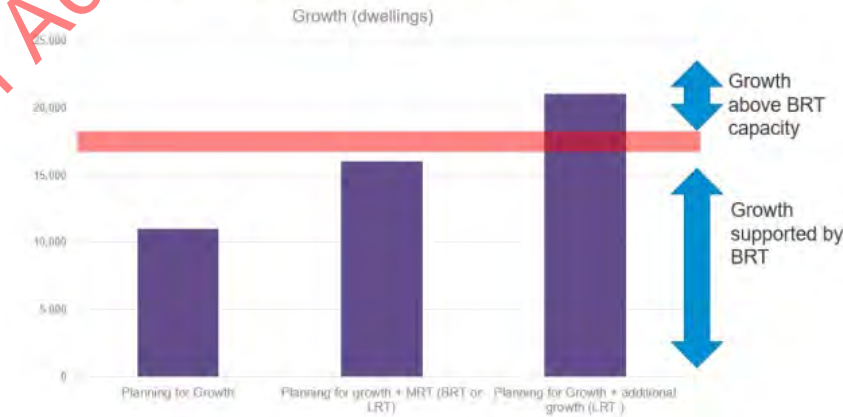


Figure 11: Growth potential (additional dwellings)

	Indicative number of dwellings associated with LRT and BRT options	Indicative number of dwellings illustrating growth potential south and east corridor options (from Basin)
LRT options	Up to 21,000 dwellings	From Basin south: 9000 dwellings
BRT option	Up to 16,000 dwellings	From Basin east: 1400 dwellings

Urban Development Summary Report

Figure 12: LRT vs BRT capacity to service population growth over time



Opportunity and aspiration – urban scale and form



Graphic:
Courtesy
Auckland
Light Rail

Artist impression for illustrative purposes only

2050
Future
Wellington

Urban
development
enabled by
Bus priority



2050
Future
Wellington

Urban
development
enabled by
Bus rapid transit



Artist impression for
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How the options compare

Measure		Option 1	Option 2	Option 3	Option 4
Urban development (extra houses)		Up to 21,000 dwellings	Up to 16,000 dwellings	Up to 21,000 dwellings	Up to 21,000 dwellings
Potential carbon reduction					
Public transport journeys (AM peak)	Island Bay → Wellington Railway Station	12 minutes less (35 → 23 min)			
	Miramar → Wellington Railway Station	14 mins less* (32 → 18 min)		10 mins less (32 → 22 min)	
	Airport → Wellington Railway Station	8 mins less* (25 → 17 min)		5 mins less (25 → 20 min)	
Vehicle journey (AM peak)	Airport → Terrace Tunnel	3 min less*		Little change	
Vehicles on local streets (AM peak per hour)		500 fewer vehicles		350 fewer vehicles	200 fewer vehicles
30-year cost (including 3-year programme and City Streets)		\$7.4 billion	\$7.0 billion	\$6.6 billion	\$5.8 billion

* Depending on the configuration of the Mt Victoria tunnel. These results assume a diagonal tunnel.

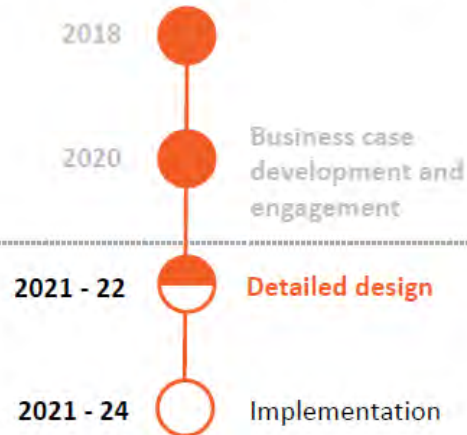
Timeframes

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Programme timeframes

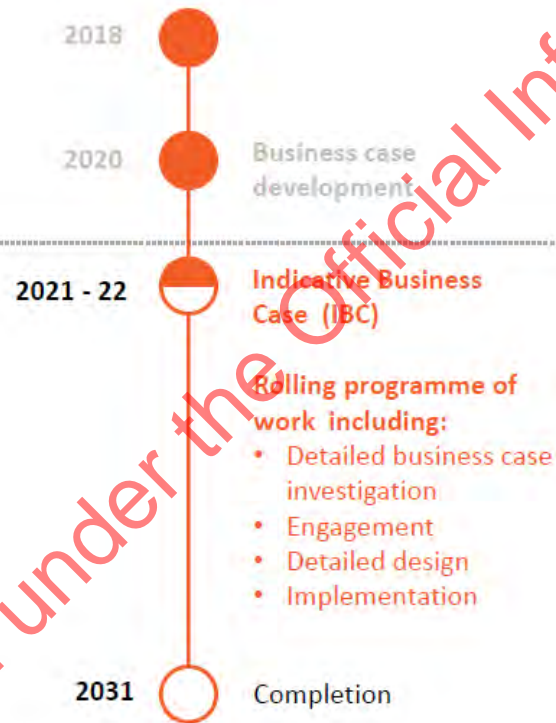
3-year programme

- Transforming the Golden Mile
- Thorndon Quay and Hutt Road improvements
- Central city pedestrian improvements
- Cobham Drive Crossing and SH1 speeds east



City Streets

Walking, cycling and bus priority improvements on 19 corridors between the suburbs and the central city



Transformational programme

- Mass rapid transit
- Basin Reserve improvements
- Extra Mt Victoria Tunnel
- Smarter transport network



Urban development work to date

September – initiation and workshops

- Terms of Reference
- Detailed briefing on programme
- Workshops on urban development opportunity, Funding and Financing tools; Consenting and property acquisition draft strategies, Specified Development Process

October – engagement focus

- Numbers and collateral to explain urban development approach as part of engagement
- Quantifying numbers in support of engagement
- Other actions that have been progressed: understanding designations, nationally significant infrastructure

Urban development ongoing

November

- Documenting what we have learned so far around pathway options
- More work on timeframes – keeping options open under different pathways
- Business case requirements and economic analysis (aligning with ALR)
 - Understanding overall potential for housing
 - What is already underway (housing pipeline) – what is the opportunity?
- Where the focus should be for more investment - \$\$ for facilitation
- Delivery model scoping
- Initial precinct/corridor scoping gets underway (continues through Dec-Feb)
- Potential date for SDP briefing to WCC (and GWRC) TBC

Report back to Ministers

December

- Report back to Ministers:
 - Working together to look at opportunity
 - Feedback on urban development through engagement
 - Working on economic analysis and wider business case requirements – consistency with ALR
 - Key milestones through IBC and DBC – keeping SDP pathways as viable opportunity – documenting to support application
 - Feeding urban development considerations into delivery model options
- What else?
- What do we need to action as a priority?

Urban development key milestones – before Xmas

Dates	Meetings	Activity / Topic
9 Nov	Today	Brief on status of work Confirm priority actions Discuss key content for Board
15 Nov	LGWM Board material due	
22 Nov	LGWM Board meeting	Introductions Update on transformational programme engagement Update on Urban development workstream
23 Nov	UD Steering Group meeting	
7 Dec	UD Steering Group meeting	
1 Dec (tbc)	LGWM Board material due	
8 Dec	LGWM Board	
tbc	Waka Kotahi I&D/Board update	Kāinga Ora / Te Tūāpapa Kura Kāinga updates
11 Dec	Report to Ministers	

Let's GET
Wellington
MOVING



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