Wairarapa-Wellington-Horowhenua Draft Future Development Strategy Site Analysis Methodology Report October 2023

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1 Introduction and Report purpose

This report sets out the process behind analysing different sites and areas for including in the Wairarapa-Wellington-Horowhenua Draft Future Development Strategy.

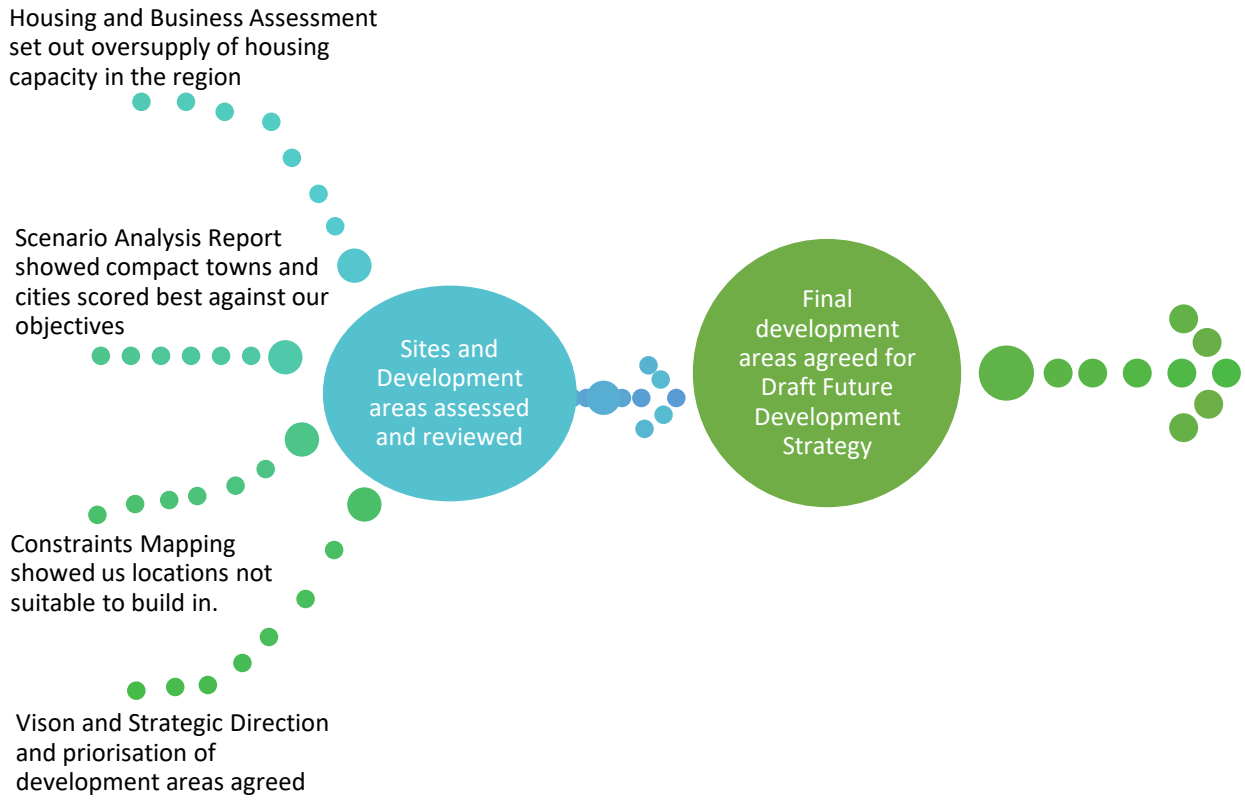


Figure 1.1: inputs into site analysis and draft Future Development Strategy

1.1 Understanding demand and capacity

The Wairarapa-Wellington-Horowhenua Regional Housing and Business Assessment 2023 (HBA) sets out the housing numbers and typologies we need and the business land area for different types of industries that we need for our region over the next 30 years. The HBA is based on a projected population increase of the Wairarapa-Wellington-Horowhenua region by around 200,000 people over the period to 2051.

1.1.1 Housing

The key findings of the HBA in relation to housing are:

- Over 99,000 houses are required by 2051 to ensure sufficient housing to meet demand. This is made up of almost 38,000 houses in the short to medium term, plus 61,000 in the long term.
- Based on current District Plans, the Wairarapa-Wellington-Horowhenua region has sufficient housing development capacity (houses that could be built) in the long term for over 206,613 houses. That is more than double what we need (99,000).
- The following tables set out our demand and capacity in a bit more detail.

Council Area	Additional dwellings 2021–31	Additional dwellings 2031–51	Total additional dwellings 2021-51
Kāpiti Coast District	5,477	8,411	13,888
Porirua City	3,585	6,303	9,888
Upper Hutt City	2,958	4,973	7,931
Lower Hutt City	6,450	11,551	18,001
Wellington City	11,337	19,070	30,407
Horowhenua District	2,530	3,890	6,420
Masterton District	3,324	3,935	7,259
Carterton District	1,005	1,728	2,733
South Wairarapa District	1,052	1,723	2,775
Total	**37,718**	**61,584**	**99,302**

Figure 1.2: Housing bottom lines by council area.

Council Area	Demand[1]	Capacity	Difference	Sufficient
Kāpiti Coast District	13,888	32,673	18,785	Yes
Porirua City	9,888	20,350	10,462	Yes
Upper Hutt City	7,931	18,461	10,530	Yes
Lower Hutt City	18,001	28,236	10,235	Yes
Wellington City	30,407	73,856	39,008	Yes
Horowhenua District	6,420	11,967	5,547	Yes
Masterton District	7,259	7,968	709	Yes
Carterton District	2,733	4,402	1,669	Yes
South Wairarapa District	2,775	8,700	5,925	Yes
Total	**99,302**	**206,613**	**107,311**	**Yes**

Figure 1.3: Housing sufficiency by council area.

Figure 1.4. sets out the demand and capacity by housing typology (standalone vs attached (terrace housing and apartments)). Whilst there is more than enough capacity within our existing urban environments to meet demand, when broken down by typology in some areas (Lower Hutt, Horowhenua, Masterton and Carterton) the demand for standalone dwellings is unable to be met. Given the significant capacity of attached dwellings overall sufficiency is able to be met.

[1] *Based on the 2022 Sense Partners population projections. This differs from the Property Economics summary report and some local reports. We are using 2022 projections as the bottom lines to be consistent with the Future Development Strategy assumptions.*

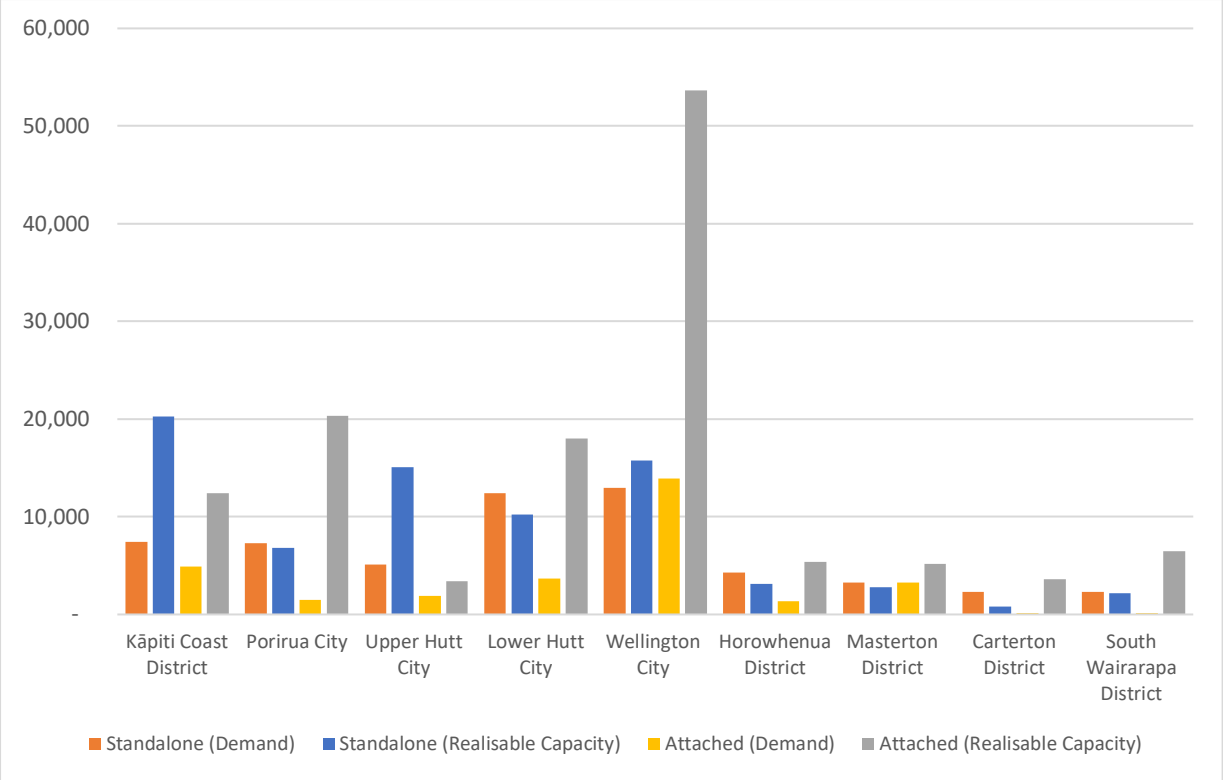


Figure 1.4: Reasonably expected to be realised infill vs Demand by housing typology to 2051. Attached includes apartments and terrace housing

1.1.2 Business Land

The key findings of the HBA in regards to business land are:

Demand

- Demand for business land will continue to grow strongly across the Wairarapa-Wellington-Horowhenua region over the next 3 decades, fuelled by higher-than-expected population growth.
- This demand equates to an additional 9,181,600 m2 of business floorspace (or more than 1,192 hectares of additional land) over the next 30 years.
- The types of business floorspace demand requirements at the end of 2051 can be broken down as follows:
    - Commercial – 1,700,460m2
    - Government – 839,691m2
    - Retail – 1,038,595m2 - To put this in context this is over 2 times the current floorspace of Queensgate Mall in Lower Hutt.
    - Education – 788,463m2
    - Health – 1,010,164m2
    - Industrial – 3,062,345m2 (or 697Ha of land) - To put this in context this is over 2 times the area of the Seaview/Gracefield/Moera area in Lower Hutt.
    - Other – 741,978m2
- Growth will be uneven across the region. Local trends and nuance will determine where demand falls.

Capacity

- There is sufficient capacity for business activities that can be intensified (such as retail or office) but not necessarily for industrial activities that need more land.

- The region has sufficient business capacity, based on a qualitative analysis with the following types of capacity:
    - Over 36,600,000m2 (floorspace) potentially available for redevelopment (that's if every site was demolished and rebuilt)
    - Over 7,100,0002 (floorspace) vacant (at time of modelling) that could be redeveloped in the short term
    - Over 17,000,000m2 (floorspace) available for infill development
- However, we know that demand for industrial land requires larger footprint sites, and due to current land zoning and availability, this category is likely to have a shortfall. A separate project has been commissioned to confirm industrial land demand and identify suitable areas.

1.2 Understanding implications of different patterns of growth

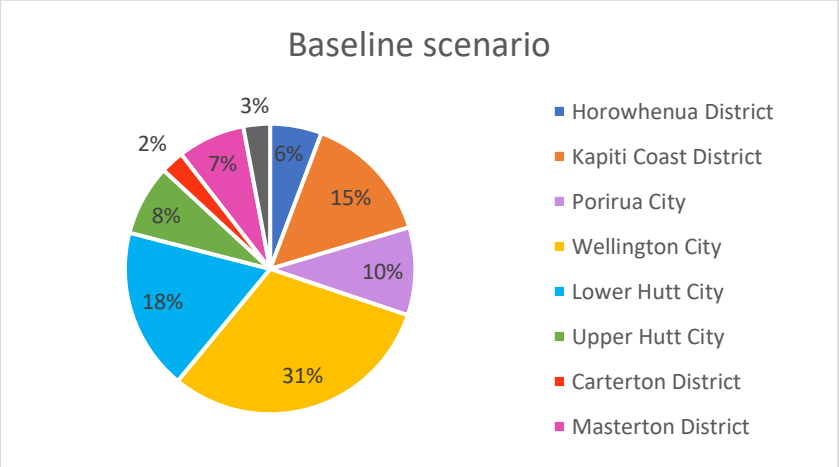
As required by the National Policy Statement on Urban Development, the Draft Future Development Strategy undertook testing of various scenarios to understand the advantages and disadvantages of different patterns of growth. The process and the results are summarised below, more detail is provided in the Scenario Evaluation Summary Report.

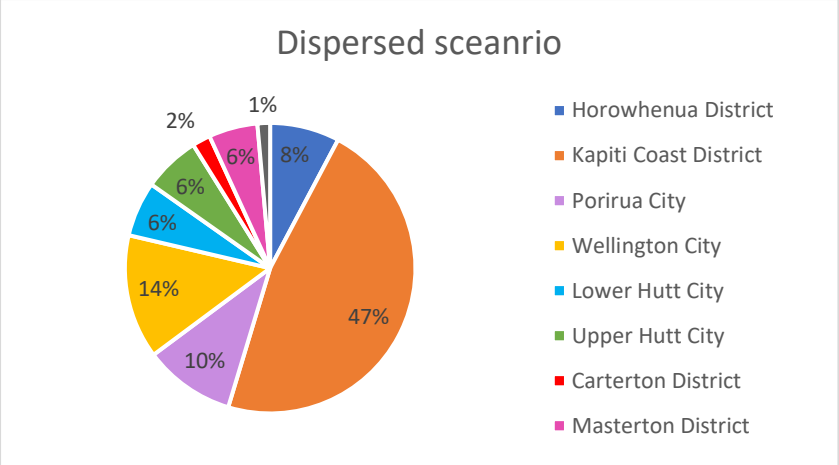
1.2.1 Spatial scenarios

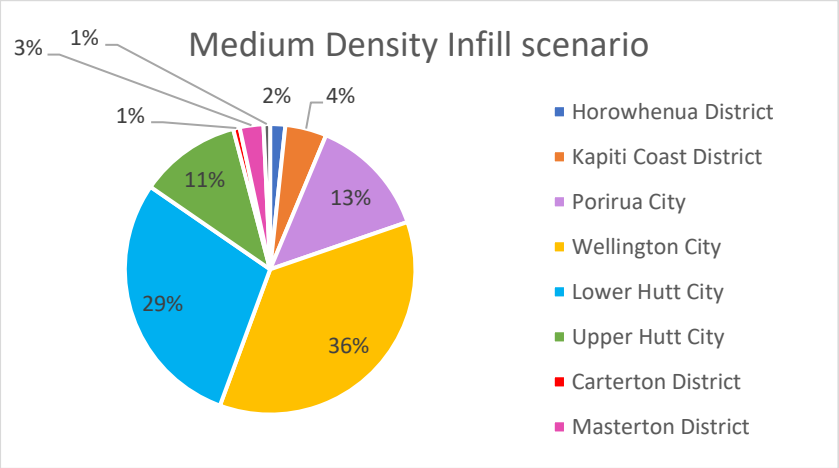
Four spatial scenarios were developed to test the implications of accommodating growth in our region in different ways. These scenarios were purposefully tested as 'bookend'/extremes The four spatial scenarios consist of:

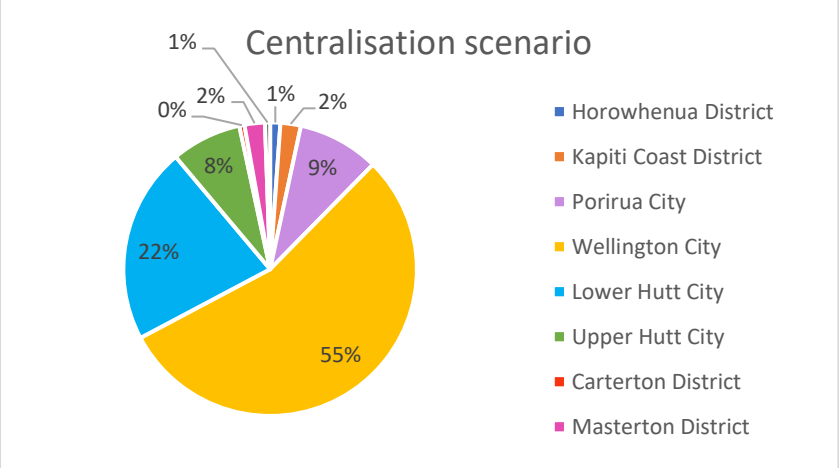
- A '**baseline scenario**', which is consistent with current policy direction. It distributes growth across the region in already enabled locations. This scenario includes a mix of building typologies (e.g. standalone dwellings, terraced housing and apartments) based largely on existing zoning.
- A '**dispersed scenario**', which is focused on greenfield areas, with less emphasis on intensification. It distributes growth in enabled and planned greenfield areas. This scenario sees some medium density building typologies (e.g. townhouses/terraced houses) within new greenfield developments.
- A '**Medium Density and Infill scenario,**' which focuses on intensify existing urban areas through infill and urban redevelopment. This scenario is focused on medium density building typologies (e.g. townhouses/terraced houses).
- A '**Centralisation scenario**', which focuses growth within main urban centres. This scenario is focused on high density developments (e.g. apartments and townhouses/terraced housing).

The figures below show the proportion of growth in each district.









1.2.2 Scenario assessment

The assessment included qualitative and quantitative methods. This consisted of:

- GIS spatial analysis,
- Analysis of scenario impact on the transport network,
- Assessment of household access to social destinations,
- Multi-criteria analysis,
- Infrastructure impact assessment, and
- Assessment against iwi and hapū values and aspirations for urban development.

These methods were used to test the scenarios against a set of objectives, as depicted in Table 1.5 below.

Figure 1.5: Objectives for the Future Development Strategy

1.2.3 Results

Overall, the **centralisation scenario** performed best across almost all of the assessment criteria, followed by the **medium density infill scenario**, indicating that more compact and higher density development would deliver better on the project bevies than current growth trends. Generally, the dispersed scenario scored worse than the baseline scenario.

The key advantages and disadvantages of each scenario against the project objectives are summarised below.

Key advantages and disadvantages of the spatial scenarios

Scenario - Baseline - Growth consistent with current policy direction	
Advantages/Opportunities	*Disadvantages/Challenges*
Would not cause any issues for housing supply because growth would be in accordance with predicted housing market trends. More opportunity to locate growth and avoid adverse effects on areas of cultural significance to Mana Whenua and more opportunity for maintaining and developing traditional connections with whanau and whenua.	No change in transport outcomes without transformative infrastructure investment. Somewhat worse over the 30-year period in terms of emissions reduction and the likelihood of meeting regional climate change targets. Could perpetuate existing inequities for Māori where access to health, education and employment is at greater distances, and could

	increase coastal pressures and emissions causing harm to te taiao.
Scenario - Dispersed - Growth would be focused on greenfield areas (particularly in Kāpiti), with less emphasis on intensification	
Advantages/Opportunities	*Disadvantages/Challenges*
Would not cause any issues for housing supply because growth would be in accordance with predicted housing market trends Potentially lower exposure to natural hazards and climate change risk. However, this is only if new development is able to be designed and located to avoid high risk areas.[2] Scores better than the baseline scenario in terms of fluvial (river) and pluvial (rainfall) flood hazard exposure and growth in well-defined earthquake fault rupture and deformation zones (areas where an earthquake changes the land from how it was before the earthquake). Scores well in terms of other seismic hazards, such as subsidence, ground shaking and liquefaction. However not as well as the medium density infill scenario More flexibility in relation to the location of growth and avoiding adverse effects on areas of cultural significance to Mana Whenua and to grow traditional kai.	Highest potential to adversely affect natural environments. Highest potential to adversely affect areas of highly productive land (land that is good for growing food and farming) Lowest share of the population living near to existing community services and green spaces. Social access is also worse than the baseline for almost all social destinations under this scenario. This scenario would have the worst transport outcomes of all the 4 scenarios without transformative infrastructure investment. Even with transformative investment (which would likely be prohibitively expensive under this scenario), transport outcomes are generally worse under some metrics (including Vehicle kms travelled VKT – a proxy for emissions from private vehicles) than under all other scenarios. This scenario would be the most expensive to service by public transport infrastructure, the most reliant on state highway access, and the most likely to increase VKT. This scenario would be the most expensive to service by electricity distribution infrastructure and would require significant investment in local council network extensions to service greenfield areas, with higher ongoing costs than under the baseline. In addition, this scenario is not supported by gas and electricity distribution infrastructure providers. Scores worst of the 4 scenarios in terms of lowering overall regional emissions Greater impacts on water quality through increased development in new areas. Possible displacement of local iwi and increases in housing prices (as land is bought up for development). Adverse impacts on te taiao due to higher transport emissions.

[2] *The GIS analysis did not take into account regulatory settings i.e. district plan rules.*

Scenario - Medium Density Infill - Growth is focused on intensification in existing urban areas	
Advantages/Opportunities	*Disadvantages/Challenges*
 In general, this scenario has the greatest opportunity for locating housing near transport and jobs and where demand is. It is most likely to improve housing affordability and is likely to reconcile with current developers are willing to build. It strikes the best balance between having housing in the places people want to live and having the kinds of houses that meet diverse community needs.  Lower potential to adversely affect natural environments. Likely best at avoiding significant adverse impacts on marine ecosystem extent.  Low potential to adversely affect areas of highly productive land and impact on food production  Performs better than the baseline and dispersed scenario for accessibility across all social destinations analysed  Second best in terms of transport outcomes with transformative infrastructure investment. Supports social access by active and public transport modes and would be comparatively easy to service by bus by enhancing existing networks.  Scores second best in terms of lowering overall regional emissions.  Scores better than the baseline scenario in terms of fluvial (river) and pluvial (rainfall) flood hazard exposure and growth in well-defined earthquake fault rupture and deformation zones. The latter would be easiest to control under this scenario. Tightly defined infill development is preferable to be able to build away from other seismic hazards.  Scores best, along with medium density infill scenario, in terms of creating local sustainable (enduring) employment opportunities.  Lower risk of displacement of Māori from housing (for example, where they may be	 Little change in transport outcomes without transformative investment. Would require upgrading existing water supply, wastewater and stormwater infrastructure.  Limits ability to build on ancestral lands or to grow kai, due to the increase in smaller housing sections under this scenario. Location of growth could have adverse environmental impacts. Limited infrastructure could lead to equity issues.

priced out of some markets due to movement of residents from central to more rural areas), protects high quality land, less risk of adverse impacts on sites of significance and less harm to te taiao through lower emissions.	
Scenario - Centralisation - Growth is focused on high density developments in main urban centres	
Advantages/Opportunities	*Disadvantages/Challenges*
 In general, its most efficient to locate housing in existing urban areas (centralisation/medium density infill), where amenities and access to employment is greatest.  This scenario has the lowest potential to adversely affect natural environments. This includes the preservation of plants and animals and natural areas and marine ecosystems condition  Highest potential to protect areas of highly productive land and impact on food production.  This scenario is also best in terms of social access which means having the greatest share of the population living close to existing community services and green spaces and scoring best in terms of access to day-to-day social destinations by foot and access to hospitals by public transport. This scenario best supports social access by active and public transport modes.  Centralisation would result in the best transport outcomes, regardless of the transport future, however transformative infrastructure investment would significantly improve these outcomes. This scenario would be the best of all of the scenarios for getting the best transport outcomes using rail. This is the easiest scenario to service by gas distribution, telecommunications and electricity distribution infrastructure. Consolidation of growth would make it easier to prioritise council infrastructure investment.  Scores best in terms of lowering overall regional emissions.  Centralisation scores best in terms of coastal hazards, when new housing occurs	 Less likely to reconcile with market acceptance of risk (willingness to supply).  Social access by private vehicle modes may be worse in the region's cities due to congestion.  May be more challenging to find land to provide for distribution and logistics infrastructure. Rail improvements on the Hutt Valley line would be required.  May have a higher share of projected population located within natural hazard areas, however this may be mitigated by regulations which do not allow development areas prone to high risk as a result of climate change or natural disasters.  Challenges to new housing choices due to concentration of population centrally outside of rohe of some iwi and less choice in types of housing. Less ability to grow kai in centralised areas but more protection for food production land in northern areas. With growth centralised potential for development for iwi in other rohe may be compromised.

away from coastal hazard areas in line with district plan settings. It also scores best in terms of fluvial (river) and pluvial (rainfall) flood hazards, and is an improvement on the baseline in terms of growth in well-defined earthquake fault rupture and deformation zones  Score best, along with medium density infill scenario, in terms of creating local sustainable employment opportunities.  Improves housing choice, protects high quality land, decreases risk of adverse effects on cultural sites and less harm to te taiao through lower emissions.	

Figure 1.6: Key advantages and disadvantages of the spatial scenarios Note: See table 1 as a key for the symbols used below.

Other key findings:

Growth generally has detrimental effects on water quality, regardless of location.

Every scenario would need to provide for Mana Whenua values and aspirations.

The "RLTP+ transport future[3]" results in significantly greater transport outcomes than the 'do nothing' transport future. High deprivation areas[4] have better walking access to social facilities than the region more broadly under all scenarios.

For mass movement hazards (landslides, rockfall mud and debris flows) and soil erosion, scenario risks are lower when growth is located on flat land, away from areas with risks of slope failure. Weather hazards (in particular wildfires) are similar across the region.

New renewable energy infrastructure development is anticipated under all scenarios. Each scenario would result in significant investment in electricity distribution infrastructure. Existing water network infrastructure constraints need to be addressed under all scenarios. Investment in roading and active mode facilities is required to meet existing transport needs before the requirements to service spatial scenarios can be met.

[3] The 'RLTP+ transport future' is the current Regional Land Transport Plan (RLTP) package of transport interventions, as well as a "transformative programme" focussed on changing travel behaviours and reducing Vehicle-Kilometres-Travelled (VKT) of the light vehicle (private and commercial) fleet. For more details see section 2 of this report.

[4] High deprivation areas are those which score 8-10 on a deprivation scale based on nine Census variables. For more details see section 2 of this report.

2 What sites are included in analysis?

In the scenario evaluation process each scenario assumes a population increase of approximately 200,000 people (or 89,000 households) over the next 30 years. All the scenarios represent a future which is already enabled or signalled by current planning policy settings. This is as a result of recent changes to district plans and district growth strategies, in response to the current regional spatial plan and the mandatory requirements of the Medium Density Residential Standards (MDRS) and NPS-UD. As part of creating these scenarios we distributed known sites and growth areas to meet the narrative of the scenario.

The full list of development sites and future growth areas used in the scenario analysis are:

Sub Region	Housing Intensification	Housing Greenfield	Business Areas
Horowhenua - Kapiti Coast	Levin Central	Taraika	Levin Industrial
	Otaki	Otaki North	
	Waikanae Town	Te Horo/Peka Peka	
	Paraparaumu Town	Waikanae North	
		Paraparaumu North	
		Otaki North East	
		Hautere	
		Pekapeka	
		Otaihanga	
		Nikau Valley/Valley Road	
Porirua - Wellington	Porirua to Takapu Road	Porirua North Growth	Judgeford Flats
	Titahi Bay	Judgeford Hills	
	Eastern Porirua		
	Wellington Central	Lincolnshire Farms	Lincolnshire farms
	Newtown	Upper Stebbings	
	Kilbirnie		
	Johnsonville		
Hutt Valley	Central Hutt Triangle	Wainuiomata North	
	Petone North		
	Taita		
	Upper Hutt – Heretaunga	Upper Hutt Southern Growth Area	Wallaceville
		Gillespies Road	
		St Patricks Estate	
		Cannon Point	
		Kingsley Heights	
		Gabities Block	
Wairarapa	Masterton	Masterton	
	Featherston	Carterton East	
		Greytown	
		Martinborough	
		Featherston	

Figure 2.1: Full list of sites used in scenario analysis

Maps of the approximate locations of these are included in the Scenario Evaluation Report.

3 Developing the direction for the Future Development Strategy

The Draft Future Development Strategy is based on this region's previous spatial plan – the Wellington Regional Growth Framework (WRGF). The objectives from the WRGF were reviewed and updated objectives agreed by the Wellington Regional Leadership Committee in March 2023. These are shown in Figure 1.4 above. These objectives were used to test the scenarios as described above and then develop the strategic direction set out in the Future Development Strategy.

The Vision and Strategic Direction is detailed in the figure below.

Figure 3.1: Vision and Strategic Direction of the Draft Future Development Strategy

In setting a strategic direction for the region we have deliberately described the region we want to hand on to our descendants. Some aspects of the strategic direction set bold ambitions, reflecting our aspiration to develop a region that we can be proud of passing on to our children and their children.

We don't expect the Future Development Strategy will achieve the strategic direction by itself. Other work being undertaken in the region, such as the Regional Emissions Reduction Plan and Regional Economic Development Plan, will assist.

Our strategic direction guides us in achieving our vision for the region. It helps us to plan where, when and how we should grow in the next 30 years and helps us to measure the success of the Future Development Strategy and whether future developments deliver the environmental, cultural, social and economic outcomes we want to achieve.

4 Prioritisation Criteria

The Future Development Strategy is an opportunity to influence both where development should be focused to ensure the greatest benefits for the region and the types of development that will best meet our future needs and aspirations.

We will prioritise well designed developments for the urban environments in the region's towns and cities. The order of importance will be:

1. Areas of importance to iwi for development.
2. Areas along strategic public transport network corridors with good access to employment, education and 'active mode connections' such as walking, cycling, scootering and skateboarding.
3. Priority Development Areas.
4. Within existing rural towns around current and proposed public transport nodes and strategic active mode connections
5. Greenfield developments that are well connected to existing urban areas in our towns and cities and can be easily serviced by existing and currently planned infrastructure, including public and active transport modes, and where the locations and designs would maximise climate and natural hazard resilience and minimise emissions.

The strategy does not support development that does not meet these criteria.

The Future Development Strategy takes into account our current oversupply of enabled and planned housing (described in section 1.1.1 above), and the need to make the most efficient use of our existing infrastructure and precious natural resources. The list of prioritised areas are informed by the technical assessments prepared for the Future Development Strategy including:

- The Regional Housing and Business Assessment
- Constraints Mapping Report
- Scenario Evaluation Report
- Foundation Document
- Iwi values and Aspirations Report
- Engagement Report

This prioritisation applies to all types of development, including that in residential, business and commercial areas. They are presented as a hierarchy indicative of the developments' relative importance to the region in achieving the vision and strategic direction. Each of the five points is explained in more detail in Appendix 1 of the Draft Future Development Strategy.

5 Shortlisting sites for analysis

A shortlist of sites was created from the initial list above (Figure 2.1), these sites were analysed in more detail, see Appendix 1 of this report.

The core team and steering group further worked on analysing the sites and refining the list to determining the final list of sites to includes in the Draft Future Development Strategy. Questions were asked initially such as:

- Is the site already enabled through District Plans or going through a plan change?
- Are infrastructure services available or planned?
- Can this development improve existing infrastructure for the adjacent community?
- Is there access to existing social infrastructure?
- Are there any constraints which would hinder development?
- Are development partners already involved?
- Is this a good outcome for meeting our strategic direction?

The final list of sites which have been included in the Draft Future Development Strategy takes a balanced approach to growth in our region. It focuses on moving us to compact urban forms in our cities and towns. It includes a limited range of greenfield development in locations that don't compromise our strategic direction but allows for housing choice.

5.1 Sites included in Draft FDS

5.1.1 Housing

The Draft Future development strategy focuses on a compact urban form and priorities increasing density in walkable catchments in our existing town and cities along our strategic public transport corridor. As well as general density increases it focuses development on this final list of sites. The table below includes the estimated yield they offer over the 30 years of this strategy.

Housing Development	Years 1-10	Years 11-30	Zoned?	Infrastructure Ready?	Meets Priorities	Meets Objectives	Certainty
Tara-ika Greenfield	2500	1000	Y	IAF	#6	Most	High
Levin Greenfield - Tararua Road South	1600	900	Partial	$	#6	Most	High
Otaki CDO	330	2000	Partial	IAF	#1#3	All	Medium
Raumati South	100	220	Y	IAF		Most (X transport)	High
Porirua Northern Growth Area	2550	3450	Partial	$$ (IAF)	#3	Most (X emissions)	Medium
Eastern Porirua	1270	730	Y	$$	#4	All	High
Western Porirua (Te Āhuru Mōwai)	900	600	Y	$$	#1	All	High
Kenepuru	880	0	Y	IAF	#1	All	High
LGWM - Rapid Transit Corridor	2500	16500	N	$$$$	#3 & #4	Most (X hazards)	Medium
Hutt Central Urban Renewal Programme	1000	2500	Y	IAF	#3	All	High
Trentham Racecourse	860	0	Proposed	IAF	#3	All	High
Cashmere Oaks	400	0	Proposed FUZ	$$	#6	Most (X HPL)	Medium
Chamberlain Rd	525	525	Proposed FUZ	$$	#5 & #6	Most (X HPL)	Medium
Carterton East	334	666	Proposed FUZ	$$	#5 & #6	All	Medium
Featherston Masterplan	500	0	Y	$$	#3 & #6	All	Medium
Judgeford Hills	0	450	FUZ	$$$	#6	Housing choice	Medium
St Patricks	530	70	Proposed	$	#2 & #4	All	High

5.1.2 Business Areas

The Draft Future development strategy focuses on a compact urban form and priorities increasing density in business areas within our existing town and cities to meet the demand projected in the Housing and Business Assessment. As well it focuses development on this final list of sites, which are mostly industrial as this is a challenge for our region. The table below includes the estimated hectares of development they offer over the 30 years of this strategy.

Business Development	Years 1-10	Years 11-30
Industrial Tararua Rd	90	11
Waterloo Priority	2	0
Waingawa Industrial Estate	100	0
Judgeford Flats - Business	93	0
Lincolnshire Farms - Business Land	10	35
Total (Hectares)	**295**	**46**

5.2 Determining phasing

In determining the phasing of future developments, the team used information they had at hand about each of the sites proposed development timeline and spread it across the 30 year period. Where it was not known how long the development would take or its start finish time, it was assumed that the site would be developed at an even pace over the 30 years. There is more certainty about the first 10 years of phasing that the next 20 years, the numbers in the tables above are estimates.

For general intensification it is assumed that the Housing and Business Assessment demand and capacity assessments apply. The capacity of these areas (less the yield of the developments above) is in set out in the table below.

Density in preferred corridors	Years 1-10	Years 11-30
Horowhenua	805	1879
Kapiti	3023	7350
Porirua	2800	5560
Wellington	9000	10500
Lower Hutt	3000	6384
Upper Hutt	1984	4270
Wairarapa Combined	1620	5562
Total	**22232**	**41505**

The Future Development Strategy has 2 diagrams setting our phasing they use the numbers above in two different ways. Figure 5.1 sets out the distribution of growth across the region as a percentage over the 30 years (100%). Figure 5.2 sets out the growth relative to the current dwelling numbers in each district to show how much of a change it is for each district. Current dwelling numbers were based on Sense Partners 2022 projections.

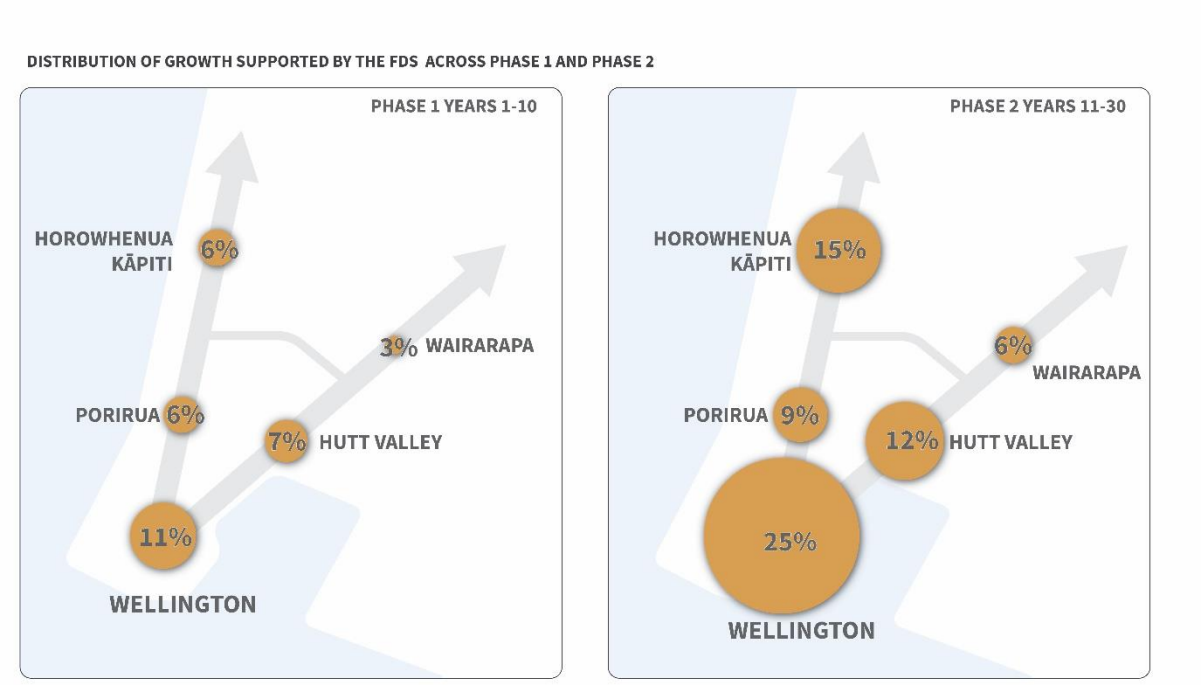


Figure 5.1: Distribution of development at 1-10 years and 10-30 years

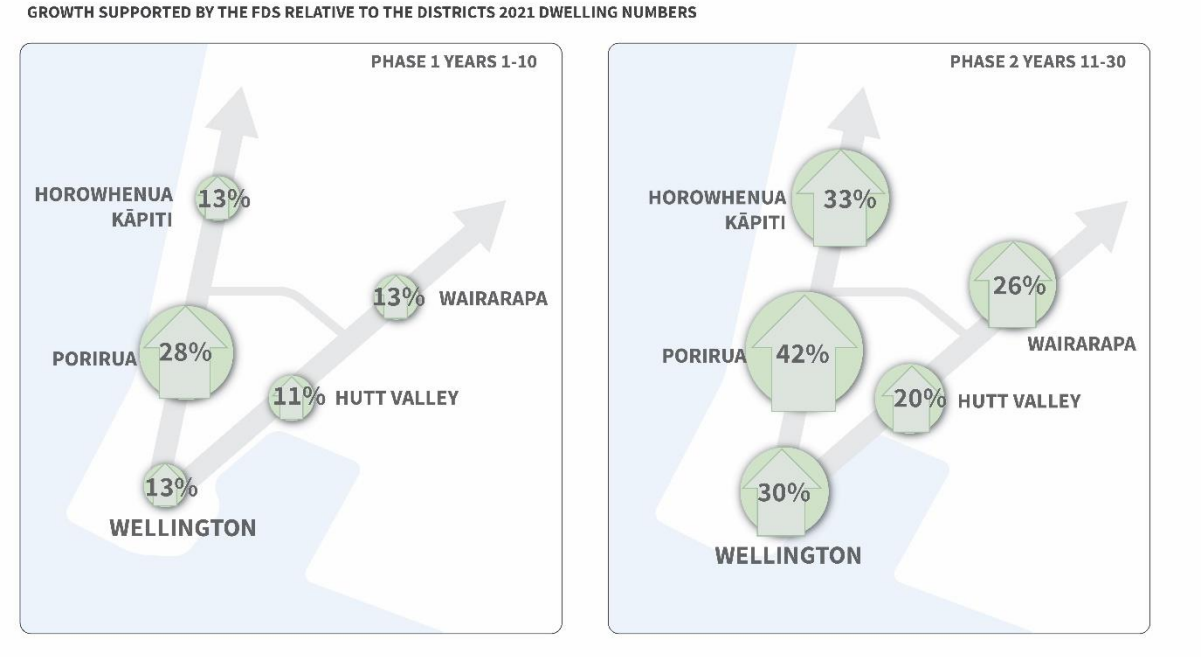


Figure 5.2: Distribution of development relative to 2021 dwelling numbers

5.3 Sites not included in this Future Development Strategy

Given the significant oversupply and our vision to protect what we love, make the best use of our existing infrastructure and move towards a compact urban form, there are number of sites that are deprioritised in this Future Development Strategy. This means these sites are not funded or considered for rezoning this time, but may be in future should the context we're working in change. These are in the table below and the rationale for each site is provided in Appendix 1 of this report.

Site Name	Yield
Ohau	500
Nikau Valley and Nikau Road	2460
Otaihanga	5620
Pekapeka	2430
Hautere	20700
Wainuiomata North	1500
Upper Hutt Southern Growth Area	1500
Greytown	550
Gillespies Block	1000
Martinborough Greenfield	300
Kingsley Heights	250
Canon Point	400
Lincolnshire Farm	5000
Upper Stebbings	500
Levin Greenfied - Kawiu Road	500
Levin Greenfield - Roslyn Road	400
Waikanae North	4650
TOTAL	**48260**

6 Appendix 1 – Site Analysis table

This table analyses the key areas included and not included in the FDS.

Definitions

Name – best/easily recognisable name for site going forward (remove any references to WRGF)

Justification – narratives confirming how it meets our strategic direction and priorities

- How it scores against the project objectives (e.g. achieves/doesn't achieve) why.
- For any areas where there are trade-offs (e.g. those that have a mixed score against the project objectives, some good/bad) we can make sure these are given proper consideration, are treated consistently across the region and have a justification where they are included in the FDS (if included).
- This could be a good way to help rank priorities within categories as well. E.g. those areas which perform best in the rankings are given the highest priority within its category (based on the hierarchy the steering group decided on the other day).

Issues – any issues with feasibility, add narrative. Consider can it be worked through implementation plan.

Way forward – what needs to be done to ensure this is priority? (Levers – policy, regulation, infrastructure), list actions here that would suit this particular area. We'll use these to bring up a level to create a "toolkit" for FDS. This will become part of implementation plan

6.1 Sites to be included – brownfield intensification areas (housing)

Name	Justification	Issues	Way Forward
Tara-Ika	This project is a large scale rezoning of some 420 hectares from Rural to Residential/Mixed Use, which is intended to have capacity for approximately 3500 dwellings once completed.	Significant infrastructure investment required, Crown Infrastructure Partners Shovel Ready fund covid related funding approved, so is time sensitive.	Included as a growth area in the Horowhenua Growth Strategy 2040, rezoning has been granted and is subject to the resolution of one final appeal to become operative.
Eastern Porirua	The project is a partnership between Kāinga Ora, Porirua City Council and Ngāti Toa Rangatira to deliver 2000 replaced or refurbished houses and 2000 affordable	The project requires significant infrastructure investment to provide capacity for the additional homes. This is being delivered by Te Aranga Alliance.	Supporting the strategic direction set out in the Spatial Plan for Eastern Porirua (May 2023)

Name	Justification	Issues	Way Forward
	and market homes within the existing urban area over the next 20 years. Meets priority 4 Scores strongly against all objectives.		
Western Porirua (Te Āhuru Mōwai)	Te Āhuru Mōwai, a business division of Ngāti Toa Rangatira, has entered into a Public Housing and Project agreement to manage and upgrade about 900 homes in Western Porirua. There is opportunity for progressive purchase, redevelopment, and growth in housing supply, with potential for uplift of 1500 – 2800 homes within the existing urban area. Meets priory 1. Scores strongly against all objectives.	Funding Infrastructure capacity	Support delivery of the 'fruitful actions' identified in 'Vision Framework Te Āhuru Mōwai'.
Lets Get Wellington Moving	Complex Development opportunity, encourages significant uplift and development opportunities. Encourages low emissions transport.	Funding, consenting, infrastructure Change in government	Funding tools eg: congestion charging, using the IAF tool kit Value Capture New legislation – such as the Aras Tunnel for consenting purposes
Lower Hutt Central CDO	An existing CDO run out of Hutt City Council that leverages off: • Development opportunities in and around the Lower Hutt city centre. • The RiverLink Project (includes flood protection and transport network improvements and urban renewal. • Funding from the Infrastructure Acceleration fund.	• Integration of projects around the Lower Hutt city centre • Infrastructure upgrades • Improvements to the transport network, including for micromobility • Constraints on development from the Waiwhetū Aquifer	• Project is already underway. • Additional funding tools may be required in the future to make the most of the opportunities in the area. • Ongoing co-ordination between partners involved in projects around the Lower Hutt city centre.

Name	Justification	Issues	Way Forward
Trentham CDO	• This is an existing CDO for which funding has been allocated through the Infrastructure Acceleration Fund. • The development will provide 860 dwellings and include commercial activities. • It is located close to Trentham Station and is not vulnerable to the impacts natural hazards. • The development partners include Kainga Ora and iwi. • Meets priority 3. • Achieves strategic objectives. • No trade offs anticipated.	• Funding • Infrastructure capacity • Level of service changes anticipated to the transport network. • It is expected that the IAF funding will provide capacity to support development.	• IPI proposed rezoning to High Density Residential and MDRS residential with Local Centre Zone for Trentham Shops and Restaurants
Featherston Masterplan Development CDO	• 3. Complex Development Opportunity • 5. Rural town well connected to SH2 and train station	•	• Masterplan under development

6.2 Sites to be included – Greenfield Future Development Areas (housing)

Name	Justification	Issues	Way Forward
Tararua Road South (Levin)	6. Rural town greenfield development well connected to Ō2NL highway. Adjoins Tara-Ika growth area and existing urban area	Servicing – will require extension of reticulated services/additional capacity. Structure Plan being developed. Potential traffic issue – Tararua Road interchange from Ō2NL.	Identified in Horowhenua Growth Strategy 2040 Currently being progressed as part of Plan Change 6. Structure Plan being developed as part of Plan Change. Will include some commercial/mixed use/light industrial areas potentially, as well as multi-modal transport pathways, including connections to those pathways within Tara-Ika.
Otaki CDO	• Well positioned in the middle of the northern growth corridor • Well connected to Wellington and northwards through the recently completed PP2O. • Land available for development - facing significant growth pressures, poor access to social services. • Market housing is not supporting local housing needs, including Māori housing needs. • Recognised as one of seven regional CDO's by the Wellington Regional Leadership Committee. • Potential to coordinate delivery and achieve sustainable development outcomes.	• Some infrastructure capacity and resiliency issues addressed through IAF funding. • Other investment will be required including access to social services and improvements to public transport networks (trains and buses) to support connections north and south of Ōtaki.	Identified as a key northern growth centre for the Kāpiti Coast District and broader areas as part in *Te Tupu Pai* (Kapiti's growth strategy).

Name	Justification	Issues	Way Forward
	• Being undertaken in partnership with iwi and other stakeholders.		
Raumati South	Vacant site that well connected to an existing urban area	Site subject to some physical and planning constraints Infrastructure upgrades to support capacity and connection within existing networks	Partially zoned
Porirua NGA	Being evaluated for SDP CDO Approved for Fast-track consent process for Plimmerton Farm Stage One Located along NIMT railway alignment Scores strongly against strategic direction 3.	Existing wastewater infrastructure is at capacity. Development will need to mitigate effects on the network. Roading connections to SH59 requires strategic planning with Waka Kotahi	Supporting SDP process Supporting the process for development of a Strategic Integrated Land Use and Transport Plan for SH59
Kenepuru	Existing greenfield/brownfield development within residential zoned land. Adjacent to Kenepuru Hospital and within walking catchment of Kenepuru Station. Ngāti Toa Rangatira has taken over development and is looking to increase density for delivery of homes to provide opportunities for Ngāti Toa iwi members to return home to live on their whenua. Supported by IAF funding. Over 800 houses expected to be delivered. Meets priory 1. Scores strongly against all objectives.	No identified issues. The land is zoned HRZ in the PDP, and an IAF finding agreement has been signed.	Partnering with Ngāti Toa Rangatira to ensure smooth regulatory pathway for delivery.
Cashmere Oaks	• 6. Rural town development well connected to SH2 and existing urban area and services	Will require extension of existing three waters infrastructure. Acoustic and visual treatments and/or setback of noise sensitive activities in	Identified as Future Urban Zone under the Draft Wairarapa Combined District Plan.

Name	Justification	Issues	Way Forward
		proximity to the State Highway and rail corridors. Master planning of connections (roads and active modes).	
Chamberlain Road	• 5. Rural town development well connected to Solway train station • Rural town greenfield development well connected to SH2 and existing urban area and services	Will require extension of existing three waters infrastructure. Master planning of connections (roads and active modes) Acoustic and visual treatments and/or setback of noise sensitive activities in proximity to Ngaumutawa Road and rail corridors. The growth area's natural environment features, including the Waipoua River tributary, could create development constraints that would need to be managed.	Identified as Future Urban Zone under the Draft Wairarapa Combined District Plan.
Carterton East	• 5. Rural town development relatively well connected Carterton train station • 6. Greenfield well connected to SH2 and existing urban area and services – no hazards or climate constraints	Will require extension of existing three waters infrastructure. Widening of existing road network within growth area	Identified as Future Urban Zone under the Draft Wairarapa Combined District Plan.
Judgeford Hills	The area is identified in the ODP as Judgeford Hills Zone with a supporting structure plan for low density clustered development. Identified in Porirua	Transport connections Three waters servicing	Council working with landowners to develop a new Structure Plan in accordance with PDP requirements.

Name	Justification	Issues	Way Forward
	Growth Strategy as medium-term residential area. Zoned FUZ in the PDP. May meet priority 6. Supports Strategic Direction 2 (housing choice).	Needs a Structure Plan to be developed in accordance with Appendix 11 of the PDP to enable upzoning to a live zone.	
St Patricks	• Delivers 600 new homes • Development of the site following the proposed rezoning will result in opportunities for economic growth and employment associated with residential subdivision and development • Meets priorities 2 and 4. • Achieves strategic objectives.	• Transport infrastructure upgrades required to address potential safety and capacity issues. • Flood hazards but these are being addressed.	• Proposed rezoning to High Density residential development in the IPI.

6.3 Sites to be included – brownfield intensification areas (business)

Name	Justification	Issues	Way Forward
Waterloo CDO	An existing CDO run out of GWRC	• Funding/investment • Geotech/aquafer • Stakeholders (ownership) • Planning (RMA) • Getting developer interest in the area • Procurement • Formulating and executing a market approach – bound by certain conventions in terms of procurement • Land owned by Kiwi Rail • Resistance from community • Working around the water treatment plant	• Engage with developers • Political alignment • Investment strategy • Formalising project team • Feasibility studies – commencing • Stakeholder engagement

Lower Hutt Central CDO	An existing CDO run out of Hutt City Council that leverages off: • Development opportunities in and around the Lower Hutt city centre. • The RiverLink Project (includes flood protection and transport network improvements and urban renewal. • Funding from the Infrastructure Acceleration fund.	• Integration of projects around the Lower Hutt city centre • Infrastructure upgrades • Improvements to the transport network, including for micromobility • Constraints on development from the Waiwhetū Aquifer	• Project is already underway. • Additional funding tools may be required in the future to make the most of the opportunities in the area. • Ongoing co-ordination between partners involved in projects around the Lower Hutt city centre.

6.4 Sites to be included – Greenfield Future Development Areas (business)

Name	**Justification**	**Issues**	**Way Forward**
Tararua Road – Industrial	• 5. Rural town development well connected to Levin train station (one block away) • 6. Rural town greenfield development well connected to SH1, will be on the interchange for Ō2NL highway. Adjoins existing urban area and services will be available via existing Tararua Road infrastructure (currently only one side of the road serviced).	Potential capacity issues for water/wastewater Traffic – will need to allow for Ō2NL	Identified for rezoning within ten years in the Horowhenua Growth Strategy 2040. Site opposite has been landbanked, a plan change for this site may assist in bringing that site to market.
Waingawa Industrial Estate	• 5. Well connected to rail network • 6. Greenfield development – partly developed already – good connectivity with SH2	Requires funding for infrastructure upgrades	Zoned industrial. Timing of development depends on land owner and developers

Name	Justification	Issues	Way Forward
Judgeford Flats	Identified in Porirua Growth Strategy as long term employment area. Zoned FUZ in the PDP. Strongly supports Strategic Direction 4. May meet priority 6.	Transport connections / local network layout Three waters servicing Needs a Structure Plan to be developed in accordance with Appendix 11 of the PDP to enable upzoning to a live zone.	Council working with landowners to develop a new Structure Plan in accordance with PDP requirements.
Lincolnshire Farms	Structure Plan in place and the wider development area is partially established		Timing of this development is reliant on the developer

6.5 Sites for investigation in the future

Name	Information	Issues	Way Forward
Nikau Valley	Indicated in KCDC growth strategy as "longer term greenfield and future study area"	Limited work done on feasibility	Not included
Otaihanga	Described as Otaihanga (OH-O1, OH-O2, OH-O3) in KCDC growth strategy. Not zoned at time of analysis has been zoned for residential since.	No new infrastructure proposed. Will need some upgrades, not easily access to strategic public transport network	Not included
Pekapeka	Indicated in KCDC growth strategy as "longer term greenfield and future study area"	Limited work done on feasibility	Not included
Hautere	Indicated in KCDC growth strategy as "longer term greenfield and future study area"	Limited work done on feasibility	Not included
Waikanae North	Described as Waikanae North (WA-01, WA-02B) Waikanae South (WA-04) in KCDC plan. Future Urban Study Area - not enabled or proposed.	No new infrastructure proposed – this development will require 3 waters upgrades	Not included
Wainuiomata North	• A sizeable greenfield development area on the edge of	• Without additional upgrades and funding, existing capacity issues in	Continue to investigate opportunities to unlock development in this area,

Name	Information	Issues	Way Forward
	an existing urban suburb (Wainuiomata) that is currently supported by a range of commercial and community facilities. • Relatively low natural hazard risk.	the three-waters infrastructure networks would be exacerbated by development of this area. • Concerns of capacity of transport network, given there is a single road in and out of Wainuiomata, and limited public transport options. Also impacts on capacity of the transport network within the Hutt Valley. • Fragmented ownership could impact plans for a comprehensive development of this area.	particularly through funding of upgrades to three-waters and transport infrastructure, and for co-ordination of landowners.
Upper Hutt Southern Growth Area	• Would provide 1500 dwellings. • Large greenfield site near existing commercial activities. • Close to State Highway 2. • Some potential for hazard risk due to steep slopes in some parts of the development. • Partly meets priority 4. • Partly achieves strategic objectives 3, 4 and 8.	• Access issues to be resolved. • Requires significant infrastructure. • Not currently plan enabled.	• Access opportunities being considered through Silverstream Spur variation to Plan Change 49.
Gillespie's block	• Would deliver 1000 dwellings. • Residential edge. • Some flood and fault constraints. • Ownership could determine speed of delivery. • Partly meets priority 4.	• Needs transport infrastructure upgrade e.g. new bridge to State Highway 2.	Not included

Name	Information	Issues	Way Forward
	• Partly achieves strategic objective 3.		
Greytown	Proposed in Draft District Plan	- Not connected to PT (future or current)	Not included
Martinborough	Proposed in Draft District Plan	- Not connected to PT (future or current) - Availability of water hinders development	Not included
Lincolnshire Farms	Existing Structure plan in place and already partially developed. Identified as a FUZ	- Not connected to PT (future or current)	Not included
Upper Stebbings	Existing Structure plan in place and already partially developed. Identified as a FUZ	- Not connected to PT (future or current) - Not a regionally significant scale	Not included