

From: [Khoi Phan](#)
To: [Regional Plan](#)
Subject: Submission on Regional Policy Statement Proposed Change 1
Date: Thursday, 13 October 2022 8:15:06 am

Tēna koe,

My name is Khoi Phan currently reside at 4B/1 Hanson Street Mt Cook Wellington 6021 (0211797834)

Here is my submission to the RPS – Proposed Change 1

- I support all councils ensuring that more homes doesn't mean more emissions.
- It's ridiculous that in this day and age, traffic-inducing greenfield subdivisions of single-family detached houses are still the lion's share of new homes being built.
- Buildings, streets, roads, parks etc will be there for decades, and how well they're done will profoundly limit (or enable) the people who live there. "Behaviour change" can't do anything meaningful when the landscape is pushing the other way.
- There are plenty of reasons why it's *easier* and *more profitable* to do traditional car-centric suburban greenfield. A key reason seems to be that councils, with current resources, are far less willing and able to provide for and process intensification than greenfield. And that's why it's extra important for councils – of all stripes – to do everything they possibly can to get good intensification for growth, rather than greenfield.
- I'm not opposed to greenfield that can pass the test of being founded on high accessibility, not mobility, and whose movement network is very sustainable. But such a greenfield development will pass with flying colours a test like "must have TDM plan". It's a "minimum performance" threshold, a floor, that's important due to the prevalence of 1990s-era transport planning of the great majority of Wellington developments – including ones within [minutes of growing railway stations](#).
- Active transport mode must be integrated into existing plans for public transport to further enable Bike-Train mode. Currently there are provision to encourage the uptake of this mode in the regional plan, district plan nor the regional-rail business case.
- There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric. I want to see these provisions strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.
- I wish also to see councils' planning, regulatory and consenting teams boosted and upskilled to become more comfortable and confident at doing density done well by intensification.
- Finally, I support the provisions for uplifting Te Mana o te Wai, creating climate-resilient urban areas, and supporting biodiversity. These provisions, too, can be refined and enhanced but these are things that all councils, of all stripes, should be doing.

Ngā mihi nui,

Khoi Phan
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