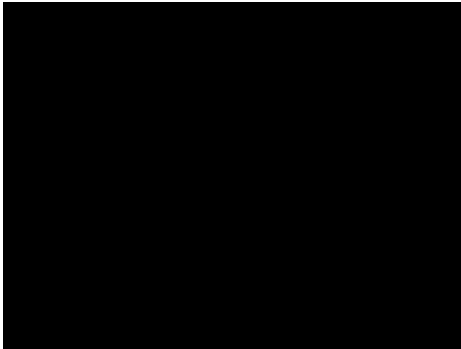


From: [Michelle Ducat](#)
To: [Regional Plan](#)
Subject: submission on Regional Policy Statement Proposed Change
Date: Friday, 14 October 2022 4:46:57 pm

Kia ora.

My name is Michelle Ducat



I am making a submission to support development rules that ensure any investment in infrastructure will also ensure low/zero emissions, enhances the wellbeing of people and the environment and is climate resilient. All our infrastructure dollars have to be spent wisely to ensure we are giving our communities the best chance to live lives in communities that can thrive. People need homes, but they also need community and community infrastructure that is not centred on private vehicle ownership. Housing development must be centred on mitigation of emissions, adaptation to climate change, and enhancement of community connection and the environment we depend upon - and and centres on the the aspirations of mana whenua.

- 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 entire landscape is pushing against it.

- 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.
- [Optional Note: 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 that proposed. 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](#).]
- 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, the Blue Belt, 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

Michelle Ducat