Workshop - Council
NOTES ATTACHMENTS

Date: Tuesday 16 December 2025
Time: 10.00 am
Venue: Camellia Chambers, Level 2, Civic Offices, 53 Hereford Street, Christchurch

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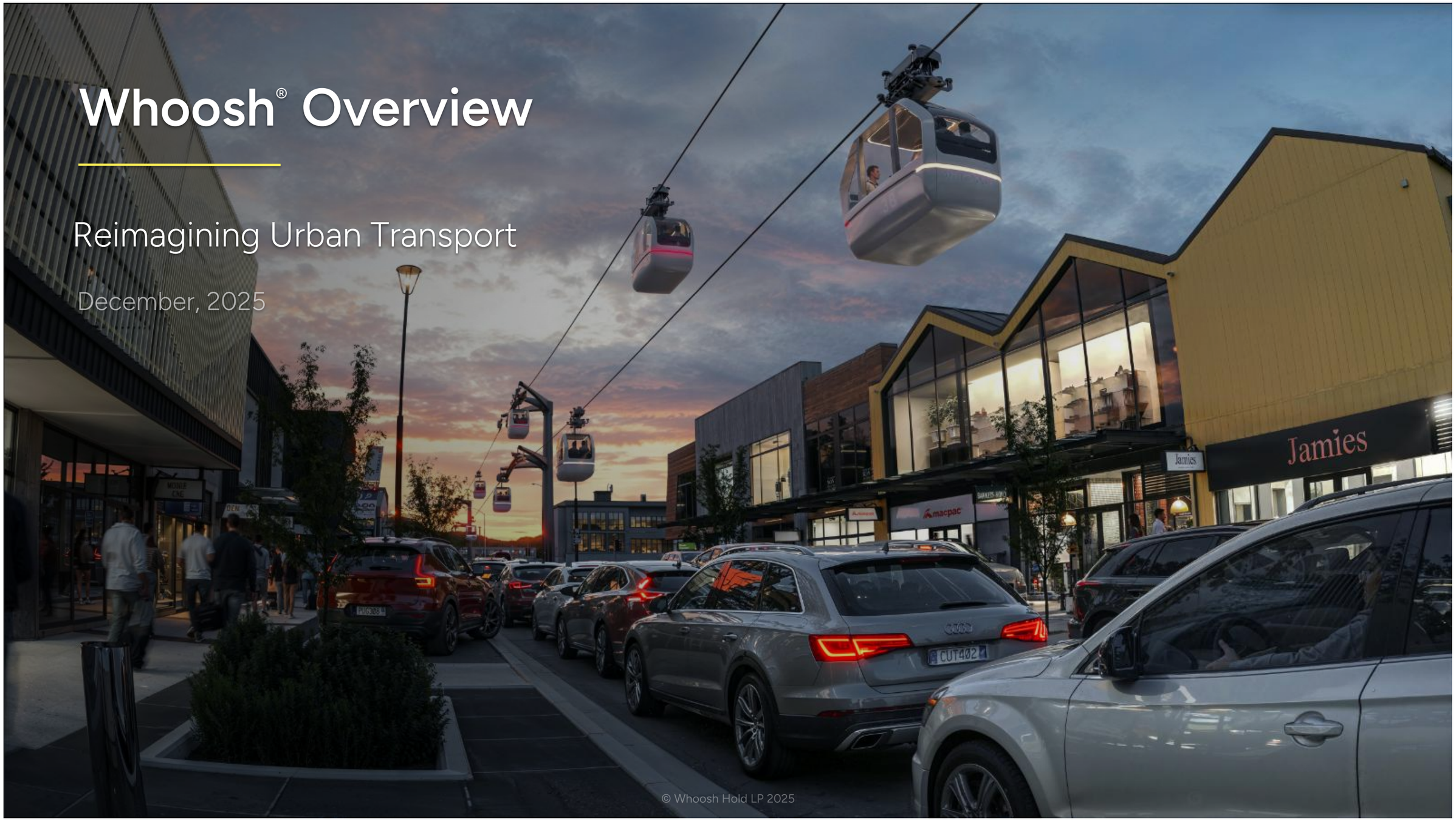
Whoosh® Overview

Reimagining Urban Transport

December, 2025



Who we are:

- Christchurch-based mobility platform company
- International backing
- Design-led, human-centric approach
- Committed to solving global mobility challenges

Todays conversation:

- Explore how Whoosh addresses your needs
- Build a shared understanding
- See if a partnership makes sense

WHOOSH

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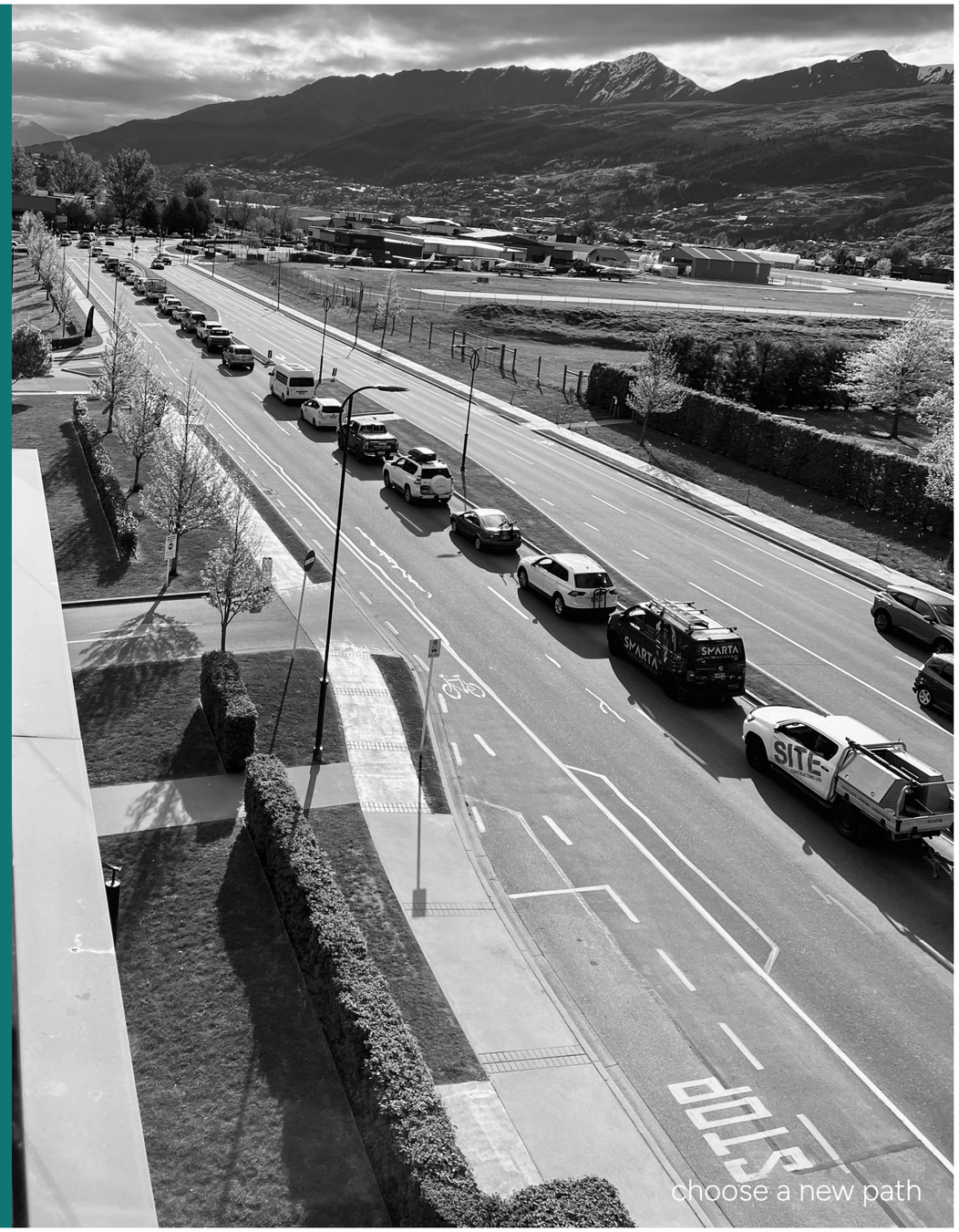
Agenda

WHOOSH



25 years of business in Christchurch

World class in Christchurch


accessman
accessman
0800 2 GET HIGH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TEXAS A&M
UNIVERSITY


RoyalCaribbean
INTERNATIONAL


DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA


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3M


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Adobe


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Tomasetti


lendlease


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HILTI


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KiwiRail


LINDSAY
CORPORATION


head rush
technologies


Walt Disney


storaenso


WIND FLOW
TECHNOLOGY LTD


VAILRESORTS
EXPERIENCE OF A LIFETIME


INTERNATIONAL
OLYMPIC
COMMITTEE


Holmes
EPro8 Challenge
Craighead Diocesan 1
Holmes
EPro8 Challenge
Hillmorton High 1
Thanks to:
Holmes
Holmes
EPro8 Challenge
Deez Nutz And Boltz
EPro8 Challenge
SMC Fuseblowers

Christchurch traffic snapshot

How busy was Christchurch during rush hour?

Let's take a closer look at rush hour. How much extra time was spent idling in traffic? What was the average speed?

One way commute 1 — 50 km 10

City center | Metro area

Rush hour
Morning

Time taken to travel 10 km
25 min 59 sec

23.1 km/h
Average speed

58%
Congestion level

Time taken to travel 10 km
27 min 23 sec

21.9 km/h
Average speed

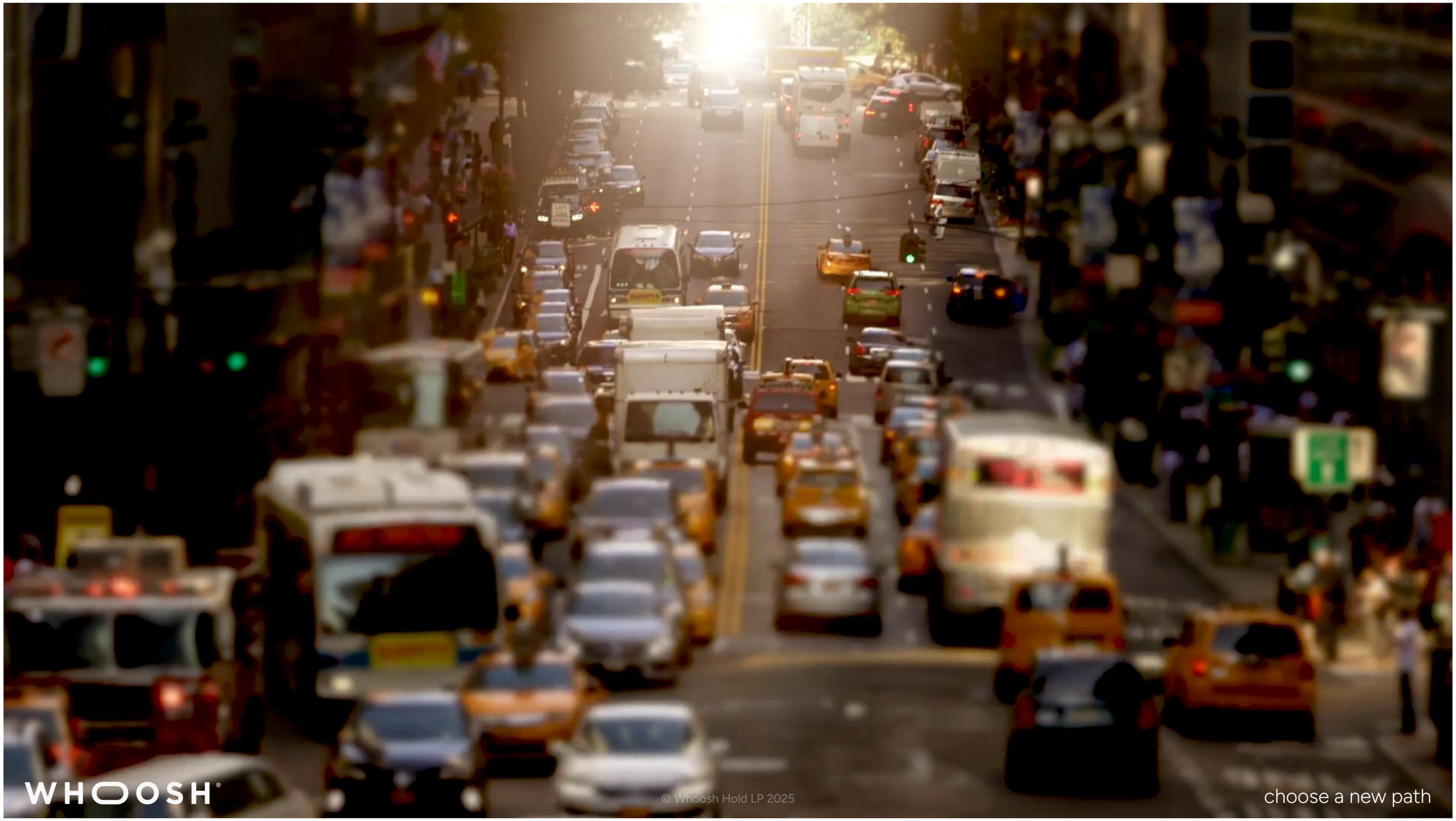
64%
Congestion level

Rush hour
Evening

How much extra time did we spend driving in rush hours over the year?

77 hours = 3 days, 5 hours

↑ 1 h 37 min more than in 2023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© Whoosh Hold LP 2025
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The Future of Urban Mobility

Innovation in mobility technologies and platforms provides the opportunity to leapfrog legacy constraints

WHOOSH

New technology and business platforms enable what wasn't possible before

01 Rideshare proves mode-shift

People change behaviour when service matches their needs

02 Battery electric + autonomous systems

Zero-emission, high-frequency service without labour constraints

03 People want real choice

Cars deliver convenience. Alternatives must too but without traffic or parking hassles

04 NZ's legacy limits options

Car-dependent planning, road-focused funding, transit that can't serve terrain and urban form

Christchurch can bypass legacy constraints

Start with the user and everything else follows

create the journeys people want to take.

useful	+	**useable**	+	**desirable**
Connecting key locations		Easy to use		Desired level of service
Convenient stops		Simple to pay		Non-stop travel
On-demand		Affordable		Minimal wait and travel time
Consistent travel time		Minimal disruption		Ride alone or share?
Fit with existing transit		Simple to install and maintain		Environment and Low cost

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What makes transit work

Six requirements for people to choose transit over cars

1	**Easily accessible**	Stations within 400m → Many small stations
2	**Network coverage**	Connect all destinations → Interconnected routes
3	**On-demand service**	Match demand patterns → Frequency that adapts
4	**No transfers**	Every transfer loses 40% of riders → Direct journeys
5	**Light footprint**	Enhance neighbourhoods → Minimal infrastructure
6	**Level of Service**	Delightful travel experience → Travel alone, bring a friend, share with others

Roads and buses: 1-2 of these | Fixed gondolas: 1-2 | High-ridership transit: all five

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Traffic Free & Green Lights

Unobstructed movement to your desired destination, without stopping or waiting

On-demand & Point to Point

Vehicles wait for you to provide non-stop journeys to your final destination

Extends Transit Networks

Creates multimodal networks that extend mobility options not displaces them

Urban Fit & Easy Expansion

Routes that fit easily in an urban space, can expand & adapt with your needs

People & Logistics Delivery

Consistent delivery times that decreases last mile vehicle congestion & pollution

Low Impact & Low Cost

Reduces daily energy use & embodied CO2 while saving in operation and build costs

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WHOOSH
15th St. Station
Depart From:
15th St. Station
8 Vehicles Ready
Available Rides
Shared Ride
Private Ride
Extra Cargo
Book Ride
WHOOSH
38
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Jamies
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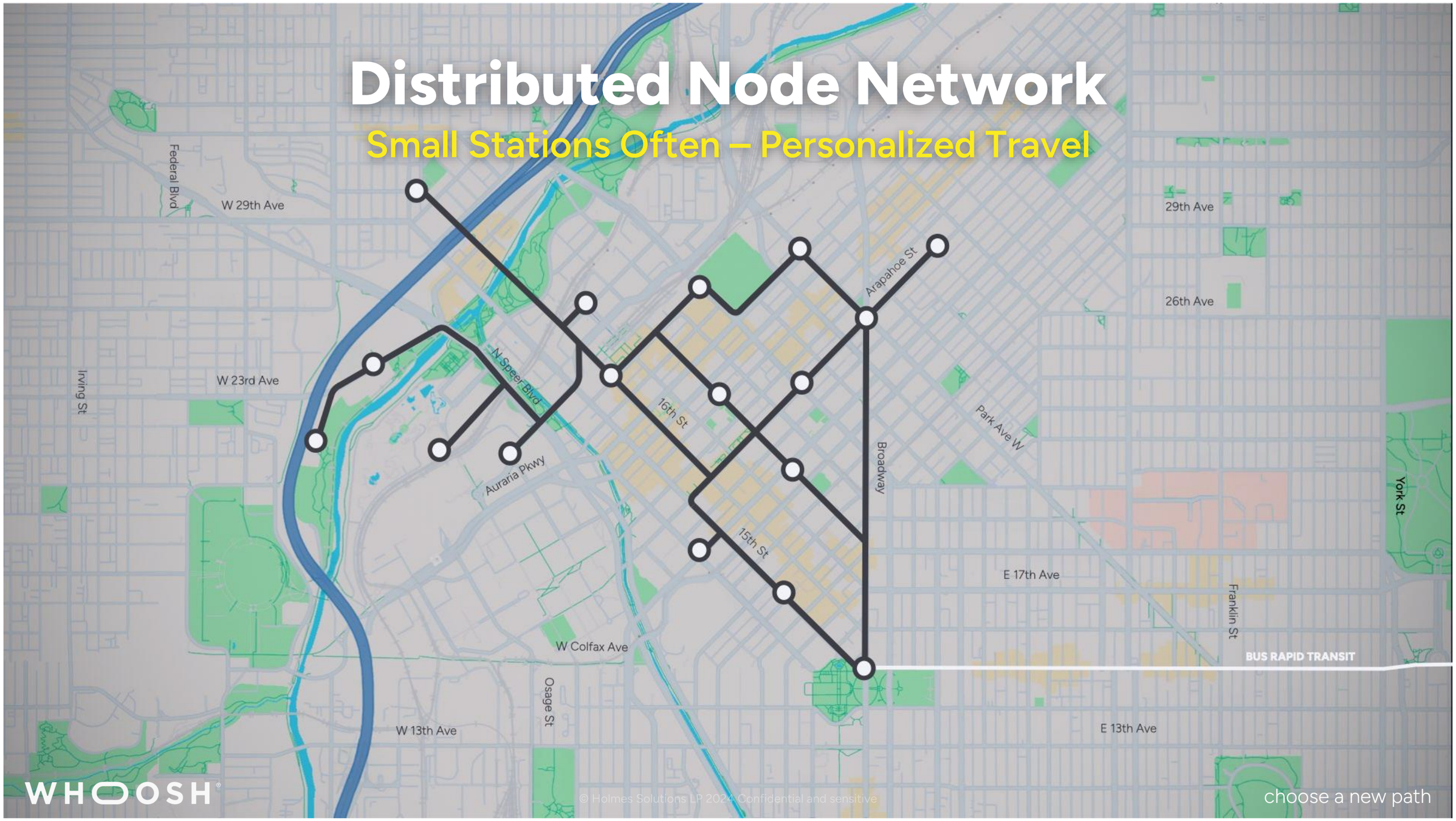
Distributed Node Network

Small Stations Often – Personalized Travel

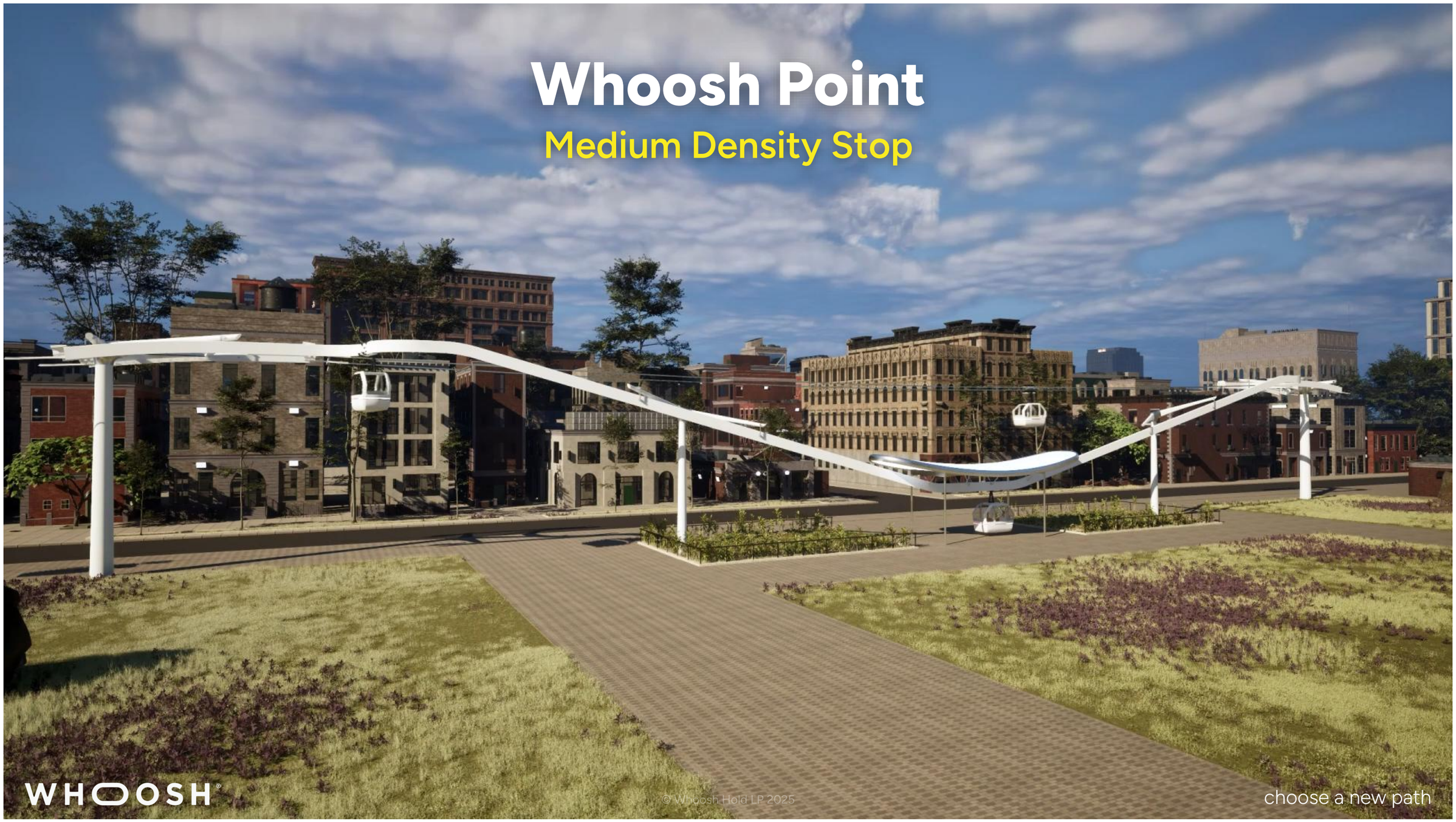


Micro Point

Minimum Footprint & Land Use

Whoosh Point

Medium Density Stop



Static guideway	Cable & rail structure
Autonomous vehicles	Elevated electric vehicles (eEVs) move independently and safely across guideway network. 5 pax plus luggage, bikes, skis, shopping, buggies, cargo etc., and with all of the systems you expect for comfort and safety
On-demand dispatch	Vehicles wait for passengers, not vice versa
Point-to-point routing	Direct journeys, no transfers
Network topology	Branch, merge, route dynamically
Station Types	Small medium and large, at grade or elevated, integrated into buildings or standalone
Stations Offline	All stations are offline and vehicles move uninterrupted across network
Kit-of-parts	Corners, stacks, U-turns, etc.

Our technology

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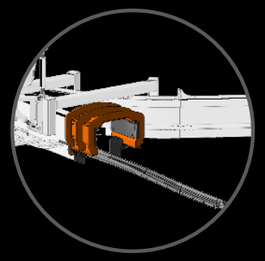
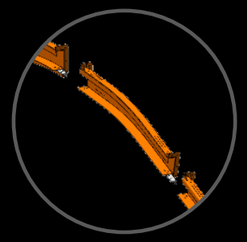
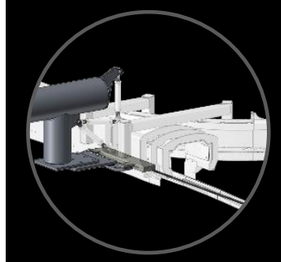
create your network from our kit of parts



Junctions

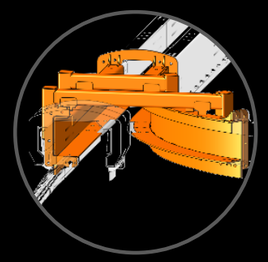


Corner

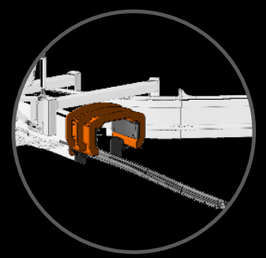


support arm

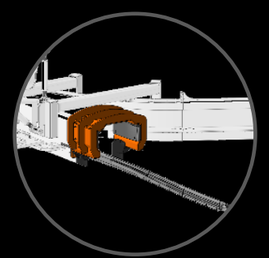
Tower



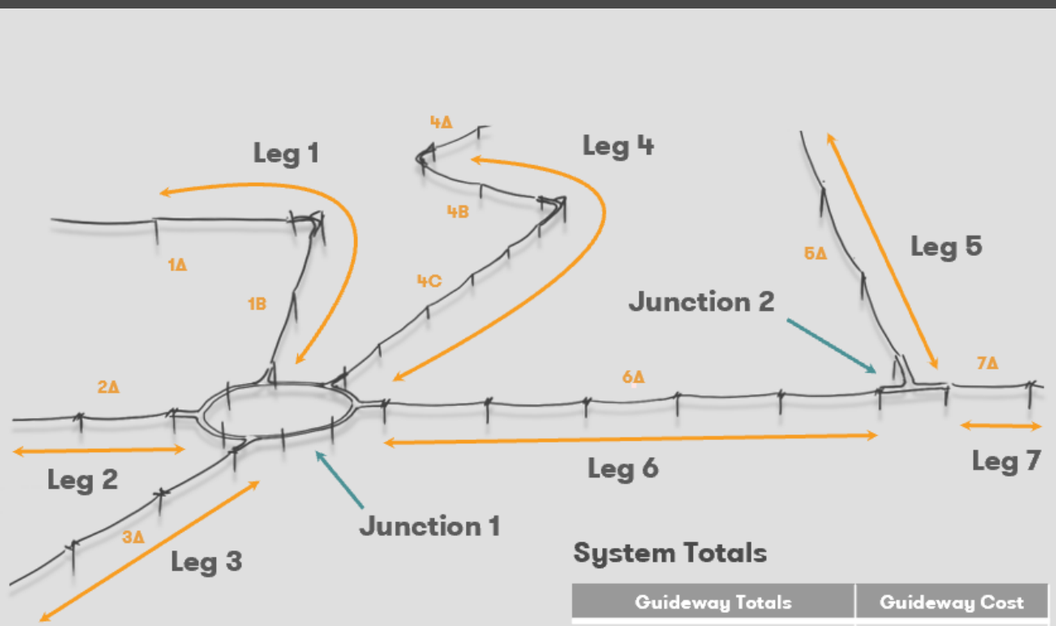
100 x trolleys



1 x maintenance shed



1 x control system



System Totals

Guideway Totals	Guideway Cost
Guideway Legs Sum	$89,800
Guideway Juncttions Sum	$49,790

Total Cost: $3,357,280

Holmes

Note: Example contains 26 spans of 95m each, totaling 2.5 km of single guideway (1.54 miles).

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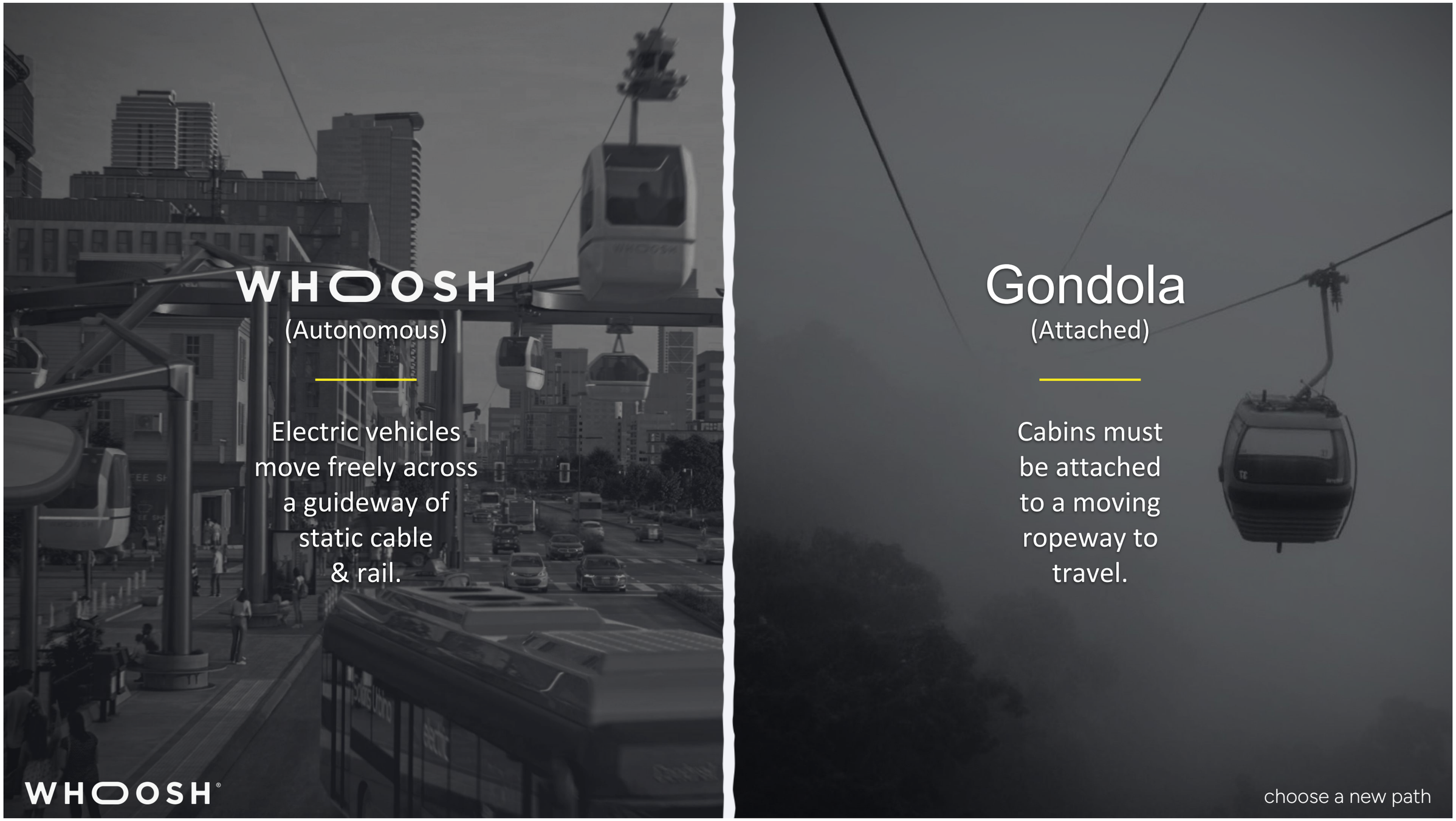
WHOOSH
(Autonomous)
Electric vehicles move freely across a guideway of static cable & rail.
WHOOSH
Gondola
(Attached)
Cabins must be attached to a moving ropeway to travel.
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Network must suit modern journey patterns

Mode-shift requires solving enough daily journeys that choosing transit becomes natural

6+ destinations daily

Home → School → Work → Shops → Recreation → Medical.

Dynamic timing + unpredictable routing

Single High-Capacity Line

Journey: Home → Bus to station → Line A → Transfer → Bus to work → Reverse

Time: 40-50 min | **Transfers:** 2-3 | **Works for:** Commute only

Distributed Network (Whoosh)

Journey: Walk 400m → Request destination → Direct journey → Done

Time: 8-10 min | **Transfers:** 0 | **Works for:** All 6 daily trips

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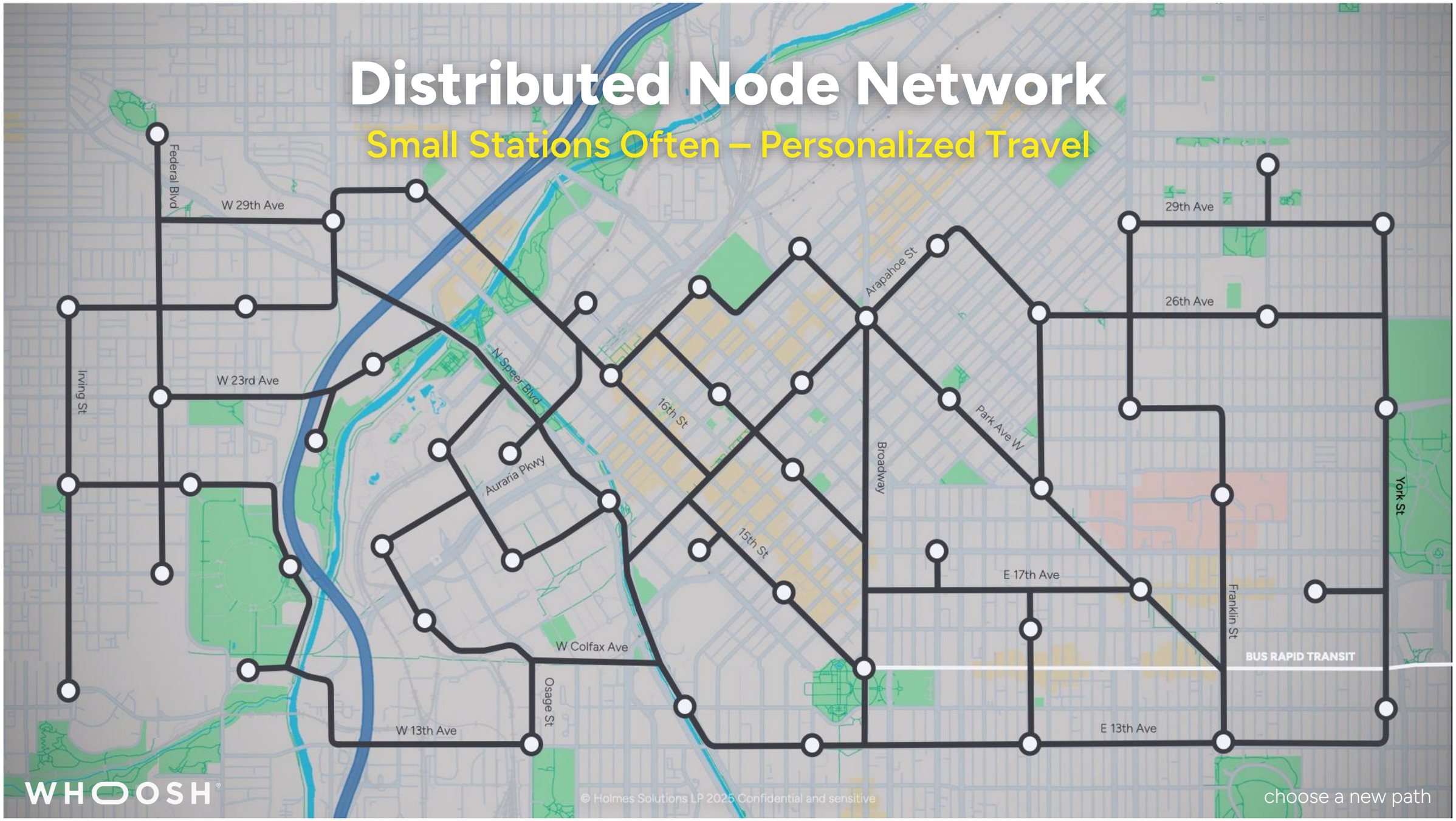
Distributed Node Network

Small Stations Often – Personalized Travel


Distributed Node Network
Small Stations Often – Personalized Travel
Federal Blvd
W 29th Ave
W 23rd Ave
Irving St
N Speer Blvd
Auraria Pkwy
16th St
15th St
Arapahoe St
Broadway
Park Ave W
29th Ave
26th Ave
York St
E 17th Ave
Franklin St
BUS RAPID TRANSIT
W Colfax Ave
Osage St
W 13th Ave
E 13th Ave
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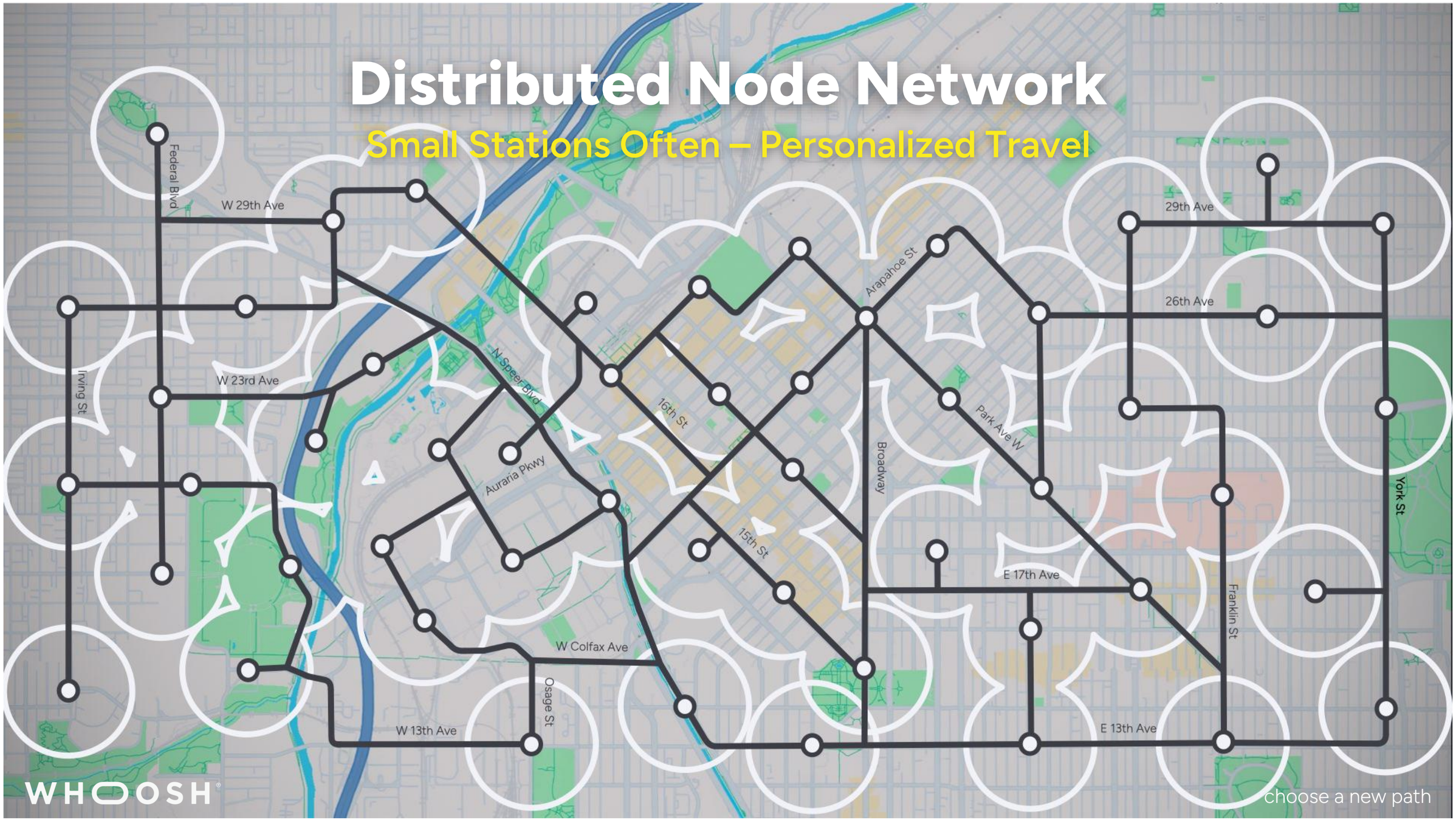
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Park Ave W
29th Ave
26th Ave
York St
E 17th Ave
Franklin St
W Colfax Ave
Osage St
W 13th Ave
E 13th Ave
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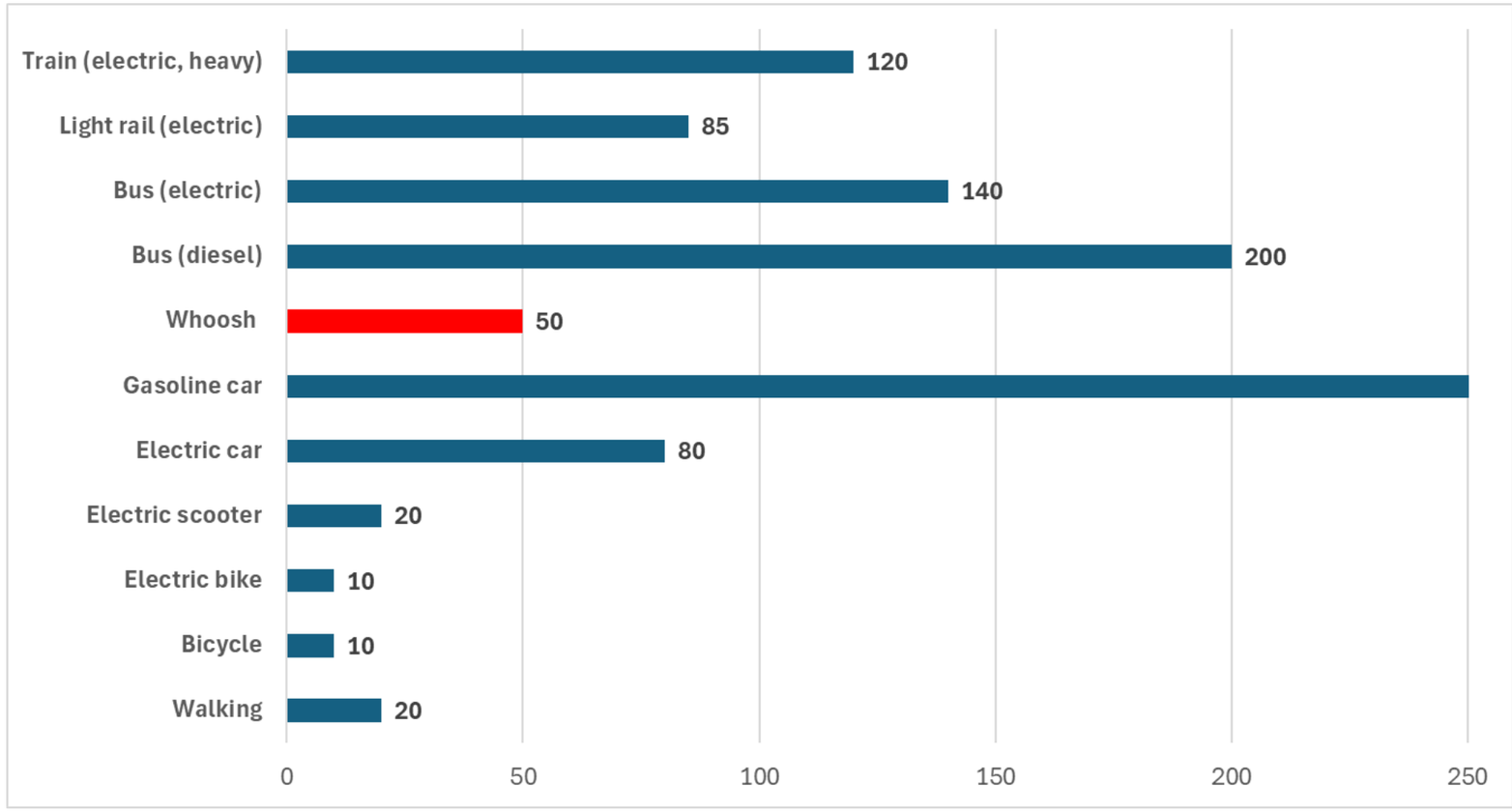
Energy to move a person 1km (wh/pkm)

Base Case Data:

- Medium density urban space
- Air conditioning
- 30 riders in Bus (40%)
- 120 rides in Light rail (50%)
- 250 riders in train (60%)
- 1.5 people per car



Whoosh benefits = Continuous movement + only when needed

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Transit journeys to replace

More than moving people

People

- ✓ Public Projects
- ✓ Campus / Airport
- ✓ Private Developers

Goods

- ✓ Distribution Centers
- ✓ Last Mile Delivery
- ✓ Lockers

Services

- ✓ Factory Movement
- ✓ Emergency Services
- ✓ Agriculture

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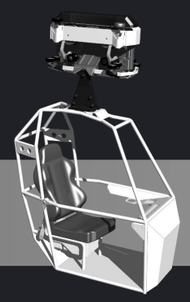
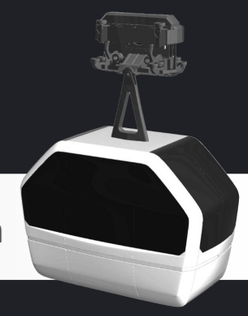
Goods & Services

Development: Timeline



Single-Person Proof of Concept

Five-Person Commercialized Solution



POC2

Develop core technology

DONE

Location:
Holmes Solutions Test Labs
Christchurch, NZ

Test Track

Scale up overall size

2026

Location:
Christchurch International Airport
Christchurch, NZ

PILOT

Reliability & Community feedback

2027

Location:
Remarkables Park
Queenstown, NZ

PRODUCT

Volume manufacture & low headway

2028

Location:
Selection Process Ongoing
TBD

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Current state

Google validation: Tens of millions invested in proof-of-concept for 60k+ employee campus

Commercial deployments: Projects in USA and Middle East in detailed design/contracting

$20M+ raised for full scale system: Private equity investment validates commercial potential

NZ engineering: All R&D and manufacturing in Christchurch

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key feature review

www.whoosh.solutions

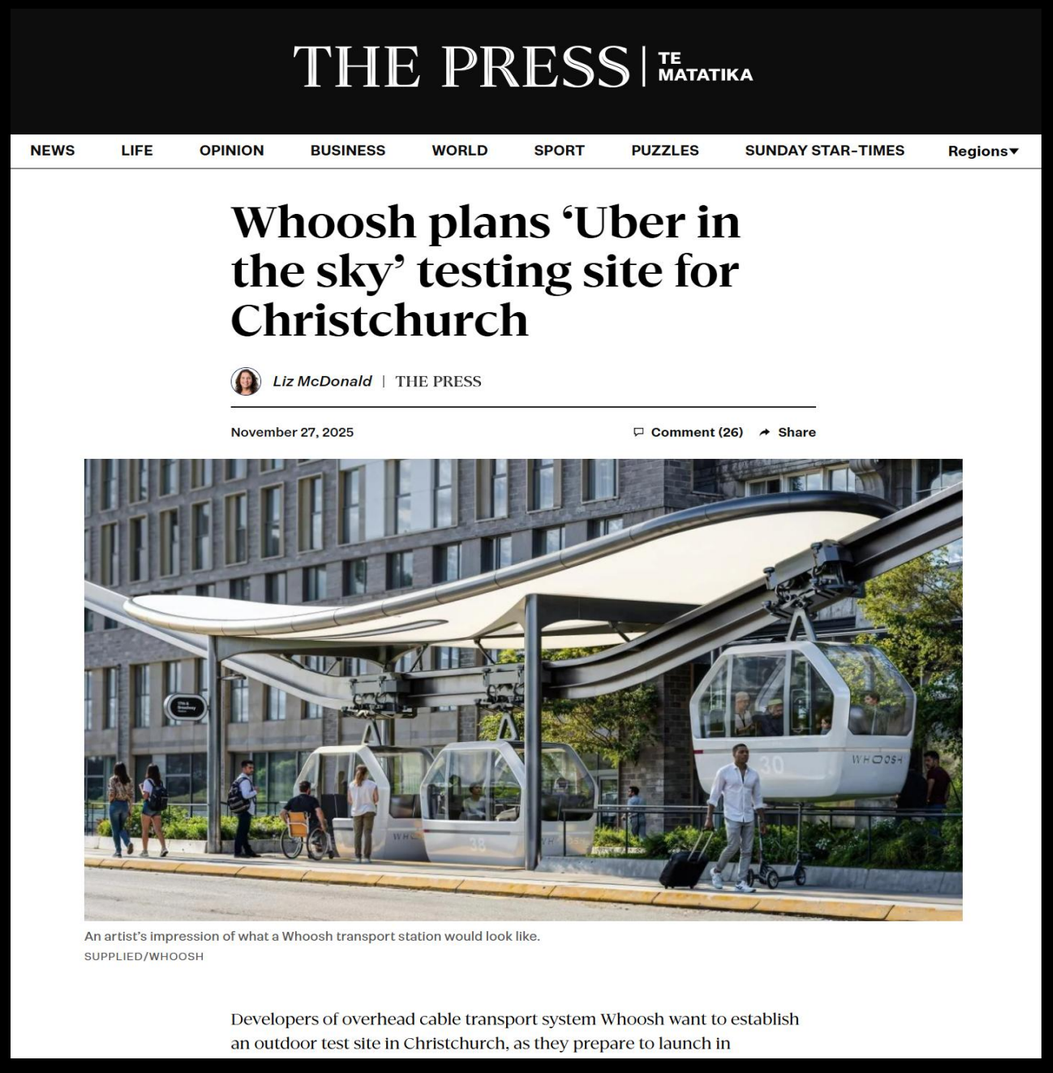
Christchurch Test Centre

Operational April 2026

Phase 1 (12 months): Integrated full-scale system demonstration

Phase 2 (6 months): Extended operational testing against all technical performance metrics

Simple City deployment: Technology validated in controlled environment before any municipal service



THE PRESS | TE MATATIKA

NEWS LIFE OPINION BUSINESS WORLD SPORT PUZZLES SUNDAY STAR-TIMES Regions

Whoosh plans 'Uber in the sky' testing site for Christchurch

Liz McDonald | THE PRESS

November 27, 2025 Comment (26) Share

An artist's impression of what a Whoosh transport station would look like.
SUPPLIED/WHOOSH

Developers of overhead cable transport system Whoosh want to establish an outdoor test site in Christchurch, as they prepare to launch in

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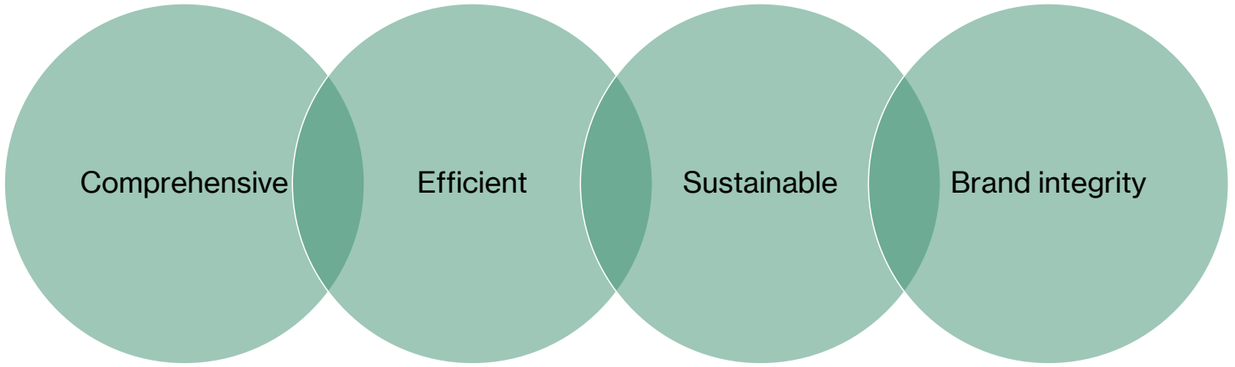
Christchurch City Council

A Christchurch Whoosh network



Christchurch's mobility toolkit: combination of solutions

Current and proposed

- **Buses:** Local circulation, coverage
- **Light Rail**: Regional connection ability
- **Roads:** Private vehicles, freight
- **Parking:** Static storage
- **Active transport:** Walking, cycling

What is missing?

- Distributed network connectivity
- Asset connection and utilization
- Peak corridor capacity relief
- Multi-destination daily journeys
- Integration layer between modes

Net-new travel capacity is required

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Whoosh supports comprehensive urban mobility solution

With Buses: With multiple Whoosh stations, buses focus on fringe/rural/tourism → Reduced fleet, lower subsidy

With Roads: Reduces peak congestion → Right-sizing road expansion, lower infrastructure cost

With Development: Enables transit-oriented development (TOD), reduced parking → Value creation, growth enablement

Goods/Services Delivery: Dedicated delivery pods during off-peak → Last-mile logistics, reduced delivery vans

Christchurch Connector

Connecting key assets

Utilize of existing infrastructure

Journeys people need to take

Tourist + Locals

Extendable as required

System facts:

- 8.5km network
- 3,000 pphpd
- 35 km/hr average
- 10 min Journey time

WHOOSH


23rd &
Market St.
Station
Central station 74
WHOOSH
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FRANKTON CONNECTOR
FRANKTON LOOP
SOUTHERN CORRIDOR
LADIES MILE CONNECTOR
EASTERN CORRIDOR
DOWNTOWN CONNECTOR
Google Earth

Funding & Financing Framework

Capital funding options include (infrastructure build)

IFF Act / Value Capture: Property owners near transit contribute from land value uplift

Development Contributions: Growth-related infrastructure requirements

Regional Deal Allocation: Central government co-investment in strategic infrastructure

Private Capital: Debt/equity structure depends on ownership model chosen

Operating (service delivery) revenue sources include

Farebox: Tiered pricing (locals PT-integrated, visitors premium, airport express)

PT Contract: ORC Public Service Obligation covers social service requirements

Ancillary: Advertising, development partnerships, data services

Tourism premium pricing cross-subsidises local fares | detailed financial modelling in progress

Ownership and Governance Models

Models stylised for illustration and discussion

Private infrastructure model

- Private company owns/operates
- Service on PT contract (like buses)
- Performance-based payments
- Private risk + public oversight

Public ownership model

- Council SPV owns infrastructure
- Private operator on contract
- Similar to water/roading
- Public control + private expertise

Critical success factors

Performance metrics | Risk allocation | Incentive alignment | Public accountability and transparency

Design together based on what matters to Christchurch

Stage 1: Define Requirements

What must system deliver? Service levels, coverage, reliability, affordability, sustainability

Stage 2: Assess Capabilities & Risk

Who brings what? Council, private, operational expertise, technology capability, demand risk appetite

Stage 3: Design Incentives

How to align interests? Performance metrics, payment mechanisms, risk/reward sharing, public accountability

Stage 4: Structure Transaction

Ownership, financing, contracts, governance rights that achieve requirements within constraints

Economic value creation (beyond moving people and goods)

System Benefits

- Congestion reduction value
- Avoided road infrastructure costs
- Tourism experience enhancement
- Job creation (construction + operations)

Direct Value

- Land value uplift near stations
- Reduced parking requirements
- Development enablement (higher density)
- All-day utilisation (not just peaks)

Value creation shared between public and private sectors

Possible pathway: Community focused & collaborative

Now – Q2 2026: Community engagement

Build excitement and understanding | Open dialogue with residents | Stakeholder workshops | No commitment required

2026: Technical validation

Christchurch site visit + international demonstrations | Independent assessment | Evidence-based decision

Q3-Q4 2026: Collaborative design if partnership Progresses

Community co-design process | Central government engagement (Regional Deal alignment) | Structure shared risk/reward

2026-2028: Pilot demonstration

Christchurch Airport + pilot demonstration + international | Full validation before Chritchurch construction

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Building a global mobility company from New Zealand

Technology Platform

- IP developed and owned in NZ
- R&D capability anchored in Christchurch
- Platform licensable globally + supporting services
- Export revenue returns to NZ

Ecosystem Development

- High-value engineering jobs
- Advanced manufacturing capability
- Supply chain development
- Skills and knowledge retention

Vision: NZ-based global leader in urban mobility technology, creating lasting economic benefit through technology ownership, skilled employment, and international revenue streams

WHOOSH

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How can we move through Christchurch without interruption?


Let the world keep honking.
Transcend every existing transportation frustration. Whoosh above it all.
WHOOSH
1120793
WELLS FARGO
BIKES OK
BIKE ROUTE
END
WHOOSH®
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7 Canterbury St
Christchurch
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Irvine, California
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Great Park

Irvine, California

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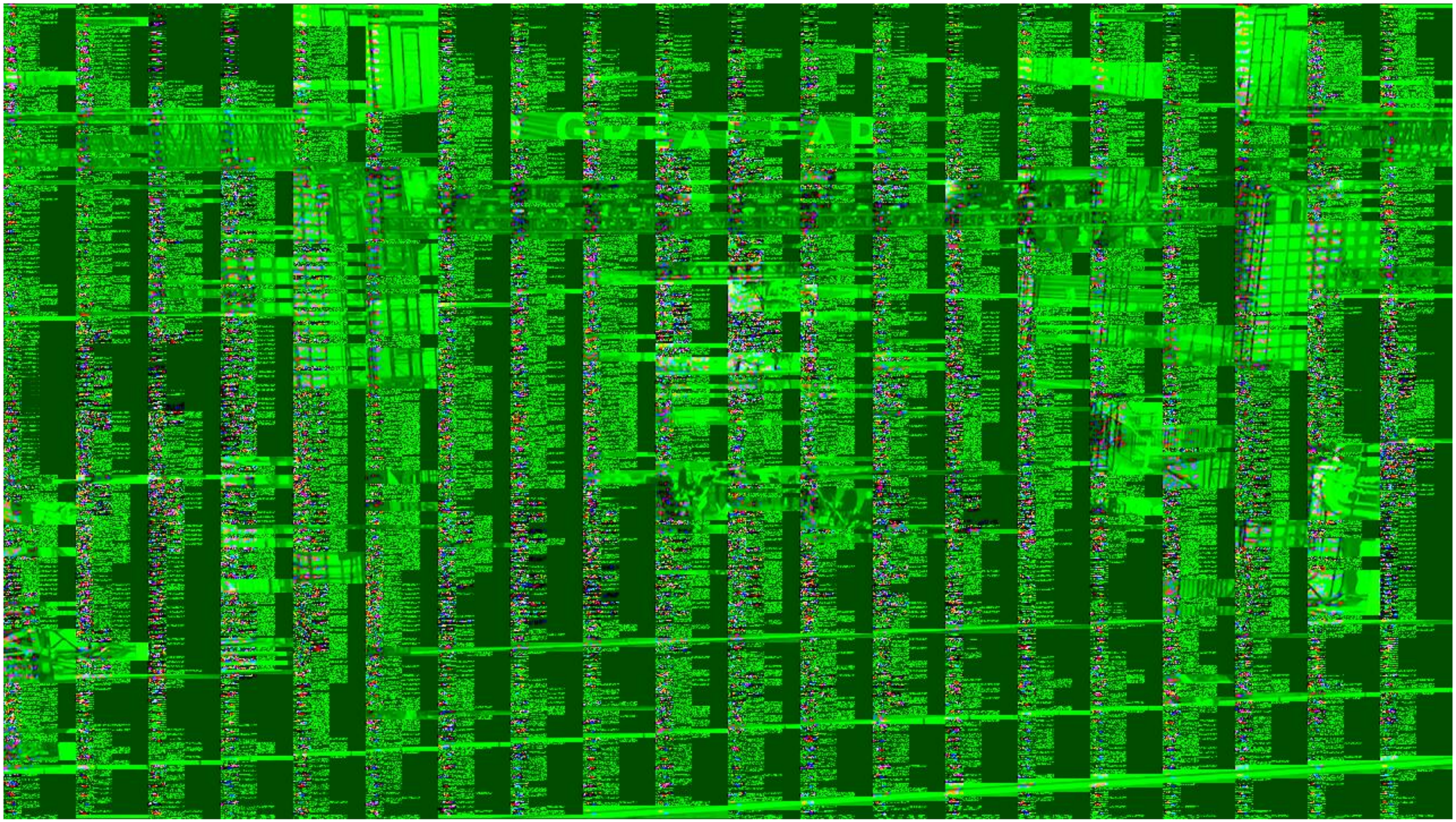


Irvine, CA- Later Phases

Superstar gymnast Biles earns third trip to Olympics SPORTSDAY

The Dallas Morning News

Texas' Leading News Source $3.99 Dallas, Texas, Monday, July 1, 2024 DallasNews.com

HURRICANE

Caribbean braces for strong Beryl

Lesser Antilles at risk after storm grows into first Category 4 in June

THE WASHINGTON POST

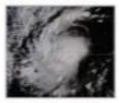
Beryl exploded into a Category 4 hurricane with maximum sustained winds of 130 mph Sunday — the earliest a storm of that intensity has been recorded in the Atlantic — leading Caribbean islands to prepare for violent storms to strike Monday morning.

The National Hurricane Center said Beryl could pose "life-threatening" problems in the Lesser Antilles, an island chain on the eastern side of the Caribbean Sea. Hurricane warnings have been issued for Barbados, St. Lucia, St. Vincent and the Grenadine Islands, Grenada and Tobago, while tropical storm advisories stretched as far north as the Dominican Republic and Haiti.

"All preparations should be rushed to completion today," the Hurricane Center posted

See BERYL Page 4A

IN THE KNOW
Storm forecast



MONDAY: Beryl will slam the Lesser Antilles, probably the Windward Islands, with winds of 130 mph or more.

TUESDAY: Beryl will enter the eastern Caribbean, still moving westward or slightly west-northwestward. Its eventual track in the Caribbean is unknown. Jamaica and Cuba could be in play. So could the Yucatán Peninsula. It's unlikely to enter the Gulf of Mexico.

The Washington Post

CENSUS BUREAU

Hispanics now top Texas demographic

Its 12.1M residents, per new estimate, account for 39.7% of population

By JOSÉ LUIS ADRIANO
Staff Writer
jose.adriano@dallasnews.com

Hispanics, with over 12.1 million residents, cemented their position as the largest demographic group in Texas, while the state also had the largest nationwide gains in Asian and Black residents, according to new population estimates from the Census Bureau.

Texas had an estimated population of 30.5 million people as of July 2023, of which 12.1 million were Hispanics of any race, followed by 12 million White non-Hispanics. Over that period, Texas grew by 473,000 people, of which about half (242,000) were new Hispanic residents. Hispanics now account for 39.78% of the state population. White non-Hispanics follow with 39.63%, and Black non-Hispanics with 12.69%.

The Dallas-Fort Worth-Arlington metro area saw the nation's largest population growth among Black and Asian residents. From July 2022 to July 2023, the region gained over 44,000 Asian resi-

See AREA Page 3A

Renderings from Whoosh

The Whoosh system consists of electric vehicles that resemble conventional aerial gondolas but use autonomous technology to move along an elevated network of cables and rails.

The Whoosh system consists of electric vehicles that resemble conventional aerial gondolas but use autonomous technology to move along an elevated network of cables and rails.

TRANSPORTATION

Whooshing into the future

5 North Texas cities vie for elevated cable cars that could be D-FW's next attempt at tackling traffic

By AMBER GAUDET
Staff Writer
amber.gaudet@dallasnews.com

Transportation planners have a new idea about how to take on congestion as Dallas-Fort Worth's population grows: elevated autonomous cable cars that riders can hail on demand.

Five North Texas cities — Dallas, Arlington, Plano, Frisco and DeSoto — are vying to become the first in the U.S. to pilot the novel transportation system known as Whoosh. The system consists of electric vehicles that resemble conventional aerial gondolas but use autonomous technology to move along an elevated network of fixed cables and rails. The concept comes from Swyft Cities, a project that was born at Google but was spun out as an independent business aimed at innovating transit.

The company has been working with the North Central Texas Council of Governments to identify potential sites. Swyft Cities will choose which would be the best fit for the project's first run.

North Texas is one of the fastest-growing regions in the country, adding more than 1 million residents every 7 years. NCTCOG expects that more corridors will become significantly congested by 2045. Planners say that means they have to think beyond highway expansions.

"We're currently at 8 million people going to 12, [so] we're

See N. TEXAS Page 6A

The on-demand nature of the vehicles means they would take riders directly to their designated stop.

FROM THE FRONT PAGE

Whoosh

Whoosh is a good fit for mid-density areas like the edges of a downtown — places that lack good last-mile transit solutions. Additionally, the ability to bypass traffic is a boon for places like North Texas that are growing rapidly and thinking beyond highway expansion.

N. Texas cities vying to pilot electric gondolas

Continued from Page 1A

going to need other transportation choices because our roadways will continually get more and more congested," said Brendon Wheeler, program manager at NCTCOG.

How it would work

Like buses, Whoosh vehicles would have predetermined stops on the ground, with the system initially covering about a 3-mile radius — more stops could be added later. But unlike buses or trains, the on-demand nature means they would bypass all the existing stops to take riders directly to their designated one. Since they're elevated, they would also bypass, rather than compete with, road traffic.

While each potential site has unique needs, Whoosh is a good fit for mid-density areas like the edges of a downtown — places that lack good last-mile transit solutions.

"The core of downtown is probably pretty well served by other modes, but there's a whole lot places outside of downtown Dallas and Fort Worth that doesn't have good solutions," said Jeral Poskey, Swyft Cities CEO.

Maximizing impact

Swyft Cities chose North Texas because of an NCTCOG program that looks to attract new transit technologies to the region and connect them with local governments. Staff at the transportation planning agency vet the companies first, making sure they offer potential solutions to some of D-FW's transportation challenges.

While the cost depends on the specifications of each system, the buildout of a Whoosh system should require around $30 million to $50 million. Cities are in the process of applying for funding grants. Those should come to fruition around this time next year, along with system plans.

Having those in hand will allow Swyft Cities to decide where to test-run the first system.

"The fundamental criterion will be where is the place we can have the biggest impact the soonest in Dallas-Fort Worth?" Poskey said.

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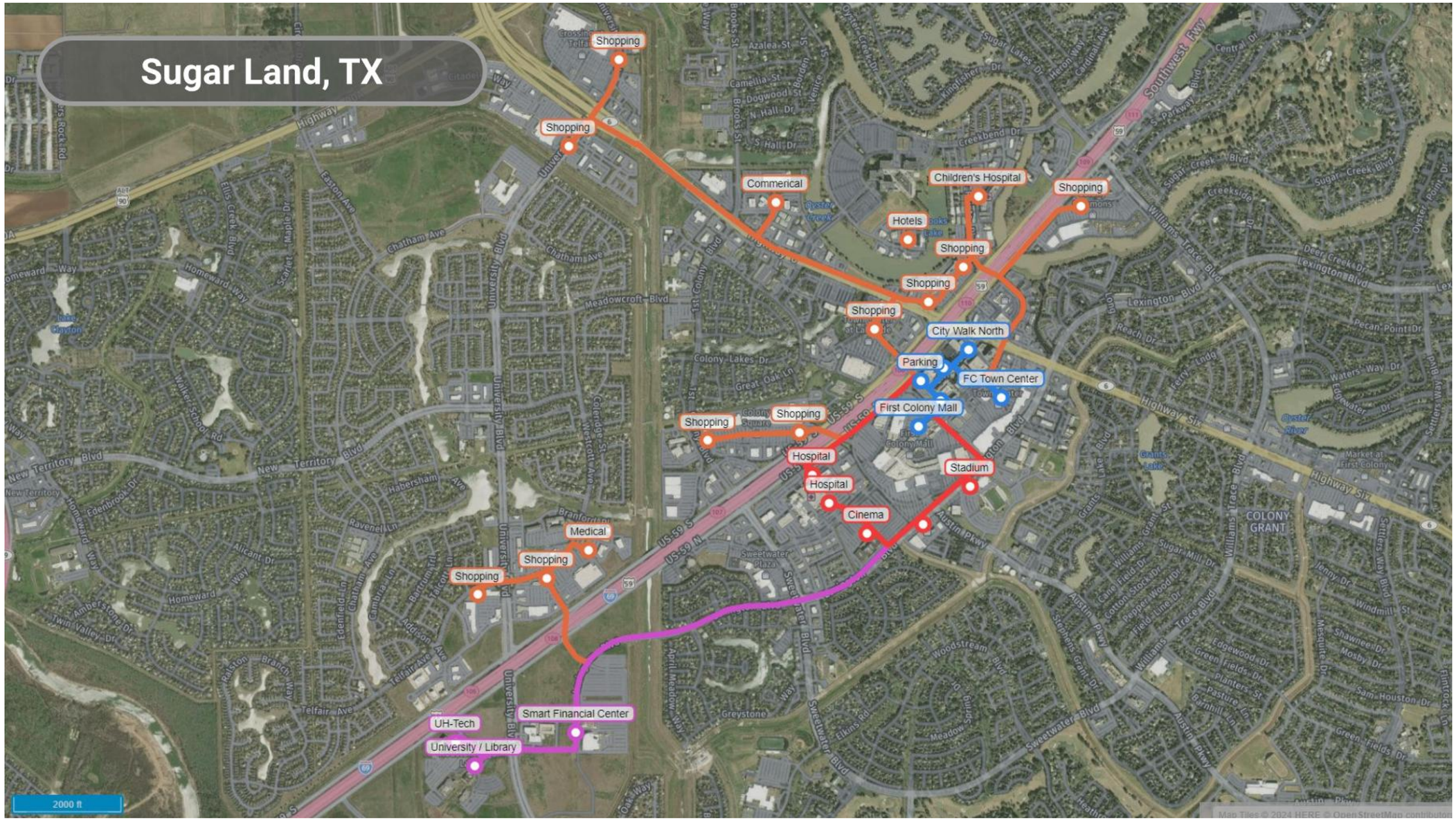


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Routes that fit easily in an urban space, can expand & adapt with your needs

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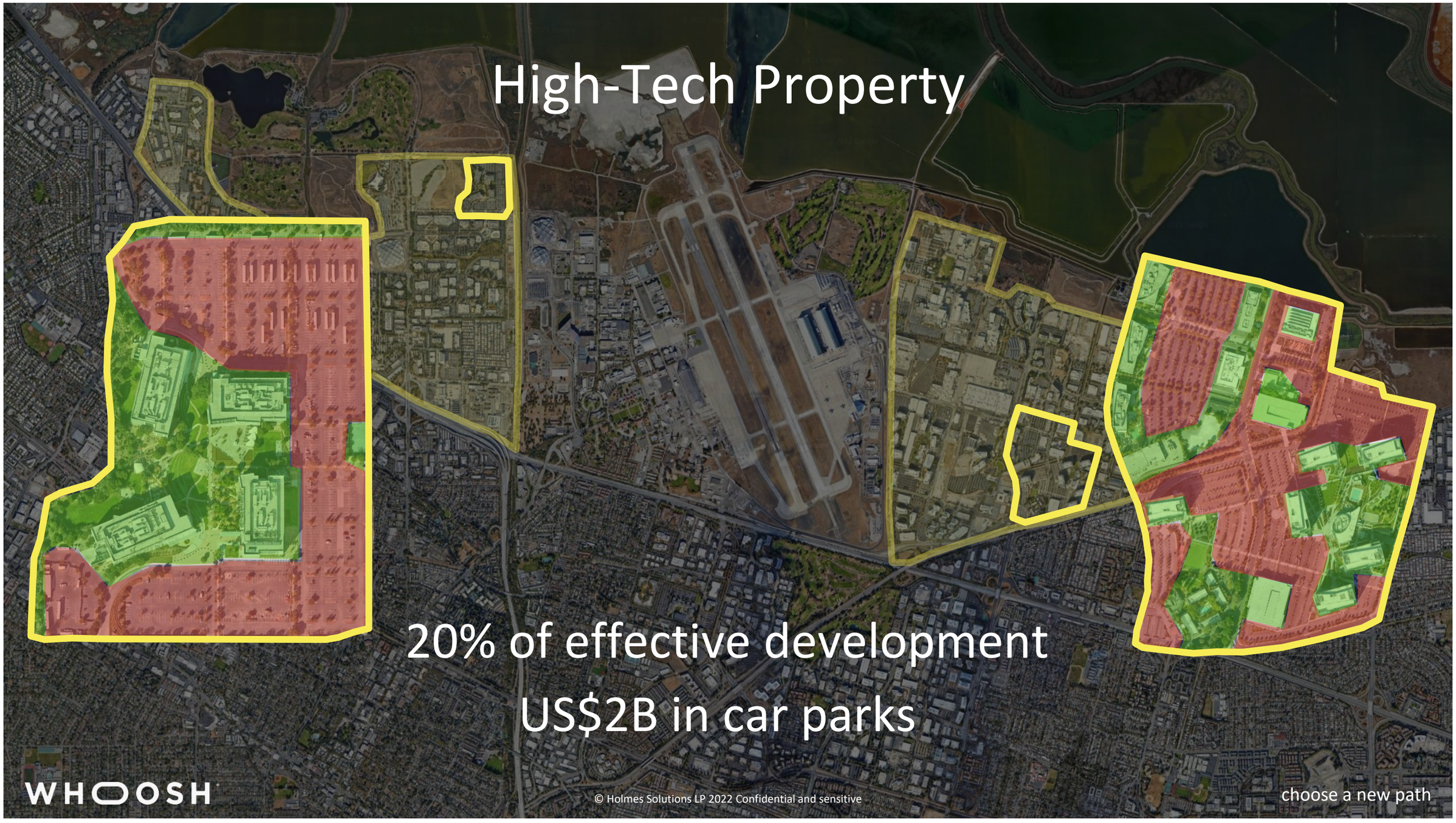
*Artist conceptual rendering, subject to change


High-Tech Property
20% of effective development
US$2B in car parks
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- 6,000 registered users
- 16% increase in ridership
- Ridership rating 4.8/5.0
- Median was 8 rides per week
- 32% increased their use of public transport
- 39% of users aged 16-39
- 28% users aged 40-64
- 30% users aged 65+

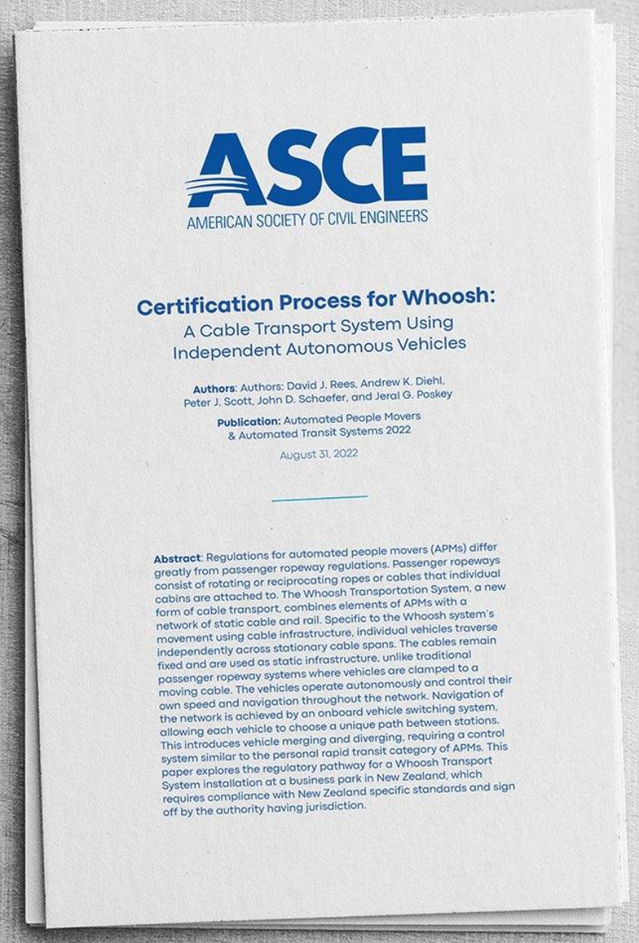
Proven benefits of on-demand transport

System not scalable and ultimately unaffordable

Holmes

Compliance

Overview



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Certification Process for Whoosh:
A Cable Transport System Using Independent Autonomous Vehicles

Authors: Authors: David J. Rees, Andrew K. Diehl, Peter J. Scott, John D. Schaefer, and Jeral G. Poskey

Publication: Automated People Movers & Automated Transit Systems 2022

August 31, 2022

Abstract: Regulations for automated people movers (APMs) differ greatly from passenger ropeway regulations. Passenger ropeways consist of rotating or reciprocating ropes or cables that individual cabins are attached to. The Whoosh Transportation System, a new form of cable transport, combines elements of APMs with a network of static cable and rail. Specific to the Whoosh system's movement using cable infrastructure, individual vehicles traverse independently across stationary cable spans. The cables remain fixed and are used as static infrastructure, unlike traditional passenger ropeway systems where vehicles are clamped to a moving cable. The vehicles operate autonomously and control their own speed and navigation throughout the network. Navigation of the network is achieved by an onboard vehicle switching system, allowing each vehicle to choose a unique path between stations. This introduces vehicle merging and diverging, requiring a control system similar to the personal rapid transit category of APMs. This paper explores the regulatory pathway for a Whoosh Transport System installation at a business park in New Zealand, which requires compliance with New Zealand specific standards and sign off by the authority having jurisdiction.

New technology with no single governing standard. Some relevant standards include:

- ASCE 21
- ANSI B77.1
- NFPA 130
- ISO 12100
- IEC 61508/62061
- ETCS (ERTMS)
- IEE 1474
- OSHA
- ADA Standards for Accessible Design

WHOOSH

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Resource Management Reforms

Council workshop

16 December 2025

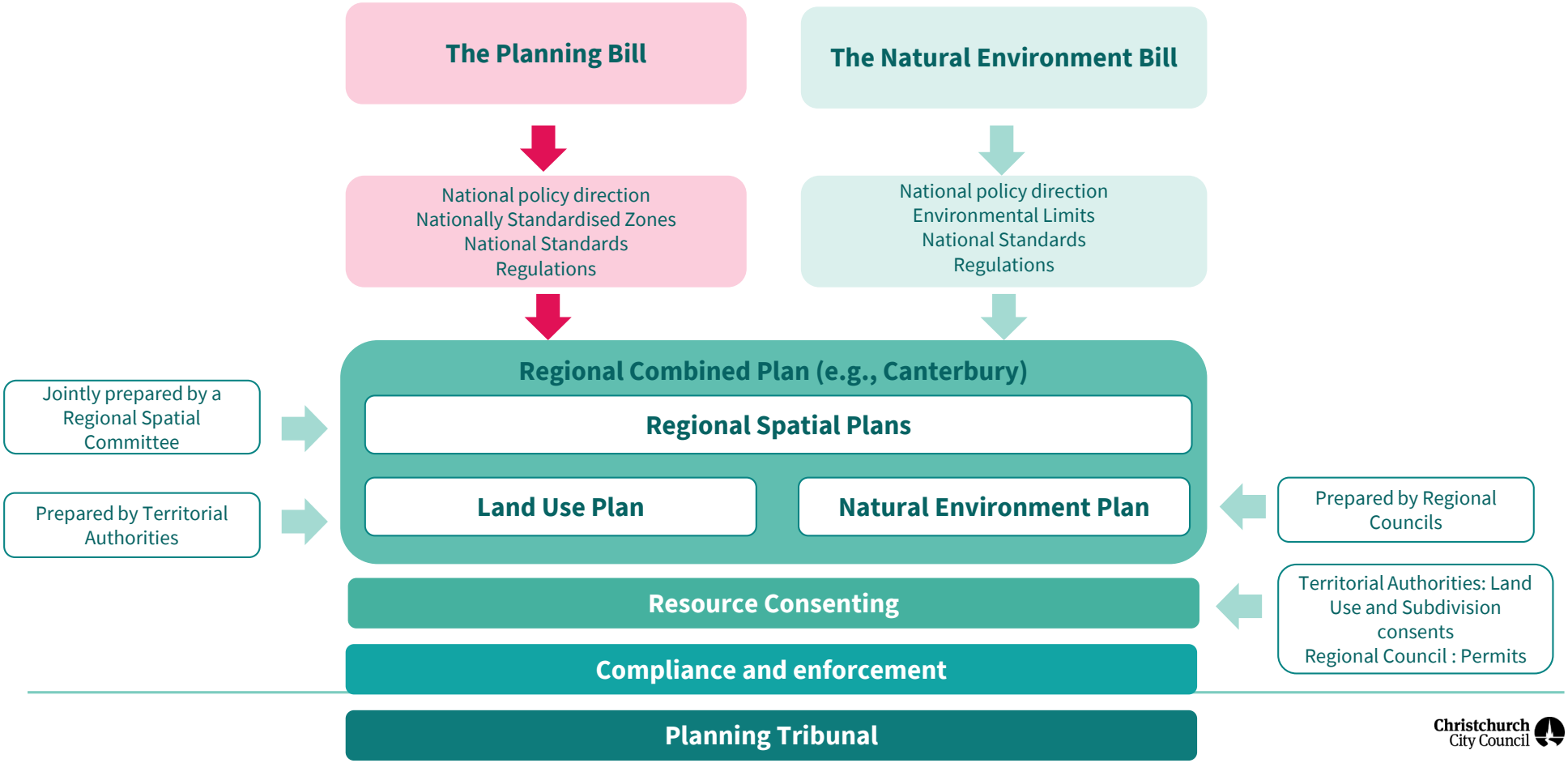
Presenters:

Ben Rhodes, Manager Planning

Sarah Oliver, Team Leader City Planning

Helaina Gregg, Principal Advisor Policy

Overview of proposed Resource Management System



What is the Planning Bill?

Purpose: To establish a framework for planning and regulating the use, development and enjoyment of land

Goals for the Planning Bill

The Bill sets out 9 goals, which define the outcomes the planning system is trying to achieve.

No inherent hierarchy within the goals

The Planning Bill is intended to:

- Ensure we plan well for **growth**, e.g., Regional Spatial Plans
- Make planning **simpler and more certain**, e.g., Greater standardisation in plan-making through national direction
- **Remove barriers**, enabling landowners agency over their property e.g., Restricting what effects can be considered – internal layout of buildings, visual amenity, landscape effects
- **Cut red tape** e.g., Reducing the number of consents required through simplification and greater standardisation, more permitted activities
- Reduce **natural hazard risks** e.g., Identification of areas needing protection in Regional Spatial Plans
- Give more certainty about how **Māori interests are provided for**

What is the Natural Environment Bill?

Purpose: To establish a framework for the use, protection and enhancement of the nature environment

Goals for the Natural Environment Bill

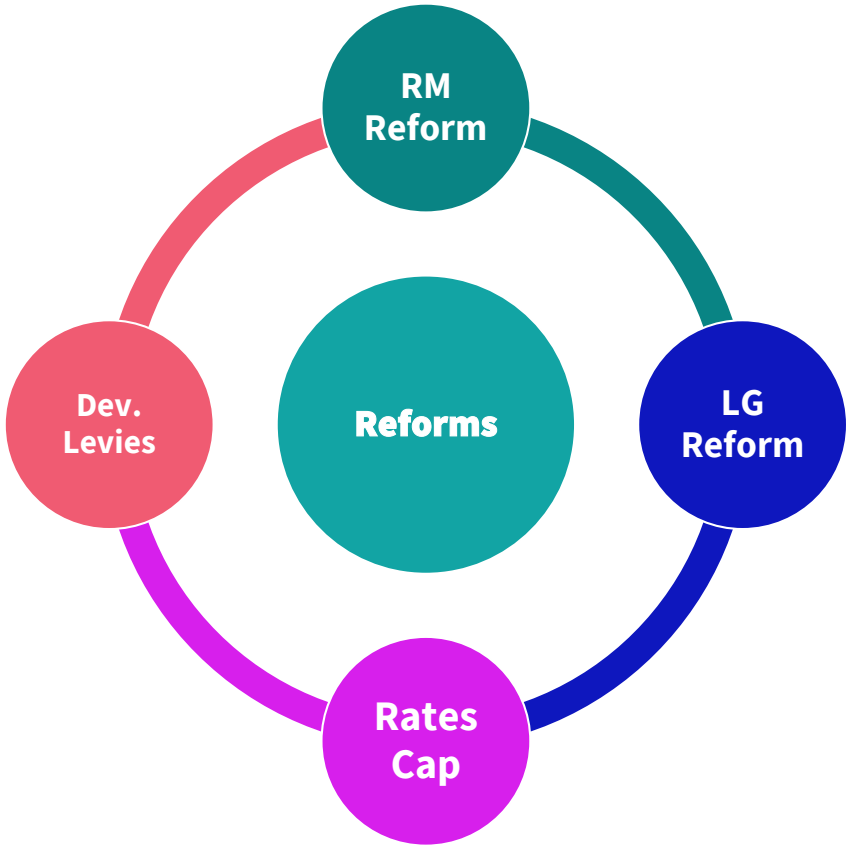
The Bill sets out 6 goals, which define the outcomes the environmental management system is trying to achieve

No inherent hierarchy within the goals

The Natural Environment Bill is intended to:

- Safeguard the environment and human health through **Environmental Limits**, e.g. Protections for air, land and soils, fresh and coastal water and indigenous biodiversity
- Improve **certainty** for all users through these environmental limits
- Take a proportionate and flexible approach to managing activities
- Empower communities to decide how scarce resources are allocated (ecosystem health limits are decided regionally instead of at the consenting stage)
- Provide **additional tools to encourage natural resources** to be used efficiently e.g., freshwater farm plans, actions plans (council led) and new market mechanisms for resource allocation
- Give more certainty about how **Māori interests are provided for**

RM Reform is only one piece of the puzzle...



Roles for Councils in the new system

There **will still be roles for both** Regional Councils and District in the new system but responsibilities will change.

Table 1: Regional combined plans

Plan	Bill	Council responsible	Purpose
Regional spatial plan	Planning Bill and Natural Environment Bill	All regional, district and unitary councils in a region	To provide strategic direction for growth and infrastructure and enable strategic integration of decision-making between the Planning and Natural Environment Acts
Natural environment plan	Natural Environment Bill	Regional councils and unitary councils	To regulate use and protection of natural resources
Land-use plans	Planning Bill	District councils and unitary councils	To regulate use and development of land

However, if the Council was to amalgamate and become a Unitary Council, the **Unitary Council would be responsible for both the regional and district council functions.**

Greater use of national direction

The system will be **more directive** through the use of national instruments

Nationally-set policy statements and environmental standards will feature extensively in the new system with the intention to **provide clear direction** on national priorities

Examples of potential national standards include standardised zones, how to identify and respond to natural hazards, housing growth targets, environmental limits etc

The national instruments will be **delivered in two stages**, with the first tranche due at the end of 2026 and the second tranche by mid-2027.

New National Instruments

Planning Act

National Policy Direction

One document providing high level direction for council plan making.

Potential Standards

- Standardised zones
- How to identify and respond to natural hazards
- Housing growth targets
- Regulatory relief
- Identifying historic heritage

Natural Environment Act

National Policy Direction

One document providing high level direction for council plan making

Potential Standards

- Environmental limits
- Permitting commercial vegetable growing
- Constructing water storage
- Constructing wetlands
- Monitoring requirements
- Freshwater standards
- Indigenous biodiversity standards

Regional Combined Plan

- **One Spatial Plan for the region** planning for growth over 30 years. Trade offs occur between environment and land use.
- Environment Plan replaces Regional Policy Statement and Plans, to **implement nationally set limits and regional entity set limits relating to ecosystem health**
- Landuse plans give effect to spatial plan and **apply national standards.**

Governance arrangements for Regional Spatial Plans

Regional Spatial Planning Committee → Local authorities and a ministerial representative → Composition of the RSPC **not detailed** in the Bills e.g., voting rights, membership, delegation to sub-committees etc

Local authorities to agree **Terms of References** as first step

Role of the Regional Spatial Planning Committee

1. Appoint a secretariat and chairperson
2. Responsible for preparing the draft Regional Spatial Plan
3. Provide advice to local authorities on IHP recommendations

What is Council's role in the proposed process to develop a RSP?

- Representative on the Regional Spatial Planning Committee
- Council is a joint decision-maker on the RSP including:
  - Required to approve public notification of the draft Regional Spatial Plan
  - Required to decide on IHP recommendations

How is joint decision making on the RSP proposed to work?

- Consensus decision-making is proposed
- Disputes resolution proposed for when consensus cannot be achieved

Planning Act – Regional Spatial Plan

Sets the strategic direction for urban development and infrastructure investment priorities for next **30-plus years**

Supports **integrated** decision-making. Requirements for what they include and how they are prepared

Need to identify **growth areas**, **infrastructure corridors, adaptation areas** and **areas needing protection** among other requirements set out in the Bill

The spatial plan is the key point in the system where **trade-offs** between environment and land use occur

Planning Act – Territorial authorities - Land use plans

Must apply national instruments and give effect to Regional Spatial Plan but will determine the **spatial application** of standardised plan provisions.

If authorised by a national instrument, may select which standardised plan provision to apply (from 2 or more alternatives) and determine any content specified from within parameters set out in national instrument.

Bespoke plan provision's must be in scope or not precluded by national instruments, require a 'justification report' (potentially similar to a section 32 evaluation for a qualifying matter).

Public can make public submissions, however submission scope is **limited** for standardised provisions e.g., only on where zone is spatially applied and not on the provisions themselves.

Minister, the Regional Council or spatial plan committee responsible for the regional spatial plan may refer a dispute on a whether the land use plan implements a national instrument to the Environment Court

Plan making process is similar to RMA, i.e notification (targeted notification option), submissions, appeals to Environment Court, hearings held by IHP, Private Plan Changes

Planning Act - Out of scope effects

Out of scope effects cannot be regulated

Effects in scope	Effects out of scope
Natural hazards	**Matters internal to unit/site**– e.g., building layout, private open space, balconies
'Significant' historic heritage	Financial viability and demand for a project
Noise and vibration	**Visual amenity** use, development, or building in relation to its character, appearance, aesthetic qualities, or other physical feature
Shading	Views from private property
ONF/L and High Natural Character areas	The social and economic status of future residents (e.g., whether the residential use is social housing)
Positive effects	Impacts on competing businesses / trade competition / **retail distribution**
Sites of significance to Māori	'Subjective' landscape and amenity effects that preserve character
Cumulative effects	Effects of setting a precedent
	Effect on **landscape** (except ONLF)
	Where the land use effects of an activity are dealt with under other legislation

Regulatory relief

Councils must provide relief to landowners where planning controls are **reasonably likely to have a significant impact on the reasonable use of land.**

Councils must justify application of controls, consider the impact and proactively identify and set out regulatory relief mechanisms. The relief framework is included when plan is notified.

Relief triggered by the following controls: significant historic heritage, significant natural areas, outstanding natural features, land-based indigenous diversity, site of significance to Māori.

Examples of relief include: rates reduction, bonus development rights, cash, land swaps, no-fees consents, access to grants or expert advice.

Natural Environment Act – Natural Environment Plan

Regional Councils must produce a Natural Environment Plan (NEP) that manages use of natural resources in a region.

Ecosystem health limits will be developed in the NEP and set regionally.

NEP will **allocate natural resources** and allow for new market allocation methods such as auctions, tenders and comparative consenting.

National standards will stipulate the **standardised provisions** that a Regional Council must include in its NEP. Regional Councils may be allowed flexibility within defined parameters.

Regional Councils can only include a **'bespoke plan provision'** if authorised by national instruments.

Land-use consents and permits

Fewer consents: Government have said 46 percent of consent and permit applications currently required under the RMA could become unnecessary under the new planning system e.g., more permitted activities and standardised rules

Reduced number of activity classes: Permitted, Restricted Discretionary, Discretionary and Prohibited (removed controlled and non-complying)

Reduced scope to consider effects: a number of effects that can trigger resource consent and inform consent conditions, will not longer be regulated.

Less public participation: Changes to notification requirements and threshold for notification e.g., more than minor and changes who can be involved (qualifying resident)

Transitional arrangements: Starts 1 month after Bill passed, includes out of scope effects, special circumstances etc

Compliance, monitoring and enforcement

Changes largely carried over from recent RMA changes and previous RM reforms. **No significant policy shifts in approach.**

The Government is taking advice on if to establish a **national compliance and enforcement regulator** (with regional presence) to administer the compliance and enforcement functions under the new system.

Treaty provisions

There is **no longer a general Treaty principles clause** – each Bill has a descriptive Treaty clause. No references to kaitiakitanga, tikanga and mātauranga Māori.

Treaty settlements will be upheld.

System goal for providing for Māori interests

Pre-notification of draft instruments and standards

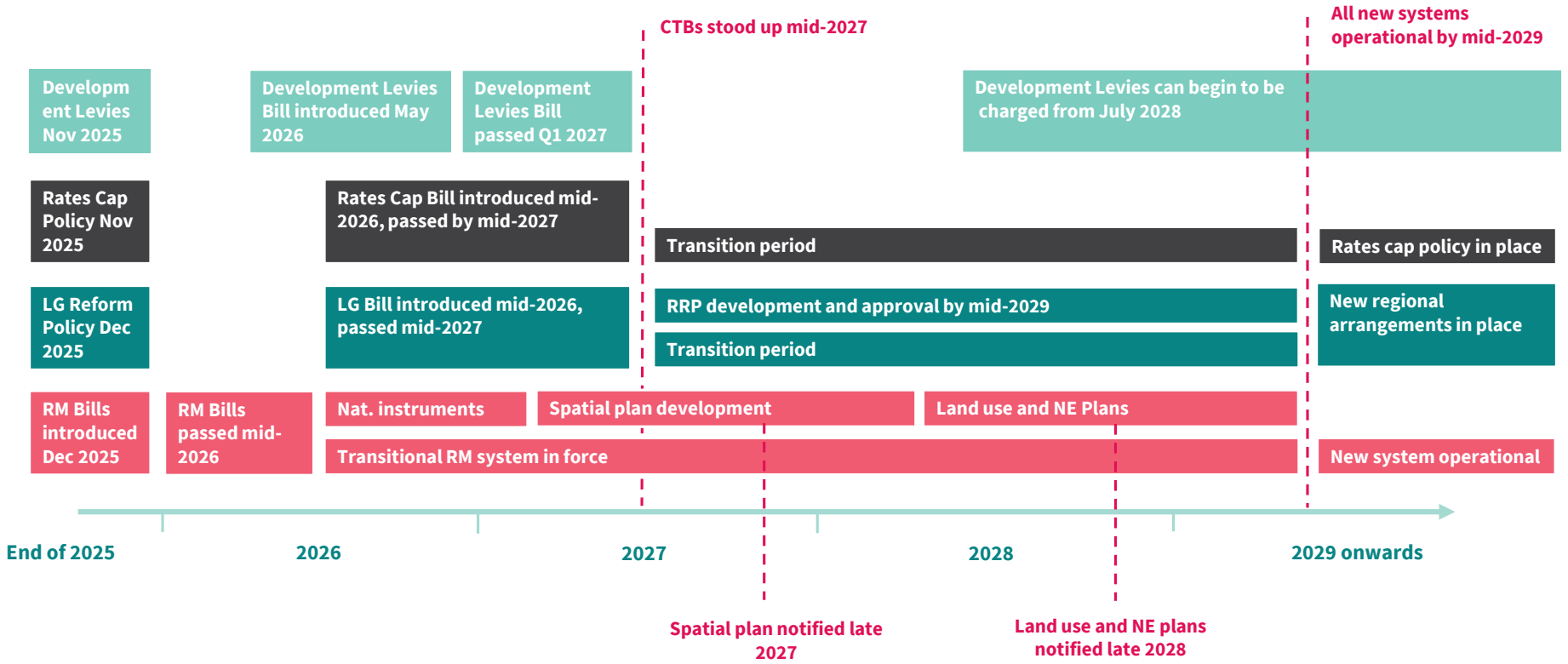
Set rules on Māori participation in planning and management effects on **sites of significance and Māori Land**

Iwi consultation in the development of required plans

Iwi and hapū only **notified of permits** where they are an affected party and notification thresholds are met (higher bar)

Transitional arrangements

Wider Reform Timelines



Initial considerations

Greater centralisation: stronger national direction and standardisation with limited levers for local flexibility, ministerial powers

Ambitious timeframes and resourcing constraints: implementation deadlines are challenging with the new system expected by 2029. Capability and capacity constraints to deliver.

Funding and financing: transitioning to the new system will involve costs for councils along with new requirements such as regulatory relief

Local mana whenua partnership: shift towards engaging at a regional level, Council needs to continue valuing the voices of local mana whenua

Alignment with broader reforms: uncertainty around timing and sequencing and how the various reforms work together

Impact of out of scope effects: significant shift from existing system. Need to consider what this means for achieving a well functioning urban environment?

Next Steps


Bills to be referred to Select Committee (anticipated to be **this week**)
Submission period to be set by Select Committee
Council submission to be prepared (process will be determined once submission timeframes confirmed)
Council briefings in the New Year (process to be confirmed once we know submission timeframes)