

## Ode Baganantha

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**From:** Andrew Wharton  
**Sent:** Thursday, 29 July 2021 10:29 AM  
**To:** Amy Kearse  
**Subject:** My track changes post PLT meeting  
**Attachments:** AW 28 July edits - Draft LGWM Board Paper - Enabling UD outcomes v28 July.docx

I didn't get to the last Appendix though

**Andrew Wharton** ([he/him](#))

Principal Advisor Planning (LGWM) | City Design and Place Planning | Wellington City Council

[@wz](#) | [s 9\(2\)\(a\)](#)

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Wellington City Council**

Me Heke Ki Pōneke

## Enabling LGWM Urban Development Outcomes

**Agenda Item:** 5  
**Item for:** Approval  
**Addressee:** Let's Get Wellington Moving Board  
**Owner:** Poul Tvermoes  
**Date:** 3 August 2021  
**Version:** 26 July  
**Doc no:**

### Purpose

The purpose of this paper is to seek in principle agreement from the Board to a more active approach to intervening and partnering to achieve transformative urban development around Mass Rapid Transit (MRT) stations and accelerate discussions with Kāinga Ora and the Ministry of Housing and Urban Development (HUD) on options to achieve this. This will inform a subsequent decision from the Board at its next meeting on 17 August.

### Executive Summary

Enabling urban development is integral to the LGWM programme alongside transport system improvements. This is reflected in revised programme objectives for urban development, access and climate change.

A key challenge for all partners is to reduce emissions across transport projects and urban development to achieve a compact urban form well-supported by active and rapid transport. Wellington also has an urgent need to address housing supply, affordability and choice. Central government, local government and Iwi all have a role to play.

MRT is central to all LGWM options, and alongside the other programme elements, is necessary to deliver a transport system that can support the increased population envisaged by the Wellington City Spatial Plan of an additional 50-80,000 people within Wellington City over the next 30 years.

However, urban development under a business-as-usual approach is not likely to be sufficient to deliver urban development at the pace and scale to support the forecast growth, fully realise the benefits of MRT, or deliver affordable housing or wider community outcomes to the extent that may be desirable. Greater flexibility around the acquisition, use and disposal of land is desirable to coordinate across both deliver of transport and urban development in particular locations (eg, MRT precincts) to achieve the quality and scale required of transformation required.

A much more coordinated approach to integrating urban development with LGWM is required. There are various options about how this could work, including LGWM lead, WCC lead within or alongside LGWM, or partner with others such as Kāinga Ora to achieve this.

Utilising tools under the Urban Development Act (e.g. Specified Development Project (SDP) or specified works) are options that need to be more fully explored with the Ministry of Housing and Urban Development

(HUD) and Kāinga Ora, including more detailed analysis of what their advantages and disadvantages compared to other avenues.

s 9(2)(g)(i)

Funding and financing to facilitate and deliver urban development is a major constraint. s 9(2)(g)(i). The Urban Development and Funding and Financing workstreams are currently looking at options around how a 'recyclable' property financing mechanism could work. Note, across the options above, the extent of any urban development that is facilitated or delivered could be scaled up or down, ranging from focusing on or around several MRT precincts to a broader corridor approach and include would likely need agreements with developers.

It is recommended to accelerate discussions with the Ministers of Housing (and Kāinga Ora and HUD) and Transport on options enabling a greater level of urban development than what is envisaged under a business-as-usual approach, expressing a preference for use of UDA mechanisms. It is also recommended to discuss with Ministers and Kāinga Ora and HUD, the need and preferred approach to strengthening urban development governance for LGWM.

## Recommendations

It is recommended that the Board:

1. **Agree**, in principle, that a more active and coordinated approach to intervening to achieve transformative urban development is required to enable LGWM benefits and wider city and regional outcomes for housing, transport, and climate change to be met.
2. **Approve**, in principle, LGWM accelerating engagement with Kāinga Ora and the Ministry of Housing and Urban Development on options to achieve transformative urban development around MRT stations, s 9(2)(g)(i), s 9(2)(j)
3. **Note** the extent to which intervention in urban development may be scaled up or down and staged, will be assessed in greater detail as the programme progresses, alongside wider engagement and decisions on LGWM, considering risks, funding and financing, market conditions.
4. s 9(2)(g)(i)
5. **Consider** whether strategic/commercial urban development governance expertise is desirable to supplement the existing governance composition for LGWM and engage with the Ministers of Transport and Housing (and Kāinga Ora and the Ministry of Housing and Urban Development) on how to best enable this.

## Urban development is important to LGWM

### National, regional and local policy direction

The importance of well-integrated urban development and transport planning is articulated in the Government Policy Statement for Land Transport 2021 (GPS 2021).<sup>1</sup> The importance of enabling urban development alongside delivering transport improvements has been reflected in updated investment objectives for LGWM for liveability, access and climate change, endorsed by the partner councils, LGWM Board and discussed with Ministers.

These objectives are well-aligned with the Wellington Regional Growth Framework (WRGF) priorities for housing, access, and climate change. A WRGF 'key move' is to 'fully unlock the urban development potential of current and future rapid transit orientated corridors particularly the LGWM corridor'. The Wellington Regional Land Transport Plan 2021 objective 'transport and land use are integrated to support compact urban form, liveable places, and a strong regional economy' reinforces this and supports the headline target of reducing regional transport emissions by 35% over the next ten years. Appendix 3 provides a summary of relevant strategic direction in national and regional plans/policies.

### Supporting future population growth

The WRGF identifies how the Wellington-Horowhenua region could accommodate an additional 200,000 people living in the region. Latest population forecasts<sup>2</sup> indicate the regional population could increase by over 230,000 over the next 30 years. It is no longer a case of competing for growth across the region but about providing the necessary housing supply and infrastructure to support growth, and sequencing or prioritising investment where it best supports government priorities (eg, reducing emissions). Currently, high housing unaffordability restricts opportunities to live in Wellington City, pushing people to live elsewhere and commute.

The recently approved [Wellington City Spatial Plan](#) aims for most of the 50-80,000 additional people over the next 30 years to be housed in and near the City Centre, and in inner suburbs/suburban centres, with very limited greenfield sites.

The Spatial Plan states that once MRT station locations are confirmed, precinct planning around the stops will inform future district plan changes to enable high quality comprehensive mixed-use development within walkable catchments<sup>3</sup> of the stops, including high density housing, employment opportunities, pedestrian connections and public spaces. WCC intends to align three waters investment provided for in its Long Term Plan to support growth on the MRT corridor once this is confirmed.

### Connections with LGWM programme objectives

Focusing Wellington's urban development within walkable catchments of MRT stations (and other centres/public transit corridors) helps achieve the LGWM programme objectives, in particular:

- Improves **liveability** through more commercial, community and recreational services<sup>4</sup> in a walkable distance
- Improves **access** to key city destinations without needing to use private cars
- **Lower carbon emissions** through higher-density apartments and terrace housing, and more walking and public transport use.

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<sup>1</sup> Minister Wood's statement in *Hikina te Kohupara – Transport Emissions Pathways to Net Zero* also reflects this: "A key challenge will be to incorporate the need to reduce emissions across transport projects and urban development. We will also require innovative approaches to decision-making and financing for infrastructure choices and move away from 'business as usual' approaches."

<sup>2</sup> Wellington Housing and Business Assessment (HBA) July 2021 update.

<sup>3</sup> A 10-minute walk to the MRT station.

<sup>4</sup> Recreational services will include new green and open spaces, playgrounds, etc. that present additional costs and interventions with no or limited commercial returns.

The type of compact urban form and mobility envisaged by the Spatial Plan together with LGWM is exactly the type of integrated urban development and transport investment that should be prioritised regionally. It also reinforces the 'Avoid, Shift, Improve Framework' to achieve net zero emissions<sup>5</sup>

Urban development around MRT stations also increases patronage and fare box recovery, making mass rapid transit more viable and greater value for money.

## Case for LGWM partner intervention in urban development

The reasons why a higher degree of intervention in urban development is required include:

- To enable quality urban environments
- Property acquisition and amalgamation to create larger sites can enable more development
- Increased certainty of high-density housing around stations
- Urban development improves the service of MRT and the transport network
- Houses could be delivered at a greater pace and with a wider range of partners
- Demonstrating best practice for walkable neighbourhoods and density done well.

These are set out in more detail in Appendix 3.

## The extent of intervention has an impact on outcomes

Options for intervening to achieve urban development outcomes can be categorised into three broad areas:

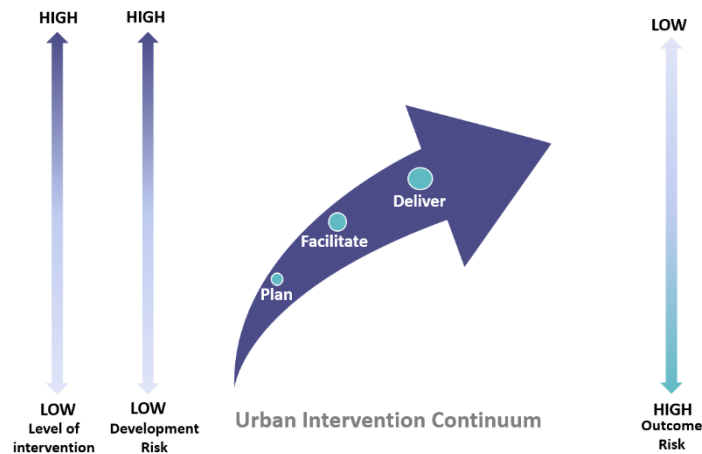
s 9(2)(g)(i), s 9(2)(j)



The diagram below illustrates that across this spectrum of options, a lower level of intervention carries less development risk but a higher risk that LGWM outcomes may not be achieved. Appendix 1 sets out the options in more detail.

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<sup>5</sup> As expressed in Waka Kotahi Toitu Te Taiao and Climate Change Commission advice.



### Who is best placed to intervene?

Current and functions roles of each partner are limited and the LGWM partnership and/or WCC would require significantly more support and access to funding and financing to branch into the urban development at the scale envisaged. The table below outlines the current roles and functions of the LGWM partners, LGWM, and Kāinga Ora and HUD and limitations or advantages.

Organisation/entity	Commentary
Wellington City Council	Urban development role and function, including the City Development Team which facilitates and enables development with private sector partners. The City Development team does not have a budget for urban development, except for when the Council allocates it for a specific project.
Greater Wellington City Council	Responsible for public transport. Some urban development powers but does not currently perform this function. Does not have capacity and capability to facilitate or deliver urban development.
Waka Kotahi	Does not have urban development function. Does not have capacity and capability to deliver urban development. NLTF investment only to be directed towards transport activities. Constrained funded.
LGWM	As a joint programme, LGWM is an amalgam of the LGWM partners' functions. The programme does not yet have capacity to deliver urban development, but there is some capacity to facilitate development. No funding for urban development has been allocated to the programme yet.
Kāinga Ora	Under the UDA can lead or facilitate urban development projects and coordinate powers under various statutes to accelerate delivery under a range of different partnership approaches. A number of the UDA powers can be delegated to other agencies such as local government. UDA tools untested. Kāinga Ora may not have capacity to partner with LGWM and/or to achieve urban development alongside LGWM.
Ministry of Housing and Urban Development	Responsible for advice to Minister of Housing, including on funding and financing mechanisms and use of tools under UDA and IFF. Policy rather than delivery agency.

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### How could intervene work utilising UDA tools?

Utilising tools under the Urban Development Act (ie, Specified Development Project (SDP) or specified works) are options that need to be more fully explored with the Ministry of Housing and Urban Development (HUD) and Kāinga Ora.

There are a number of ways this could work, such as:

1. Kāinga Ora *establish* SDP focussed on urban development only (eg, in partnership with WCC and/or GWRC) and coordinate with the LGWM programme.
2. Kāinga Ora lead under an SDP focused on LGWM programme and urban development (in partnership with existing LGWM partners and potentially Iwi).
3. Kāinga Ora facilitate establishment of SPD (or other UDA tools) but delegate transport and city planning functions to LGWM-led governance body and/or options for specific delegations to WCC.

s 9(2)(g)(i)

### Key considerations/risks to realising the urban development opportunities

Should LGWM partners wish to take a more active approach by either facilitating or delivering urban development outcomes, the partners should consider:

1. s 9(2)(g)(i)

From our discussions with Kāinga Ora to date, the current market conditions for property acquisition are challenging and require greater agility or use of other tools (eg, under the UDA).

2. Urban development is not dependent on the MRT being built first. It can begin once the station locations are confirmed. If urban development is not at the vanguard of MRT projects, then LGWM will have increased cost of purchasing land for the project, greater opposition through the approvals process, and lost opportunities for land value capture and good public outcomes earlier in the project. Even if the MRT is delayed or is not built as expected, the MRT corridor is suitable for urban development based on Spatial Plan directions to place density in city and suburban centres and along key public transport corridors.

3. s 9(2)(g)(i)

4. Construction sector capacity will play a large role in the ability to deliver the level of urban development sought by planning for growth and MRT investment. The building contractor/supplier market is small and the ability to develop in an acceptable timeline and to achieve a suitable return on cost for developers or government needs to be further assessed, including the potential ability for LGWM to attract more capacity to the region through a guaranteed pipeline of construction projects.



5. The importance of highlighting opportunities and seeking to align LGWM planning and delivery with work underway regionally, including a regional housing plan (a key project arising from the WRGF) and Kāinga Ora's preparation of its Regional Investment Plan for the next ten+ years.
6. s 9(2)(g)(i) for urban development are significant changes to how the LGWM programme is currently structured and resourced. LGWM may need a separate entity to effectively deliver quality and timely urban redevelopment around MRT stations. An example is the City Rail Link Ltd in Auckland. CRL Ltd is jointly owned by the Crown and Auckland Council to deliver the rail project and catalyse development on and around the new stations. This will need to be considered as part of further work on the future delivery model for the programme.
7. Large-scale property acquisition for urban development reasons may result in significant local community concern and outrage alongside wider support from a wider community perspective due to housing affordability and supply pressures. More targeted/strategic acquisitions may have more support.
8. LGWM-facilitated urban development can assist with transitional projects, art, parks, creative spaces and other short-term uses so the city can continue to grow and thrive while the major demolitions, earthworks and transport works are taking place.

### Opportunity to partner with developers but financing is required

s 9(2)(g)(i)

The opportunity to partner with LGWM to deliver these sorts of key developments is likely to attract national and international interest.

Funding or finance is needed to facilitate and/or deliver development. The finance need arises as land is acquired from different owners, who settle or reach agreement at different points in time. LGWM and/or the delivery agency would need working capital to acquire and/or hold land until partnerships could be established. LGWM could tender development opportunities and deliver in partnership with the private sector. For example, the programme could sell the site to a chosen delivery partner and the land cost would be repaid accordingly (capturing limited amounts of value uplift in the process).

Without funding, there are no tools available to the programme to enable such outcomes. If the programme does not succeed in acquiring sites for amalgamation, then there is no guarantee development will occur on its own at a scale the programme requires to support the investment in MRT.

To ensure best practice, Government procurement processes and a strict and thorough open market procurement process would need to be followed. An opportunity exists for LGWM to assemble a panel of preferred development partners. This panel would then provide the programme with a shortlist of preferred developers and streamline the procurement process for any development precinct.

This process would also help ensure robust procurement practises are adhered to. Developers would be invited to submit their vision for each precinct and the programme will be able to work with the preferred partner or partners to achieve development outcomes. District Plan controls and the negotiation of a clear development agreement with developers (or a specified development project under the UDA – discussed below) would help ensure LGWM development outcomes are in line with the programme's intent and vision.

### Agencies can support LGWM in forming its role in urban development

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<sup>6</sup> These calculations are drawn from initial analysis by TPG.



To have an involvement in urban development around MRT stations, LGWM should continue engaging through the WRGF, with Ministry of Housing and Urban Development and Kāinga Ora, and from a funding and financing perspective with Treasury and Ministry of Transport.

The Wellington Regional Leadership Committee of central and local government and iwi leaders, which oversees implementation of the WRGF, provides a forum to engage regionally on housing and urban development, infrastructure, reducing emissions, adapting to climate change, iwi/Māori aspirations, and funding challenges. This forum helps bring LGWM issues to the attention of both Ministers of Transport and Housing. s 9(2)(g)(i)

The Government is proposing a new Strategic Planning Act which will require regional-level spatial plans to coordinate planning and funding for three waters and transport infrastructure, land use controls, and other public investments. Once this is in place, the regional spatial plan can help guide integrated development and transport works.

The LGWM Board should consider whether additional strategic urban development expertise could supplement the existing governance composition for LGWM. This expertise would help with the different options for urban development, consenting and property acquisition. If desirable, the Board should expedite discussions with the Ministers of Transport and Housing and HUD and Kāinga Ora on the use of UDA tools and bringing Kāinga Ora into the LGWM governance, and specifically options for funding/financing urban development.

## Next steps

The next Board paper on 17 August will set out the options, functions and potential for urban development in more detail, based on the Board's in-principle decisions from this paper. The Urban Development workstream will also continue to progress the following activities:

- Developing a model to highlight:
  - The reasonable level of value uplift/creation the programme could expect to capture.
  - Correlation between land investment and direct development outcomes (eg, yield and timing).
  - Opportunity cost associated with the level of land acquisition funding (or lack of it).

This will inform more detailed discussion on the role urban development and the funding/financing levels required to support this.

- Consenting Strategy – this is currently being revised and is assessing the advantages and disadvantages of the available statutory approval pathways for the transport packages and urban development objectives of the programme. The revised consenting strategy will be delivered on 30 July for partner review and the decisions on recommendations in this paper will guide that evaluation.
- Property Acquisition Strategy – the programme is currently modelling the sensitivities associated around the level of investment in land acquisition vs programme yield (residential units), the opportunity costs relating the restriction in funding and peak debt required to fund land acquisition and development outcomes. This will be included in the draft Property Acquisition Strategy due in September.
- Subject to the Board's decisions on the recommendations within this paper, the Urban Development workstream will adjust the approach to both the Consenting Strategy and Property Acquisition Strategy to incorporate strengthened consideration of the urban development opportunities as well as engage with Kāinga Ora and HUD on further versions of both documents, as well as overall options for strengthened strategic urban development governance expertise.

- s 9(2)(g)(i)



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## Appendix 2: Levels of LGWM intervention in urban development and effects on dwelling numbers

Development concept plans by The Property Group (TPG) compared realisable development over 30 years under the current district plan, with having MRT south to Island Bay and east to Miramar, and plan changes around MRT stations.

The TPG estimates indicate that MRT combined with plan changes around MRT stations will enable enough dwellings to cater for the population projections for the suburbs with MRT in 2048:

- Core route: CBD and Te Aro
- South route: Mt Cook, Newtown, Berhampore, Island Bay
- East route: Kilbirnie, Miramar

Mt Victoria and Hataitai may be affected by MRT as well but are not included to retain relative comparisons between intervention options.

	Number of <b>realisable</b> dwellings: City Centre, South, East			Total dwellings and population
	Core	South	East	
2048 population projections	5,110	2,769	1,188	9,067 23,574
Do minimum: Spatial Plan-enabled growth, but no MRT <sup>7</sup>	2,850	3,250	1,650	6,265 16,289
Plan (refer Appendix 1)	8,000	5,900	2,230	16,130 41,938

The numbers indicated above under 'Plan' are what is possible under the Spatial Plan with MRT, however this does not provide any certainty that they will be delivered. Current rates of development generate approximately 500 apartments per year, which over 30 years is equivalent to approximately 15,000 dwellings, similar to the total number noted in the table above under Plan.

'Facilitating' and/or 'Delivering' development gives greater control over the development outcomes, can provide more certainty that apartment stock will be delivered, and can be responsive to the demands of a changing market.

The number of dwellings enabled through 'facilitate' and 'deliver' options (refer Appendix 1) will depend on LGWM's level of involvement and funding. The greater the level of intervention, the more dwellings (and better urban outcomes) enabled.

s 9(2)(g)(i)

To what extent this would be additional apartments has yet to be determined and will depend on who may partner with the programme to deliver.

s 9(2)(g)(i)

. LGWM would also be taking 100% of the development and construction risks.

[Note, TPG will be providing additional information on Monday relating to Berhampore and Island Bay to be extrapolated for the Central City and Newtown and the East].

<sup>7</sup> The TPG "do minimum" dwelling numbers for Te Aro are increased by 25%, and in southern and eastern suburbs by 20%, to reflect increases in heights and density in Te Aro, in town centres and around key public transport corridors in the final Spatial Plan.

## Other considerations

Catering for future population growth is only one of a number of benefits from building MRT, and facilitating urban development around MRT stations. These benefits are set out in Appendix 3 below.

Most developers currently prefer to build smaller terrace housing and apartments, due to increased construction risks. LGWM facilitating or delivering buildings can enable larger apartment buildings next to MRT stations. These buildings can also include public benefits like affordable housing, community services, small parks and pedestrian connections.

The 2048 population projections are **not** the same as the Spatial Plan-enabled population at the suburb level. The Spatial Plan-enabled sub-area populations will be calculated in the next Housing and Business Development Capacity Assessment. This assessment is likely to be done in 2022 once the proposed district plan is notified and the new development rules (height, density, protections etc) can be incorporated.

The numbers in the table have many assumptions, so illustrate the **relative magnitude** between options for intervention. It assumes MRT option V1A and light rail, and a loose estimate of new district plan rules without MRT, and that three waters upgrades will keep pace with MRT construction.

## Basis of the 'Plan' numbers

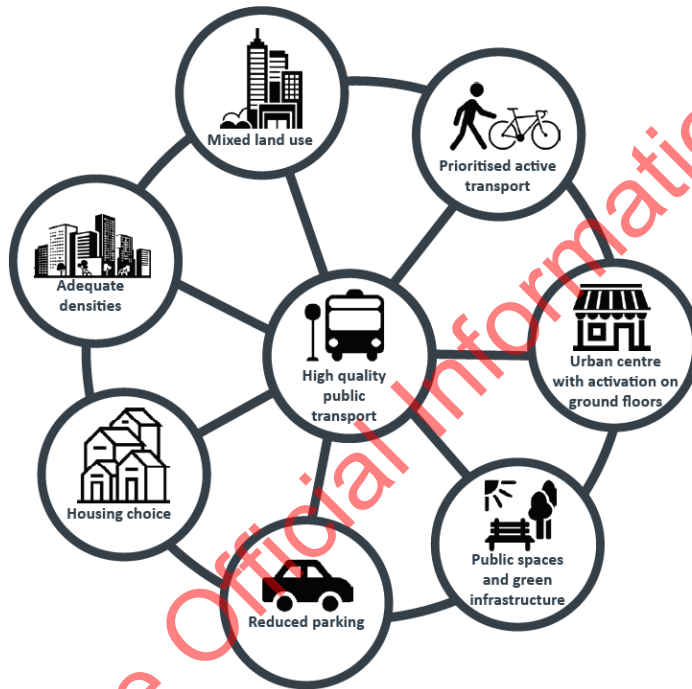
The development capacity for the 'Plan' option was calculated by:

1. Identifying development sites, including:
  - a. Sites within the suburb identified as supporting feasible comprehensive/infill development under WCC's existing capacity model
  - b. Opportunity sites identified within the Stage 1 context analysis of the suburb (including those held in single ownership which currently do not maximise the sites' potential)
  - c. Buildings that require rebuilding due to earthquake strengthening requirements.
2. Establishing land-use development controls (e.g. height, density) by:
  - a. Determine controls based on transit-oriented development principles
  - b. Refine the development controls through results of development feasibility testing on example sites and desirable built form outcomes in the structure plans for areas of change
3. Modelling massing controls and generate increase in gross floor area across each of the suburbs.
4. Allocating proposed land use and mix of uses based on market indicators and feasibility analysis on light house sites.
5. Applying take-up rate to determine realisable development over time.

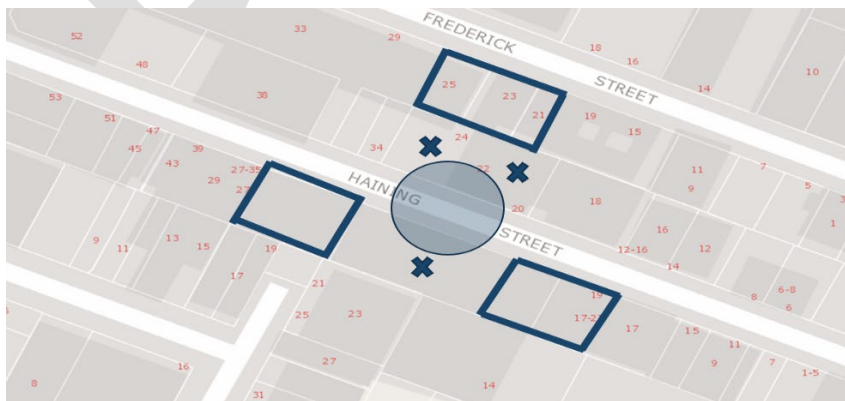
### Appendix 3: Why intervene in urban development?

The reasons why intervene in urban development is recommended:

- To enable quality urban environments:** Involvement in urban development increases the certainty that quality urban environments will be created around the MRT stations. While aspects of this can be done through the design of the transport infrastructure itself, other aspects need greater development and design. The diagram below sets out the urban development aspects that LGWM can enable with greater involvement in urban development around MRT stations.



- Property acquisition and amalgamation to create larger sites can enable more development:** If LGWM or its partners facilitated urban development near MRT stations, this would increase the number of commercially viable terrace housing and apartments. The greater the level of facilitation, the more housing that can be built in MRT precincts. This is likely to have a greater impact in inner and outer suburbs rather than the central city. The example below demonstrates this at a very simple level. Land purchased to build a hypothetical MRT station (blue circle) is marked with blue X's. For good urban development outcomes, the land in blue squares could be acquired and amalgamated as needed.





- **Increased certainty of high-density housing around stations:** The Property Group (TPG) has modelled the amount of feasible and realisable development with a plan enabled MRT option. Along with population projections and capacity from Spatial Plan directions, this gives us an indication of how MRT and facilitating urban development around it can help service this population growth. [Refer to Appendix 2 for supporting data]. This high-level analysis indicates that MRT combined with land use planning around stations would enable enough housing to support population projections in the urban areas served by MRT over the next 30 years. Redevelopment potential from MRT in the outer suburbs is relatively lower than City Centre and inner suburbs due to small, narrow lots, multiple individual ownership, and lower land value than inner city areas.
- **Urban development improves the service of MRT and the transport network:** Urban development is not just a result of transport infrastructure, but also helps achieve transport outcomes through greater use of public and active transport, and less road construction in suburban and greenfield areas. Wellington needs a transport system that can serve people near where they live, work, learn and play. Intervention can focus urban development around MRT stations. The MRT and public transport network becomes more functional when the greatest density of people's homes and destinations are within walking distance of rapid transit stations.
- **Houses could be delivered at a greater pace and with a wider range of partners:** A more active approach to intervention would increase the housing options that could be delivered and enable them to be delivered at a faster pace than under a market-only approach, enabled primarily by amalgamation.
- **Demonstrating best practice for walkable neighbourhoods and density done well:** There is also opportunity to develop best practice examples to showcase what high-quality high-density living looks like and demonstrate the commercial viability of high density to stimulate the market. Development projects which are for blocks of the city (not just site by site) allow integrated design where built space and open space can be planned and implemented. Designing neighbourhoods with a mix of living, enterprise, play and social spaces that are connected by safe, light, lanes and streets is an opportunity but also a challenge as it requires an agency that knits the parts together.

## Appendix 4: Summary of relevant strategic direction – draft, to add further references

Large transport projects like LGWM have an important role in supporting transit-oriented development. The directions below are quoted from key city, region and national documents.

### Wellington Regional Land Transport Plan 2021 (RLTP)

The RLTP has a thirty-year strategic Objective 2: “Transport and land use are integrated to support compact urban form, liveable places, and a strong regional economy.” Policies supporting this objective include:

- 2.4 Ensure new transport infrastructure is designed and located to enhance access and support compact urban form consistent with the Regional Policy Statement.

### Wellington Regional Growth Framework 2021

[from this work need to tease out the importance of delivering the density within wellington city.

The Draft Framework Report identifies six “key moves”, one is:

3. Fully unlock the urban development potential of current and future rapid transit orientated corridors particularly the Let’s Get Wellington Moving corridor. By leveraging our existing rail network and new investment in rapid transit, particularly on the Let’s Get Wellington Moving corridor, to deliver transformational urban development including density changes and more affordable housing choices

### Wellington City Spatial Plan 2021

The Spatial Plan focuses growth in four areas: the central city (including Te Aro and Adelaide Road), inner suburbs, suburban centres, and around existing and planned rapid transit stops.

Future mass rapid transit station precincts are identified as “opportunity sites”. It directs precinct planning around the eventual MRT stations to have transport benefits considered alongside land use and public realm changes. It notes further opportunities to:

- Partner with other organisations and the private sector to deliver high quality development in the right locations.
- Capture increases in land value resulting from the mass rapid transit infrastructure and use this to support the investment.
- Target investment in public realm improvements including open space and green infrastructure.

### Waka Kotahi Information Sheet: Programme Business Case Intervention Hierarchy (August 2017)

The NZ Transport Agency expects that an intervention hierarchy approach will be applied to all investment proposals, at both programme and project levels. The “Consider First” is Integrated Planning: align development with existing infrastructure and services, and plan for urban form which reduces travel demand.

### LGWM Programme Objectives

Focusing Wellington’s urban development within walkable catchments of MRT stations (and other centres/public transit corridors) helps achieve the LGWM programme objectives, in particular:

- Improves **liveability** through more commercial, community and recreational services<sup>8</sup> in a walkable distance
- Improves **access** to key city destinations without needing to use private cars

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<sup>8</sup> Recreational services will include new green and open spaces, playgrounds, etc. that present additional costs and interventions with no or limited commercial returns.

- **Lower carbon emissions** through more apartments and terrace housing, and more walking and public transport use.

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## Partnership Board minutes

**Date, time:** 03 August 2021, 4pm

**Location:** LGWM Board room – Rūnanga, Customhouse Quay or via Teams

**Members:** Dave Brash (chair), Barbara McKerrow, Brett Gliddon, Luke Troy, Robyn Elston, Sarah Hay

**Attendees:** David Dunlop, Siobhan Procter, Gunther Wild, Dave Humm, Jodie Lawson, Rowan Oliver, Willy Trolove, Moana Mackey, Barry Watkins, Adam Howard-Brumby  
Alastair Patrick (item 6); Amy Kearse, Poul Tvermoes, Andrew Wharton, Peter Chrisp (item 5); Paul Barker (item 4); Nigel Shatford, (item 7)  
Emily Quayle (secretariat)

**Apologies:** Greg Campbell

**Doc no:** 0155/21

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## 5 For approval: Enabling urban development outcomes

Poul Tvermoes

Poul Tvermoes, Amy Kears, Peter Chrisp and Andrew Wharton spoke to the urban development paper. The paper was taken as read.

Members were advised that a short note to the Minister is being prepared in advance of his initial meeting with Minister Woods at the end of August. The note, and the meeting, will cover elements of the urban development paper. The Board agreed to review this offline.

There was some concern expressed that the concepts found in the urban development paper have not yet been socialised with Councillors. As activity progresses, there is also a need to consider keeping chief executives of potential additional partner agencies informed of what may come. While it was early days yet, the team will consider appropriate timing for connecting with key stakeholders as part of planning for the next steps.

It was acknowledged that a coordinated, cross-organisation approach to urban development was necessary for some of the programme's benefits to be achieved. Funding will also be required, the level of which will be dependent on the approach agreed by Ministers, Councils and agencies. The team has connected with the Auckland Light Rail team to bring in lessons and to minimise duplication of effort where possible.

It was agreed that it was too early to consider amendments to governance arrangements at this stage.

The LGWM Partnership Board:

- **Agreed** in-principle that a more active and coordinated approach to intervening to achieve transformative urban development is required to enable LGWM benefits and wider city and regional outcomes for housing, transport and climate change to be met.
- **Approved** LGWM accelerating engagement with Kāinga Ora and the Ministry of Housing and Urban Development on options to achieve transformative urban development around MRT stations, s 9(2)(g)(i), s 9(2)(j)
- **Noted** the extent to which intervention in urban development may be scaled up or down and staged, will be assessed in greater detail as the programme progresses, alongside wider

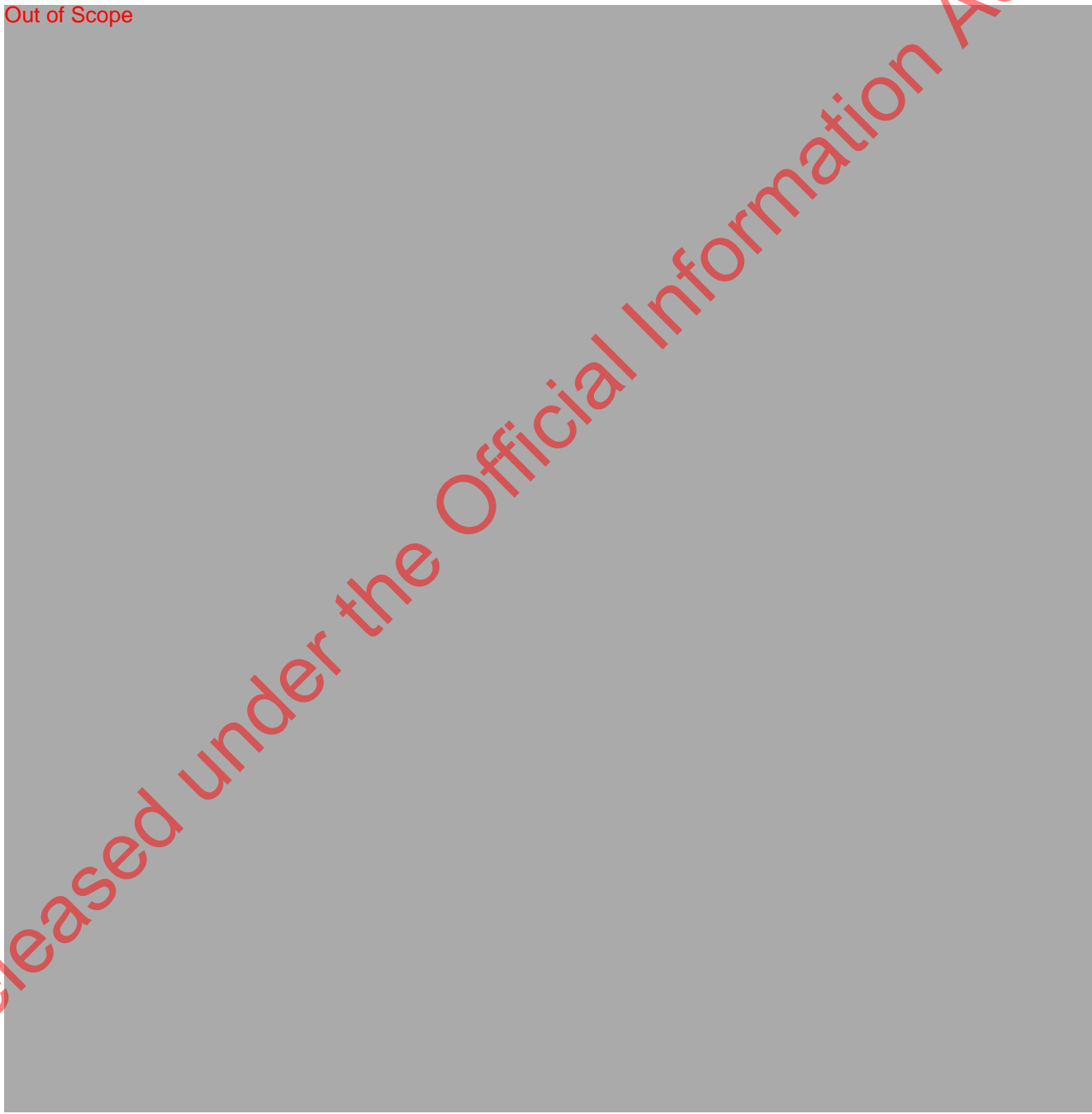
engagement and decisions on LGWM, considering risks, funding and financing, market conditions.

- s 9(2)(g)(i), s 9(2)(j)

• **Considered** whether strategic/commercial urban development governance expertise is desirable to supplement the existing governance composition for LGWM and engage with the Ministers of Transport and Housing on how best to enable this.

*Poul, Amy, Peter and Andrew left the hui.*

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