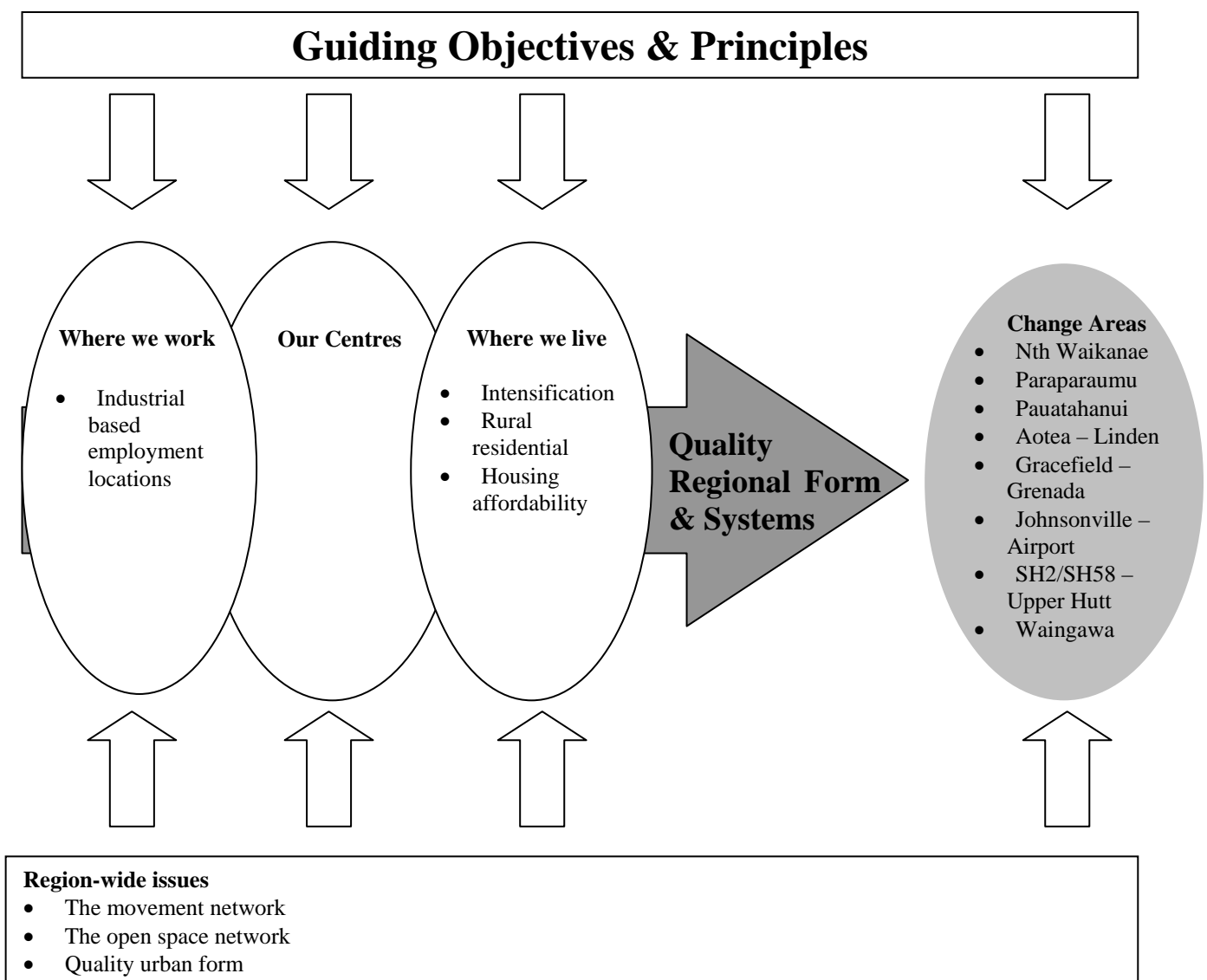


Appendix 3 - Investment in Quality Regional Form and Systems

To improve the quality of the region's form and systems we need to focus on our centres, where we work, where we live and three key region wide issues. In addition it is clear that the region contains several critical areas (Change Areas) on which specific focus is required in order to successfully improve our regional form and systems. Principles / statements of direction are proposed to guide our decision making towards investment in regional form and systems that promotes international competitiveness by protecting and improving quality of life and sense of place. This approach is illustrated below.



Each of the elements in the diagram are addressed below in the following order:

- Guiding objectives and principles for regional form & Page 3

systems investment	
• Investment in Change Areas	Page 4
• Investment in Centres	Page 11
• Investment in Industrial Based Employment Locations	Page 13
• Investment in Intensification	Page 15
• Investment in Rural Residential / Lifestyle Housing	Page 17
• Investment in Housing Affordability	Page 19
• Investment in the Region's Movement Network	Page 22
• Investment in the Open Space Network	Page 24
• Investment in Quality Urban Form	Page 26
• Summary table	Page 28-32

Several of the following implementation actions refer to the establishment of a regional mechanism to assist local authorities to unlock the development potential (e.g. medium density housing and city/ town centre opportunities) within their areas. One function of such a mechanism may be to co-ordinate the release of these development opportunities so that it optimises the return to the Region. A separate discussion paper on this mechanism is currently before the Forum.

Guiding objectives and principles for regional form & systems investment

Objectives for the region's form and systems were established as part of Focus Area 2 of the WRS Growth Framework July 2005. These objectives have been further tested as part of the development of the proposed actions which follow and their relevance for the future development of the Region confirmed¹. Consequently actions under the quality regional form and systems component of the Strategy will seek to:

- 1. Reinforce and improve compact corridor form.**
- 2. Mature our sub-regional centres.**
- 3. Reinforce a strong regional CBD.**
- 4. Strengthen green belts and open space corridors.**
- 5. Design major roads to support our centres.**
- 6. Build on culture and place**
- 7. Improve the range and location of our housing stock.**
- 8. Make sure that land and infrastructure is used efficiently.**

A number of principles covering the promotion of “sustainable prosperity”, “sustainable economic development”, “sustainable urban development” and “sustainable transport systems” have also been developed to guide and assess all Regional Strategy actions. These principles are set out in Appendix XXX.

In addition, given the particular spatial element of the regional form and systems component of the Regional Strategy it is important to have process principles to guide future action. These principles are set out below.

Implementation of the quality region form and systems component of the Wellington Regional Strategy will seek to ensure that:

- 1. Benefits from Regional Strategy actions provide a net gain for each territorial local authority area and for the region as a whole.**
- 2. The Regional Strategy direction is retained, however determination of the implementation detail will remain the responsibility of the relevant local authority.**
- 3. A range of development opportunities are facilitated around the Region that takes advantage of local circumstances and which reflects local character.**

¹ The objective to “Support marae as centres for change” was amended to the broader objective to “Support kainga-a-tikanga as centres for change” and included within the “Effective Leadership and Partnership” focus area.

Investment in Change Areas

Overview

The region will undertake and implement regionally co-ordinated planning specifically designed to unlock potential in the following strategically significant “change areas” for the region:

Change Drivers

- **Northern Waikanae Edge**
- **Pauatahanui**
- **Gracefield to Grenada**
- **Johnsonville to Airport growth spine**

Change Opportunities

- **Paraparaumu to Paraparaumu Beach**
- **Aotea (Porirua) to Linden**
- **SH2/SH58 Interchange to Upper Hutt city centre**
- **Waingawa industrial estate (Wairarapa).**

Analysis for the WRS has identified these eight areas as being of critical importance to achievement of quality regional form and systems (see map). In short the change areas are:

Locations where there is pressure for and/or the opportunity for regionally significant change across a number of the layers which make up our urban form, ie:

Employment Locations

Housing locations

Infrastructure & transport

Open space network & natural environment



It is important to note that while, for the ease of management, specific areas have been defined (see map) there are important connections between and beyond these areas which will require consideration as part of the work proposed for each area.

Given the regional significance of these areas a collective process for their integrated planning needs to be undertaken. However, as the combination of issues and development opportunities within each area differs the planning process proposed for each area also differs.

The areas have been classified into two categories, “Change Drivers” and “Change Opportunities”.

Change Drivers are those areas that are of collective regional interest, and that are critical to ensure the retention and enhancement of good regional form as outlined in

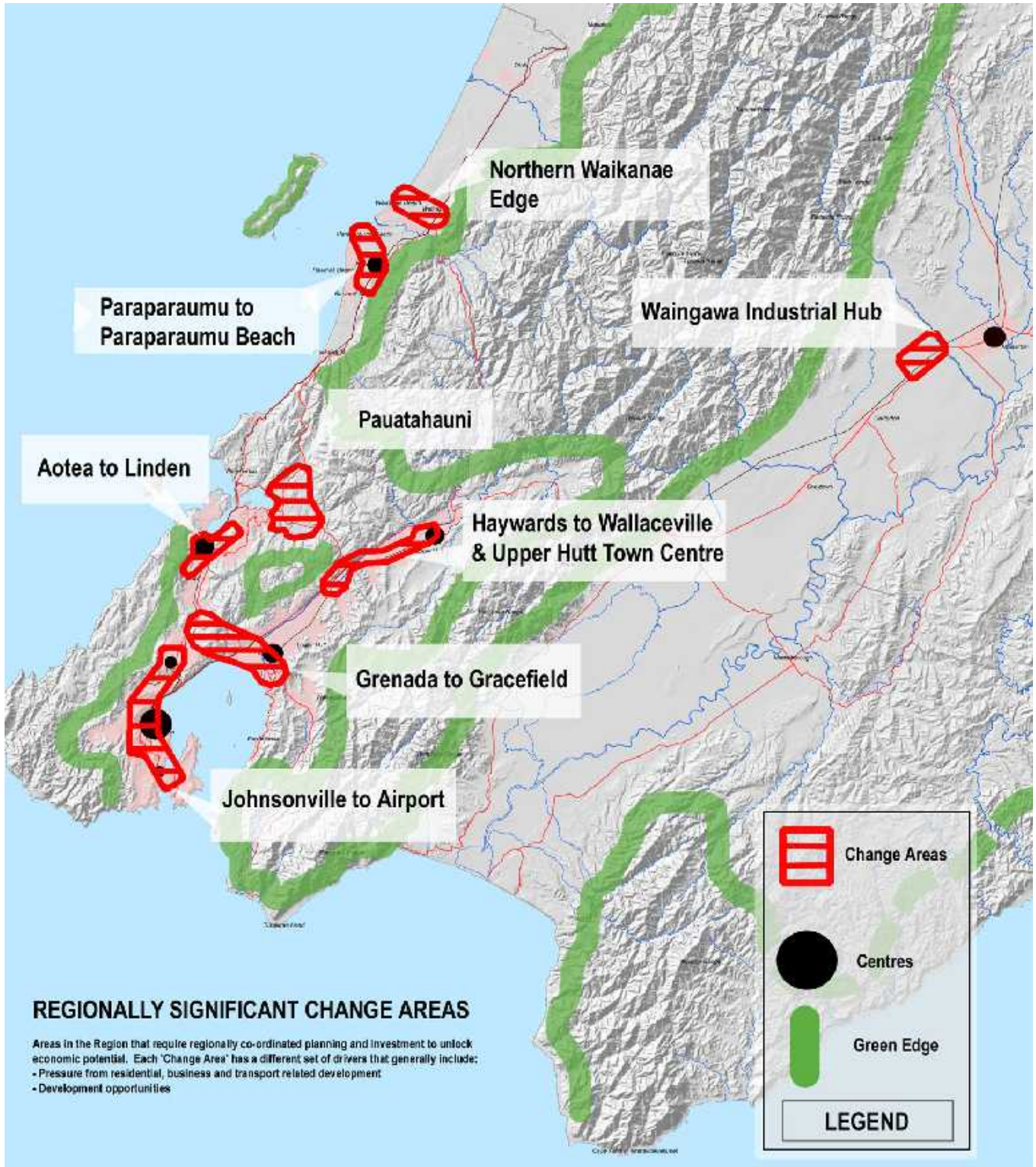
the Economic Growth Framework. Failure to deal with these areas effectively could undermine the regional form.

Change Opportunities are those areas where there is an opportunity to enhance the regional form, including the development of significant employment opportunities to provide employment where people live.

Broadly the proposed planning processes fit within 3 models:

1. Full responsibility with the local territorial authority, with support and peer review from a regional transport & land use officer group including officers from the all territorial authorities, Greater Wellington Regional Council (GWRC), Transit New Zealand and other central government agencies, as appropriate.
2. Lead responsibility with the local territorial authority with direct involvement from specific other territorial authorities and GWRC, and support and peer review from the regional officer group referred to in 1 above.
3. A collaborative regional process co-ordinated by the regional officer group referred to in 1 above.

Progress on all change areas will be regularly reported to the WRS Forum (or similar regional governance body).



Change Drivers:

Northern Waikanae Edge

Why is this area important?

For many years, this area has been identified as the last major urban development area in the larger Paraparaumu/ Waikanae urban area. The area has been progressively pulled back from a more extended area over the last ten years. Recently Kapiti Coast District Council has adopted the concept of a defined 'urban edge' in principle, subject to community consultation. At the same time Kapiti Coast District Council has removed a number of 'new urban growth areas' north of Waikanae and has adopted in principle, further focus on the existing residential zoned land at Otaki. Over the last year, the Council has been working closely with landowners within the Waikanae North area to develop a sustainable urban development framework, which will be translated through to a structure plan.

Without careful management via a clearly articulated framework for managing growth pressures at this northern Waikanae edge, there is potential to undermine both local consolidation/ growth management objectives and regional consolidation objectives sought by the WRS. The potential threat is significantly greater than elsewhere in the region because of Kapiti Coast's high population growth.

What are we going to do?

Kapiti Coast District Council has begun a planning process for this area which is due for completion in 2007. It is proposed to add regional peer review and support to this process via a regional officers group and reporting to a regional governance body. It will require close integration with the Regional Policy Statement to ensure that the concept of the urban edge can be maintained over time.

Pauatahanui

Why is this area important?

This area has been identified as a change area for the following reasons:

- its close vicinity to the possible Transmission Gully Motorway (TGM) and State Highway 58 (SH58) interchange is likely to generate pressure for warehousing, distribution and/or big box retail development which may undermine the regional form objectives of the WRS
- the Pauatahanui Inlet and its catchment is a regionally and nationally significant ecological resource
- analysis has shown that the opportunity to strengthen regional E/W links using the area's roading network is important to the development of the region.

What are we going to do?

Without delay, it is proposed to begin a structure planning exercise for this area to develop stronger planning protection for this area. Porirua City Council will lead this exercise with active involvement from the region's other territorial authorities, GWRC and Transit New Zealand. It is anticipated in order to manage the land speculation and development pressure which may be associated with any decision to proceed with TGM that the purchase and future timed release of land within the area by the region's territorial authorities and GWRC may be required.

The proposed structure planning exercise should be completed by 2008.

Gracefield to Grenada

Why is this area important?

This area has been identified as a change area for the following reasons:

- The Seaview/Gracefield/Petone area contains a significant industrial/commercial land resource, which exhibits significant redevelopment and rejuvenation potential
- There is significant opportunity for housing development & intensification in the Petone foreshore/Jackson Street area, however this needs careful management to ensure the areas character is not undermined
- The proposed Gracefield to Grenada link would be a route of regional significance in terms of linking industrial based employment nodes, improving E/W connectivity and congestion relief. Should this link go ahead it needs to be carefully designed to ensure it integrates with the (re)development opportunities in the area (see also Pauatahanui change area discussion)
- The opportunity to create a comprehensive, mixed use development at the Grenada end of the change area - encompassing industrial based employment and a range of housing choices within the northern growth management framework.
- There is a need to integrate management and decision making on these pressures and opportunities to ensure that the outcomes make a positive contribution to the region.

What are we going to do?

Without delay, Hutt City Council and Wellington City Council will jointly lead an integrated planning process for the area. This conceptual planning process should be complete by 2007. Upper Hutt City Council, Kapiti Coast District Council, Porirua City Council, GWRC and Transit New Zealand should also be active partners in the process. Regional peer review and support will be provided to this process via a regional officers group and reporting to a regional governance body.

Johnsonville to the Airport – the growth spine

Why is this area important?

This area has been identified as a change area for the following reasons:

- It contains a number of key regional facilities, including the port, airport, regional hospital and regional CBD, and associated strategic transport network
- Development and growth in this area has significant flow on benefits for the entire region.
- Existing pressure and constraints (space) on all transport modes, road, rail, bus, active modes
- Ongoing and regionally significant residential development, particularly apartments in the CBD and surrounds.

What are we going to do?

Beginning in July 2006, Wellington City Council will lead the development of a planning framework for the change area, with involvement from the other territorial authorities (in relation to regional facilities) and GWRC and Transit New Zealand (in

relation to transport facilities). Regional peer review and support will be provided to this process via a regional officers group and reporting to a regional governance body.

Change Opportunities:

Paraparaumu to Paraparaumu Beach

Why is this area important?

This area has been identified as a change area for the following reasons:

- opportunities to make better use of regionally significant land resources, including an industrial estate, the airport site and the land adjoining the town centre.
- development pressure from residential and retail (particularly big box) activities which have the potential to undermine the intensification/ consolidation and passenger transport goals.
- the area is dissected by key proposed transport projects including the Western Link Road, the State Highway 1 expressway and a bus/rail transport hub. The planning for this infrastructure needs to be integrated with the management of the area's land use issues.

What are we going to do?

Kapiti Coast District Council has begun a planning process for this area, which is due for completion in 2008. Greater Wellington Regional Council and Transit New Zealand will be actively involved in relation to transport issues. It is proposed to add regional peer review and support to this process via a regional officers group and reporting to a regional governance body.

Aotea (Porirua) to Linden

Why is this area important?

This area has been identified as a change area for the following reasons:

- significant (re)development opportunities at multiple adjoining sites, including the Aotea block, the Porirua Hospital site, the City Centre and the Elsdon and Kenepuru Drive industrial estates
- the potential impact of transport decisions (especially the location of the TGM interchange with SH1 and rail station upgrade).

What are we going to do?

Porirua City Council has already undertaken planning/design and release work in relation to the Aotea Block and the City Centre. Construction of the Aotea Block development is underway. Prior to 2010 Porirua City Council will lead the development of an integrated planning framework for the entire change area. Wellington City Council will have specific involvement in this work because of its connections to development within Wellington's northern suburbs. Regional peer review and support will be provided to this process via a regional officers group and reporting to a regional governance body.

SH2/SH58 Interchange to Upper Hutt City Centre

Why is this area important?

This area has been identified as a change area for the following reasons:

- It contains a number of large regionally significant sites having redevelopment opportunities, including the St Patrick's College site at Silverstream, the AgResearch site at Wallaceville and the former GM site on Alexander Road
- Opportunity to promote landuse patterns and a greater range of housing choice and intensification around nodes at Silverstream, Trentham and the Upper Hutt CBD which strengthen the rail corridor and compact corridor form
- Opportunity to take advantage of the improved E/W connection arising from the proposed Transmission Gully Motorway and SH2 AND SH58 upgrades
- Pressure for greenfield residential development
- Opportunity to mature the Upper Hutt CBD by promoting a greater mix of uses, introducing a greater range of housing choice including medium and high density housing, and Plan Changes to promote the intensification of development and mix of uses in the CBD core.

What are we going to do?

Upper Hutt City Council and the relevant landowner are already undertaking planning/design work in relation to the Wallaceville site to provide for a bio/security centre of excellence and science cluster and a mix of business and residential development opportunities. UHCC is also currently undertaking work on an Urban Growth Strategy for the City. Prior to 2007 it is proposed that UHCC lead the development of an integrated planning framework for the entire change area. Regional peer review and support including consultation with Hutt City Council and the Wairarapa Councils will be provided to this process via a regional officers group and reporting to a regional governance body.

Waingawa (Wairarapa)

Why is this area important?

This area has been identified as a change area for the following reasons:

- The site is an strategic employment site (approximately 120 hectares) for the Wairarapa (and the region more generally)
- While there is some industrial development occurring around the existing industrial hub at present, the area presents the opportunity for an 'inland port' / cargo hub – based particularly on forestry and/or to build on the wine making facilities within the province.
- There is a need to integrate future development of the site with key adjoining regional transport infrastructure (SH2 & rail).

What are we going to do?

The Wairarapa territorial authorities have initiated a planning process for the area. It is proposed that this process will be completed by 2007. Regional peer review and support will be provided to this process via a regional officers group and reporting to a regional governance body.

Investment in Centres

By 2008, develop a clearly articulated vision for:

- ◆ **each sub-regional centre which encourages and shapes investment in a way that supports the increased range and maturity of activities.**
- ◆ **investment in the regional CBD, to reinforce its position as the central conduit for private investment into the region and then out into the sub-regional centres.**

Why is it important?

The region's CBD and sub-regional centres are major 'engine rooms' of economic development. They are the hub for transport movements and civic and community investment. Their health, their resilience in the face of economic and social change and the efficiency of transport and housing infrastructure investment around them is a key aspect of any successful sustainable economic development strategy.

Resilience and adaptability is enhanced by having a wider range of high value/ skilled employment activities focused around all centres, linked to effective transportation networks. Effective viable centres, should relieve pressure on the transport system.

The Wellington region is characterised by a symbiotic relationship between the CBD and the sub-regional centres. External investment and skilled people come into the region via the CBD, with other activities gradually moving out into the sub-regional centres. A clearly articulated vision for the CBD and each centre will speed up this process of private investment.

By articulating a co-ordinated vision for the region's centres and supporting this with locally developed centres strategies, the region and the constituent communities, will be better able to engage with the business community and specific developers.

What are we going to do?

By late 2007, each local authority will identify their sub-regional centres and complete² a centres development vision for each sub-regional centre and the CBD, within the context of:

- transport system interdependencies and impacts;
- the wider strategy of increasing the range of commercial and business activities in each centre;
- an increased focus on quality of urban environment and potential for housing intensification and mixed use;
- A standard series of data on centres to enhance the regional dataset – including floorspace, land use, centre catchment, available land, parking spaces.

² Many of these processes are underway. There may be a need to broaden the focus to take account of the concepts of maturing centres etc, resilience etc. The regional process would be a peer review or joint planning where appropriate. Many of these centres fall within the change areas identified and would be integrated into those processes.

By late 2008, integration of specific centre visions into an overall regional vision which can be used to market the region's centres and guide development investment decisions.

By late 2008, develop regionally consistent principles for the management of big box retail activities to minimise their potential to erode consolidation efforts and centre development strategies.

By late 2007, develop an agreed transport investment programme in relation to each centre – to provide certainty for other investment and development decisions.

By XXX establish³:

- a regional investment mechanism which can assist local communities to unlock development potential within a centre or the CBD, where there is clear evidence of regional benefit in doing so and there are barriers to local communities taking action;
- clear principles and criteria for triggering such investment actions.

What will success look like?

- We will have a clear, vision for the future of the region's centres
- The regional CBD will remain the region's key centre and conduit for private investment in the region.
- We will see improved environmental quality and an increased range of activities within our sub-regional centres.

³ A separate paper on this implementation option is before the Forum.

Investment in Industrial Based Employment Locations

The region will identify, promote and invest in strategic industrial based employment locations

Why is it important?

Maintaining an adequate and adaptable supply of industrial based land is a fundamental requirement of any successful economy.

Our current understanding of both the demand and supply sides of the region's industrial based employment land remains at a broad level. For example, while there appears to be significant re-development potential within the region's existing industrial based employment locations, many of these areas do not appear to meet the infrastructural and amenity requirements of many new economy industrial business needs.

Ensuring that the region's land resources are able to meet the full range of industrial based business needs will assist the region to attract and retain business.

A wider goal of the Wellington Regional Strategy is to identify where most benefit can be gained from regional investment. In terms of industrial employment location, benefit is not only about economic growth, but also relates to environmental, social and urban form outcomes. For example, the opportunity for people to work in the same area as they live is restricted in specific parts of the region. Improving the balance between where people live and work will have benefits with respect to the pressure on our transport network and also local community development.

Assessing the strategic fit of existing and proposed industrial based employment locations in relation to wider WRS outcomes will help to identify areas that would benefit greatest from local government intervention or investment.

It is one thing to identify where focus local government resources, and another to get the market to respond. Mapping and promoting industrial based employment locations is an important step in getting private investment in accordance with the region's aims. Interpretive mapping and the development of a single portal of information on industrial based employment location will help to smooth the process for businesses wishing to locate in the region.

What are we going to do?

Better understand supply and demand (2007):

- Develop a regional database providing accurate and detailed information on the supply of and demand for land from industrial based employment activities.
- Unpack factors affecting supply and demand including: land value, relating to type of employment, proximity to transport routes and other related land uses

Identify strategic fit (2007/08):

- Assess the strategic fit of proposed industrial based employment locations with WRS objectives based on the following criteria:
 - Improve the region's international competitiveness
 - Improve the balance between where people live and work within the region, recognising advantages offered by the different areas
 - Retain an appropriate level of flexibility to allow for new types of business activity
 - Provide a range of attractive commercial and industrial areas, with appropriate infrastructure
 - Enable an appropriate level of intra-regional competitiveness
 - Enable the region to unlock any land and infrastructure resources from activities which are declining and/or not making the most efficient use of those resources
 - Ensure land development for business activity is consistent with the Regional Strategy's "principles for promoting sustainable prosperity".
- Identify if there are existing or proposed employment locations that would benefit from special intervention or investment.
- Consider mechanisms, including joint regional initiatives.
- Ensure that these actions integrate with planning for the development of the region's centres.

Map and promote industrial based employment locations with good strategic fit (2008):

- Interpretive mapping of strategic employment locations.
- Regional marketing and development of an employment location portal to assist new business considering locating in the region.

By XXX establish⁴:

- a regional investment mechanism which can assist local communities to unlock their industrial based development potential, where there is clear evidence of regional benefit in doing so and there are barriers to local communities taking action;
- clear principles and criteria for triggering such investment actions.

What will success look like?

- We will have a clear, up to date understanding of industrial based land supply in the region
- We will be able to provide accurate information on strategic industrial based locations to business investors
- We will see industrial based employment growth in areas that have been assessed to provide greatest regional benefit.

⁴ A separate paper on this implementation option is before the Forum.

Investment in Intensification

The region will actively encourage intensification of housing around key public transport nodes and adjacent to or in town centres

Why is this important?

Residential intensification around nodes supports:

- the viability of centres through increased economic, civic and entertainment activity;
- increased local employment;
- passenger transport use; and
- reduces pressure for infill housing and growth on the periphery.

In relation to this final point it is noted that the traditional low density suburbs (provided they have good connectivity and access to centres and services) are important. They provide housing choice and a high level of amenity valued by the community. Dispersed infill housing places pressure on local infrastructure and can undermine character, especially in older areas.

Housing intensification therefore has two aspects:

- targeted intensification of residential activity around centres and key transport nodes;
- parallel management of infill housing and increased densities in traditionally low density areas, to limit general dispersal and protect local character.

The concept of intensification does not mean a 'one-size-fits-all' design or level of density applied across the region. It signals a focus on encouraging and enabling increased densities in certain locations, making best and most efficient use of the relatively limited regional population growth.

What Are We Going to Do?

Key actions are:

- by 2007, a broad regionally agreed typology of housing densities, design standards to be used as reference point for management of intensification at the local level⁵;
- by 2008, all Councils have identified an intensification overlay (and associated infill management framework) with their local communities which is then drawn together into a regional 'picture'. Note: this is not confined to the identified sub-regional centres.
- by 2009, all District Plans provide for targeted intensification and infill housing management, taking account of the overlays and the typologies;
- by 2008, key local developers across the District have signed up to the Urban Design protocol.

⁵ A key issues for housing intensification management is a consistent and agreed terminology and design framework. The terms medium density and high density housing are often used interchangeably, when they have very different meanings. Certainty is also provided for developers. Such a typology can take account of local variations.

- by XXX establish⁶:
 - a regional investment mechanism which can assist local communities to develop best practice examples of medium density housing development, as way of encouraging investment in local areas;

What will success look like?

- We will see increased housing density around the region's key centres and transport nodes, which is located to encourage business opportunities and which is consistent with local character.
- We will see a more strategic pattern of infill development within existing and traditionally low density residential areas which recognises local character, infrastructure capacity and the desire to retain the region's compact corridor form.
- We will see an increased range of housing choice within the region.

⁶ A separate paper on this implementation option is before the Forum.

Investment in Rural Residential /Lifestyle Housing

By 2008 the region will have an agreed rural residential development framework.

Why is it important?

'Lifestyle' is one of several key agents available to the region to attract and sustain economic investment, development and growth. In order for the Wellington region to enhance or build on its attractiveness as a 'lifestyle' place, the region needs to ensure that access exists to 'lifestyle' living and housing choices. This includes facilitating access to rural residential / lifestyle living choices at the region's urban margins and within its rural areas.

Providing for rural residential/lifestyle housing as a living choice offers the potential to:

- unlock 'lifestyle' related economic development opportunities;
- attract 'lifestyle' investment into the region;
- better utilise poor productivity areas;
- enhance or add value to places and communities; and
- may provide opportunities for enhancing management of ecological values and some sensitive environments.

Such accessibility does however need to be balanced against the need to: manage and in some cases protect functioning and productive rural economies; protect and manage sensitive environmental and amenity values; avoid hazard creation; manage infrastructural limitations, and; manage urban sprawl and protection of future urban growth areas. Consideration must also be given to ensuring that 'lifestyle' market need is actually being appropriately met, and that the right lifestyle choices are being provided in the right locations.

Given the complexity of managing the various interests and issues associated with rural residential developments, a regional framework for rural residential/lifestyle development would assist with guiding the sustainable development and release of such opportunities.

What are we going to do?

The region is presently experiencing pressure in various localities for the ad hoc release or rezoning of rural residential / lifestyle living areas. This pressure indicates that there is an unmet current demand within the local rural residential housing market. It also indicates that there may be a shortage in rural residential developments that are able to attract 'lifestyle' related economic development opportunities.

A regional Rural Residential/Lifestyle Development Framework will be developed by 2008, to assist with guiding the identification, development and release of sustainable rural residential developments.

This framework would include the development of:

- A regional information base documenting constraints and opportunities for rural residential / lifestyle developments (covering matters such as soils, hazards, ecological areas, infrastructure, urban growth areas etc);
- Sustainability based principles to underpin the identification, release and development of rural residential lifestyle areas;
- Tools to implement the Rural Residential Development Framework. This may include the use of: regulation (regional and district policies and plans); rates structures, and; infrastructure and design guidance, to assist with facilitating and guiding such developments.

What will success look like?

A regional framework for rural residential development will exist to guide the identification and release sustainable rural residential developments.

Benefits to the Wellington region will include:

- Access to an effective range of urban and rural area lifestyle living and housing choices within the region;
- Enhanced attractiveness of Wellington as a place that meets a range of lifestyle living opportunities;
- Attraction or retention of lifestyle related economic development and activity;
- Enhanced planning for rural residential developments, which integrates such developments with local communities and places;
- Sustainable management of Wellington's desired rural residential lifestyle living environments.

Investment in Affordable Housing

Improve the availability of affordable housing (particularly in relation to town/city centres, transport nodes and employment centres) by 2012 based on an agreed approach with Central Government and the private sector.

Why is this important?

Sustainable economic development depends:

- directly on a skilled, adaptable, workforce that is available in the right place over time;
- in part on minimising the costs of social conflict and failure and maximising individual and community engagement, thus reducing the need for investment to deal with consequent social problems;

These concerns and goals have been adopted in the Wellington Regional Strategy Growth Framework, either as goals around employment and business growth, including productivity, or outcomes concerned with social cohesion and making sure that no part of the community falls behind in terms of basic needs and quality of life.

In the context of the regional strategy, affordable housing has two aspects:

- for the workforce - ensuring the cost, location, range and availability of housing presents a consistent affordable package across the region which:
 - enables full effective workforce participation and development;
 - locates the workforce where it is needed;
 - minimises pressure on infrastructure.
- for people who due to social need, disability, unemployment etc cannot afford market costs for housing.

Affordable housing is not just about the cost of the house itself but also the location and availability. For example, housing on the periphery can have significant transport costs attached to it, if there is no local employment. Equally, a limited range of housing in an area can impose costs as people have to move as the size of a household changes. In this respect it is important that the region's thinking in relation to affordable housing and housing design more generally takes account of our ageing population and also our increasing ethnic diversity. Finally, poor design can increase energy costs.

The Wellington Region has:

- a limited range of lower cost housing in some areas which can restrict labour force mobility, adaptability and choice;
- relatively low cost housing on the periphery with linked relatively high transport costs;
- concentrations of public housing stock in some areas and very limited availability in others;
- rising housing costs in coastal areas,

What are we going to do?

Actions can occur across a continuum ranging from addressing:

- indirect factors such as:
 - transport and access to local employment;
 - encouragement of local employment choices;
- structural issues associated with housing such as:
 - facilitating acquisition of land for construction of affordable housing adjacent to centres;
 - advocating for innovation around house purchase and development;
 - advocating around good house design;
 - the regulatory context;
- direct provision and ownership of public housing.

There are a number of players in this area, with central government having a major role in provision of social housing.

Key actions are:

- by 2007, a completed regional analysis of affordable housing availability as it relates to workforce mobility and development, integrated with central government analysis of social housing needs. This would include assessment of:
 - land availability on the periphery, in centres and older suburbs;
 - analysis of impacts of containment policy and final transport investment pattern.
- by 2008 a heads of agreement with major private sector developers to explore innovative housing design/ developments that increase the range of housing types in key parts of the region;
- by 2008, a central government/regional social housing investment programme (including long-term land banking) clearly linked to centres, workforce development strategies and regional demographic trends⁷.
- by XXX⁸ establish:
 - a regional investment mechanism which can assist local communities to unlock development potential within for affordable housing where:
 - there is clear evidence of regional economic development benefit in doing so and there are barriers to local/ central communities taking action;
 - there is potential to assist central government in the short term to achieve its programme;
 - clear principles and criteria for triggering such investment actions.

⁷ Most local authorities own some public housing stock focused on social housing need, with Wellington City owning the largest number of units. Such ownership is the result either of past central government housing policy around pensioner housing, or a deliberate decisions of communities to become involved in this area. At this stage, it is not proposed that there be a regional action around direct investment in social housing, although it may be appropriate to assist individual local authorities if they wish to act in this area.

⁸ A separate paper on this implementation option is before the Forum.

What will success look like?

- We will have a clear understanding of the regional issues associated with affordable housing, including the implications of demographic trends and the need for culturally appropriate housing types.
- We will have an agreed approach, involving central government and the private sector, to the provision of affordable housing within the region.

Investment in the region's movement network

Ensure that the region's movement network is well integrated within the urban environment and takes account of the local context.

Why is it important?

At present there appears to be a disconnect between the imperatives driving the design of our movement network, particularly our roading network and the aspirations of the region in relation to quality urban form. When transport investment decisions are currently made, there is relatively limited analysis of the implications for surrounding urban areas, at the neighbourhood and local level, as well as for the region's centres. As the region seeks to improve the quality of its urban areas, particularly to reinforce and mature its centres, and in doing so to unlock the economic potential of these areas, it will be essential that the design of our movement network is consistent with these aspirations.

Equally for reasons of improving economic development, regional connectivity and access it is important that the region's land use planning makes provision for opportunities to improve the region's movement network. In this respect analysis for the WRS has re-confirmed the significant economic and social benefit that will be gained from improved regional connections. Consequently there is a need to ensure that provision for improved east/west and north/south connections is made when planning development in relevant areas, eg planning for the Pauatahanui, the Gracefield to Grenada and Johnsonville to Airport change areas.

What are we going to do?

Implementing this action area will require better integration between the region's land use planning, urban design and transport provision functions.

Therefore:

- By XXXX a process for the integration of WRS and RLTS technical groups, shall be established. Specifically, it is anticipated that the integrated group will:
 - help develop the regional plan of action under the NZ Urban Design Protocol;
 - be involved in the regional peer review of the concept planning of the region's change areas; and
 - provide land use planning advice to the Regional Land Transport Committee.

What will success look like?

- We will have a better level of understanding about the implications of decisions about the region's movement network on the region's urban form and economic performance.
- Decisions relating to the region's land use planning and movement network will be better integrated.

Investment in Open Spaces

Improved regional integration of public open space

Why is it important

Quality open space is a fundamental requirement of world class cities and regions and a fundamental element of quality of life for residents. By having great parks, well connected walking tracks, and high quality natural areas close to our doorstep, the region will be better placed to ensure its success as an attractive and sustainable region while meeting the needs of the community and visitors. Furthermore improving the integration of the region's openspaces will assist with the promotion of commercial recreation and associated tourism activity.

In recognition of this, Wellington communities have had a very long history of collective provision of natural open space within each of their areas, and some key 'urban spaces'.

The urban areas are notable for the penetration of large tracts of public open space into the built and developed areas. Some of this is a function of topography but it has also been a conscious programme of land acquisition and/or access over a long period of time.

Increasingly each community is beginning to see these areas as not only providing for local recreation and amenity but as part of a 'network concept'. These networks are being articulated as city or district wide systems but there is also an increasing appreciation of a regional system. For example, Wellington City Council, via key policy documents Capital Spaces and Wellington Wet and Wild notes the links between the Town Belt and the Outer Green belt and the potential for a system that links through Porirua City into the Tararua Ranges.

This network concept also includes a growing focus on walkway and track access, which is integrated where relevant, into the wider access and urban form strategies.

This open space system is not simply a series of geographic areas set aside for amenity or recreation purposes. There is increasing emphasis on these areas as part of a dynamic system or processes, which actively build on or contribute to wider outcomes. Key areas of emphasis are:

- increased biodiversity via restoration of native vegetation and development of ecological corridors;
- the potential for flood management and stormwater quality management along urban streams;
- the integration of streams management into wider open space concepts;
- the role the open space system has in urban amenity e.g. 'liveable communities';
- the significance of those natural and urban spaces to long-term economic development – in terms of:
- marketing of the region;

- attraction and retention of key people/economic leaders.

By identifying strengths, weakness, opportunities and threats in our public space network, this action area will help to identify where greatest regional benefit could be gained through collective action.

What are we going to do?

- Using the WRS environmental constraints project as a basis, identify and map different categories of public open space, including:
 - Regional parks & publicly owned water collection areas
 - DOC estate, reserves and covenants
 - TA parks and reserves
 - Walking tracks
- Identify major gaps and opportunities to improve regional integration of public open space.
- Develop a regionally agreed action plan for improving the integration of public open space – to consider:
 - Identification of any key areas of land not in public ownership that are considered important in the overall regional opens space network
 - Methods to better integrate existing and new areas into the open space network, including:
 - Land purchase
 - Public private partnerships
 - Use of QEII covenants
 - Extension of walking tracks
 - Management implications of using different methods

What will success look like?

- The community will have increased and enhanced access to well managed open spaces across the region – or some such statement.
- Commercial recreation opportunities will be better integrated and improved.
- Government agencies and the public will have a greater awareness of the Wellington region's public open spaces and protected land.
- Improved ecological outcomes within the regional public space system.
- A more integrated and better connected public open space network for the Wellington region.

Investment in Quality Urban Design

By 2007, all councils in the region will be a joint signatory to the NZ Urban Design Protocol, supported by an agreed regional plan of action illustrating how we will achieve quality urban design outcomes.

Why is it important?

Achieving quality urban design is critical to maintaining and growing the international competitiveness of the region, to providing a high quality of life, and to achieving sustainable development.

By all the councils in the region becoming a joint signatory to the NZ Urban Design Protocol, this signals a strong regional commitment to quality urban design. This will reinforce the point of difference that Wellington already has within the country, and will provide a clear demonstration to the private sector of the quality that is expected in all developments.

Given the large number of existing signatories to the Protocol already located within the Wellington region (including WCC, KCDC, private companies and central government agencies), it would enable a regional 'grouping' of signatories across different sectors (government, private etc) to be established. This would facilitate shared learning, information sharing and networking.

The Protocol provides an existing mechanism, organisational structure and principles that have widespread national and international recognition and buy-in. By becoming a signatory, it will enable all councils in the region to access the available resources and networks established as part of the Protocol implementation, and as a major block of signatories to drive its future development.

A requirement of sign-up is the development of an action plan. If this is done as a single regional action plan this will provide a number of benefits including: reinforcing regional collaboration and sharing of information, enabling smaller Councils to benefit from the specialised resources of larger Councils, maximising efficiencies, and improving opportunities for more significant actions.

What are we going to do?

All Councils will be a joint signatory to the New Zealand Urban Design Protocol

- Formally sign-up to the NZ Urban Design Protocol (end 2006).
- Develop a regional action plan to implement the commitment (mid 2007). A range of potential joint actions may include:
 - A regional non-statutory urban design advisory panel for significant developments;
 - Regional urban design guidelines (non-statutory) on medium-density and infill residential development, and large format retail uses;
 - Regional guidance on the preferred format and process for 'structure plans', 'masterplans' and 'centre plans';
 - Regional training programmes for council staff and possibly clients;

- Sharing of expert advice across councils.

A joint regional code of practice for land development will be developed

- Review existing codes of practice and subdivision design guides (mid 2007)
- Agree framework for joint code of practice (end 2007)
- Finalise joint code of practice (mid 2008)

Codes of practice have a significant but often 'hidden' impact on the quality of development across the region, particularly residential development. Each council has its own separate code or the equivalent and there is no consistency across the region.

There is a significant opportunity to review the various codes of practice and to develop a joint regional code or equivalent. As part of this review, it will be important to provide flexibility for local conditions, local character and non-traditional solutions, to encourage innovation and to ensure that any standards reflect best practice objectives for quality urban design and sustainable development.

What Will Success Look Like

- A Wellington regional grouping of signatories established and meeting regularly to share information and experiences (this could encompass all local governments, most central government departments, key developers and educational institutes)
- The first regional action plan in the country to have been developed
- Joint working on regional initiatives to deliver quality urban design
- A single joint code of practice for land development is used across the region and results in improved urban design and sustainable development standards.