

**BEFORE THE INDEPENDENT HEARINGS PANELS APPOINTED TO HEAR AND MAKE
RECOMMENDATIONS ON SUBMISSIONS AND FURTHER SUBMISSIONS ON PROPOSED CHANGE 1
TO THE REGIONAL POLICY STATEMENT FOR THE WELLINGTON REGION**

UNDER Schedule 1 of the Resource Management
Act 1991 (the Act)

IN THE MATTER OF Hearing Submissions and Further
Submissions on Proposed Change 1 to the
Regional Policy Statement for the
Wellington Region

**SUPPLEMENTARY STATEMENT OF EVIDENCE OF OWEN EDWARD
JEFFREYS**

ON BEHALF OF WELLINGTON REGIONAL COUNCIL

HEARING STREAM 4 –

URBAN DEVELOPMENT

29 September 2023

INTRODUCTION

- 1 My full name is Owen Edward Jeffreys. I am an Environmental Planner at GHD Limited. My qualifications and experience are set out in paragraphs 25-30 of the Hearing Stream 4 Section 42A report, dated 4 September 2023. I repeat the confirmation given in that report that I have read and agree to comply with the Code of Conduct for Expert Witnesses.
- 2 A submission point from Combined Cycle Submitters (CCS) (S142.005) on Policy 57 had been incorrectly coded to Policy 47, such that it was not addressed in my Section 42A report.
- 3 The purpose of this supplementary statement is to provide a recommendation on the relief sought by CCS. There were no further submissions received.

RELIEF SOUGHT

- 4 CCS seeks that Policy 57 is amended to include specific reference to 'attractive' within clause (e)¹, with the below wording proposed:

provides for well-connected, safe, **attractive** and accessible multi modal transport networks ...

- 5 CCS identifies the operative Policy 57 contains 'attractive' and that the meaning of 'attractive' is broader than just visually appealing, and that infrastructure should be designed to attract users through appropriate width, separation, connectivity, and sight lines.

ANALYSIS

- 6 In principle, I agree with the relief sought by CCS, however I note that some of the matters they consider to be captured by 'attractive', such as safety and connectivity are already provided for in the policy.
- 7 I consider that reference to 'well-designed' within the policy would be more appropriate, and that well-designed would be inclusive of the matters CCS consider apply to 'attractive', such as width, separation, connectivity and sight-lines of multi-modal transport networks. I also consider that 'well-designed' would be easier to interpret than 'attractive'.

¹ As a result of recommended changes to Policy 57 in response to submissions, this is currently numbered (g) - [Appendix B - HS4 rebuttal amendments.docx \(gw.govt.nz\)](#)

- 8 In my opinion, when considering the provision of multi-modal transport, whether the infrastructure provided well designed will be a key element in supporting people using new multi-modal transport. I therefore recommend accepting in part the relief sought by CCS.

RECOMMENDATIONS

- 9 I recommend that Policy 57 is amended as follows (red denotes s42A recommended amendments, blue denotes changes rebuttal evidence recommended amendments, and green denotes recommended amendments through this supplementary statement):

When considering an application for:

- (a) a resource consent have regard to, or;
- (b) A notice of requirement have particular regard to, or;
- (c) a change, variation or review of a district plan, ~~for subdivision, use or development,~~ require, seek to achieve

integration between land use and transport planning within the Wellington Region ~~is integrated in a way which:~~

- (d) ~~(a)~~ supports a safe, reliable, equitable, inclusive and efficient transport network; and
- (e) ~~(b)~~ supports connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity; and
- (f) ~~(c)~~ minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes; and
- ~~(d) encourages an increase in the amount of travel made by public transport and active modes;~~
- (g) ~~(d)(e)~~ provides for well-connected, well-designed, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or practical; and
- (h) ~~(e)(f)~~ supports and enables the rapid transport network and the growth corridors in the Wellington Region as illustrated in Figure 3, including:
 - i. Western Growth Corridor – Tawa to Levin;
 - ii. Eastern Growth Corridor – Hutt to Masterton;
 - iii. Let's Get Wellington Moving Growth Corridor; and
- (i) ~~(f)~~ minimises the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.

SECTION 32AA EVALUATION

10 In accordance with s32AA of the RMA, I consider my recommended amendments to Policy 57 are appropriate for the following reasons:

- The amendment will help achieve shifts to multi-modal transport use by ensuring that multi-modal transport networks are well-designed, with positive social, environmental, and economic benefits in supporting reduced private vehicle use and active transport use.

DATE:

29 September 2023

Owen Jeffreys

Environmental Planner – GHD Limited

Greater Wellington Regional Council