

From: [Joe Hewitt](#)
To: [Andrew Wharton](#)
Subject: RE: Your review requested by midday Friday 22 Jan - one page of content in the draft Regional Land Transport Plan about LGWM's MRT and rail lines, and how it connects with NPS-UD
Date: Thursday, 21 January 2021 1:02:00 pm
Attachments: [image001.png](#)
[image002.png](#)

Thanks Andrew – it's good to understand this as it might come up for me at a TAG meeting next week. – cheers, Joe

From: Andrew Wharton <xxxxxx.xxxxxxx@xxx.xxxx.xx>
Sent: Thursday, 21 January 2021 12:21 pm
To: Elliot Higbee <xxxxxx.xxxxxxx@xxx.xxxx.xx>; Adam McCutcheon <xxxx.xxxxxxx@xxx.xxxx.xx>; Kate Pascall <xxxx.xxxxxxx@xxx.xxxx.xx>; Sherilyn Hinton <xxxxxx.xxxxxxx@xxx.xxxx.xx>; Lucie Desrosiers <xxxx.xxxxxxx@xxx.xxvt.nz>; Moana Mackey <xxxxxx.xxxxxxx@xxx.xxxx.xx>; Peter Nunns <xxxxxx.xxxxxxx@xxx.xxxx.xx>; Joe Hewitt <xxx.xxxxxxx@xxx.xxxx.xx>
Cc: Gunther Wild <xxxxxx.xxxxxxx@xxx.xxxx.xx>; Poul Tvermoes (Poul.tvermoes@lgwm.nz) <xxxx.xxxxxxx@xxxx.xx>; Barry Watkins (xxxxxx.xxxxxxx@xxxx.xx) <Barry.xxxxxxx@xxxx.xx>
Subject: RE: Your review requested by midday Friday 22 Jan - one page of content in the draft Regional Land Transport Plan about LGWM's MRT and rail lines, and how it connects with NPS-UD

Hi all,

Update – after talking all these edits through with Amy Kears from NZTA, she thinks that declaring that the LGWM MRT is only “planned” rapid transit once it has been consented is a big call to make in just two days, and may have other unintended consequences for other planned rapid transit lines. Elliot also advises the RLTP is not *determinative* in defining rapid transit for RMA plans. So we've revised that paragraph to say:

The rapid transit network and services for the Wellington region comprises the Kāpiti, Hutt, Melling and Johnsonville rail lines. The Mass Rapid Transit corridor proposed by the Let's Get Wellington Moving (LGWM) programme (once the rapid transit stops are confirmed) will also form part of this rapid transit network. ~~The LGWM rapid transit service will become “planned” for the purpose of the NPS-UD once the Mass Rapid Transit corridor, and the location of the stops, are consented (under the RMA or other legislation).~~

This provides more flexibility for the district plan team about when to factor in LGWM MRT walkable catchments for upzoning. It also aligns with MfE guidance to combine land use planning with the definitive station location as much as possible.

As a draft, WCC may want to make a formal comment/submission on this too, if the discussion moves in a different direction. So we don't have to resolve all of this in the week.

Peter and Joe, I've linked you into the discussion for your interest from the transport planning angle.

Cheers,

[Andrew Wharton](#)

Principal Advisor LGWM Interface | Wellington City Council
021 365 051

From: Andrew Wharton

Sent: 21 January 2021 10:53 AM

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Importance: High

Hi all,

I've been working with Grant Fletcher from GWRC and Amy Kearse from Waka Kotahi on amending the draft Regional Land Transport Plan to better specify the 'rapid transit' definition for Wellington and its connection to NPS-UD directions. This is very important to make the connections with the land use policy and controls in the spatial plan and new district plan. Planners – can you please review the text and make track changes and comments to ensure it's clear and directive enough for WCC's and LGWM's purposes. Elliot, can you please do a legal review of this one page of text to check if it's legally robust, and also make any changes you think would be useful to make it clear and directive enough. Feel free to call and discuss if you want.

WCC staff – saved [in Trove here](#).

Poul and Barry – for your interest, I've saved the doc [in Teams here](#) – any comments are welcome.

This is still very much an evolving technical draft so please don't file or share more widely.

GW needs to finalise the draft this week, so please review by midday tomorrow (Friday) as you are able – I know we're all really busy.

Cheers.

[Andrew Wharton](#)

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