

Wellington City Proposed District Plan

Report 9 Infrastructure

Appendix 2.1 – Recommended Responses to Submissions and Further Submissions

Recommended responses to submissions and further submissions

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	IHP Recommendation	Changes to PDP?
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.9	Energy Infrastructure and Transport / Infrastructure / General INF	Support	The introduction to the INF chapter is supported. It provides clarity on how the infrastructure rules engage with the rest of the District Plan. No infrastructure specific rules should be included in the zone, earthworks or overlay chapters.	Retain introduction to INF chapter as notified.	Accept in part	No
Airways Corporation of New Zealand Limited	100.3	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Considers that in advance of any activity occurring within the new 'Air Traffic Control Overlay' for ACNZ3 and ACNZ4, Airways needs the opportunity to adjust its technology if required, to prevent planes being displaced.	Seeks that the planning maps are updated to show a new 'Air Traffic Control Information Overlay' for ACNZ3 and ACNZ4 which would require plan users to consult with Airways before undertaking an activity within the overlay.	Accept in part	Yes
Wellington International Airport Limited	FS36.54	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	WIAL supports the inclusion of overlays that ensure that Airways air traffic control overlays are protected, thus ensuring the ongoing safety of aircraft on approach to and departure from Wellington International Airport.	Allow	Accept	No
Kāinga Ora – Homes and Communities	FS89.44	Part 2 / Energy / Infrastructure and Transport / Infrastructure / General INF	Oppose	Kāinga Ora opposes the proposed 'air traffic control information' overlay as the overlay has the potential to constrain urban development and result in delays to development as a result of the require consultation.	Disallow	Reject	No

Airways Corporation of New Zealand Limited	100.4	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Considers that in advance of any activity occurring within the new 'Air Traffic Control Overlay' for ACNZ3 and ACNZ4, Airways needs the opportunity to adjust its technology if required, to prevent planes being displaced.	If the new 'Air Traffic Control Information Overlay' for ACNZ3 and ACNZ4 does not require plan users to consult with Airways, alternatively: Seeks that the planning maps are updated to allow for a new 'Air Traffic Control Overlay' with associated changes to the plan provisions to include specific restrictions and/or consultation requirements for development and infrastructure within the overlay.	Accept in part	Yes
Kāinga Ora – Homes and Communities	FS89.45	Part 2 / Energy / Infrastructure and Transport / Infrastructure / General INF	Oppose	Kāinga Ora opposes the proposed 'air traffic control' overlay as the overlay has the potential to constrain urban development and result in delays to development as a result of the require consultation.	Disallow	Reject	No
Powerco Limited	127.2	Energy Infrastructure and Transport / Infrastructure / General INF	Support	Supports the introduction to the INF chapter is generally as it appropriately sets out the context for the INF Chapter.	Retain the introduction to the INF Chapter as notified.	Accept in part	No
Powerco Limited	127.3	Energy Infrastructure and Transport / Infrastructure / General INF	Support	Considers that statement in the introduction that rules in the zone, earthworks and overlay chapters do not apply unless specifically stated within an infrastructure rule or standard provides clarity on how the infrastructure rules engage with the rest of the District Plan.	Retain the specific introductory statement and associated mechanism in the INF chapter for how the rules in the infrastructure chapter work. No infrastructure specific rules should be included in the zone, earthworks or overlay chapters.	Accept in part	No
Meridian Energy Limited	228.23	Energy Infrastructure and Transport / Infrastructure / General INF	Support in part	Considers that the text in the introduction does not clarify that the objectives, policy and rules for renewable	Retain the Introduction of the Infrastructure chapter with amendment.	Accept	Yes

				electricity generation activities (which are defined as a form of infrastructure and regionally significant infrastructure) are contained in Chapter REG Renewable Electricity Generation. Plan navigation would be improved if this were clarified.			
Meridian Energy Limited	228.24	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Considers that the text in the introduction does not clarify that the objectives, policy and rules for renewable electricity generation activities (which are defined as a form of infrastructure and regionally significant infrastructure) are contained in Chapter REG Renewable Electricity Generation. Plan navigation would be improved if this were clarified.	Amend the Introduction of the Infrastructure chapter by inserting the following (or similar) clarification note: <u>The objectives, policies and rules applicable to renewable electricity generation activities are contained in Chapter REG Renewable Electricity Generation. The provisions of Chapter INF Infrastructure do not apply to renewable electricity generation activities.</u>	Accept in part	Yes
Horokiwi Quarries Ltd	271.17	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Considers that plan wide policy recognition of the benefits of quarry activities and the functional constraints associated with such activities is needed and suggests that the most logical place for some form of plan wide recognition of quarrying activities would be within the Infrastructure Chapter.	Seeks a plan wide policy recognition of the benefits of quarry activities and the functional constraints associated with such activities.	Reject	No
Tawa Community Board	294.8	Energy Infrastructure and Transport / Infrastructure / General INF	Not specified	Considers that developments should have sufficient infrastructure available to them; however, Insufficient infrastructure shouldn't be an excuse to not enable development.	Seeks that the Council prioritises infrastructure development in Tawa.	Reject	No

				[Refer to original submission for full reason]				
Transpower New Zealand Limited	315.48	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	<p>The submitter queries the number of Infrastructure sub chapters, policies (62) and rules relating to Infrastructure and specifically the National Grid. Considers the myriad of provisions is confusing and creates the potential for contradiction between provisions. There are no National Grid specific policies within the Infrastructure sub-chapter. However, there are 18 policies within other sub chapters specific to managing the effects of the National Grid.</p> <p>Considers there are no National Grid specific policies in the plan that specifically recognise the benefits of the National Grid or management of the effects of subdivision, land use and development. Considers policies within other subchapters only relate to managing the effects of the National Grid. Considers that lack of recognition within the general infrastructure chapter does not give effect to the NPS-ET, and that given the national significance of the National Grid Transpower seeks a separate set of provisions within the infrastructure section. Considers that</p>	<p>Seeks a separate suite of National Grid provisions (policies and rules) within a separate Infrastructure sub-chapter. [Refer to original submission, including Appendix F, for suggested provisions and further detail].</p> <p>Alternatively, should this approach not be adopted, seeks the amendments as outlined in other submission points:</p> <ul style="list-style-type: none"> - Seeks that in order to give effect to the NPSET, a separate policy framework be provided within the Infrastructure chapter for the National Grid which recognises and provides for the benefits of the National Grid, manages the effects of the development of National Grid, and the effects of other activities on the National Grid); - Policies relating to the National Grid are amended to give effect to the NPS-ET. - The National Grid be separated from the Gas Transmission Pipeline Corridor; - The number of National Grid specific policies and rules be condensed and reduced; and - Rules relating to existing National Grid assets be removed and instead the NES-ETA be 		Accept in part	Yes

				standalone policies are necessary separate to the Gas Transmission Pipeline Corridor, noting the Gas Corridor does not have higher order policy support of an NPS. Considers that multiple overlay provisions could be combined. Considers that the inclusion of rules relating to operation, maintenance and upgrade of existing assets is confusing and in some instances inconsistent with the NESETA [Refer to original submission for full reason].	relied on (as is the intent of the NES-ETA).		
Firstgas Ltd	FS97.5		Not specified	Firstgas supports the intent of this submission which is seeking standalone policies in relation to the National Grid so that they are separate from those relating to the Gas Transmission Pipeline Corridor. While Firstgas don't oppose the intent of this submission, Firstgas consider that it is more appropriate for the infrastructure provisions to remain within one section, as the provisions are protecting both nationally and regionally significant infrastructure.	Disallow	Accept in part	Yes
Transpower New Zealand Limited	315.49	Energy Infrastructure and Transport / Infrastructure / General INF	Support	Largely supports the introduction to the INF chapter on the basis it articulates the importance of infrastructure and makes specific reference to the NPSET. In particular the submitter supports the clarity provided in the	Retain the introductory text to the Infrastructure (INF) chapter as notified.	Accept in part	No

				introduction as to the relationship of the Infrastructure chapter provisions to other chapters in the PDP.			
Mt Victoria Residents' Association	342.21	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	[No specific reason given beyond decision requested - refer to original submission].	Seeks that urban infrastructure take into account the needs of all age groups and abilities.	Reject	No
Royal Forest and Bird Protection Society	345.38	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose in part	Considers the chapter appears to give the same policy support for infrastructure as it does for regionally significant infrastructure. Infrastructure is potentially much broader than RSI. F&B seeks that the scope of this chapter is clarified. The objectives, policies and rules of this chapter (including sub-chapters) should be as protective as possible, while still meeting the requirements of national direction. The need to protect biodiversity, natural character and natural landscapes remains, even where there is national direction in place	Clarify the scope of the Infrastructure chapter. Amend the direction of the Infrastructure chapter to be as protective of biodiversity, natural character, and natural landscapes as possible, while still meeting the requirements of national direction	Accept in part	No
Wellington Electricity Lines Limited (WELL)	FS27.23	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	WELL do not support this submission point as it seeks to change or significantly diminish the direction of the Infrastructure Chapter to that of biodiversity protection. WELL seek that the direction and integrity of the infrastructure section of the PDP is retained so as to preserve the balance of the planning document.	Disallow	Accept in part	No

Transpower New Zealand Limited	FS29.17	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	Notwithstanding the scope of the infrastructure chapter, Transpower opposes any amendments to the chapter that are inconsistent within or do not give effect to the national direction within the NPSET.	Disallow / Seeks that submission is disallowed in part in so far as the relief sought is inconsistent with that sought in Transpower's submission.	Accept in part	No
Wellington International Airport Limited	FS36.50	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	WIAL opposes the relief sought by the submitter, for reasons including (but not limited to): 1. It is appropriate for a different planning framework to apply for regionally significant infrastructure in recognition of the social, cultural and economic benefits it provides for the community and the operational and locational constraints of that infrastructure. 2. It is inappropriate to protect the aspects identified to the extent "possible". Almost anything is "possible", therefore using such language could result in the complete curtailment of regionally significant infrastructure, on the grounds it is "possible" to protect the aspects identified.	Disallow	Accept in part	No
Meridian Energy Limited	FS101.24	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	Meridian agrees there is merit in clarifying the scope of the chapter and its relationship to other chapters.	Allow / Seeks that the request is allowed to the extent that it is consistent with Meridian's own submission points on this chapter.	Accept in part	No

Royal Forest and Bird Protection Society	345.39	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose in part	Considers the objectives are inadequate to provide for protection of indigenous biodiversity, natural character and landscapes, which are dealt with in later INF sub-chapters.	Amend the objectives of INF - Infrastructure to clarify that the objectives of relevant chapters, including Ecosystems and Indigenous Biodiversity, Natural Character, Natural Features and Landscapes, and Coastal Environment apply to all Infrastructure provisions. OR Add a comprehensive set of objectives to be included into the Infrastructure chapter to provide for these matters, mirroring the objectives of the aforementioned chapters.	Reject	No
Transpower New Zealand Limited	FS29.18	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	Notwithstanding the scope of the infrastructure chapter, Transpower opposes any amendments to the chapter that are inconsistent within or do not give effect to the national direction within the NPSET.	Disallow / Seeks that submission is disallowed in part in so far as the relief sought is inconsistent with that sought in Transpower's submission.	Accept	No
Wellington International Airport Limited	FS36.51	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	WIAL opposes the relief sought by the submitter, for reasons including (but not limited to): 1. It is appropriate for a different planning framework to apply for regionally significant infrastructure in recognition of the social, cultural and economic benefits it provides for the community and the operational and locational constraints of that infrastructure. 2. It is inappropriate to protect the aspects identified to the extent	Disallow	Accept	No

				“possible”. Almost anything is “possible”, therefore using such language could result in the complete curtailment of regionally significant infrastructure, on the grounds it is “possible” to protect the aspects identified.			
Meridian Energy Limited	FS101.25	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	Meridian agrees there is merit in clarifying the scope of the chapter and its relationship to other chapters. Meridian does not consider it is necessary to replicate the provisions of the other chapters within the Infrastructure chapter.	Allow / Seeks that the request is allowed to the extent that it is consistent with Meridian's own submission points on this chapter. Seeks that part of submission be disallowed to reject the request alternative relief (objectives mirroring objectives of other chapters).	Accept	No
Jane Szentivanyi and Ben Briggs	369.11	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Considers that the provision of adequate infrastructure to support any increased residential development needs to be planned and funded to ensure that Wellington can continue to grow and prosper. It is therefore important that the District Plan supports a co-ordinated approach to infrastructure planning and a sequencing of development to align with the ongoing infrastructure supply. Wellingtonians' relationship with the land predetermines their relationship with water.	Seeks that provisions be made in the District Plan to provide adequate infrastructure planning and development. [Inferred decision requested]	Reject	No
Wellington Electricity Lines Limited (WELL)	FS27.27	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	WELL support this submission point in principle as it aligns with WELL's submission that infrastructure capacity needs to be planned for	Allow	Accept	No

				in advance of development occurring.			
Waka Kotahi	370.71	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	Opposes INF-Table 5: Minimum Sight Distances at Vehicle Crossings. The submitter seeks longer sight distances, especially for the higher speeds, in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/1. See Appendix B.	Amend to standards in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B Accessway standards and guidelines, Section 5B/1 Sight distances. [see Appendix B of the original submission]	Accept in part	Yes
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.23	Energy Infrastructure and Transport / Infrastructure / General INF	Support	Supports the Infrastructure chapter in general, specifically the recognition of the critical role of this infrastructure, including that necessary for the effective, secure, and efficient transmission or distribution of fuel and the intent of the corresponding provisions which are generally enabling of infrastructure activities. Supports the zone and earthworks chapters not applying to infrastructure, unless specifically stated.	Retain the Infrastructure chapter as notified.	Accept in part	No
Envirowaste Services Ltd	373.7	Energy Infrastructure and Transport / Infrastructure / General INF	Support in part	Considers that the provision for waste facilities must be considered as an essential part of the services needed for a society to function. This chapter seeks to provide for the operation, maintenance and development of infrastructure within the City. Some amendments	Not specified.	Reject	No

				will be required to the wording of the objectives, policies and rules to ensure that waste facilities are suitably provided for.			
Envirowaste Services Ltd	373.8	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Considers that the provision for waste facilities must be considered as an essential part of the services needed for a society to function. This chapter seeks to provide for the operation, maintenance and development of infrastructure within the City. Some amendments will be required to the wording of the objectives, policies and rules to ensure that waste facilities are suitably provided for.	Seeks that the Infrastructure chapter be amended so that the wording of the objectives, policies and rules ensure that waste facilities are suitably provided for.	Reject	No
WCC Environmental Reference Group	377.38	Energy Infrastructure and Transport / Infrastructure / General INF	Support in part	Generally supportive of management of three waters infrastructure and renewable energy [suggestions made later in submission and summarised below].	Not specified.	Accept in part	No
Taranaki Whānui ki te Upoko o te Ika	389.55	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	[No specific reason given beyond decision requested - refer to original submission].	Amend 'Other relevant District Plan provisions' to include Sites and Areas of Significance to Māori chapter.	Reject	No
Greater Wellington Regional Council	FS84.118	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	Greater Wellington support the inclusion and protection of SASM.	Allow / Seek provisions which protect SASM.	Reject	No
Kāinga Ora Homes and Communities	391.103	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose in part	The submitter does not believe that public or limited notification is necessary.	Opposes in part and requests amendment so that all Rules in the Infrastructure chapter are to include a notification preclusion statement for activities under Restricted Discretionary	Reject	No

Transpower New Zealand Limited	FS29.5	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	The provision of notification statements will assist with the application of the PDP. Given the specific technical and safety nature of the effects on the National Grid and the national significance of the National Grid, Transpower opposes the deletion of any notification clauses.	Disallow	Reject	No
Wellington International Airport Limited	FS36.52	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	WIAL supports the proposed notification clause for restricted discretionary activities. Special circumstances will still apply, notwithstanding this statement.	Allow	Reject	No
KiwiRail Holdings Limited	FS72.17	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / General INF	Oppose	<p>Considers it necessary to be notified of infrastructure activities adjacent to the rail corridor to ensure KiwiRail has the opportunity to be included in the planning assessment process.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for</p>	Disallow	Accept	No

				Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Onslow Residents Community Association	FS80.26	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	Considers that the notification and preclusion required in the notified District Plan must be retained to give it teeth and make it effective.	Disallow	Accept	No
Kāinga Ora Homes and Communities	391.104	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Considers that all rules in the Infrastructure chapter should have a notification preclusion statement (for both public and limited notification) for restricted discretionary activities. The technical nature of these breaches requires technical and/or engineering assessments, and public participation by way of limited or public notification will unlikely add anything to the consideration of the effects of these breaches.	Amend all Rules in the Infrastructure chapter to include a notification preclusion statement for activities under Restricted Discretionary as follows: <u>Notification:</u> <u>Applications under this rule are precluded from being publicly or limited notified in accordance with section 95A or section 95B of the RMA.</u>	Reject	No
Wellington Electricity Lines Limited (WELL)	FS27.9	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	WELL support this submission point as it appropriately seeks to have RDA non-notified. The submitted appropriately acknowledges that non-compliance is usually of a technical or operational	Allow	Reject	No

				nature, to which public or limited notification will have little to no ability in resolving.			
Transpower New Zealand Limited	FS29.6	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	The provision of notification statements will assist with the application of the PDP. Given the specific technical and safety nature of the effects on the National Grid, the national significance of the National Grid, and that publicly notified applications have to be served on Transpower under clause 10 of the Resource Management Regulations 2003, Transpower opposes the deletion of any notification clauses.	Disallow	Reject	No
Wellington International Airport Limited	FS36.53	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	WIAL supports the proposed notification clause for restricted discretionary activities. Special circumstances will still apply, notwithstanding this statement.	Allow	Reject	No
Onslow Residents Community Association	FS80.27	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	Considers that the notification and preclusion required in the notified District Plan must be retained to give it teeth and make it effective.	Disallow	Reject	No
Kāinga Ora Homes and Communities	391.105	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose in part	Table 1 - 6 in the Infrastructure chapter are opposed. Transport related provisions are divided between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete Table 1 - 6 from the Infrastructure chapter and move them to the Transport chapter.	Accept in part	Yes

KiwiRail Holdings Limited	FS72.18	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / General INF	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into different chapters. If this relief sought is approved, KiwiRail seeks to ensure that the introduction text, objectives, policies and methods are updated to keep the suite of provisions relating to the transport network together for accurate plan interpretation and implementation.	Amend / If this relief sought is approved, KiwiRail seeks to ensure that the introduction text, objectives, policies and methods are updated to keep the suite of provisions relating to the transport network together for accurate plan interpretation and implementation.	Accept in part	Yes
Kāinga Ora Homes and Communities	391.106	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose in part	Figure 1 - 4 in the Infrastructure chapter are opposed. Transport related provisions are divided between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete Figure 1 - 4 from the Infrastructure chapter and move them to the Transport chapter.	Accept in part	Yes
KiwiRail Holdings Limited	FS72.19	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / General INF	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into different chapters. If this relief sought is approved, KiwiRail seeks to ensure that the introduction text, objectives, policies and methods are updated to keep the suite of provisions relating to the transport network together for accurate plan interpretation and implementation.	Amend / If this relief sought is approved, KiwiRail seeks to ensure that the introduction text, objectives, policies and methods are updated to keep the suite of provisions relating to the transport network together for accurate plan interpretation and implementation.	Accept in part	Yes

CentrePort Limited	402.42	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	Opposes structure of dealing with Natural Hazards. Considers that the structure of managing Natural Hazards is confusing. There are Natural Hazards provisions in the infrastructure chapter as well as Natural Hazards chapter, while coastal hazards are in the Coastal Environment Chapter. For CentrePort related matters you potentially have to look at all three. This is considered inefficient and could lead to duplication. Of the hazards listed CentrePort has fault hazard, liquefaction, coastal inundation and tsunami (high) risk.	Seeks that plan is amended so all Natural Hazards requirements are included in one chapter.	Reject	No
Wellington International Airport Limited	FS36.55	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	WIAL shares the concerns of CentrePort Limited, that there is a lot of duplication in the Proposed Plan, particularly as it relates to the natural hazard provisions that apply to (regionally significant) infrastructure.	Allow	Reject	No
CentrePort Limited	402.43	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Opposes structure of dealing with Natural Hazards. Considers that the structure of managing Natural Hazards is confusing. There are Natural Hazards provisions in the infrastructure chapter as well as Natural Hazards chapter, while coastal hazards are in the Coastal Environment Chapter. For CentrePort related matters you potentially have to look at all three. This is considered inefficient and could lead	Seeks that plan is amended so all Natural Hazards requirements are included in one chapter.	Reject	No

				to duplication. Of the hazards listed CentrePort has fault hazard, liquefaction, coastal inundation and tsunami (high) risk.			
Wellington International Airport Limited	FS36.56	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	WIAL shares the concerns of CentrePort Limited, that there is a lot of duplication in the Proposed Plan, particularly as it relates to the natural hazard provisions that apply to (regionally significant) infrastructure.	Allow	Reject	No
Wellington International Airport Ltd	406.82	Energy Infrastructure and Transport / Infrastructure / General INF	Not specified	<p>As noted in the Introduction, airports and airport related activities are captured by the RMA definition of "infrastructure". As such activities are generally provided for within the Airport Zone, there is potential for airport and airport related activities to be inadvertently captured by the provisions within this chapter, creating an inappropriate duplication of control.</p> <p>While submitter supports the general intent of the exemption described in the text of the Introduction, the exemption should only apply to airport and airport related activities (i.e. the methods in the Airport Zone.</p> <p>It remains appropriate for the Infrastructure chapter and associated provisions to otherwise apply to submitters activities that may occur</p>	<p>Amend introduction to Infrastructure chapter as follows:</p> <p>...</p> <p>Further, the Resource Management Act, and therefore the District Plan, share the same broad definition of 'infrastructure', which includes airport and port facilities.</p> <p>Notwithstanding that, this the rules within the <u>Infrastructure Chapter (including the infrastructure specific overlay sub-chapters)</u> does not apply to activities that fall under the definition of airport-activities purposes or airport related activities <u>located within the Airport Zone</u> (which are dealt with in the Airport Zone chapter), or the definition of port or operational port activities (which are dealt with in the Port Zone</p>	Accept in part	Yes

				<p>outside of the Airport Zone or infrastructure that is not provided for by the Airport Zone provisions.</p> <p>It is also not clear whether the introductory text to this chapter also applies to the infrastructure specific overlay sub-chapters. For clarity, further amendments are proposed to the introductory text to ensure that the same exemption for Airport and Airport Related Activities applies to the sub-chapters.</p>	<p>chapter). Any infrastructure in the airport or port areas that is inconsistent with those definitions is managed by the provisions in this Infrastructure Chapter.</p> <p>...</p>		
Airways Corporation of New Zealand Limited	FS105.5	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.57	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.83	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose in part	[See original submission paragraphs 4.111 to 4.113 for full reason]	Opposes the 'Other relevant District Plan provisions' table in the Infrastructure Chapter introduction and seeks amendment.	Accept in part	Yes
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.58	Energy Infrastructure and Transport / Infrastructure / General INF	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	Yes

Wellington International Airport Ltd	406.84	Energy Infrastructure and Transport / Infrastructure / General INF	Oppose in part	[See original submission paragraphs 4.111 to 4.113 for full reason]	Amend Other relevant District Plan provisions table in the Infrastructure introduction as follows: Other relevant District Plan provisions ... • <u>Designations – The Designation Chapter lists designations throughout the district and describes the purpose and conditions of any designation and will help determine if approval is required from the Requiring Authority under section 176 of the RMA.</u> ...	Accept in part	Yes
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.59	Energy Infrastructure and Transport / Infrastructure / General INF	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.85	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	Notes that Wellington Airport has been excluded from the Infrastructure Chapter of the Proposed Plan. This exclusion is to ensure that the consent requirements within the Infrastructure Chapter do not inadvertently capture airport purpose or airport related activities within the Airport Zone Considers that the Airport still comprises “infrastructure” for the purposes of the section 2 of the Act and is a network utility under	Seeks that the objectives and policies of the Infrastructure chapter apply to Airport and Airport Related Activities within the Airport Zone. Notes that it is only the methods of the Infrastructure Chapter that should not apply to the Airport and Airport related activities within the Airport Zone.	Accept	Yes

				section 166 of the RMA. Furthermore, WIAL undertakes airport and airport related, albeit beyond the Airport Zone. Therefore, considers that the objectives and policies of the Infrastructure Chapter should apply to the Airport Chapter.			
Airways Corporation of New Zealand Limited	FS105.6	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept	Yes
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.60	Energy Infrastructure and Transport / Infrastructure / General INF	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept	Yes
Living Streets Aotearoa	482.28	Energy Infrastructure and Transport / Infrastructure / General INF	Not specified	Considers that many public spaces are cluttered by poles, signs, café tables, bike parking infrastructure and so on. It is vital that the DP ensures an adequate uncluttered width of footpath, rather than treating an unusable part of the footpath as contributing to provision.	Seeks that new infrastructure should not be located in footpath space.	Reject	No
Wellington Electricity Lines Limited (WELL)	FS27.26	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	WELL do not agree with this submission point. Although not stated, the submission infers that no new infrastructure is to be placed within 'footpath space'. When possible this is undertaken by WELL as part of the design consideration; however, this is not possible in all circumstances.	Disallow	Accept	No

Living Streets Aotearoa	482.29	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	<p>Considers that the minimum width of footpath on any road should be 2 x 1.8m and not 1.5m.</p> <p>Wider pedestrian spaces have major positive benefits.</p> <p>[Refer to original submission for full detail].</p>	Amend Table 1 - INF: Design of Roads - One Network Framework so that the minimum width of the footpath is 2 x 1.8m. If this cannot be achieved, the road should be a controlled or discretionary activity.	Reject	No
Living Streets Aotearoa	482.30	Energy Infrastructure and Transport / Infrastructure / General INF	Amend	[No specific reason given beyond decision requested - refer to original submission].	Seeks that vehicle accessories should be located on the road and not on the footpath.	Reject	No
Firstgas Limited	304.17	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	<p>Considers that a new Rule should be added to the Infrastructure chapter. The NZ/AS2885 framework and international advice is considered, in respect of the New Zealand context. The separation distances sought, being a separation distance of 20m for living accommodation/residential activities from the pipeline and 30m from the above ground related infrastructure. This will provide a reasonably practicable solution to achieving the safe operation of the network and mitigation of risk for</p>	<p>Add a new rule to the Infrastructure chapter as follows: <u>Residential activities, including the erection of buildings for residential activities, within 20m of the Gas Transmission Pipeline and/or within 30m of the above ground related infrastructure.</u></p> <p><u>Matters of discretion are:</u> <u>1. The extent to which the proposed activities are likely to compromise the stability and integrity of the gas transmission pipeline and/or above ground related infrastructure and the operation, maintenance</u></p>	Accept in Part	Yes

				<p>the wellbeing and health and safety of people and communities.</p>	<p>and upgrading of the pipeline; <u>2. The risk of hazards affecting public or individual safety, and the risk of property damage;</u> <u>3. Measures proposed to avoid or mitigate potential adverse effects on the gas transmission pipeline and/or above ground related infrastructure;</u> <u>4. The outcome of any consultation with the owner and operator of the gas transmission pipeline; and</u> <u>5. Whether the sensitive activity could be located a greater distance from the gas transmission pipeline and/or above ground related infrastructure.</u></p> <p><u>Notification status:</u> <u>An application for resource consent made in respect of rule INF-R** is precluded from being publicly notified. Notice of any application for resource consent under this rule must be served on the owner and operator of the Gas Transmission Pipeline in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.</u></p> <p><u>Note:</u> <u>This rule also applies to the establishment of a residential activity in an existing building, or any change of land use to a residential activity. If a resource consent</u></p>		
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					application is made under this rule, the owner and operator of the Gas Transmission Pipeline will be considered an affected person in accordance with section 95E of the Act and notified of the application, where written approval is not provided.		
Kāinga Ora – Homes and Communities	FS89.62	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Oppose	Kāinga Ora opposes the changes sought. It is unclear where the spatial application of this rule will apply and as such a cost benefit analysis cannot be undertaken. Kāinga Ora opposes the introduction of the rule.	Disallow	Reject	No
Transpower New Zealand Limited	315.50	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	Generally supports INF-P1 (Recognising and providing for infrastructure). However, seeks that INF-P1 be amended to make reference to the benefits being “provided for” in addition to being “recognised” so that the Policy also reflects the wording in Policy 1 of the NPS-ET, and reflects INF-O1. Given the NPS-ET is specific to the National Grid, the submitter would prefer the provision of a new ‘benefits’ policy (as well as other policies) specific to the National Grid as opposed to amendment to INF-P1. (Option A)	Add a new 'National Grid specific policy as follows: <u>INF-NG-P1 Benefits of the National Grid</u> <u>Recognise and provide for the benefits of the National Grid by enabling the operation, maintenance and upgrade of the existing National Grid and the establishment of new electricity transmission resources.</u>	Accept in part	Yes

Transpower New Zealand Limited	315.51	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	Considers that given the national significance of the National Grid as recognised in the NPS-ET, the submitter seeks a general policy to give effect to the NPS-ET.	Add a new National Grid specific policy as follows: <u>INF-NG-P3 Maintenance, operation, upgrading and development of the National Grid</u> <u>Enable the operation, maintenance, upgrading and development of the National Grid, recognising its operational, functional and technical constraints, the complexity of the interconnectedness of networks, and its role in servicing existing and planned development.</u>	Accept in part	Yes
Transpower New Zealand Limited	315.52	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	Considers that in order to give effects to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P6, however considers it does not reflect or give effect to the NPS-ET and is not specific to the National Grid. Considers it also does not provide a 'seek to avoid' approach for the more sensitive environments and the policy framework in the INF sub chapters for new development of the National Grid within such environments also does not give effect to the 'seek to avoid' policy approach within Policy 8 of the NPS-ET. Considers the provision of a	Option 1: Add new National Grid specific policy as follows: <u>INF-NG-P6 Development of the National Grid</u> <u>Provide for the development of the National Grid</u> <u>1. In urban zoned areas, development should minimise adverse effects on urban amenity and should avoid material adverse effects on the Commercial and Mixed-Use zones, and areas of high recreational or amenity value and existing sensitive activities.</u> <u>2. Seek to avoid the adverse effects of the</u>	Accept in part	Yes

				<p>National Grid specific policy provides a comprehensive policy approach that gives effect to the NPS-ET.</p> <p>Considers the development of the National Grid must be managed to ensure the potential for adverse effects is appropriately managed while recognising the significance of the National Grid and the constraints under which it operates. The NPS-ET requires the District Plan to include objectives and policies that:</p> <ul style="list-style-type: none"> - Allow for the consideration of the technical constraints and operational requirements under which the National Grid operates, for example the linear nature of the transmission lines. - Have regard to the extent to which adverse effects have been avoided, remedied or mitigated through the route, site and method selection. - Ensure new planning and development seeks to avoid adverse effects on more sensitive areas. Policies, plans and decision makers must take in to account the characteristics of the National Grid, its technical and operational constraints, and the route, site and method selection process when considering the adverse effects of new National 	<p><u>National Grid within areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED8 - Significant Natural Areas, and SCHED11 – Special Amenity Landscapes, outside the coastal environment.</u></p> <p><u>3. Where the National Grid has a functional need or operational need to locate within the coastal environment, manage adverse effects by:</u></p> <p><u>a. Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes, and the Coastal Margin.</u></p> <p><u>b. Where it is not practicable to avoid adverse effects on the values of the areas in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin because of the functional needs or operational needs of the National Grid, remedy or mitigate adverse effects on those values.</u></p> <p><u>c. Seeking to avoid significant adverse effects on:</u></p>		
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				<p>Grid infrastructure on the environment.</p> <p>On this basis, the submitter supports a new policy specific to the development of the National Grid. [Refer to original submission for full reason]</p>	<p><u>i. other areas of natural character</u> <u>ii. natural attributes and character of other natural features and natural landscapes</u> <u>iii. indigenous biodiversity values that meet the criteria in Policy 11(b) of the NZCPS 2010</u> <u>d. Avoiding, remedying or mitigating other adverse effects to the extent practicable; and</u> <u>e. Recognising there may be some areas within SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin, where avoidance of adverse effects is required to protect the identified values and characteristics.</u></p> <p><u>4. Remedy or mitigate any adverse effects from the operation, maintenance, upgrade, major upgrade or development of the National Grid which cannot be avoided, to the extent practicable; and</u></p> <p><u>5. When considering the adverse effects in respect of 1-3 above;</u> <u>a. Have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection; and</u> <u>b. Consider the</u></p>		
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					<u>constraints arising from the operational needs or functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects.</u>		
Transpower New Zealand Limited	315.53	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	<p>Considers that in order to give effect to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P7, however considers it does not reflect or give effect to the NPS-ET. The primary concerns are:</p> <ul style="list-style-type: none"> - Considers policy title "Reverse sensitivity" only relates to one aspect of Policy 10 of the NPSET and fails to give effect to the second part of this policy - Considers the policy only applies to sensitive activities, ignoring other activities which may compromise the National Grid. Policy INF-P7 does not adequately address Policies 10 and 11 of the NPS-ET - Considers Clause 2. and 3. do not apply to the National Grid. 	<p>Seeks a new a National Grid specific policy as follows:</p> <p><u>INF-NG-P4 Adverse effects on the National Grid Protect the safe and efficient operation, maintenance and repair, upgrading, removal and development of National Grid from adverse effects by:</u></p> <ol style="list-style-type: none"> <u>1. Avoiding land uses (including sensitive activities) and buildings and structures within the National Grid Yard that may directly affect or otherwise compromise the National Grid;</u> <u>2. Avoiding reverse sensitivity effects on the National Grid.</u> <u>3. Only allowing subdivision within the National Grid Subdivision Corridor where it can be demonstrated that the</u> 	Accept in part	Yes

				<p>- Considers Clause 1. of the policy is limited to subdivision, ignoring that land use and other development activities (such as earthworks) can compromise the National Grid.</p> <p>- Considers Clause 4. is general in nature and insufficiently directive to give effect the NPS-ET. There is no reference to sensitive activities, or to ensure the National Grid is not compromised.</p> <p>- Considers earthworks are not referenced in the policy, noting there are specific earthworks rules.</p> <p>- Considers given the national significance of the National Grid and non-complying activity status where standards are not complied with, a more directive policy framework is required. As proposed, the policy does not give effect to NPS-ET policies 10 and 11. Use of the word 'manage' within INF-P7 is not sufficiently directive.</p> <p>On this basis Transpower seeks a separate policy framework for the National Grid. [Refer to original submission for full reason]</p>	<p><u>National Grid will not be compromised taking into account:</u></p> <p><u>a. The impact of the subdivision layout and design on the operation, maintenance, and potential upgrade and development of the National Grid, including the ability for continued reasonable access to existing transmission assets for maintenance, inspections and upgrading;</u></p> <p><u>b. The ability of any potential future development to comply with NZECP 34.2001 New Zealand Electrical Code of Practice for Electrical Safety Distances;</u></p> <p><u>c. The extent to which the design and layout of the subdivision demonstrates that a suitable building platform(s) for a principal building or dwelling can be provided outside of the National Grid Yard for each new lot;</u></p> <p><u>d. The risk to the structural integrity of the National Grid;</u></p> <p><u>e. The extent to which the subdivision design and consequential development will minimise the risk of injury and/or property damage from the National Grid and the potential reverse sensitivity on and amenity and nuisance effects of the National Grid assets;</u></p> <p><u>f. The nature and location of any proposed vegetation to be planted</u></p>		
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in the vicinity of the National Grid;
g. The outcome of any consultation with, and technical advice from, Transpower.

4. Only allowing earthworks within the National Grid Yard where it can be demonstrated that the safe and efficient functioning, operation, maintenance and repair, upgrading and development of the National Grid will not be compromised, taking into account:

- a. The extent to which the earthworks may compromise the safe access to and operation, maintenance and repair, upgrading and development of the National Grid;
- b. The stability of land within and adjacent to the National Grid;
- c. Risks relating to health or public safety, including the risk of property damage; and
- d. Technical advice provided by the owner and operator of the National Grid.

Should a National Grid specific policy not be provided, Transpower seeks amendment to policy INF-P7 to give effect to the NPSET.

Transpower New Zealand Limited	315.54	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	<p>Considers that it is not clear why INF-NFL-P59 is within the NFL chapter given it relates to the CE and not NFL's. As with other INF-NFL policies, Transpower opposes INF-NFL-P59. Considers policy INF-NFL-P59 has implications for any new Cook Strait cables at Oteranga Bay, and other new National Grid assets within the CE. Considers the avoid directive within the policy does not give effect to the NPS-ET, including Policy 8, noting that it applies to the entire coastal environment and not only the higher values areas. Considers the higher order policy support for the policy is not clear noting the NZCPS does not impose a blanket avoid requirement for the coastal environment, within Policy 6(1)(a) recognising the provision of infrastructure and the transmission of electricity. Seeks a new policy that provides a comprehensive policy approach that gives effect to and reconciles the NPS-ET and NZCPS. Considers given the comprehensive nature of the policy sought, it is proposed to be located in the INF chapter rather than sub chapters.</p>	<p>Add a new National Grid specific policy for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes in the Infrastructure (INF) chapter as follows:</p> <p><u>INF-NG-P6 Development of the National Grid</u> <u>Provide for the development of the National Grid</u> <u>1. In urban zoned areas, development should minimise adverse effects on urban amenity and should avoid material adverse effects on the Commercial and Mixed-Use zones, and areas of high recreational or amenity value and existing sensitive activities.</u> <u>2. Seek to avoid the adverse effects of the National Grid within areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED8 - Significant Natural Areas, and SCHED11 – Special Amenity Landscapes, outside the coastal environment.</u> <u>3. where the National Grid has a functional need or operational need to locate within the coastal environment, manage adverse effects by:</u> <u>a. Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas,</u></p>	Accept in part	Yes
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SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes, and the Coastal Margin.
b. where it is not practicable to avoid adverse effects on the values of the areas in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin because of the functional needs or operational needs of the National Grid, remedy or mitigate adverse effects on those values.
c. Seeking to avoid significant adverse effects on:
i. other areas of natural character
ii. natural attributes and character of other natural features and natural landscapes
iii. indigenous biodiversity values that meet the criteria in Policy 11(b) of the NZCPS 2010
d. Avoiding, remedying or mitigating other adverse effects to the extent practicable; and
e. Recognising there may be some areas within SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin,

				<p><u>where avoidance of adverse effects is required to protect the identified values and characteristics.</u></p> <p><u>4. Remedy or mitigate any adverse effects from the operation, maintenance, upgrade, major upgrade or development of the National Grid which cannot be avoided, to the extent practicable; and</u></p> <p><u>5. When considering the adverse effects in respect of 1-3 above;</u></p> <p><u>a. Have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection; and</u></p> <p><u>b. Consider the constraints arising from the operational needs or functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects.</u></p>	
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Transpower New Zealand Limited	315.55	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	<p>Opposes INF-NFL-P60 and proposes an amended policy framework specific to the National Grid. Has specific concerns the policy does not give effect to the NPSET in that:</p> <ul style="list-style-type: none"> - Specific to clause 1. 2. and 3., considers the NPSET does not require the activity to be of a scale that protects the identified values for ONFL's, not maintains or restores those for SAL's. It does not require the avoidance of visually obtrusive structures within ridgelines and hilltops. The ridgelines and hilltops cover a large extent of the city and given the linear nature of the transmission network and the visual element associated with its support structures, considers it would not be possible or practicable to 'avoid visually obtrusive structures. - In response to clause 4. considers the NPSET does not require significant adverse effects be avoided. - Considers Clause 5. is acceptable in so far as it relates to functional or operational need. Considers the reference to 'reasonably practical alternative locations' is not necessary given the definitions of operational and functional need. Has concerns with the term 'practical' as it is considered to introduce uncertainty. Considers 	<p>Add a new National Grid specific policy, in the Infrastructure (INF chapter), as follows:</p> <p><u>INF-NG-P6 Development of the National Grid</u></p> <p><u>Provide for the development of the National Grid:</u></p> <ol style="list-style-type: none"> <u>1. In urban zoned areas, development should minimise adverse effects on urban amenity and should avoid material adverse effects on the Commercial and Mixed-Use zones, and areas of high recreational or amenity value and existing sensitive activities.</u> <u>2. Seek to avoid the adverse effects of the National Grid within areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED8 - Significant Natural Areas, and SCHED11 – Special Amenity Landscapes, outside the coastal environment.</u> <u>3. where the National Grid has a functional need or operational need to locate within the coastal environment, manage adverse effects by:</u> <ol style="list-style-type: none"> <u>a. Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity</u> 	Accept in part	Yes
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				<p>the term 'practicable' is more readily understood.</p> <p>[Refer to original submission for full reason]</p>	<p><u>Landscapes, and the Coastal Margin.</u></p> <p><u>b. where it is not practicable to avoid adverse effects on the values of the areas in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin because of the functional needs or operational needs of the National Grid, remedy or mitigate adverse effects on those values.</u></p> <p><u>c. Seeking to avoid significant adverse effects on:</u></p> <p><u>i. other areas of natural character</u></p> <p><u>ii. natural attributes and character of other natural features and natural landscapes</u></p> <p><u>iii. indigenous biodiversity values that meet the criteria in Policy 11(b) of the NZCPS 2010</u></p> <p><u>d. Avoiding, remedying or mitigating other adverse effects to the extent practicable; and</u></p> <p><u>e. Recognising there may be some areas within SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes, and the Coastal Margin, where avoidance of adverse effects is required to protect the</u></p>	
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					<p>identified values and characteristics.</p> <p>4. Remedy or mitigate any adverse effects from the operation, maintenance, upgrade, major upgrade or development of the National Grid which cannot be avoided, to the extent practicable; and</p> <p>5. When considering the adverse effects in respect of 1-3 above:</p> <p>a. Have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection; and</p> <p>b. Consider the constraints arising from the operational needs or functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects.</p>		
oOh!Media Street Furniture New Zealand Limited	316.2	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	<p>Considers that a specific rule is required to provide for 'transport network' and 'ancillary transport network infrastructure' as a permitted activity. There are no rules which relate to the construction or operation of 'ancillary transport network infrastructure' or the 'transport network', or any other rules or standards which relate to such activities. However there are rules for other forms of infrastructure and road-based utilities.</p> <p>In the absence of a specific rule for an</p>	<p>Add a new rule in the Infrastructure chapter as follows:</p> <p><u>INF-R Transport network activities and ancillary transport network structures in the road reserve.</u></p> <p><u>All Zones</u></p> <p><u>1. Activity status:</u> <u>Permitted</u></p>	Reject	No

				<p>activity, Rule INF-R15 provides for “Infrastructure buildings and structures not provided for by any other rule in this table” as a permitted activity in all zones, but will result in impractical outcomes for small-scale structures within the road reserve, and will result in a resource consent process being required for all new transport shelters within the road reserve, which is inconsistent with enabling the efficient operation of the transport network.</p> <p>The lack of specific provisions for ‘transport network’ and ‘ancillary transport network infrastructure’ does not efficiently or effectively implement the objectives and policies of the Infrastructure Chapter, namely INF-O5 and INF-P9. The provisions, as they are proposed, would result in a requirement for all shelters to obtain resource consent, which is inconsistent with enabling the efficient operation of the transport network.</p> <p>[Refer to original submission for full reason]</p>			
Greater Wellington Regional Council	351.88	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	Considers that the proposed RPS Change 1 (Policies CC.1 and CC.3) seeks District Plans enable infrastructure that supports the uptake of zero and low carbon multi-modal transport	Seeks to Add a new policy to enable the development of infrastructure required to support zero and low carbon transport and public transport.	Reject	No

				that contributes to reducing greenhouse gas emissions. To have regard to this policy, a new policy and rule should be inserted into the PDP to enable the development of this infrastructure such as public EV charging stations.			
Wellington International Airport Limited	FS36.57	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	WIAL has filed as submission with respect to PC1 of the Proposed RPS and the target to achieve net zero carbon emissions by 2050. It would be premature to impose such requirements on the Proposed Plan, when those provisions have yet to go through the hearings and decision making process.	Disallow	Reject	No
Greater Wellington Regional Council	351.89	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	Considers that the proposed RPS Change 1 (Policies CC.1 and CC.3) seeks District Plans enable infrastructure that supports the uptake of zero and low carbon multi-modal transport that contributes to reducing greenhouse gas emissions. To have regard to this policy, a new policy and rule should be inserted into the PDP to enable the development of this infrastructure such as public EV charging stations.	Seeks to Add a new rule to enable the development of infrastructure required to support zero and low carbon transport and public transport.	Reject	No
Wellington International Airport Limited	FS36.58	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	WIAL has filed as submission with respect to PC1 of the Proposed RPS and the target to achieve net zero carbon emissions by 2050. It would be premature to impose such	Disallow	Reject	No

				requirements on the Proposed Plan, when those provisions have yet to go through the hearings and decision making process.			
Waka Kotahi NZ Transport Agency	FS103.3	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	New types of infrastructure will be needed to support NZ's conversion to Electric vehicles.	Allow	Reject	No
Greater Wellington Regional Council	351.90	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	Considers that the PDP should encourage greenhouse gas emission reductions and ensure decision making contributes towards achieving future greenhouse emissions targets. Part of this would be the consideration of how new or altered transport infrastructure will operate in a manner which assists in achieving those targets and requiring whole of life carbon emissions assessments. A new policy that encourages consideration of whole of life carbon emissions assessment would have regard to Proposed RPS Change 1 (policy CC.11).	Seeks to include a new policy that encourages an assessment of whole of life carbon emissions for any new or altered transport infrastructure and how new or altered transport infrastructure would assist in meeting reduction targets.	Reject	No
Wellington International Airport Limited	FS36.59	Part 2 / Energy Infrastructure and Transport / Infrastructure / General INF	Oppose	WIAL has filed as submission with respect to PC1 of the Proposed RPS and the target to achieve net zero carbon emissions by 2050. It would be premature to impose such requirements on the Proposed Plan, when those provisions have yet to go through the hearings and decision making process.	Disallow	Reject	No

Waka Kotahi	370.72	Energy Infrastructure and Transport / Infrastructure / New INF	Support	<p>The submitter notes that INF-R3 provides for the “upgrading of existing aboveground infrastructure” as a permitted activity where INF-S1, INF-S3, INF-S4 and INF-S12 are met.</p> <p>It is considered that this rule could be interpreted as applying to the operation, maintenance and repair of the transport network, however: INF-S1 is specific to radiofrequency so it is irrelevant. INF-S3 is specific to earthworks so is relevant.</p> <p>INF-S4 is specific to utilities so is irrelevant.</p> <p>INF-S12 is specific to buildings, structures and activities in the National Grid Yard so is irrelevant.</p> <p>INF-S13, S15, S16, S17 are specific to roads and transport but are not applicable.</p> <p>INF-S18 applies to bus shelters but is not applicable.</p> <p>“Infrastructure” and “Transport Network” are both defined in the interpretation section, but there are no rules specific to the upgrade of the transport network.</p> <p>INF-O5 specifically recognises the benefits of the transport network, which would include the benefits from upgrades.</p>	<p>Add a rule in the Infrastructure chapter for the operation, maintenance, repair and upgrading of the transport network:</p> <p><u>INF-RX Operation, maintenance, repair and upgrading of the transport network.</u></p> <p><u>Activity status: permitted</u></p> <p><u>Where compliance is achieved with INF-S3 and INF-S18.</u></p>	Reject	No
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				<p>INF-P9 specifically enables upgrading of the transport network, but there is not specific corresponding rule.</p> <p>Accordingly, the submitter notes that it could be interpreted that the upgrading of the transport network is not covered by INF-R3 and a resource consent application would not be assessed against the appropriate standards.</p>			
KiwiRail Holdings Limited	FS72.20	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / New INF	Support	<p>Supports a new rule which specifically provides for the operation, maintenance, repair and upgrading of the transport network in the infrastructure chapter.</p> <p>Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021</p>	Allow	Reject	No

				(Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.		
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Waka Kotahi	370.73	Energy Infrastructure and Transport / Infrastructure / New INF	Support	<p>The submitter notes that INF-R3 provides for the “upgrading of existing aboveground infrastructure” as a permitted activity where INF-S1, INF-S3, INF-S4 and INF-S12 are met.</p> <p>It is considered that this rule could be interpreted as applying to the operation, maintenance and repair of the transport network, however: INF-S1 is specific to radiofrequency so it is irrelevant. INF-S3 is specific to earthworks so is relevant.</p> <p>INF-S4 is specific to utilities so is irrelevant.</p> <p>INF-S12 is specific to buildings, structures and activities in the National Grid Yard so is irrelevant.</p> <p>INF-S13, S15, S16, S17 are specific to roads and transport but are not applicable.</p> <p>INF-S18 applies to bus shelters but is not applicable. “Infrastructure” and “Transport Network” are both defined in the interpretation section, but there are no rules specific to the upgrade of the transport network.</p> <p>INF-O5 specifically recognises the benefits of the transport network, which would include the benefits from upgrades.</p>	<p>Add a rule in the Infrastructure chapter for the operation, maintenance, repair and upgrading of the transport network:</p> <p><u>INF-RX Operation, maintenance, repair and upgrading of the transport network.</u></p> <p><u>Activity status: restricted discretionary</u></p> <p><u>Where compliance with the requirements of INF-S3 and INFS18 cannot be achieved.</u></p> <p><u>Matters of discretion are:</u></p> <p><u>The matters set out in INF-P1 and INF-P3.</u></p>	Reject	No
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				<p>INF-P9 specifically enables upgrading of the transport network, but there is not specific corresponding rule.</p> <p>Accordingly, the submitter notes that it could be interpreted that the upgrading of the transport network is not covered by INF-R3 and a resource consent application would not be assessed against the appropriate standards.</p>			
KiwiRail Holdings Limited	FS72.21	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / New INF	Support	<p>Supports a new rule which specifically provides for the operation, maintenance, repair and upgrading of the transport network in the infrastructure chapter.</p> <p>Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021</p>	Allow		
						Reject	No

				(Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Wellington International Airport Ltd	406.86	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	<p>Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure.</p> <p>New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to.</p> <p>Note this objective should sit beneath INF-02 so the plan flows in a logical order (i.e. recognise and provide for infrastructure, enable infrastructure, manage adverse effects of</p>	<p>Add new objective to Infrastructure chapter as follows:</p> <p><u>INF-07</u></p> <p><u>Development, operation, maintenance, repair, replacement, renewal and upgrading of infrastructure is enabled.</u></p>	Reject	No

				<p>infrastructure).</p> <p>[See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]</p>			
KiwiRail Holdings Limited	FS72.22	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / New INF	Support	<p>Supports the objective to enable infrastructure.</p> <p>Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021 (Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate</p>	Allow		
						Reject	No

				way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Waka Kotahi NZ Transport Agency	FS103.4	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	Provides a clear objective to be given effect to by lower order provisions.	Allow	Reject	No
New Zealand Defence Force	FS104.9	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	Support the insertion of new Infrastructure Objective INF-07 to enable the development, operation, maintenance, repair, replacement, renewal and upgrading of infrastructure.	Allow	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.61	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No
Wellington International Airport Ltd	406.87	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	<p>Considers that it is imperative that infrastructure is protected from incompatible land use activities, including reverse sensitivity effects.</p> <p>[See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 and 4.56 to 4.69 for full reason]</p>	<p>Add new Policy to INF chapter as follows:</p> <p><u>INF-P14</u></p> <p><u>Avoid where practicable, or otherwise remedy or mitigate adverse effects on infrastructure from subdivision, use and development, including reverse sensitivity effects, which may compromise the operation and capacity of existing, consented and planned infrastructure.</u></p>	Reject	No

KiwiRail Holdings Limited	FS72.23	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / New INF	Support	<p>Supports a policy to protect infrastructure from adverse effects of land use activities.</p> <p>Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021 (Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.</p>	Allow	
Kāinga Ora – Homes and Communities	FS89.120	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Oppose	Kāinga Ora opposes the addition of the proposed policy which is considered a duplication of INF-P6.	Disallow	<p>Reject</p> <p>Reject</p>

Waka Kotahi NZ Transport Agency	FS103.5	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	The effect to be controlled is the potential future adverse effect on residents from existing infrastructure. It is appropriate to mitigate that effect when development comes to the nuisance effect (noise from infrastructure).	Allow / Seeks that the that the submission be allowed, but be reworded to focus on the need to mitigate adverse effects on residents locating close to existing infrastructure.	Reject	No
New Zealand Defence Force	FS104.10	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	Support the insertion of new Infrastructure Policy INF-P14 to protect infrastructure from incompatible land use activities, including reverse sensitivity effects.	Allow	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.62	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.10	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	INF-O1 is supported as it sets out a workable and appropriate framework for telecommunications infrastructure.	Retain INF-O1 as notified.	Accept	No
Powerco Limited	127.4	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Considers that these objectives (INF-O1, INF-O2 and INF-O4) set out a workable and appropriate framework for gas infrastructure.	Retain Objective INF-O1 (The benefits of Infrastructure) as notified.	Accept	No
Firstgas Limited	304.18	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	INF-O1 is generally supported in terms of the outcomes it seeks related to infrastructure.	Retain INF-O1 (The benefits of infrastructure) as notified.	Accept	No
Transpower New Zealand Limited	315.56	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Supports INF-O1 (The benefits of infrastructure) in that specific to the National Grid, the objective gives effect to Policy 1 of the NPSET, noting that the objective as proposed is not confined to the National Grid. However,	Retain Objective INF-O1 (the benefits of infrastructure) as notified.	Accept	No

				considers that given the national significance of the National Grid and that this significance is recognised in the NPSET, seeks a separate set of provisions for the national grid.			
Wellington Electricity Lines Limited	355.22	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Supports INF-O1 for its intent to recognise and protect the City's electricity distribution network.	Retain INF-O1 (The benefits of infrastructure) as notified.	Accept	No
Waka Kotahi	370.74	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-O1 (The benefits of infrastructure) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.24	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-O1 (The benefits of infrastructure) as notified.	Accept	No
Kāinga Ora Homes and Communities	391.107	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Objective INF-O1 is generally supported.	Retain Objective INF-O1 (The benefits of infrastructure) as notified.	Accept	No
Ministry of Education	400.17	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support in part	Supports INF-O1 in part.	Retain INF-O1 (The benefits of infrastructure) as notified, with amendments.	Accept in part	No
Ministry of Education	400.18	Energy Infrastructure and Transport / Infrastructure / INF-O1	Amend	Seeks that INF-O1 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The definition of 'infrastructure' does not include educational facilities. The submitter considers that educational facilities are a crucial form of social	Amend INF-O1 (The benefits of infrastructure) as follows: The national, regional and local benefits of infrastructure <u>and</u> <u>additional infrastructure</u> are recognised and provided for.	Reject	No

				infrastructure that is needed to support development. The submitter considers that the proposed amendment will allow the importance of educational facilities to be recognised and provided for in Wellington [see original submission for full reason].			
CentrePort Limited	402.44	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Support the intent of this Objective.	Retain INF-O1 (The benefits of infrastructure) as notified.	Accept	No
Wellington International Airport Ltd	406.88	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-O1 (Benefits of infrastructure) as notified.	Accept	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.63	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept	No
KiwiRail Holdings Limited	408.26	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Supports that the objective recognises and provides for the benefits of infrastructure.	Retain INF-O1 (The benefits of infrastructure) as notified.	Accept	No
New Zealand Defence Force	423.8	Energy Infrastructure and Transport / Infrastructure / INF-O1	Support	Considers that recognising and providing for the national, regional and local benefits of infrastructure, including NZDF facilities, in the District Plan policy framework is important and appropriate.	Retain INF-O1 (The benefits of infrastructure) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.11	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	INF-O2 is supported as it sets out a workable and appropriate framework for telecommunications infrastructure.	Retain INF-O2 as notified	Accept	No
Powerco Limited	127.5	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	Considers that these objectives (INF-O1, INF-O2 and INF-O4) set out a	Retain Objective INF-O2 (Adverse effects of	Accept	No

				workable and appropriate framework for gas infrastructure.	infrastructure) as notified.		
Firstgas Limited	304.19	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	INF-O2 is generally supported in terms of the outcomes it seeks related to infrastructure.	Retain INF-O2 (Adverse effects of infrastructure) as notified.	Accept	No
Transpower New Zealand Limited	315.57	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	Supports the directive within the objective that effects be managed, while recognising functional and operational needs and positive effects.	Retain Objective INF-O2 (Adverse effect of infrastructure) as notified.	Accept	No
Wellington Electricity Lines Limited	355.23	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	Supports INF-O2 for its intent to manage the adverse effects of infrastructure in the context of positive effects as well as functional need.	Retain INF-O2 (Adverse effects of infrastructure) as notified.	Accept	No
Waka Kotahi	370.75	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-O2 (Adverse effects of infrastructure) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.25	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-O2 (Adverse effects of infrastructure) as notified.	Accept	No
Kāinga Ora Homes and Communities	391.108	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support in part	Objective INF-O2 is partially supported.	Retain Objective INF-O2 (Adverse effects of infrastructure) with amendment.	Accept	No
Kāinga Ora Homes and Communities	391.109	Energy Infrastructure and Transport / Infrastructure / INF-O2	Amend	Considers that INF-O2 should be amended to mitigate and manage any adverse effects from infrastructure on the environment and ensure effects are reduced over time.	Amend Objective INF-O2 (Adverse effects of infrastructure) as follows: The adverse effects of infrastructure on the environment are <u>mitigated and</u> managed, while recognising: ...	Reject	No

Wellington Electricity Lines Limited (WELL)	FS27.10	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O2	Oppose	WELL do not support the sought amendment to Objective INF-O2 as it is considered unnecessary. WELL supported the retention of the Objective as drafted, and consider adding the word 'mitigated' does not materially benefit the high-level purpose and intent of the objective.	Disallow	Accept	No
Waka Kotahi NZ Transport Agency	FS103.6	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O2	Oppose	Mitigation in this context is part of the toolkit to manage adverse effects. It is not necessary to include it separately.	Disallow	Accept	No
CentrePort Limited	402.45	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support in part	Considers that the use of the word managed in the objective is open to interpretation and is of limited assistance to decision makers. In addition the term functional and operational need of infrastructure is not in alignment with the terminology of the Proposed Natural Resources Plan that utilises the terms functional need and operational requirement.	Retain INF-O2 (Adverse effects of infrastructure), with amendment.	Accept in part	No
CentrePort Limited	402.46	Energy Infrastructure and Transport / Infrastructure / INF-O2	Amend	Considers that the use of the word managed in the objective is open to interpretation and is of limited assistance to decision makers. In addition the term functional and operational need of infrastructure is not in alignment with the terminology of the Proposed Natural Resources Plan that utilises the terms functional need and operational requirement.	Amend INF-O2 (Adverse effects of infrastructure) as follows: The adverse effects of infrastructure on the environment are managed <u>avoided, remedied and mitigated</u> , while recognising: 1. The functional <u>needs</u> and operational need <u>requirements</u> of infrastructure; and 2. That positive effects of infrastructure may be realised locally, regionally or nationally.	Reject	No

Wellington International Airport Ltd	406.89	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-O2 (Adverse effects of infrastructure) as notified.	Accept	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.64	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept	No
KiwiRail Holdings Limited	408.27	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	Supports the objective to recognise the functional and operational need of infrastructure, while managing adverse effects of infrastructure on the environment.	Retain INF-O2 (Adverse effects of infrastructure) as notified.	Accept	No
New Zealand Defence Force	423.9	Energy Infrastructure and Transport / Infrastructure / INF-O2	Support	Considers that it is important to recognise the functional and operational need of infrastructure along with the positive effects of infrastructure on the City, while acknowledging that infrastructure can have adverse effects on the environment which need to be managed.	Retain INF-O2 (Adverse effects of infrastructure) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.12	Energy Infrastructure and Transport / Infrastructure / INF-O3	Support	INF-O3 is supported in regard to the intent of managing adverse effects on the function and operation of infrastructure.	Retain INF-O3 as notified	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.13	Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose in part	The intent of INF-O3 in regard to managing adverse effects on the function and operation of infrastructure is supported. However, a typographical error requires correction.	Amend Objective INF-O3 as follows: Manage the adverse effects, including reverse sensitivity effects of of subdivision use and development on the function and operation of infrastructure.	Accept	Yes

KiwiRail Holdings Limited	FS72.24	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / INF-O3	Support	<p>Supports correction to ensure the objective reads correctly.</p> <p>Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021 (Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.</p>	Allow	Accept	Yes
Meridian Energy Limited	FS101.26	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Support	Meridian agrees the spelling error ('or') should be amended (to read 'of').	Allow	Accept	Yes

Powerco Limited	127.6	Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose in part	Considers that the intent of the objective in regard to managing adverse effects on the function and operation of infrastructure is supported. However a typographical error requires connection.	Amend INF-03 (Adverse effect on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects of <u>of</u> subdivision use and development on the function and operation of infrastructure.	Accept	Yes
Meridian Energy Limited	FS101.27	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Meridian agrees the spelling error ('or') should be amended (to read 'of').	Allow	Accept	Yes
Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.12	Energy Infrastructure and Transport / Infrastructure / INF-03	Not specified	Considers that "Well functioning urban environment" does not apply to INF-03 because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP. There is no link road from the development site to Churton Park, Glenside or Tawa has been planned. Development area is an isolated area on steep, hilly terrain. The access road from Westchester Drive is flood prone. West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient. [Refer to original submission for full reason]	Not specified.	Reject	No
Firstgas Limited	304.20	Energy Infrastructure and Transport / Infrastructure / INF-03	Support	INF-03 is generally supported in terms of the	Retain INF-03 (Adverse effects on infrastructure) as notified.	Accept in part	No

				outcomes it seeks related to infrastructure.			
Transpower New Zealand Limited	315.58	Energy Infrastructure and Transport / Infrastructure / INF-03	Support in part	Supports the provision but seeks a minor grammatical amendment.	Retain INF-03 (Adverse effects on infrastructure), with amendment.	Accept	Yes
Transpower New Zealand Limited	315.59	Energy Infrastructure and Transport / Infrastructure / INF-03	Amend	Supports the provision but seeks a minor grammatical amendment.	Amend Objective INF-03 (Adverse effects on infrastructure) as follows: INF-03 Adverse effects on infrastructure Manage the adverse effects, including reverse sensitivity effects, of subdivision use and development on the function and operation of infrastructure.	Accept	Yes
Wellington Electricity Lines Limited	355.24	Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Supports INF-03 as it importantly recognises the need to protect the electricity distribution network against the actual and potential effects of reverse sensitivity.	Retain Objective INF-03 (Adverse effects on infrastructure) as notified.	Accept in part	No
Waka Kotahi	370.76	Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-03 (Adverse effects on infrastructure) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.26	Energy Infrastructure and Transport / Infrastructure / INF-03	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-03 (Adverse effects on infrastructure) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.110	Energy Infrastructure and Transport / Infrastructure / INF-03	Support in part	Objective INF-03 is partially supported. management of adverse effects on the function and operation of the infrastructure network is supported, however	Retain Objective INF-03 (Adverse effects on infrastructure) with amendment.	Accept in part	No

				reverse sensitivity effects should be deleted.			
Kāinga Ora Homes and Communities	391.111	Energy Infrastructure and Transport / Infrastructure / INF-03	Amend	Considers that INF-03 should be amended to delete reverse sensitivity effects to prevent a single effect from being singled out.	Amend Objective INF-03 (Adverse effects on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects or of subdivision use and development on the function and operation of infrastructure.	Accept in part	Yes
Wellington Electricity Lines Limited (WELL)	FS27.11	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose	WELL oppose this submission point for the reasons stated in the original submission. WELL consider that explicit recognition to reverse sensitivity effects is appropriate from an objectives perspective as it provides clear direction to plan users and administrators.	Disallow	Accept in part	No
Transpower New Zealand Limited	FS29.7	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose	Transpower supports the objective as notified, noting that Policy 10 of the NPSET makes specific reference to reverse sensitivity effects. On that basis, the relief sought by the submitter is opposed	Disallow	Accept in part	No
KiwiRail Holdings Limited	FS72.25	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / INF-03	Oppose	Rejects the deletion of reverse sensitivity effects. KiwiRail considers it is important to list reverse sensitivity effects within the objection as well as adverse effects. Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in	Disallow	Accept in part	No

				Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Meridian Energy Limited	FS101.29	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose	Meridian supports retention of the reference to 'reverse sensitivity' (which is a valid potential adverse effect of concern) but agrees the word 'or' should be 'of'.	Allow	Accept in part	No
New Zealand Defence Force	FS104.7	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose	It is appropriate for the policy direction of the Proposed Plan to manage the adverse effects of reverse sensitivity, subdivision, use or development on infrastructure.	Disallow / Reject submitter's relief and retain Objective INF-03 as notified.	Accept in part	No
CentrePort Limited	402.47	Energy Infrastructure and Transport / Infrastructure / INF-03	Support in part	Support with amendment. There is a typographical error.	Retain INF-03 (Adverse effects on infrastructure), with amendment.	Accept	No

CentrePort Limited	402.48	Energy Infrastructure and Transport / Infrastructure / INF-03	Amend	There is a typographical error.	Amend INF-03 (Adverse effects on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects or of subdivision use and development on the function and operation of infrastructure.	Accept	Yes
Meridian Energy Limited	FS101.28	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Meridian agrees the spelling error ('or') should be amended (to read 'of').	Allow	Accept	Yes
Wellington International Airport Ltd	406.90	Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Opposes INF-03 and seeks amendment.	Accept in part	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.65	Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
Wellington International Airport Ltd	406.91	Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Amend INF-03 (Adverse effects on infrastructure) as follows: ... Manage the adverse effects, including reverse sensitivity effects or subdivision use and development on the function and operation of infrastructure. <u>Infrastructure is protected from incompatible subdivision, use and development, including reverse sensitivity effects.</u>	Accept in part	Yes

Kāinga Ora – Homes and Communities	FS89.121	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose	Kāinga Ora opposes the proposed amendment as adverse effects can be managed so infrastructure development, function and operation is not constrained. Use of the term 'incompatible' does not provide sufficient clarity for Plan users and may unnecessarily constrain development opportunities.	Disallow / Kāinga Ora seeks that INF-03 is retained and amended as per their original submission	Accept in part	No
New Zealand Defence Force	FS104.8	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Support amendment to the objective to adopt a more directive policy intent to protecting infrastructure from incompatible subdivision, use and development, including reverse sensitivity effects	Allow	Accept in part	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.66	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
Wellington International Airport Ltd	406.92	Energy Infrastructure and Transport / Infrastructure / INF-03	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Delete INF-03 (Adverse effects on infrastructure).	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.67	Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No
KiwiRail Holdings Limited	408.28	Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Supports that the objective protects infrastructure from adverse effects of subdivision, use and	Retain INF-03 (Adverse effects on infrastructure) as notified.	Accept in part	No

				development, including reverse sensitivity.			
New Zealand Defence Force	423.10	Energy Infrastructure and Transport / Infrastructure / INF-03	Support	Considers that it is appropriate to provide for the management of reverse sensitivity effects from development on the function and operation of infrastructure.	Retain INF-03 (Adverse effects on infrastructure) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.14	Energy Infrastructure and Transport / Infrastructure / INF-04	Support	INF-04 is supported as it sets out a workable and appropriate framework for telecommunications infrastructure.	Retain INF-04 as notified.	Accept	No
Powerco Limited	127.7	Energy Infrastructure and Transport / Infrastructure / INF-04	Support	Considers that these objectives (INF-01, INF-02 and INF-04) set out a workable and appropriate framework for gas infrastructure.	Retain Objective INF-04 (Infrastructure availability) as notified.	Accept	No
Fire and Emergency New Zealand	273.29	Energy Infrastructure and Transport / Infrastructure / INF-04	Support	Supports the objective as it promotes the provision of safe, effective and resilient infrastructure for subdivision, use and development.	Retain INF-04 (Infrastructure availability) as notified.	Accept	No
Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.13	Energy Infrastructure and Transport / Infrastructure / INF-04	Not specified	<p>Considers that "Well functioning urban environment" does not apply to INF-04 because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP.</p> <p>There is no link road from the development site to Churton Park, Glenside or Tawa has been planned.</p> <p>Development area is an isolated area on steep, hilly terrain.</p> <p>The access road from Westchester Drive is</p>	Not specified.	Reject	No

				<p>flood prone.</p> <p>West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient.</p> <p>[Refer to original submission for full reason]</p>			
Firstgas Limited	304.21	Energy Infrastructure and Transport / Infrastructure / INF-O4	Support	INF-O4 is generally supported in terms of the outcomes it seeks related to infrastructure.	Retain INF-O4 (Infrastructure availability) as notified.	Accept	No
Wellington Electricity Lines Limited	355.25	Energy Infrastructure and Transport / Infrastructure / INF-O4	Support	Supports INF-O4 as it clearly expresses the need for safe effective and resilient infrastructure for both existing and planned development.	Retain Objective INF-O4 (Infrastructure availability) as notified.	Accept	No
Waka Kotahi	370.77	Energy Infrastructure and Transport / Infrastructure / INF-O4	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-O4 (Infrastructure availability) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.27	Energy Infrastructure and Transport / Infrastructure / INF-O4	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-O4 (Infrastructure availability) as notified.	Accept	No
Kāinga Ora Homes and Communities	391.112	Energy Infrastructure and Transport / Infrastructure / INF-O4	Support	Objective INF-O4 is generally supported.	Retain Objective INF-O4 (Infrastructure availability) as notified.	Accept	No
Ministry of Education	400.19	Energy Infrastructure and Transport / Infrastructure / INF-O4	Support in part	Supports INF-O4 in part.	Retain INF-O4 (Infrastructure availability) as notified, with amendments.	Accept in part	No

Ministry of Education	400.20	Energy Infrastructure and Transport / Infrastructure / INF-04	Amend	Seeks that INF-04 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The definition of 'infrastructure' does not include educational facilities. The submitter notes that under the NPS-UD Council has an obligation to ensure sufficient additional infrastructure (which includes educational facilities) is provided in development and local authorities must be satisfied that additional infrastructure to service the development capacity is likely to be available [see original submission for full reason].	Amend INF-04 (Infrastructure availability) as follows: Safe, effective and resilient infrastructure <u>and additional infrastructure</u> is available for, and integrated with, existing and planned subdivision, use and development.	Reject	No
KiwiRail Holdings Limited	408.29	Energy Infrastructure and Transport / Infrastructure / INF-04	Support	Supports the objective to integrate safe, effective and resilient infrastructure will existing and planned use and development.	Retain INF-04 (Infrastructure availability) as notified.	Accept	No
Onslow Residents Community Association	FS80.47	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-04	Support	Supports the submission that public safety at level crossings is crucial, and protection of sightlines is a key means of ensuring this.	Allow / Seeks to incorporate sightline rule changes as outlined by the submitter.	Accept	No
Tawa Business Group	107.12	Energy Infrastructure and Transport / Infrastructure / INF-05	Not specified	Considers that currently there is no clear plan for the upgrading of the existing transport network and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.	Seeks that an integrated transport strategy enables improved accessibility to public transport and provision of shared paths to encourage walking, cycling, scooters etc.	Accept	No

Tawa Business Group	107.13	Energy Infrastructure and Transport / Infrastructure / INF-05	Amend	<p>Considers that INF-05 should be clarified to better understand Council's role in the active upgrading and development of the existing transport network.</p> <p>Considers that currently there is no clear plan for this upgrading and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.</p>	Seeks that INF-05 (Transport Network) should go further to clarify Council's role in the active upgrading and development of the existing transport network.	Reject	No
Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.14	Energy Infrastructure and Transport / Infrastructure / INF-05	Not specified	<p>Considers that "Well functioning urban environment" does not apply to INF-05 because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP.</p> <p>There is no link road from the development site to Churton Park, Glenside or Tawa has been planned.</p> <p>Development area is an isolated area on steep, hilly terrain.</p> <p>The access road from Westchester Drive is flood prone.</p> <p>West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient.</p> <p>[Refer to original</p>	Not specified.	Reject	No

				submission for full reason]			
Paihikara Ki Pōneke Cycle Wellington	302.14	Energy Infrastructure and Transport / Infrastructure / INF-05	Support	INF-05 is supported as it provides infrastructure that enables people of all ages and abilities to cycle aligns with CW's objectives.	Retain Objective INF-05 (Transport network) as notified.	Accept	No
Waka Kotahi	370.78	Energy Infrastructure and Transport / Infrastructure / INF-05	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-05 (Transport network) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.28	Energy Infrastructure and Transport / Infrastructure / INF-05	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-05 (Transport network) as notified.	Accept	No
Kāinga Ora Homes and Communities	391.113	Energy Infrastructure and Transport / Infrastructure / INF-05	Oppose in part	Objective INF-05 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete Objective INF-05 (Transport network) and move the objective to the Transport chapter.	Reject	No

KiwiRail Holdings Limited	FS72.26	P+E1399art 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / INF-O5	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into different chapters. If this relief sought is approved, KiwiRail seeks to ensure that the introduction text, objectives, policies and methods are updated to keep the suite of provisions relating to the transport network together for accurate plan interpretation and implementation.	Amend	Reject	No
Ministry of Education	400.21	Energy Infrastructure and Transport / Infrastructure / INF-O5	Support	Supports INF-O5. The submitter considers that INF-O5 will enable a well-functioning and connected city while recognising the need for the transport network to support additional infrastructure.	Retain INF-O5 (Transport network) as notified.	Accept	No
KiwiRail Holdings Limited	408.30	Energy Infrastructure and Transport / Infrastructure / INF-O5	Support	Supports a transport network that improves connectivity, supports the health and well-being of people and supports development infrastructure.	Retain INF-O5 (Transport network) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.29	Energy Infrastructure and Transport / Infrastructure / INF-O6	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-O6 (Amateur radio configurations) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.15	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	INF-P1 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
Powerco Limited	127.8	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework	Retain Policy INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No

				for gas distribution infrastructure.			
Fire and Emergency New Zealand	273.30	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	Supports the policy as it seeks to enable the effective and efficient operation of existing infrastructure whilst also providing for upgrades to, and the development of new infrastructure in appropriate locations. The policy also recognises the importance of infrastructure lifeline utilities during an emergency, which for FENZ the road network and reticulated water network.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
Firstgas Limited	304.22	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	INF-P1 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
Transpower New Zealand Limited	315.60	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support in part	Generally supports INF-P1 (Recognising and providing for infrastructure). However, seeks that INF-P1 be amended to make reference to the benefits being "provided for" in addition to being "recognised" so that the Policy also reflects the wording in Policy 1 of the NPS-ET, and reflects INF-O1. Given the NPS-ET is specific to the National Grid, the submitter would prefer the provision of a new 'benefits' policy (as well as other policies) specific to the National Grid as opposed to amendment to INF-P1.	Retain INF-P1 (Recognising and providing for infrastructure), with either an amendment or a new policy specific to the National Grid.	Accept in part	Yes

Transpower New Zealand Limited	315.61	Energy Infrastructure and Transport / Infrastructure / INF-P1	Amend	Generally supports INF-P1 (Recognising and providing for infrastructure). However, seeks that INF-P1 be amended to make reference to the benefits being “provided for” in addition to being “recognised” so that the Policy also reflects the wording in Policy 1 of the NPS-ET, and reflects INF-O1. Given the NPS-ET is specific to the National Grid, the submitter would prefer the provision of a new ‘benefits’ policy (as well as other policies) specific to the National Grid as opposed to amendment to INF-P1. (Option B)	Seeks that should a National Grid specific policy not be provided, policy INF-P1 (Recognising and providing for infrastructure)v should be amended to give effect to the NPS-ET.	Accept in part	Yes
Wellington Electricity Lines Limited	355.26	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	Supports INF-P1 as it broadly meets the requirements for the submitter in providing electricity distribution and supply functions across the City.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
Waka Kotahi	370.79	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.30	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.114	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	INF-P1 is generally supported.	Retain INF-P1 (Recognising and providing for	Accept in part	No

					infrastructure) as notified.		
Ministry of Education	400.22	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support in part	Supports INF-P1 in part.	Retain INF-P1 (Recognising and providing for infrastructure), with amendment.	Accept in part	No
Ministry of Education	400.23	Energy Infrastructure and Transport / Infrastructure / INF-P1	Amend	Seeks that INF-P1 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The submitter notes that educational facilities are a crucial form of infrastructure to allow communities to meet their social and economic wellbeing. The proposed amendment will allow the importance of educational facilities to be recognised and provided for in Wellington [see original submission for full reason].	Amend INF-P1 (Recognising and providing for infrastructure), as follows: Recognise the benefits of infrastructure by: ... 3. Providing for significant upgrades to, and the development of new infrastructure <u>and additional infrastructure</u> ; and ...	Reject	No
CentrePort Limited	402.49	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	Support the intent of this policy.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
Wellington International Airport Ltd	406.93	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.31	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	Supports recognising and providing for infrastructure in policy. KiwiRail support provision for operation, maintenance, repair, removal of infrastructure as well as upgrades to, and new infrastructure.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No

New Zealand Defence Force	423.11	Energy Infrastructure and Transport / Infrastructure / INF-P1	Support	Considers that it is important for the District Plan policy framework to recognise the benefits of infrastructure, including providing for the functions and responsibilities of infrastructure as lifeline utilities during an emergency.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.16	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	INF-P2 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
Tawa Business Group	107.14	Energy Infrastructure and Transport / Infrastructure / INF-P2	Amend	<p>Considers that INF-P2 should be clarified to better understand Council's role in the active upgrading and development of the existing transport network.</p> <p>Considers that currently there is no clear plan for this upgrading and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.</p>	Seeks that INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) should go further to clarify Council's role in the active upgrading and development of the existing transport network.	Reject	No
Powerco Limited	127.9	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P2 Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
Fire and Emergency New Zealand	273.31	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	Supports the policy as it seeks the coordination of infrastructure planning and delivery with land use, subdivision, development and urban	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No

				growth. Feedback points on the necessity for specific rules and standards to provide the necessary connections to three waters infrastructure where subdivision consent is not expressly required is set out in each relevant zone			
Firstgas Limited	304.23	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	INF-P2 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
Bruce Rae	334.3	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	INF-P2 is supported, as it considers transport networks as one of the components of infrastructure and matches the intensity of land use to the public transport infrastructure serving them. The draft plan did this on a fairly consistent basis for all the stations within WCC boundaries served by Wellington's electrified train network.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
Wellington Electricity Lines Limited	355.27	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support in part	Supports INF-P2 for its intent as it reflects the previous feedback to Council under the preliminary consultation phase of the PDP. This Policy is supported as it ensures that development will be appropriately coordinated with the upgrading of development of the electricity supply network so service current and future development needs. However, it is considered that the Policy could be slightly improved.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) with amendment.	Accept in part	No

Wellington Electricity Lines Limited	355.28	Energy Infrastructure and Transport / Infrastructure / INF-P2	Amend	Considers that INF-P2 could be slightly improved so as to also include infrastructure renewal and replacement –i.e., brownfields as well as greenfields where practical.	Amend INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as follows: Enable the efficient coordination, integration and alignment of infrastructure planning and delivery with land use, subdivision, development and urban growth so that <u>existing and</u> future land use and infrastructure is integrated, efficient and aligned.	Accept	Yes
Waka Kotahi	370.80	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.31	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.115	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	INF-P2 is generally supported.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
Ministry of Education	400.24	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support in part	Supports INF-P2 in part.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth), with amendment.	Accept in part	No

Ministry of Education	400.25	Energy Infrastructure and Transport / Infrastructure / INF-P2	Amend	<p>Seeks that INF-P2 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The submitter notes that the NPS-UD requires local authorities to engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning.</p> <p>The submitter considers that additional infrastructure, including educational facilities, need to be carefully planned and coordinated to meet the demand of growing communities</p> <p>[see original submission for full reason].</p>	<p>Amend INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth), as follows:</p> <p>Enable the efficient coordination, integration and alignment of infrastructure <u>and additional infrastructure</u> planning and delivery with land use, subdivision, development and urban growth so that future land use and infrastructure is integrated, efficient and aligned.</p>	Reject	No
CentrePort Limited	402.50	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	Support the intent of this policy.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.32	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	Supports coordination of infrastructure with land use, subdivision, development and urban growth.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.17	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	INF-P3 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P3 (Technological advances) as notified.	Accept	No
Powerco Limited	127.10	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework	Retain Policy INF-P3 (Technological advances) as notified.	Accept	No

				for gas distribution infrastructure.			
Transpower New Zealand Limited	315.62	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-P3 (Technological advances) as notified.	Accept	No
Wellington Electricity Lines Limited	355.29	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	Supports INF-P1 as it correctly acknowledges that technical advances in the supply and use of electricity will be experienced throughout the life of the PDP. As New Zealand advances toward a more decarbonised society, the use of technology (i.e., EV and associated infrastructure) will change and thus have an impact on the services provided by the electricity distribution network. It is agreed that in order to adapt to new technologies the PDP should contain appropriate flexibility – with such flexibility being reflected throughout the rule and standards sections of the PDP.	Retain INF-P3 (Technological advances) as notified.	Accept	No
Waka Kotahi	370.81	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P3 (Technological advances) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.32	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P3 (Technological advances) as notified.	Accept	No

Kāinga Ora Homes and Communities	391.116	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	INF-P3 is generally supported.	Retain INF-P3 (Technological advances) as notified.	Accept	No
CentrePort Limited	402.51	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	Support the intent of this policy.	Retain INF-P3 (Technological advances) as notified.	Accept	No
Wellington International Airport Ltd	406.94	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-P3 (Technological advances) as notified.	Accept	No
KiwiRail Holdings Limited	408.33	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	Supports policy that recognises the benefits that new technologies can bring to rail in terms of efficiency of the operation and safety and resilience of the network.	Retain INF-P3 (Technological advances) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.18	Energy Infrastructure and Transport / Infrastructure / INF-P4	Support	INF-P4 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P4 (Undergrounding of infrastructures) as notified.	Accept	No
Powerco Limited	127.11	Energy Infrastructure and Transport / Infrastructure / INF-P4	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P4 (Undergrounding of infrastructure) as notified.	Accept	No
Firstgas Limited	304.24	Energy Infrastructure and Transport / Infrastructure / INF-P4	Support	INF-P4 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P4 (Undergrounding of infrastructure) as notified.	Accept	No
Transpower New Zealand Limited	315.63	Energy Infrastructure and Transport / Infrastructure / INF-P4	Support	Supports the policy, and specifically the use of the word 'encourage', and references to where 'practicable' and 'technically feasible'.	Retain INF-P4 (Undergrounding of infrastructure) as notified.	Accept	No
Wellington Electricity Lines Limited	355.30	Energy Infrastructure and Transport / Infrastructure / INF-P4	Support in part	Supports INF-P4 as the wording allows for overhead infrastructure where undergrounding assets is not practicable or technically feasible. However, the provision should include a reference to economic and technical feasibility.	Retain INF-P4 (Undergrounding of infrastructure) with amendment.	Accept in part	No

Wellington Electricity Lines Limited	355.31	Energy Infrastructure and Transport / Infrastructure / INF-P4	Amend	Considers that INF-P4 should be amended to reference to economic and technical feasibility. Underground infrastructure can be as unfeasible from a technical perspective, as well as being cost prohibitive to construct. Notwithstanding the above, it is also noted that some underground infrastructure depends on some above ground cabinets or additional overhead supports to facilitate a new underground section.	Amend INF-P4 (Undergrounding of infrastructure) as follows: Encourage the undergrounding of new infrastructure in urban areas where it is practicable, financially and technically feasible.	Reject	No
Waka Kotahi	370.82	Energy Infrastructure and Transport / Infrastructure / INF-P4	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P4 (Undergrounding of infrastructure) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.33	Energy Infrastructure and Transport / Infrastructure / INF-P4	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P4 (Undergrounding of infrastructure) as notified.	Accept	No
Kāinga Ora Homes and Communities	391.117	Energy Infrastructure and Transport / Infrastructure / INF-P4	Support	INF-P4 is generally supported.	Retain INF-P4 (Undergrounding of infrastructure) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.19	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	INF-P5 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P5 (Adverse effects of infrastructure) as notified.	Accept	No
Powerco Limited	127.12	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework	Retain Policy INF-P5 (Adverse effects of infrastructure) as notified.	Accept	No

				for gas distribution infrastructure.			
Firstgas Limited	304.25	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	INF-P5 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P5 (Adverse effects of infrastructure) as notified.	Accept	No
Transpower New Zealand Limited	315.64	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	Considers that given the general nature of INF-P5 (Adverse effects of infrastructure), the submitter is supportive of the policy. In particular the use of the word 'manage' is supported. However, as highlighted in other points, in order to give effect to the NPS-ET, a specific National Grid provision is sought.	Retain INF-P5 (Adverse effects of infrastructure) as notified, notwithstanding that the submitter has sought a specific suite of National Grid provisions.	Accept	No
Transpower New Zealand Limited	315.65	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support in part	Considers that in order to give effects to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P6, however considers it does not reflect or give effect to the NPS-ET and is not specific to the National Grid. Considers it also does not provide a 'seek to avoid' approach for the more sensitive environments and the policy framework in the INF sub chapters for new development of the National Grid within such environments also does not give effect to the 'seek to avoid' policy approach within Policy 8 of the NPS-ET. Considers the provision of a National Grid specific policy provides a comprehensive policy approach that gives effect to the NPS-ET. Considers the	Retain INF-P6 (Consideration of the adverse effects of infrastructure) with either an amendment or a new policy specific to the National Grid.	Accept in part	Yes

			<p>development of the National Grid must be managed to ensure the potential for adverse effects is appropriately managed while recognising the significance of the National Grid and the constraints under which it operates. The NPS-ET requires the District Plan to include objectives and policies that:</p> <ul style="list-style-type: none">- Allow for the consideration of the technical constraints and operational requirements under which the National Grid operates, for example the linear nature of the transmission lines.- Have regard to the extent to which adverse effects have been avoided, remedied or mitigated through the route, site and method selection.- Ensure new planning and development seeks to avoid adverse effects on more sensitive areas. <p>Policies, plans and decision makers must take in to account the characteristics of the National Grid, its technical and operational constraints, and the route, site and method selection process when considering the adverse effects of new National Grid infrastructure on the environment.</p> <p>On this basis, the submitter supports a new policy specific to the development of the</p>		
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				National Grid. [Refer to original submission for full reason]			
Transpower New Zealand Limited	315.66	Energy Infrastructure and Transport / Infrastructure / INF-P5	Amend	Considers that in order to give effects to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P6, however considers it does not reflect or give effect to the NPS-ET and is not specific to the National Grid. Considers it also does not provide a 'seek to avoid' approach for the more sensitive environments and the policy framework in the INF sub chapters for new development of the National Grid within such environments also does not give effect to the 'seek to avoid' policy approach within Policy 8 of the NPS-ET. Considers the provision of a National Grid specific policy provides a comprehensive policy	Option 2: Seeks that should a National Grid specific policy not be provided, INF-P6 (Consideration of the adverse effects of infrastructure) is amended to give effect to the NPS-ET.	Accept in part	Yes

approach that gives effect to the NPS-ET.

Considers the development of the National Grid must be managed to ensure the potential for adverse effects is appropriately managed while recognising the significance of the National Grid and the constraints under which it operates. The NPS-ET requires the District Plan to include objectives and policies that:

- Allow for the consideration of the technical constraints and operational requirements under which the National Grid operates, for example the linear nature of the transmission lines.

- Have regard to the extent to which adverse effects have been avoided, remedied or mitigated through the route, site and method selection.

- Ensure new planning and development seeks to avoid adverse effects on more sensitive areas.

Policies, plans and decision makers must take in to account the characteristics of the National Grid, its technical and operational constraints, and the route, site and method selection process when considering the adverse effects of new National Grid infrastructure on the environment.

On this basis, the

				submitter supports a new policy specific to the development of the National Grid. [Refer to original submission for full reason]			
Royal Forest and Bird Protection Society	345.40	Energy Infrastructure and Transport / Infrastructure / INF-P5	Oppose in part	Considers the policy should also apply to the operation, maintenance, repair and removal of infrastructure. It also needs amendment to include direction that effects are not only to be managed, but that certain areas, including overlays, need to be protected. This includes values in the coastal environment. Remove reference to 'identified' values	Amend INF-P5 (Adverse effects of infrastructure) to : - also apply to operation, maintenance, repair, and removal of infrastructure; and - include direction that effects are not only to be managed, but that in certain areas needs to be protected; and - remove reference to "identified" values.	Reject	No
Transpower New Zealand Limited	FS29.19	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P5	Oppose	Notwithstanding the relief sought in the Transpower submission for a National Grid specific policy, Transpower opposes the relief sought in the submission on the basis it ignores the operating nature of existing infrastructure and would result in uncertainty in	Disallow	Accept	no

				the application of the policy. In the absence of specific wording, the implications of the sought wording are unclear.			
Wellington International Airport Limited	FS36.60	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P5	Oppose	WIAL submits that first two bullet points are addressed by provisions located elsewhere within the Infrastructure subchapters. It is therefore inappropriate to duplicate / replicate them here. With respect to values, it is appropriate to focus the management response on the values, as the purpose of the overlay is to identify the specific values of an area / feature. Without this reference, erroneous management of effects may be required – for example, the air noise overlay could trigger consideration of effects management for unrelated matters.	Disallow		
KiwiRail Holdings Limited	FS72.27	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / INF-P5	Oppose	Rejects the submission and seeks that the policy applies to upgrades and development of new infrastructure where there may be adverse effects as notified in the Plan.	Disallow	Accept	no
Meridian Energy Limited	FS101.30	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	Meridian agrees the policy should apply to the establishment, operation (including maintenance and repair) and removal of infrastructure. Meridian considers it is important that the policy refers to 'identified values' so that Plan users have certainty about how to manage activities in overlays.	Allow / Seeks that the specification of the 'operation (including maintenance and repair) and removal of infrastructure' be allowed. Seeks that part of submission requesting the deletion of 'identified values' of overlays be disallowed.	Accept in part	no

Waka Kotahi	370.83	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P5 (Adverse effects of infrastructure) as notified.	Accept	no
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.34	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P5 (Adverse effects of infrastructure) as notified.	Accept	no
Kāinga Ora Homes and Communities	391.118	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	INF-P5 is generally supported.	Retain INF-P5 (Adverse effects of infrastructure) as notified.	Accept	no
CentrePort Limited	402.52	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support in part	Considers that the use of the word managed in the policy is open to interpretation and is of limited assistance to decision makers.	Retain INF-P5 (Adverse effects of infrastructure), with amendment.	Accept in part	no
CentrePort Limited	402.53	Energy Infrastructure and Transport / Infrastructure / INF-P5	Amend	Considers that the use of the word managed in the policy is open to interpretation and is of limited assistance to decision makers.	Amend INF-P5 (Adverse effects of infrastructure) as follows: Manage <u>Avoid, remedy or mitigate</u> the adverse effects of upgrades to, or the development of new infrastructure, including effects on:	Reject	No
Wellington International Airport Ltd	406.95	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-P5 (Adverse effects of infrastructure) as notified.	Accept	no
KiwiRail Holdings Limited	408.34	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	Supports policy for managing the adverse effects of upgrades to, or development of new infrastructure.	Retain INF-P5 (Adverse effects of infrastructure) as notified.	Accept	no
New Zealand Defence Force	423.12	Energy Infrastructure and Transport / Infrastructure / INF-P5	Support	Considers that it is appropriate to acknowledge that new or upgraded infrastructure	Retain INF-P5 (Adverse effects of infrastructure) as notified.	Accept	no

				can have adverse effects, including on the natural and physical environment, amenity values and the health safety and wellbeing of people and communities, which may need to be managed.			
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.20	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	INF-P6 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no
Powerco Limited	127.13	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no
Firstgas Limited	304.26	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	INF-P6 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no
Royal Forest and Bird Protection Society	345.41	Energy Infrastructure and Transport / Infrastructure / INF-P6	Oppose	Considers the policy conflicts with the policies in the Infrastructure sub-chapters and should be deleted.	Delete INF-P6 (Consideration of the adverse effects of infrastructure).	Reject	No
KiwiRail Holdings Limited	FS72.28	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / INF-P6	Oppose	Considers that this policy is important as it outlines matters to have regard to when considering the adverse effects of infrastructure. There may be instances where adverse effects cannot be avoided, and this policy provides helpful direction for the assessment of these instances. Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and	Disallow	Accept	No

				physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Wellington Electricity Lines Limited	355.32	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	Supports INF-P6 as it appropriately balances the functional need of infrastructure, and that by its very nature not all adverse effects can be avoided. Replacement infrastructure which is larger to facilitate growth may be considered adverse, however necessary to meet the City's growth needs as envisioned under the PDP.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no
Waka Kotahi	370.84	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no

				use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible. INF-P6 manages the effects of upgrades or development of new infrastructure on sensitive activities.			
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.35	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no
Kāinga Ora Homes and Communities	391.119	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	INF-P6 is generally supported.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no
CentrePort Limited	402.54	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	Support the intent of this policy.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no
Wellington International Airport Ltd	406.96	Energy Infrastructure and Transport / Infrastructure / INF-P6	Amend	<p>Considers that it is not always possible or practicable for infrastructure to avoid, remedy or mitigate all environmental effects.</p> <p>Considers that it is not appropriate for the policy framework to require that all adverse effects, irrespective of their significance, be avoided, remedied or mitigated. This is particularly relevant in the context of regionally significant infrastructure.</p> <p>[See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]</p>	<p>Amend INF-P6 (Consideration of adverse effects of infrastructure) as follows:</p> <p>...</p> <p>When considering the adverse effects of infrastructure on the environment recognise that there may be situations where all adverse effects, including construction effects, cannot be avoided, <u>remedied or mitigated</u> and as such must be remedied or mitigated through having regard to the following:</p> <p>...</p>	Reject	No

Wellington International Airport Ltd	406.97	Energy Infrastructure and Transport / Infrastructure / INF-P6	Amend	<p>Considers that it is not always possible or practicable for infrastructure to avoid, remedy or mitigate all environmental effects.</p> <p>Considers that it is not appropriate for the policy framework to require that all adverse effects, irrespective of their significance, be avoided, remedied or mitigated. This is particularly relevant in the context of regionally significant infrastructure.</p> <p>[See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]</p>	Delete INF-P6 (Consideration of adverse effects of infrastructure)	Reject	No
KiwiRail Holdings Limited	408.35	Energy Infrastructure and Transport / Infrastructure / INF-P6	Support	Supports that effects of infrastructure cannot always be avoided and the inclusion of a policy framework for the consideration of adverse effects of infrastructure, and remediation or mitigation of these effects. In particular, KiwiRail support recognition of the functional and operational need of the infrastructure in this assessment.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.	Accept	no
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.21	Energy Infrastructure and Transport / Infrastructure / INF-P7	Support	INF-P7 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P7 (Reverse sensitivity) as notified.	Accept in part	no
Powerco Limited	127.14	Energy Infrastructure and Transport / Infrastructure / INF-P7	Oppose in part	Considers that the provision protecting infrastructure from reverse sensitivity effects of land disturbance and sensitive activities	Amend Clause 4 of Policy INF-P7 (Reverse sensitivity) as follows: 4. Managing <u>land disturbance</u> and the	Reject	No

				locating in close proximity to network utilities (other than electricity transmission and gas transmission) is unclear. Further clarity is needed to ensure that such infrastructure is protected from reverse sensitivity effects.	activities sensitive to of others network utilities through set-backs and design controls where it is necessary to achieve appropriate protection of infrastructure		
Firstgas Ltd	FS97.6	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P7	Support	In addition to seeking more explicit reference to the Gas Transmission Network within Provision INF-P7, Firstgas supports the intent of this submission which seeks for more clarity within Clause 4 of Policy INF-P7. This is essential so that it is clear that those activities sensitive to network utilities are appropriately managed.	Allow	Reject	No
Firstgas Limited	304.27	Energy Infrastructure and Transport / Infrastructure / INF-P7	Support in part	INF-P7 is generally supported but more explicit reference to the Gas Transmission Network within the policy is requested.	Retain INF-P7 (Reverse sensitivity) with amendment.	Accept	Yes
Firstgas Limited	304.28	Energy Infrastructure and Transport / Infrastructure / INF-P7	Amend	INF-P7 is generally supported but more explicit reference to the Gas Transmission Network within the policy is requested.	Seeks that INF-P7 (Reverse sensitivity) is amended as follows: ... 2. Managing land disturbance and activities sensitive to gas transmission to avoid or mitigate potential adverse effects of, and on, the <u>Gas Transmission Network gas transmission pipelines</u> ; 3. Requiring subdivision of sites containing the <u>Gas Transmission Network a gas transmission pipeline</u> to retain the ability for the network utility operator	Accept	Yes

					to access, operate, maintain, repair and upgrade the <u>Gas Transmission Network</u> - the gas transmission pipeline ; and...		
Transpower New Zealand Limited	315.67	Energy Infrastructure and Transport / Infrastructure / INF-P7	Amend	<p>Considers that in order to give effect to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P7, however considers it does not reflect or give effect to the NPSET. The primary concerns are:</p> <ul style="list-style-type: none"> - Considers policy title "Reverse sensitivity" only relates to one aspect of Policy 10 of the NPSET and fails to give effect to the second part of this policy - Considers the policy only applies to sensitive activities, ignoring other activities which may compromise the National Grid. Policy INF-P7 does not adequately address Policies 10 and 11 of the NPS-ET - Considers Clause 2. and 3. do not apply to the National Grid. - Considers Clause 1. of the policy is limited to subdivision, ignoring that land use and other development activities (such as earthworks) can compromise the National Grid. - Considers Clause 4. is general in nature and insufficiently directive to give effect the NPS-ET. There is no reference to 	Seeks that should a National Grid specific policy not be provided, INF-P7 (Reverse sensitivity) should be amended to give effect to the NPS-ET.	Accept in part	No

				<p>sensitive activities, or to ensure the National Grid is not compromised.</p> <ul style="list-style-type: none"> - Considers earthworks are not referenced in the policy, noting there are specific earthworks rules. - Considers given the national significance of the National Grid and non-complying activity status where standards are not complied with, a more directive policy framework is required. <p>As proposed, the policy does not give effect to NPS-ET policies 10 and 11. Use of the word 'manage' within INF-P7 is not sufficiently directive.</p> <p>On this basis Transpower seeks a separate policy framework for the National Grid. [Refer to original submission for full reason]</p>			
Wellington Electricity Lines Limited	355.33	Energy Infrastructure and Transport / Infrastructure / INF-P7	Support in part	Supports INF-P7 in part, but seeks amendment to include new requirements for scaffolding that encroach and breach prescribed electrical safety distances.	Retain INF-P7 (Reverse sensitivity) with amendment.	Accept in part	No
Wellington Electricity Lines Limited	355.34	Energy Infrastructure and Transport / Infrastructure / INF-P7	Amend	Considers that INF-P7 should be amended to include industry Codes of Practice. Council (and the PDP) should be aware of not only building setbacks from infrastructure, but also to include new requirements for scaffolding which encroaches and breaches prescribed electrical safety distances.	Amend INF-P7 (Reverse sensitivity) as follows: Manage the establishment or alteration of sensitive activities near existing lawfully established infrastructure, including by: ... 4. Managing the activities of others through setbacks and design controls and industry Codes of	Reject	No

					Practice where it is necessary to achieve appropriate protection of infrastructure.		
Waka Kotahi	370.85	Energy Infrastructure and Transport / Infrastructure / INF-P7	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible. INF-P7 deals with the adverse effects of new activities on the existing infrastructure.	Retain INF-P7 (Reverse sensitivity) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.36	Energy Infrastructure and Transport / Infrastructure / INF-P7	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P7 (Reverse sensitivity) as notified.	Accept in part	no
Kāinga Ora Homes and Communities	391.120	Energy Infrastructure and Transport / Infrastructure / INF-P7	Oppose	INF-P7 is opposed and removal is sought. Is considered that the objective of INF-P7 is readily captured by Objective 2 and Policy 6 of the Infrastructure chapter. Deletion and consequential changes to the PDP are sought.	Delete INF-P7 (Reverse sensitivity) in its entirety.	Reject	No
Wellington Electricity Lines Limited (WELL)	FS27.12	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P7	Oppose	The submitter seeks the removal of Policy INF-P7 – to which WELL are opposed. WELL supported this Policy in its original submission as it clearly recognized the adverse effects on infrastructure of reverse sensitivity. WELL seek the retention of the Policy as drafted as it provides a clear understanding to	Disallow	Accept	No

				plan users and administrators for the importance of avoiding reverse sensitivity.			
Transpower New Zealand Limited	FS29.8	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P7	Oppose	Transpower opposes the deletion of the policy in so far as the relief sought is inconsistent with that sought in Transpower's submission. Policy INF-P7 relates to the effects <u>on</u> infrastructure whereas Policy INF-P7 relates to the adverse effect <u>of</u> infrastructure. As such, the policies are not interchangeable.	Disallow	Accept	No
KiwiRail Holdings Limited	FS72.29	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / INF-P7	Oppose	<p>Considers it appropriate to have specific policy direction for the management of sensitive activities near lawfully established infrastructure. The rail corridor is vulnerable to reverse sensitivity effects when incompatible activities are located near the rail corridor without appropriate controls in place. KiwiRail seeks the retention of INF-P7, particular clause 4.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the</p>	Disallow	Accept	No

				Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
CentrePort Limited	402.55	Energy Infrastructure and Transport / Infrastructure / INF-P7	Amend	Considers that there is no specific recognition in the policy of discouraging new noise sensitive activities from establishing within the Port Noise Boundary. The same could be applied to the Air Noise Boundary.	Amend INF-P7 (Reverse sensitivity) as follows: ... 3. Requiring subdivision of sites containing a gas transmission pipeline to retain the ability for the network utility operator to access, operate, maintain, repair and upgrade the gas transmission pipeline;- and 4. Managing the activities of others through set-backs and design controls where it is necessary to achieve appropriate protection of infrastructure; <u>and</u> <u>5. Discouraging new noise sensitive uses without mitigation within the Port Noise and Airport Noise Boundaries.</u>	Reject	No

CentrePort Limited	402.56	Energy Infrastructure and Transport / Infrastructure / INF-P7	Support in part	Considers that there is no specific recognition in the policy of discouraging new noise sensitive activities from establishing within the Port Noise Boundary. The same could be applied to the Air Noise Boundary.	Retain INF-P7 (Reverse sensitivity), with amendment.	Reject	No
Wellington International Airport Limited	FS36.61	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P7	Oppose	WIAL supports this submission and agrees that a new policy is required to address the potential reverse sensitivity effects arising on both the port and the airport.	Allow	Reject	No
Wellington International Airport Ltd	406.98	Energy Infrastructure and Transport / Infrastructure / INF-P7	Oppose	Considers that it is imperative that infrastructure is protected from incompatible land use activities, including reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 and 4.56 to 4.69 for full reason]	Opposes INF-P7 (Reverse Sensitivity) and seeks amendment.	Reject	No
Wellington International Airport Ltd	406.99	Energy Infrastructure and Transport / Infrastructure / INF-P7	Amend	Considers that it is imperative that infrastructure is protected from incompatible land use activities, including reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 and 4.56 to 4.69 for full reason]	Amend INF-P7 (Reverse Sensitivity) as follows: INF-P7 Reverse Sensitivity <u>regarding the National Grid and gas transmission</u> ...	Reject	No
Transpower New Zealand Limited	FS29.41	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P7	Support	Transpower supports the addition of wording which would make it clear the policy applies to the National Grid and gas transmission only. However, it is noted that clause 4. is not specific to National Grid and gas	Allow / Seeks that the submission be accepted in part.	Reject	No

				transmission and could arguably apply to activities such as structures near railway level crossings (INF-R26). As such the appropriateness of the text sought by the submitter requires consideration.			
KiwiRail Holdings Limited	FS72.30	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / INF-P7	Oppose	<p>Rejects narrowing the scope of this policy to the National grid and gas transmission. Other infrastructure networks are susceptible to reverse sensitivity effects. Clause 4 is interpreted to be applied to all infrastructure, including the rail network and KiwiRail supports this.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects</p>	Disallow		
						Reject	No

				on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Firstgas Ltd	FS97.7	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P7	Support	<p>Firstgas supports this submission which seeks to amend INF-P7 so that it only applies to the National Grid and Gas Transmission.</p> <p>However, while acknowledging the intent of the submission Firstgas is seeking for this policy to remain as notified, with an amendment so that it specifically makes reference to the Gas Transmission Network.</p>	Allow	Reject	No
KiwiRail Holdings Limited	408.36	Energy Infrastructure and Transport / Infrastructure / INF-P7	Support	Supports the management of reverse sensitivity effects from the establishment or alteration of sensitive activities near infrastructure. In particular, KiwiRail support clause 4 of this policy regarding the management of adverse effects on infrastructure through setbacks and design controls.	Retain INF-P7 (Reverse sensitivity) as notified.	Accept in part	no
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.37	Energy Infrastructure and Transport / Infrastructure / INF-P8	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P8 (Amateur radio configurations) as notified.	Accept	no

Tawa Business Group	107.15	Energy Infrastructure and Transport / Infrastructure / INF-P9	Amend	<p>Considers that INF-P2 should be clarified to better understand Council's role in the active upgrading and development of the existing transport network.</p> <p>Considers that currently there is no clear plan for this upgrading and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.</p>	Seeks that INF-P9 (Upgrading and development of the transport network) should go further to clarify Council's role in the active upgrading and development of the existing transport network.	Reject	No
Fire and Emergency New Zealand	273.32	Energy Infrastructure and Transport / Infrastructure / INF-P9	Support in part	<p>Supports the policy as it seeks to ensure that the upgrading and development of the transport network does not compromise the safe and effective functioning of the existing network. Therefore considers it is critical that any new or upgrade works to the existing network do not hinder the ability of the submitter to respond to emergencies effectively and efficiently. An additional policy criterion was therefore requested to ensure that this is given sufficient consideration in proposals affecting the transport network. This also links with the road specifications set out within Table 1 of this chapter which make specific reference to achieving road widths which provide</p>	Supports INF-P9 (Upgrading and development of the transport network) with amendment.	Accept in part	No

				unobstructed access for fire appliances.			
Fire and Emergency New Zealand	273.33	Energy Infrastructure and Transport / Infrastructure / INF-P9	Amend	Supports the policy as it seeks to ensure that the upgrading and development of the transport network does not compromise the safe and effective functioning of the existing network. Therefore considers it is critical that any new or upgrade works to the existing network do not hinder the ability of the submitter to respond to emergencies effectively and efficiently. An additional policy criterion was therefore requested to ensure that this is given sufficient consideration in proposals affecting the transport network. This also links with the road specifications set out within Table 1 of this chapter which make specific reference to achieving road widths which provide unobstructed access for fire appliances.	Amend INF-P9 (Upgrading and development of the transport network) as follows: ... <u>7. Does not hinder the ability for emergency vehicles, including fire appliances, to utilise the transport network to respond to emergency call outs.</u>	Reject	No
Paihikara Ki Pōneke Cycle Wellington	302.15	Energy Infrastructure and Transport / Infrastructure / INF-P9	Support	INF-P9 is supported as it specifically seeks to provide for cycling safety and improve accessibility including to public transport. The allocation of adequate space in transport corridors for cycling is a key component of improving	Retain INF-P9 (Upgrading and development of the transport network) as notified.	Accept	No

				cycling uptake and safety.			
Waka Kotahi	370.86	Energy Infrastructure and Transport / Infrastructure / INF-P9	Support	INF-P9 is supported.	Retain INF-P9 (Upgrading and development of the transport network) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.38	Energy Infrastructure and Transport / Infrastructure / INF-P9	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P9 (Upgrading and development of the transport network) as notified.	Accept	No
Kāinga Ora Homes and Communities	391.121	Energy Infrastructure and Transport / Infrastructure / INF-P9	Support in part	INF-P9 is generally supported but the division of transport related provisions between the transport and infrastructure chapters is inconsistent with best practice and makes navigation of the plan difficult for users.	Retain INF-P9 (Upgrading and development of the transport network) with amendment.	Accept in part	No
CentrePort Limited	402.57	Energy Infrastructure and Transport / Infrastructure / INF-P9	Support	Support the intent of this policy.	Retain INF-P9 (Upgrading and development of the transport network) as notified.	Accept	No
KiwiRail Holdings Limited	408.37	Energy Infrastructure and Transport / Infrastructure / INF-P9	Support	Supports the policy to enable the upgrading and development of the transport network.	Retain INF-P9 (Upgrading and development of the transport network) as notified.	Accept	No
Living Streets Aotearoa	482.31	Energy Infrastructure and Transport / Infrastructure / INF-P9	Amend	Considers that INF-P9 definition of upgraded transport network could be taken to mean increase the vehicle carrying capacity of roads and should instead support sustainable active modes.	Seeks that INF-P9 (Upgrading and development of the transport network) support sustainable active modes rather than upgrades that increase the vehicle carrying capacity of roads. [Inferred decision requested].	Accept in part	No
Waka Kotahi	370.87	Energy Infrastructure and Transport / Infrastructure / INF-P10	Support	Support the policies wording as INF-P10 refers to Waka Kotahi New Zealand Transport Agency's One Network Framework.	Retain INF-P10 (Classification of roads) as notified.	Accept in part	No

BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.39	Energy Infrastructure and Transport / Infrastructure / INF-P10	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P10 (Classification of roads) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.122	Energy Infrastructure and Transport / Infrastructure / INF-P10	Support in part	INF-P10 is generally supported but the division of transport related provisions between the transport and infrastructure chapters is inconsistent with best practice and makes navigation of the plan difficult for users.	Retain INF-P10 (Classification of roads) with amendment.	Accept in part	No
Waka Kotahi	370.88	Energy Infrastructure and Transport / Infrastructure / INF-P11	Support	INF-P11 enables safe and effective connections between sites and the transport network	Retain INF-P11 (Connections to roads) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.40	Energy Infrastructure and Transport / Infrastructure / INF-P11	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P11 (Connections to roads) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.123	Energy Infrastructure and Transport / Infrastructure / INF-P11	Support in part	INF-P11 is generally supported but the division of transport related provisions between the transport and infrastructure chapters is inconsistent with best practice and makes navigation of the plan difficult for users.	Retain INF-P11 (Connection to roads) with amendment.	Accept in part	Yes
KiwiRail Holdings Limited	408.38	Energy Infrastructure and Transport / Infrastructure / INF-P11	Support	Supports policy that enables the safe functioning of the transport network. Enabling safe and effective connections between sites and the transport network is important to KiwiRail, particularly where vehicle crossings are located near rail level crossings.	Retain INF-P11 (Connections to roads) as notified.	Accept in part	No

Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.22	Energy Infrastructure and Transport / Infrastructure / INF-P12	Support	INF-P12 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P12 (Infrastructure within roads) as notified.	Accept	No
Powerco Limited	127.15	Energy Infrastructure and Transport / Infrastructure / INF-P12	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P12 (Infrastructure within roads) as notified.	Accept	No
Wellington Electricity Lines Limited	355.35	Energy Infrastructure and Transport / Infrastructure / INF-P12	Support	Supports INF-P12 as it references the National Code of Practice for Utility Operators' Access to Transport Corridors 2019 for electricity infrastructure contained or constructed within road reserve.	Retain INF-P12 (Infrastructure within roads) as notified.	Accept	No
Waka Kotahi	370.89	Energy Infrastructure and Transport / Infrastructure / INF-P12	Support	Support this policy as this is common for other infrastructure to be included in state highway road reserves.	Retain INF-12 (Infrastructure within roads) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.41	Energy Infrastructure and Transport / Infrastructure / INF-P12	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P12 (Infrastructure within roads) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.23	Energy Infrastructure and Transport / Infrastructure / INF-P13	Support	INF-P13 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P13 (Infrastructure within riparian margins) as notified.	Accept	No
Powerco Limited	127.16	Energy Infrastructure and Transport / Infrastructure / INF-P13	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P13 (Infrastructure within riparian margins) as notified.	Accept	No

Royal Forest and Bird Protection Society	345.42	Energy Infrastructure and Transport / Infrastructure / INF-P13	Support in part	Considers the policy needs amendment to require protection and maintenance of natural character as noted in paragraph 1.	Amend INF-P13 (Infrastructure within riparian margins): Delete paragraph 2 of the policy. OR Require adverse effects to be avoided, remedied, or mitigated in accordance with the requirements of other chapters regarding natural character in the Plan.	Reject	No
Meridian Energy Limited	FS101.31	2 Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P13	Oppose	Considers that it will not be practicable to avoid all adverse effects on natural character in all situations (neither is it required in all situations). Meridian supports the alternative relief wording (avoiding, remedying, or mitigating adverse effects on natural character in accordance with the requirements of other chapters) but does not consider it needs stating in this policy (because the other policies are applicable in any event).	Disallow / Disallow the requested deletion of clause (2).	Accept	No
Waka Kotahi NZ Transport Agency	FS103.7	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P13	Oppose	The policy directs a balance between providing for infrastructure and maintaining natural character. That balance is considered to be appropriate.	Disallow	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.42	Energy Infrastructure and Transport / Infrastructure / INF-P13	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P13 (Infrastructure within riparian margins) as notified.	Accept	No

KiwiRail Holdings Limited	408.39	Energy Infrastructure and Transport / Infrastructure / INF-P13	Support	Supports policy to provide for infrastructure within riparian margins where natural character is maintained.	Retain INF-P13 (Infrastructure within riparian margins) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.24	Energy Infrastructure and Transport / Infrastructure / INF-R1	Oppose in part	INF-R1 requires compliance with Standard INF-S2 which relates to installing underground infrastructure. This clause should be deleted.	Delete clause 1(c)(i) of Rule INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks).	Reject	No
Powerco Limited	127.17	Energy Infrastructure and Transport / Infrastructure / INF-R1	Oppose in part	Considers that the rule relates to the removal of above ground redundant infrastructure. However, Clause 1(c)(i) requires compliance with Standard INF-S2 which relates to installing underground infrastructure.	Delete clause 1(c)(i) of Rule INF-R1 (Operation, maintenance and repair or removal of existing above and underground infrastructure and ancillary vehicle access tracks) as follows: ... Where: a. All above ground structures that are no longer required for the operation of the infrastructure are removed within twelve months of being replaced or becoming redundant; <u>and</u> b. Compliance is achieved with INF-S1; and c. Compliance is achieved with the following standards: In relation to existing underground infrastructure, INF-S2; INF-S3; and INF-S12.	Reject	No
Avryl Bramley	202.11	Energy Infrastructure and Transport / Infrastructure / INF-R1	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks) so that it is not a permitted activity and	Reject	No

					that notification is mandatory to relevant home owners for upgrading an infrastructure.		
Powerco Limited	FS61.24	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R1	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Firstgas Limited	304.29	Energy Infrastructure and Transport / Infrastructure / INF-R1	Support	INF-R1 is generally supported as it relates to the operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks.	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks) as notified.	Accept in part	No
Transpower New Zealand Limited	315.68	Energy Infrastructure and Transport / Infrastructure / INF-R1	Support	Considers that specific to the National Grid, the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 (“NESETA”) provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid, and on this basis, INF-R1 for existing National Grid structures captured by the NESETA is of limited relevance to Transpower in respect of rule application. It is noted the NESETA provides a Discretionary activity status under Regulations 39 of the NESETA for those activities subject to the NESETA but not otherwise captured under other regulations in the NESETA.	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above ground infrastructure and ancillary vehicle access tracks) as notified.	Accept in part	No

BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.43	Energy Infrastructure and Transport / Infrastructure / INF-R1	Support	INF-R1 is supported as it enables the operation, maintenance, repair and removal of existing above ground and underground infrastructure, and provision of new underground infrastructure, as permitted activities subject to compliance with standards.	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks) as notified.	Accept in part	No
Wellington International Airport Ltd	406.100	Energy Infrastructure and Transport / Infrastructure / INF-R1	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Supports INF-R1 (Operation, maintenance and repair) and seeks amendment.	Accept in part	No
Wellington International Airport Ltd	406.101	Energy Infrastructure and Transport / Infrastructure / INF-R1	Amend	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R1 (Operation, maintenance and repair) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]	Reject	No
KiwiRail Holdings Limited	408.40	Energy Infrastructure and Transport / Infrastructure / INF-R1	Support	Supports the permitted activity status of the operation, maintenance, repair, and removal of	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above and underground	Accept in part	No

				existing rail infrastructure and ancillary vehicle access tracks, subject to standards.	infrastructure and ancillary vehicle access tracks) as notified.		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.25	Energy Infrastructure and Transport / Infrastructure / INF-R2	Support	INF-R2 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.	Accept in part	No
Powerco Limited	127.18	Energy Infrastructure and Transport / Infrastructure / INF-R2	Oppose	<p>Considers that while a gas lateral customer connection from an adjacent distribution network is primarily laid to the customer underground, there is an above ground component to connect it to the customer premises. This needs to be addressed in rule INF-R2, or alternatively in the above ground customer connection rule INF-R5.</p> <p>[Refer to image in original submission]</p>	Seeks that Rule INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure), as alternative relief to the changes sought to Rule INF-R5 (New aboveground customer connection line), as necessary such that the above ground component of an underground gas customer connection to facilitate connection to a customer premises is a permitted activity. Standard INF-S5(2) could be applied, which applies to the diameter of pipes in regard to above ground customer connections.	Reject	No
Avryl Bramley	202.12	Energy Infrastructure and Transport / Infrastructure / INF-R2	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No

Powerco Limited	FS61.25	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R2	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Firstgas Limited	304.30	Energy Infrastructure and Transport / Infrastructure / INF-R2	Support	INF-R2 is generally supported.	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.	Accept in part	No
Transpower New Zealand Limited	315.69	Energy Infrastructure and Transport / Infrastructure / INF-R2	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.44	Energy Infrastructure and Transport / Infrastructure / INF-R2	Support	INF-R2 is supported as it enables the operation, maintenance, repair and removal of existing above ground and underground infrastructure, and provision of new underground infrastructure, as permitted activities subject to compliance with standards.	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.41	Energy Infrastructure and Transport / Infrastructure / INF-R2	Support	Supports the ability to install new, and upgrade existing underground infrastructure as a permitted activity, subject to standards.	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.26	Energy Infrastructure and Transport / Infrastructure / INF-R3	Support	INF-R3 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.	Accept in part	No
Powerco Limited	127.19	Energy Infrastructure and Transport / Infrastructure / INF-R3	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory	Retain Rule INF-R3 (Upgrading of existing aboveground infrastructure) as notified.	Accept in part	No

				for gas distribution networks.			
Avryl Bramley	202.13	Energy Infrastructure and Transport / Infrastructure / INF-R3	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R3 (Upgrading of existing aboveground infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No
Powerco Limited	FS61.26	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R3	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Firstgas Ltd	FS97.8	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R3	Oppose	<p>Firstgas opposes this submission which seeks to amend INF-R3 so that the upgrading of existing aboveground infrastructure is not Permitted and seeks that notification is mandatory to relevant homeowners for upgrading infrastructure.</p> <p>Firstgas seek for this activity to remain Permitted to allow Firstgas to undertake upgrades where the permitted standards are achieved.</p> <p>In relation to notifying homeowners, this is a legal matter that is dealt with outside of the District Plan/planning framework. Where an activity is Permitted within the District Plan, it does not specifically allow for access over private land.</p>	Disallow	Accept	No
Firstgas Limited	304.31	Energy Infrastructure and Transport / Infrastructure / INF-R3	Support	INF-R3 is generally supported.	Retain INF-R3 (Upgrading of existing aboveground	Accept in part	No

					infrastructure) as notified.		
Transpower New Zealand Limited	315.70	Energy Infrastructure and Transport / Infrastructure / INF-R3	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.45	Energy Infrastructure and Transport / Infrastructure / INF-R3	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.	Accept in part	No
Wellington International Airport Ltd	406.102	Energy Infrastructure and Transport / Infrastructure / INF-R3	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Supports INF-R3 (Upgrading of existing aboveground infrastructure) and seeks amendment.	Accept in part	No
Wellington International Airport Ltd	406.103	Energy Infrastructure and Transport / Infrastructure / INF-R3	Amend	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R3 (Upgrading of existing aboveground infrastructure) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]	Reject	No

KiwiRail Holdings Limited	408.42	Energy Infrastructure and Transport / Infrastructure / INF-R3	Support	Supports the ability to upgrade existing aboveground infrastructure as a permitted activity, subject to standards. The rail network requires ongoing maintenance and upgrade to continue to operate safely and efficiently.	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.27	Energy Infrastructure and Transport / Infrastructure / INF-R4	Support	INF-R4 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.	Accept in part	No
Powerco Limited	127.20	Energy Infrastructure and Transport / Infrastructure / INF-R4	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory for gas distribution networks.	Retain Rule INF-R4 (New vehicle access tracks for infrastructure) as notified.	Accept in part	No
Avryl Bramley	202.14	Energy Infrastructure and Transport / Infrastructure / INF-R4	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R4 (New vehicle access tracks for infrastructure) to make notification mandatory to relevant home owners for upgrading an infrastructure.	Reject	No
Powerco Limited	FS61.27	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R4	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Firstgas Limited	304.32	Energy Infrastructure and Transport / Infrastructure / INF-R4	Support	INF-R4 is generally supported.	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.	Accept in part	No
Transpower New Zealand Limited	315.71	Energy Infrastructure and Transport / Infrastructure / INF-R4	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.46	Energy Infrastructure and Transport / Infrastructure / INF-R4	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.	Accept in part	No

Kāinga Ora Homes and Communities	391.124	Energy Infrastructure and Transport / Infrastructure / INF-R4	Oppose in part	INF-R4 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-R4 (New vehicle access tracks for infrastructure) and move the Rule to the Transport chapter.	Reject	No
KiwiRail Holdings Limited	408.43	Energy Infrastructure and Transport / Infrastructure / INF-R4	Support	Supports the ability to construct and extend vehicle access tracks, as a permitted activity in all zones. Vehicle access to the rail corridor is required to undertake inspections and carry out regular maintenance of the rail network, as well as any upgrade works.	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.28	Energy Infrastructure and Transport / Infrastructure / INF-R5	Support	INF-R5 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R5 (New aboveground customer connection line) as notified.	Accept in part	No
Powerco Limited	127.21	Energy Infrastructure and Transport / Infrastructure / INF-R5	Oppose	Considers that while a gas lateral customer connection from an adjacent distribution network is primarily laid to the customer underground, there is an above ground component to connect it to the customer premises. This needs to be addressed in rule INF-R5, or alternatively in the underground customer connection rule INF-R2.	Amend Rule INF-R5 (New aboveground customer connection line) as necessary such that the above ground component of an underground gas customer connection to facilitate connection to a customer premises is a permitted activity. The rule currently only applies to lines. Standard INF-S5 (New aboveground customer connections) already applies which limits the diameter of customer connection pipes to 30mm. Alternatively, this could be addressed as an amendment to INF-R2 (New underground infrastructure (including customer connections,	Accept	Yes

					and upgrading of existing underground infrastructure) as per the separate submission point on that rule.		
Avryl Bramley	202.15	Energy Infrastructure and Transport / Infrastructure / INF-R5	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R5 (New aboveground customer connection line) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No
Powerco Limited	FS61.28	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R5	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.47	Energy Infrastructure and Transport / Infrastructure / INF-R5	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R5 (New aboveground customer connection line) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.29	Energy Infrastructure and Transport / Infrastructure / INF-R6	Support	INF-R6 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R6 (Temporary infrastructure) as notified.	Accept in part	No
Powerco Limited	127.22	Energy Infrastructure and Transport / Infrastructure / INF-R6	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory for gas distribution networks.	Retain Rule INF-R6 (Temporary infrastructure) as notified.	Accept in part	No
Avryl Bramley	202.16	Energy Infrastructure and Transport / Infrastructure / INF-R6	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R6 (Temporary infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No
Powerco Limited	FS61.29	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R6	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No

Transpower New Zealand Limited	315.72	Energy Infrastructure and Transport / Infrastructure / INF-R6	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R6 (Temporary infrastructure) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.48	Energy Infrastructure and Transport / Infrastructure / INF-R6	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R6 (Temporary infrastructure) as notified.	Accept in part	No
Wellington International Airport Ltd	406.104	Energy Infrastructure and Transport / Infrastructure / INF-R6	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Supports INF-R6 (Temporary infrastructure) and seeks amendment.	Accept in part	No
Wellington International Airport Ltd	406.105	Energy Infrastructure and Transport / Infrastructure / INF-R6	Amend	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R6 (Temporary infrastructure) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]	Reject	No
KiwiRail Holdings Limited	408.44	Energy Infrastructure and Transport / Infrastructure / INF-R6	Support	Supports the ability to install, operate and remove temporary infrastructure as a permitted activity.	Retain INF-R6 (Temporary infrastructure) as notified.	Accept in part	No

Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.30	Energy Infrastructure and Transport / Infrastructure / INF-R7	Support	INF-R7.5 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R7.5 (Structures associated with infrastructure including: Communications kiosks) as notified.	Accept	No
Powerco Limited	127.23	Energy Infrastructure and Transport / Infrastructure / INF-R7	Oppose	Considers that the reference to the term "gas regulation valve" is confusing and could capture typical regulation equipment on customer conditions such as a shut off valve which could be within 2m of a residential boundary. Further, this equipment may be located within a road underground within 2m of an adjacent residential property.	Amend Rule INF-R7 (structures associated with infrastructure) as follows: ... b. Any substation, gas-regulation valve and/or takeoff station or energy storage batteries are set back at least 2m from a residential site boundary;	Accept	Yes
Avryl Bramley	202.17	Energy Infrastructure and Transport / Infrastructure / INF-R7	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R7 (Structures associated with infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No
Powerco Limited	FS61.30	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R7	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Firstgas Ltd	FS97.9	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R7	Oppose	Firstgas opposes this submission which seeks to amend INF-R7 so that structures associated with infrastructure are not Permitted and that notification is mandatory to relevant homeowners when installing structures associated with infrastructure. Firstgas seek for this activity to remain Permitted to allow Firstgas to install structures associated with gas transmission	Disallow	Accept	No

				where permitted standards are achieved. In relation to notifying homeowners, this is a legal matter that is dealt with outside of the District Plan/planning framework. Where an activity is Permitted within the District Plan, it does not specifically allow for access over private land.			
Wellington City Council	266.63	Energy Infrastructure and Transport / Infrastructure / INF-R7	Amend	Considers the rule needs to make it clear that bus shelters are a permitted activity under this rule.	Amend INF-R7 (Structures associated with infrastructure...) as follows: Structures associated with infrastructure including: 1. Substations (including switching stations); 2. Transformers; 3. Gas transmission and distribution structures; 4. Energy storage batteries not enclosed by a building; and 5. Communications kiosks; <u>and</u> 6. <u>Bus shelters.</u>	Accept	Yes
Transpower New Zealand Limited	315.73	Energy Infrastructure and Transport / Infrastructure / INF-R7	Support	Supports the provision of a rule specific to new substations, and the provision of a restricted discretionary activity status (noting Standard INF-S1 would be complied with).	Retain INF-R7 (Structures associated with infrastructure...) as notified.	Accept in part	No
Retirement Villages Association of New Zealand Incorporated	350.40	Energy Infrastructure and Transport / Infrastructure / INF-R7	Support	Supports the provision of structures associated with infrastructure (including transformers) as a permitted activity when all standards are met, or a restricted discretionary activity when they are not.	Retain INF-R7 (Structures associated with infrastructure including:..) as notified.	Accept in part	No

Wellington Electricity Lines Limited	355.36	Energy Infrastructure and Transport / Infrastructure / INF-R7	Support in part	Supports INF-R7 in part and seeks amendment.	Retain INF-P12 (Structures associated with infrastructure including: 1. Substations (including switching stations); 2. Transformers; 3. Gas transmission and distribution structures; 4. Energy storage batteries not enclosed by a building; and 5. Communications kiosks), with amendment.	Accept in part	No
Wellington Electricity Lines Limited	355.37	Energy Infrastructure and Transport / Infrastructure / INF-R7	Amend	Considers that INF-R7 should be amended so that equipment located within the road reserve is included and so that front boundaries be exempt from the 2m setback. It is considered that the 2m residential boundary setback will not easily be achieved for batteries, transformers, pillars or switchgear that is contained within cabinets (i.e., common road reserve equipment), especially in from boundaries. Furthermore, the rule should clearly include associated equipment (i.e., transformers or energy storage batteries) that may be pole-mounted or otherwise contained within the road reserve. To keep electricity prices as low as possible while achieving the above; consequently, the WCC should work with infrastructure providers to ensure an efficient long term strategy and	Amend INF-R7.1 (Structures associated with infrastructure including: ...) as follows: <u>Structures and equipment</u> associated with infrastructure including: ... 1. Activity Status: Permitted Where: a. In the Rural Production, Rural Lifestyle or General Industrial Zones, the maximum building and structure height standard for that Zone is complied with. In all other zones INF-S6 must be complied with; b. Any substation, gas regulation valve and/or takeoff station or energy storage batteries are set back at least 2m from a residential site <u>side or rear</u> boundary; c. Compliance is achieved with INF-S7 and INF-S15; and	Accept in part	No

				network capacity forecasts are implemented. [Refer to original submission for full reason]	d. Compliance is achieved with INF-S1.		
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.49	Energy Infrastructure and Transport / Infrastructure / INF-R7	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R7 (Structures associated with infrastructure) as notified.	Accept in part	No
Wellington International Airport Ltd	406.106	Energy Infrastructure and Transport / Infrastructure / INF-R7	Oppose in part	Submitter is concerned that the use of the term "including" in this rule means that it may not be exhaustive and could inadvertently capture airport structures located outside of the Airport Zone. To be enforceable, the rule must be clear and concise in its application.	Opposes INF-R7 (Structures associated with infrastructure) and seeks amendment.	Accept in part	No
Wellington International Airport Ltd	406.107	Energy Infrastructure and Transport / Infrastructure / INF-R7	Amend	Submitter is concerned that the use of the term "including" in this rule means that it may not be exhaustive and could inadvertently capture airport structures located outside of the Airport Zone. To be enforceable, the rule must be clear and concise in its application.	Amend INF-R7 (Structures associated with infrastructure) as follows: INF-R7 Structures associated with infrastructure- including : 	Accept in part	No
KiwiRail Holdings Limited	408.45	Energy Infrastructure and Transport / Infrastructure / INF-R7	Support	Supports the permitted activity status of structures associated	Retain INF-R7 (Structures associated with infrastructure including:	Accept in part	No

				with infrastructure, subject to standards.	Substations (including switching stations); Transformers; Gas transmission and distribution structures; Energy storage batteries not enclosed by a building; and Communications kiosks) as notified.		
Firstgas Ltd	FS97.10	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R7	Support	Firstgas supports this submission which seeks to retain INF – R7 as notified which provides for structures associated with infrastructure (including gas transmission and distribution structures) as a Permitted Activity subject to achieving relevant standards.	Allow	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.31	Energy Infrastructure and Transport / Infrastructure / INF-R8	Support	INF-R8 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R8 (New infrastructure contained within existing buildings) as notified.	Accept in part	No
Powerco Limited	127.24	Energy Infrastructure and Transport / Infrastructure / INF-R8	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory for gas distribution networks.	Retain Rule INF-R8 (New infrastructure contained within existing buildings) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.50	Energy Infrastructure and Transport / Infrastructure / INF-R8	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R8 (New infrastructure contained within existing buildings) as notified.	Accept in part	No
Avryl Bramley	202.18	Energy Infrastructure and Transport / Infrastructure / INF-R9	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R9 (Navigational aids, sensing and environmental monitoring equipment) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No

Powerco Limited	FS61.31	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R9	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.51	Energy Infrastructure and Transport / Infrastructure / INF-R9	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R9 (Navigational aids, sensing and environmental monitoring equipment (including air quality and meteorological)) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.32	Energy Infrastructure and Transport / Infrastructure / INF-R10	Oppose	INF-R10 should be amended to also provide for above ground telecommunications lines.	Amend the title of INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) as follows: New overhead lines and associated support structures that <u>either</u> convey electricity below 110kV <u>or are for telecommunications.</u>	Accept in part	Yes
Transpower New Zealand Limited	315.74	Energy Infrastructure and Transport / Infrastructure / INF-R10	Support	Supports the provision of a rule specific to new overhead lines and associated support structures that convey electricity below 110kV, and the provision of a restricted discretionary or discretionary activity status.	Retain INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) as notified.	Accept in part	No
Wellington Electricity Lines Limited	355.38	Energy Infrastructure and Transport / Infrastructure / INF-R10	Support in part	Supports INF-R10 in part, but considers this should include associated equipment in its title.	Retain INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) with amendment.	Accept in part	No
Wellington Electricity Lines Limited	355.39	Energy Infrastructure and Transport / Infrastructure / INF-R10	Amend	Considers that the wording in the title of Rule INF-R10 should be amended to include associated equipment identified with overhead networks. This is to ensure provision of additional pole-mounted transformers and or	Amend the title of INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) as follows: INF-R10 (New overhead lines and associated support structures <u>and</u>	Reject	No

				battery storage cabinets are contained within the PDP.	equipment that convey electricity below 110kV)		
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.52	Energy Infrastructure and Transport / Infrastructure / INF-R10	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.33	Energy Infrastructure and Transport / Infrastructure / INF-R11	Support	INF-R11 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R11 (Telecommunications or radiocommunication activities (not otherwise provided for by another rule in this table and not regulated by the NESTF)) as notified.	Accept in part	No
Avryl Bramley	202.19	Energy Infrastructure and Transport / Infrastructure / INF-R11	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R11 (Telecommunications or radiocommunication activities) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No
Powerco Limited	FS61.32	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R11	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.53	Energy Infrastructure and Transport / Infrastructure / INF-R11	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R11 (Telecommunications or radiocommunication activities (not otherwise provided for by another rule in this table and not regulated by the NESTF)) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.34	Energy Infrastructure and Transport / Infrastructure / INF-R12	Support	INF-R12 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R12 (New telecommunications poles and new antennas (regulated by the NESTF that do not meet the permitted activity standards in those Regulations)) as notified.	Accept in part	No

BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.54	Energy Infrastructure and Transport / Infrastructure / INF-R12	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R12 (New telecommunications poles and new antennas (regulated by the NESTF that do not meet the permitted activity standards in those Regulations)) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.35	Energy Infrastructure and Transport / Infrastructure / INF-R13	Support	INF-R13 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R13 (New antenna attached to a building (regulated by the NESTF that do not meet the permitted standards in the NESTF)) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.55	Energy Infrastructure and Transport / Infrastructure / INF-R13	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R13 (New antenna attached to a building (regulated by the NESTF that do not meet the permitted standards in the NESTF)) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.36	Energy Infrastructure and Transport / Infrastructure / INF-R14	Support	INF-R14 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R14 (New telecommunications cabinets (regulated by the NESTF that do not meet the permitted standards of the NESTF)) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.56	Energy Infrastructure and Transport / Infrastructure / INF-R14	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R14 (New telecommunications cabinets (regulated by the NESTF that do not meet the permitted standards of the NESTF)) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.37	Energy Infrastructure and Transport / Infrastructure / INF-R15	Support	INF-R15 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R15 (Infrastructure buildings and structures not provided for by any other rule in this table) as notified.	Accept in part	No
Transpower New Zealand Limited	315.75	Energy Infrastructure and Transport / Infrastructure / INF-R15	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R15 (Infrastructure buildings and structures not provided for by any other rule in this table) as notified.	Accept in part	No

BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.57	Energy Infrastructure and Transport / Infrastructure / INF-R15	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R15 (Infrastructure buildings and structures not provided for by any other rule in this table) as notified.	Accept in part	No
Wellington International Airport Ltd	406.108	Energy Infrastructure and Transport / Infrastructure / INF-R15	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Supports INF-R15 (Infrastructure, buildings and structures not provided for by any other rule) and seeks amendment.	Accept in part	No
Wellington International Airport Ltd	406.109	Energy Infrastructure and Transport / Infrastructure / INF-R15	Amend	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R15 (Infrastructure, buildings and structures not provided for by any other rule) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]	Reject	No
KiwiRail Holdings Limited	408.46	Energy Infrastructure and Transport / Infrastructure / INF-R15	Support	Supports infrastructure buildings and structures being a permitted activity subject to standards.	Retain INF-R15 (Infrastructure buildings and structures not provided for by any other rule in this table) as notified.	Accept in part	No

Transpower New Zealand Limited	315.76	Energy Infrastructure and Transport / Infrastructure / INF-R16	Support	Supports the default rule and provided restricted discretionary activity status. Considers the rule and activity status give effect to the NPS-ET and in particular Policies 1 and 2. Considers the cross references to policies would need to be updated on the basis a separate suite of National Grid policies is provided.	Retain Rule INF-R16 (New electricity lines and associated support structures (including poles and towers) that convey electricity of 110kV or above) as notified. [But amend the policy cross references to reference the proposed National Grid specific policies]	Accept	No
Transpower New Zealand Limited	315.77	Energy Infrastructure and Transport / Infrastructure / INF-R16	Amend	Supports the default rule and provided restricted discretionary activity status. Considers the rule and activity status give effect to the NPS-ET and in particular Policies 1 and 2. Considers the cross references to policies would need to be updated on the basis a separate suite of National Grid policies is provided.	Retain Rule INF-R16 (New electricity lines and associated support structures (including poles and towers) that convey electricity of 110kV or above) as notified. [But amend the policy cross references to reference the proposed National Grid specific policies]	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.58	Energy Infrastructure and Transport / Infrastructure / INF-R16	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R16 (New electricity lines and associated support structures (including poles and towers) that convey electricity of 110kV or above) as notified.	Accept in part	No
Powerco Limited	127.25	Energy Infrastructure and Transport / Infrastructure / INF-R17	Oppose in part	Considers that this rule applies to above ground pipelines and the submitter is opposed only insofar as its potential to apply to the above ground portion of an underground customer connection.	Amend the rules for customer connections (either INF-R2 (New underground infrastructure) or INF-R5 (New aboveground customer connection line)) such that INF-R17 does not apply to the above ground component of a gas customer connection. Provided this is addressed in other rules then no amendment to INF-R17 is required.	Reject	No

BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.59	Energy Infrastructure and Transport / Infrastructure / INF-R17	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R17 (New aboveground pipelines) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.60	Energy Infrastructure and Transport / Infrastructure / INF-R18	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R18 (New water, wastewater and stormwater pump stations) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.61	Energy Infrastructure and Transport / Infrastructure / INF-R19	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R19 (New water treatment plants) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.62	Energy Infrastructure and Transport / Infrastructure / INF-R20	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R20 (New wastewater treatment plants) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.63	Energy Infrastructure and Transport / Infrastructure / INF-R21	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R21 (Amateur radio configuration) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.38	Energy Infrastructure and Transport / Infrastructure / INF-R22	Support	INF-R22 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R22 (Buildings, structures and activities in the National Grid Yard) as notified.	Accept in part	No
Transpower New Zealand Limited	315.78	Energy Infrastructure and Transport / Infrastructure / INF-R22	Amend	Considers that, on the basis that the National Grid is a qualifying matter, rule INF-R22 should be included as part of the ISPP process.	Seeks that, subject to other amendments sought by the submitter to INF-R22 (Buildings, structures and activities in the National Grid Yard), the rule be included within the IPI and made subject to the ISPP process.	Reject	No

Transpower New Zealand Limited	315.79	Energy Infrastructure and Transport / Infrastructure / INF-R22	Support in part	<p>Supports INF-R22 on the basis that it gives effect to Policy 10 and Policy 11 of the NPSET.</p> <p>Considers activities established in close proximity to lines and structures can generate reverse sensitivity effects on existing infrastructure. Considers that the provisions sought in relation to the National Grid Yard are intended to allow for the reasonable use of land inside the transmission line corridor. Specific to the 10-12 m 'National Grid Yard', the submitter considers that there are some activities within the National Grid Yard that will not compromise the operation, maintenance or any upgrade of the network, due to their nature and small scale. Conversely, considers that there are examples of development that should be avoided in the National Grid Yard. Considers that of particular relevance in terms of the effects of activities on the National Grid are NPS-ET Policies 10 and 11.</p> <p>Considers that notwithstanding support for the rule, amendments are sought as follows: - Insertion of a list of non-complying activities to make it clear to Plan users those activities that are not permitted. This will assist with plan interpretation and</p>	Supports INF-R22 (Buildings, structures and activities in the National Grid Yard) with amendments.	Accept in part	Yes
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			<p>application and given the national significance of the National Grid and non-complying activity status for those activities which are not appropriate in the National Grid Yard, will provide certainty for plan users.</p> <p>- On the basis of the sought non-complying activity clause b., permitted activities a. and b. relating to sensitive activities and hazardous substances can be removed as they are more appropriately addressed and framed as non-complying activities.</p> <p>[Refer to original submission for full reason]</p>			
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Transpower New Zealand Limited	315.80	Energy Infrastructure and Transport / Infrastructure / INF-R22	Amend	<p>Supports INF-R22 on the basis that it gives effect to Policy 10 and Policy 11 of the NPS-ET.</p> <p>Considers activities established in close proximity to lines and structures can generate reverse sensitivity effects on existing infrastructure. Considers that the provisions sought in relation to the National Grid Yard are intended to allow for the reasonable use of land inside the transmission line corridor. Specific to the 10-12 m 'National Grid Yard', the submitter considers that there are some activities within the National Grid Yard that will not compromise the operation, maintenance or any upgrade of the network, due to their nature and small scale. Conversely, considers that there are examples of development that should be avoided in the National Grid Yard. Considers that of particular relevance in terms of the effects of activities on the National Grid are NPS-ET Policies 10 and 11.</p> <p>Considers that notwithstanding support for the rule, amendments are sought as follows: - Insertion of a list of non-complying activities to make it clear to plan users those activities that are not permitted. This will assist with plan interpretation and</p>	<p>Amend INF-R22 (Buildings, structures and activities in the National Grid Yard) as follows:</p> <p>INF-R22 Buildings, structures and activities in the National Grid Yard All Zones 1. Activity status: Permitted Where: a. The activity is not a sensitive activity; b. The building or structure is not used for the handling or storage of hazardous substances (Hazardous Substances (Hazard Classification) Notice 2020) with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic scale quantities); and ... All Zones 2. Activity status: Non-complying</p> <p>Where: a. Compliance with INF-R22.1 cannot be achieved. <u>b. The following activity, building or structure:</u> i. <u>A change of use to a sensitive activity within existing buildings or structures;</u> ii. <u>The establishment of a sensitive activity;</u> iii. <u>Used for the handling or storage of hazardous substances (Hazardous Substances (Hazard Classification) Notice 2020) with explosive or</u></p>	Accept in part	Yes
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				<p>application and given the national significance of the National Grid and non-complying activity status for those activities which are not appropriate in the National Grid Yard, will provide certainty for plan users.</p> <p>- On the basis of the sought non-complying activity clause b., permitted activities a. and b. relating to sensitive activities and hazardous substances can be removed as they are more appropriately addressed and framed as non-complying activities.</p> <p>[Refer to original submission for full reason]</p>	<p><u>flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic-scale quantities);</u></p> <p><u>v. Wintering barns, Commercial greenhouses, Immovable protective canopies, Produce packing facilities, or Milking Sheds; or</u></p> <p><u>vi. Any building or structure not otherwise provided for under INF-R22.1.</u></p> <p>...</p>		
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.64	Energy Infrastructure and Transport / Infrastructure / INF-R22	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R22 (Buildings, structures and activities in the National Grid Yard) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.125	Energy Infrastructure and Transport / Infrastructure / INF-R22	Support in part	INF-R22 is partially supported but an amendment is sought to remove the establishment of new sensitive activities from the National Grid Yard as a permitted activity.	Retain INF-R22 (Buildings, structures and activities in the National Grid Yard) with amendment.	Reject	No
Transpower New Zealand Limited	FS29.9	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R22	Oppose	The intent of the relief sought is not clear. In its submission Transpower sought amendment to R22 to make it clear that sensitive activities are a non-complying activity within the National Grid Yard. The relief sought by Kainga Ora is opposed if	Disallow	Accept	No

				the intent is to permit such activities.			
Kāinga Ora Homes and Communities	391.126	Energy Infrastructure and Transport / Infrastructure / INF-R22	Amend	Considers that INF-R22.1 should be amended to remove the establishment of new sensitive activities from the National Grid Yard as a permitted activity. The rule is considered to appropriately cover the alteration and addition to existing sensitive activities.	Amend INF-R22.1 (Buildings, structures and activities in the National Grid Yard) as follows: 1. Activity status: Permitted Where: a. The activity is not a sensitive activity; a. The building or structure is not for the handling or storage of sus with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic scale quantities); and b. The structure is a fence not exceeding 2.5m in height; c. The building is an uninhabited farm or horticultural structure or building (but not commercial greenhouses, protective canopies, wintering barns, produce packing facilities, or milking/dairy sheds (excluding ancillary stockyards and platforms); c. Alterations and additions to an existing building or structure for a sensitive activity, which does not involve an increase in the building height or building footprint; or d. An accessory building associated with an	Reject	No

					existing residential activity that is less than 10m2 in footprint and 2.5m in height; g. Infrastructure undertaken by a network utility operator as defined in the Resource Management Act 1991 or any part of electricity infrastructure that connects to the National Grid; and h. Compliance is achieved with INF-S12		
Transpower New Zealand Limited	FS29.10	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R22	Oppose	The intent of the relief sought is not clear. In its submission Transpower sought amendment to R22 to make it clear that sensitive activities are a non-complying activity within the National Grid Yard. The relief sought by Kainga Ora is opposed if the intent is to permit such activities.	Disallow	Accept	No
Kāinga Ora Homes and Communities	391.127	Energy Infrastructure and Transport / Infrastructure / INF-R22	Amend	Considers that INF-R22.2 should be amended to remove the requirement that all applications for resource consent under INF-R22 require the written approval of Transpower New Zealand.	Amend INF-R22.2 (Buildings, structures and activities in the National Grid Yard) as follows: 2. Activity status: Non-complying Where: a. Compliance with INF-R22.1 cannot be achieved. Notification status: An application for resource consent made in respect of rule INF-	Accept in part	Yes

					<p>R22.2 is precluded from being publicly or limited notified.</p> <p>Notice of any application for resource consent under this rule must be served on Transpower New Zealand Limited in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.</p>		
Transpower New Zealand Limited	FS29.11	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R22	Oppose	The NPSET recognises the operation, maintenance, upgrade and development of the National Grid to be of national significance. Any development within the National Grid Yard can have implications for both the grid itself as well as the public. Given the technical aspects of the National Grid rule (including NZECP34) it is important Transpower is able to be involved in the resource consent process.	Disallow	Accept in part	Yes

Firstgas Limited	304.33	Energy Infrastructure and Transport / Infrastructure / INF-R23	Amend	<p>Considers that INF-R23 should be amended to implement a separation distance of 60m from the gas transmission network, so as to provide a reasonably practicable solution to achieving the safe operation of the network and mitigation of risk for the wellbeing and health and safety of people and communities. The NZ/AS2885 framework and international advice in respect of the New Zealand context should be considered. Consideration has been given to sensitive activities (excluding residential activities) where the consequences of a pipeline failure may be increased because it is developed for use by sectors of the community who may be unable to protect themselves. Sensitive activities have a higher population density than residential activities and therefore greater separation distances are sought.</p>	<p>Amend INF-R23 (Sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission Pipeline Corridor) as follows:</p> <p>Sensitive activities (<u>excluding residential activities</u>), including the erection of buildings for sensitive activities, <u>within 60m of the Gas Transmission Network</u>. Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The extent to which the proposed activities are likely to compromise the stability and integrity of the gas transmission pipeline network and the operation, maintenance and upgrading of the <u>Gas Transmission Network-pipeline network</u>; 2. The risk of hazards affecting public or individual safety, and the risk of property damage; 3. Measures proposed to avoid or mitigate potential adverse effects on the <u>Gas Transmission pipeline Network</u>; 4. The outcome of any consultation with the owner and operator of the <u>Gas Transmission pipeline-Network</u>; and <u>Gas Transmission Pipeline Network</u>; and Whether the sensitive activity could be located a greater distance from the <u>Gas Transmission pipeline-Network Gas Transmission Pipeline-Network</u>. <p>...</p> <p>Notice of any application for resource consent</p> 	Accept in part	Yes
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					<p>under this rule must be served on the owner and operator of the Gas Transmission Pipeline <u>Network</u> in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.</p> <p>Note:</p> <p>This rule also applies to the establishment of a sensitive activity in an existing building, or any change of land use to a sensitive activity. If a resource consent application is made under this rule, the owner and operator of the Gas Transmission Pipeline <u>Network</u> will be considered an affected person in accordance with section 95E of the Act and notified of the application, where written approval is not provided.</p>		
Kāinga Ora – Homes and Communities	FS89.63	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R23	Oppose	Kāinga Ora opposes the changes sought. It is unclear where the spatial application of this rule will apply and as such a cost benefit analysis cannot be undertaken. Kāinga Ora opposes the amendments and introduction of the rule.	Disallow	Reject	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.65	Energy Infrastructure and Transport / Infrastructure / INF-R23	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R23 (Sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission Pipeline Corridor) as notified.	Accept in part	Yes

Firstgas Ltd	FS97.11	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R23	Support	Firstgas supports this submission which seeks to retain Rule INF – R23 as notified. Rule INF – R23 provides for sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission Pipeline Corridor as a Restricted Discretionary Activity. The requirement for consent as a Restricted Discretionary Activity allows for the proposed activity to be assessed against the relevant matters of discretion. This ensures that the activity is appropriately managed in relation to the potential effects associated with the Gas Transmission Pipeline. Firstgas as the owner and operator of the Gas Transmission Pipeline will be notified of an application under this rule where written approval has not been provided.	Allow		
Wellington City Council	266.64	Energy Infrastructure and Transport / Infrastructure / INF-R24	Amend	Considers that Rule INF-R24.2 (Connections to roads) states that the matters of discretion are “The matters in INF-P13.” However, INF-P13 relates to Infrastructure within riparian margins. This should instead reference (INF-P11 Connections to roads).	Amend matters of discretion under INF-R24.2 (Connections to roads) as follows: a. The matters in INF-P13P11.	Accept in part	Yes
Fire and Emergency New Zealand	273.34	Energy Infrastructure and Transport / Infrastructure / INF-R24	Support in part	Supports the rule as it requires connections to roads to comply with a list of standards. Considers it necessary to ensure that connections to roads accommodate access for fire appliances	Retain INF-R24 (Connections to roads) as notified.	Accept in part	No

				in situations where the site is located in an unreticulated area, or the length of the driveway exceeds hose run distances. Therefore supports INF-R24, subject to the relief sought under INF-S16.			
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.66	Energy Infrastructure and Transport / Infrastructure / INF-R24	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R24 (Connections to roads) as notified.	Accept in part	Yes
Kāinga Ora Homes and Communities	391.128	Energy Infrastructure and Transport / Infrastructure / INF-R24	Oppose in part	INF-R24 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-R24 (Connections to roads) and move the Rule to the Transport chapter.	Accept in part	Yes
Waka Kotahi NZ Transport Agency	FS103.8	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R24	Oppose	The transport network is a type of infrastructure. There are matters that are common to transport and other types of infrastructure and there are matters specific to transport. It is sensible and appropriate to group them as drafted in the proposed plan.	Disallow	Reject	Yes
Survey & Spatial New Zealand Wellington Branch	439.21	Energy Infrastructure and Transport / Infrastructure / INF-R24	Amend	Considers there may be a reference error in this rule - it refers to INF-S16 and INF-S17, but should instead refer to INF-15 and INF-16.	Amend INF-R24 (Connections to roads) to: 1. Activity status: Permitted Where: a. The connection provides site access for sites with no driveway, on-site parking or loading; and b. Compliance is achieved with INF-S16 INF-S15; Or c. The connection provides site access to an	Accept in part	Yes

					Urban Road (except a Transit Corridor) or a Rural Road (except National Highway) as identified in mapped in the road classification overlay; and d. Compliance is achieved with INF-S17 INF-S16.		
Fire and Emergency New Zealand	273.35	Energy Infrastructure and Transport / Infrastructure / INF-R25	Support in part	Supports the rule subject to amendments sought under INF-S13 and related Table 1. Amendments sought to INF-S13 includes the need to provide for unhindered vehicle access, including fire appliance access, on all roads. Considers it is necessary to ensure that controlled and discretionary activities under this rule require compliance with INF-S13, subject to the relief sought. In turn, a matter of control should include the consideration of fire access for activities which infringe this rule and associated standards. Considers it will give better effect to policy INF-P1 which seeks to provide for the functions and responsibilities of infrastructure as lifeline utilities during an emergency, as well as the relief sought under INF-P9.	Retain INF-R25 (New roads) as notified.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.67	Energy Infrastructure and Transport / Infrastructure / INF-R25	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R25 (New roads) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.129	Energy Infrastructure and Transport / Infrastructure / INF-R25	Oppose in part	INF-R25 is opposed as it divides transport related provisions between the	Delete INF-R25 (New roads) and move the Rule to the Transport chapter.	Reject	No

				transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.			
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.68	Energy Infrastructure and Transport / Infrastructure / INF-R26	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R26 (Structures near railway level crossings) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.47	Energy Infrastructure and Transport / Infrastructure / INF-R26	Amend	Considers that public safety at level crossings is crucial, and protection of sightlines is a key means of ensuring this. KiwiRail therefore support the inclusion of a rule and standard for sight triangles for railway level crossings. KiwiRail seek amendment to this rule to ensure it applies to all potential visual obstructions, not just structures, as listed in INF-S14.	Amend INF-R26 (Structures near railway level crossings) as follows: Structures near <u>Sightlines at railway level crossings</u> 1. Activity status: Permitted Where: a. Compliance is achieved with INF-S14.	Accept in part	Yes
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.39	Energy Infrastructure and Transport / Infrastructure / INF-S1	Support	INF-S1 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S1 (Health and safety) as notified.	Accept	No
Transpower New Zealand Limited	315.81	Energy Infrastructure and Transport / Infrastructure / INF-S1	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-S1 (Health and safety) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.40	Energy Infrastructure and Transport / Infrastructure / INF-S2	Support	INF-S2 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S2 (Underground infrastructure) as notified.	Accept	No
Powerco Limited	127.26	Energy Infrastructure and Transport / Infrastructure / INF-S2	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S2 (Underground infrastructure) as notified.	Accept	No

Transpower New Zealand Limited	315.82	Energy Infrastructure and Transport / Infrastructure / INF-S2	Support in part	Supports INF-S2, noting that where used in INF-R1, it has been clarified the standard applies to existing underground infrastructure.	Retain INF-S2 (Underground infrastructure), with amendment.	Accept in part	No
Transpower New Zealand Limited	315.83	Energy Infrastructure and Transport / Infrastructure / INF-S2	Support in part	Supports INF-S2, noting that where used in INF-R1, it has been clarified the standard applies to existing underground infrastructure.	Amend INF-S2 (Underground infrastructure) to include the clarification in INF-R1 that specifies that the standard applies to existing underground infrastructure (refer to INF-R1.1.c.i).	Reject	No
Wellington Electricity Lines Limited	355.40	Energy Infrastructure and Transport / Infrastructure / INF-S2	Support	Supports INF-S2 as it allows for electricity conductors to be placed beneath a natural waterbody.	Retain INF-S2 (Underground infrastructure) as notified.	Accept	No
Heidi Snelson	FS24.3	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S3	Oppose	Submitter seeks to undertake extensive earthworks without defined limits as specified by PDP in relation to depth or width or extent (across and beyond development).	Disallow / Seeks that submission be disallowed in part to limit prescribed/allowed earthworks to build areas only and check this is the case.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.41	Energy Infrastructure and Transport / Infrastructure / INF-S3	Support	INF-S3 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S3 (Earthworks) as notified.	Accept	No
Powerco Limited	127.27	Energy Infrastructure and Transport / Infrastructure / INF-S3	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S3 (earthworks) as notified.	Accept	No
Transpower New Zealand Limited	315.84	Energy Infrastructure and Transport / Infrastructure / INF-S3	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-S3 (Earthworks) as notified.	Accept	No

Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.42	Energy Infrastructure and Transport / Infrastructure / INF-S4	Oppose	INF-S4 relates to upgrading above ground infrastructure. Whilst it enables the upgrade of telecommunications poles to the greater of the existing height or standards in INF-S8, it does not include any provision for replacement of antennas, or making changes to the width of an antenna support headframe (only the support pole itself). Changes to address this are requested.	Amend Standard INF-S4 (Upgrading of aboveground infrastructure) as follows: ... 4. The diameter or width of a replacement pole or telecommunications pole or telecommunications pole antenna support headframe: a. Must not exceed twice that of the replaced pole at its widest point; or b. Where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed 4.2m; <u>4.A. The size of any antenna attached to a telecommunications pole shall not exceed the standards in INF-S9.</u>	Reject	No
Powerco Limited	127.28	Energy Infrastructure and Transport / Infrastructure / INF-S4	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S4 (Upgrading of aboveground infrastructure) as notified.	Accept in part	No
Transpower New Zealand Limited	315.85	Energy Infrastructure and Transport / Infrastructure / INF-S4	Support	Considers that specific to the National Grid, the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 ("NESETA") provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, considers INF-S4 is of limited relevance to	Retain INF-S4 (Upgrading of aboveground infrastructure) as notified.	Accept in part	No

				Transpower, but as notified, is supported.			
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.43	Energy Infrastructure and Transport / Infrastructure / INF-S5	Support	INF-S5 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S5 (New aboveground customer connections) as notified.	Accept in part	No
Powerco Limited	127.29	Energy Infrastructure and Transport / Infrastructure / INF-S5	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S5 (New aboveground customer connections) as notified.	Accept in part	No
Wellington Electricity Lines Limited	355.41	Energy Infrastructure and Transport / Infrastructure / INF-S5	Support in part	Supports INF-S5 in general, but considers the provision should specify conductor diameter.	Retain INF-S5 (New aboveground customer connections) with amendment,	Accept in part	No
Wellington Electricity Lines Limited	355.42	Energy Infrastructure and Transport / Infrastructure / INF-S5	Amend	Considers that INF-S5 should be amended to have the specification for the conductor diameter increased to 43mm to reflect technical considerations.	Amend INF-S5 (New aboveground customer connections) as follows: 1. The connection must not exceed three additional poles; and 2. The diameter of conductors, lines, pipes or cables must not exceed 30mm, and 43mm for conductors.	Accept	Yes
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.44	Energy Infrastructure and Transport / Infrastructure / INF-S6	Support	INF-S6 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S6 (Structures) as notified.	Accept	No
Powerco Limited	127.30	Energy Infrastructure and Transport / Infrastructure / INF-S6	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S6 (Structures) as notified.	Accept	No
Transpower New Zealand Limited	315.86	Energy Infrastructure and Transport / Infrastructure / INF-S6	Support	[No specific reason provided beyond decision requested -	Retain INF-S6 (Structures) as notified.	Accept	No

				refer to original submission]			
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.45	Energy Infrastructure and Transport / Infrastructure / INF-S7	Support	INF-S7 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S7 (Riparian setbacks) as notified.	Accept in part	No
Powerco Limited	127.31	Energy Infrastructure and Transport / Infrastructure / INF-S7	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S7 (Riparian setbacks) as notified.	Accept in part	No
Transpower New Zealand Limited	315.87	Energy Infrastructure and Transport / Infrastructure / INF-S7	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-S7 (Riparian setbacks) as notified.	Accept in part	No
Wellington Electricity Lines Limited	355.43	Energy Infrastructure and Transport / Infrastructure / INF-S7	Support in part	Supports INF-S7 in part, but seeks amendment to ensure consistency with INF-S2 that the riparian setbacks do not apply to infrastructure beneath the waterbody's bed.	Retain INF-S7 (Riparian setbacks), with amendment.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.2	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S7	Support	Removing unnecessary regulations from underground infrastructure in riparian margins associated with waterway crossings is supported.	Allow	Accept in part	No
Powerco Limited	FS61.2	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S7	Support	Removing unnecessary regulations from underground infrastructure in riparian margins associated with waterway crossings is supported.	Allow	Accept in part	No
Wellington Electricity Lines Limited	355.44	Energy Infrastructure and Transport / Infrastructure / INF-S7	Amend	Considers that INF-S7 should be amended to ensure consistency with INF-S2, which states that the riparian setbacks do not apply to infrastructure beneath the waterbody's bed.	Amend INF-S7 (Riparian setbacks) as follows: 1. No infrastructure shall be located on or in land within 10 metres of the bed of any river. This setback does not apply to infrastructure that is located within formed	Accept in part	No

					legal road or crosses a river along a bridge or <u>beneath the bed of the river.</u>		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.46	Energy Infrastructure and Transport / Infrastructure / INF-S8	Support	INF-S8 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S8 (Height of telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts) as notified.	Accept in part	No
Wellington Electricity Lines Limited	355.45	Energy Infrastructure and Transport / Infrastructure / INF-S8	Support in part	Supports INF-S8 in part, but seeks amendment to clarify the standard.	Retain INF-S8 (Height of telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts) with amendment.	Accept in part	No
Wellington Electricity Lines Limited	355.46	Energy Infrastructure and Transport / Infrastructure / INF-S8	Amend	Considers that INF-S8 should be clarified so that it applies to electricity infrastructure. As currently worded an interpretation could be made that the standards only apply to Telecommunication poles.	Amend the title of INF-S8 (Height of telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts) as follows: Height of <u>electricity and telecommunication poles</u> and associated antennas, lines and single pole support structures and meteorological masts.	Accept	Yes
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.47	Energy Infrastructure and Transport / Infrastructure / INF-S9	Support	INF-S9 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S9 (Antenna size) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.48	Energy Infrastructure and Transport / Infrastructure / INF-S10	Support	INF-S10 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S10 (Height of antenna attached to buildings) as notified.	Accept	No
Transpower New Zealand Limited	315.88	Energy Infrastructure and Transport / Infrastructure / INF-S12	Amend	Considers that, on the basis that the National Grid is a qualifying matter, INF-S12 should	Seeks that, subject to other amendments sought by the submitter to INF-S12 (Buildings,	Reject	No

				be included part of the ISPP process.	structures and activities in the National Grid Yard), the standard be included within the IPI and made subject to the ISPP process.		
Transpower New Zealand Limited	315.89	Energy Infrastructure and Transport / Infrastructure / INF-S12	Support in part	<p>Supports standard INF-S12 which supports INF-R22 on the basis it gives effect to Policy 10 and Policy 11 of the NPS-ET.</p> <p>Seeks amendment to the standard as follows:</p> <ul style="list-style-type: none"> - Replacement of clause 1 and 2 with a reference to general compliance with the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001). - Insertion of a new clause 2. relating to ensuring vehicular access is maintained to support structures. Considers access is an important component of the electricity transmission network and planning framework. Considers physical access to transmission lines achieves NPS-ET policies 2 and 10. Considers the rule is appropriate in the district plan as while Transpower has the legal right under the Electricity Act 1992 to access the lines, the physical ability to access the lines also needs to be protected and ensure the NPS-ET is given effect to, and the line is able to be 	Supports Standard INF-S12 (Buildings, structures and activities in the National Grid Yard), with amendment.	Accept in part	Yes

				<p>operated and maintained. Resource consent at the land use stage is an appropriate time and mechanism in which to manage the effects</p> <p>- Renumbering of clause 3.c. to make it a subset of the exemption within clause 3.b. Considers this means that compliance with clause 2.4.1 of NZECP as an exception, only applies to artificial crop and support structures as opposed to fences or any other activity.</p> <p>[Refer to original submission for full reason]</p>			
Transpower New Zealand Limited	315.90	Energy Infrastructure and Transport / Infrastructure / INF-S12	Amend	<p>Supports standard INF-S12 which supports INF-R22 on the basis it gives effect to Policy 10 and Policy 11 of the NPS-ET.</p> <p>Seeks amendment to the standard as follows:</p> <p>- Replacement of clause 1 and 2 with a reference to general compliance with the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001). Considers This ensures all the safety distances are complied with for all activities (and not just clearance distances).</p> <p>- Insertion of a new clause 2. relating to ensuring vehicular access is maintained to support structures. Considers access is an important component of the electricity transmission</p>	<p>Amend Standard INF-S12 (Buildings, structures and activities in the National Grid Yard) as follows:</p> <p>INF-S12 Buildings, structures and activities in the National Grid Yard All Zones</p> <p>1. <u>All buildings and structures in the National Grid Yard must comply with the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions. The building or structure must have a minimum vertical clearance of 10m below the lowest point of a conductor under all transmission line and building operating conditions; or</u></p>	Accept in part	Yes

				<p>network and planning framework. Considers physical access to transmission lines achieves NPS-ET policies 2 and 10. Considers the rule is appropriate in the district plan as while Transpower has the legal right under the Electricity Act 1992 to access the lines, the physical ability to access the lines also needs to be protected and ensure the NPS-ET is given effect to, and the line is able to be operated and maintained. Resource consent at the land use stage is an appropriate time and mechanism in which to manage the effects</p> <p>- Renumbering of clause 3.c. to make it a subset of the exemption within clause 3.b. Considers this means that compliance with clause 2.4.1 of NZECP as an exception, only applies to artificial crop and support structures as opposed to fences or any other activity.</p> <p>[Refer to original submission for full reason]</p>	<p>2. <u>Must not result in the loss of vehicular access to a National Grid support structure. Must meet the safe electrical clearance distances required by New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions.</u></p> <p>3. ... e. <u>iii.</u> Meets the requirements of clause 2.4.1 of New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663.</p>		
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391.144	Energy Infrastructure and Transport/Infrastructure/INF-S12	Amend	Considers that INF-S12 should be amended to have less specific requirements.	Amend INF-S12 (Buildings, structures and activities in the National Grid Yard) as follows: 1. The building or structure must have a minimum vertical clearance of 10m below the lowest point of a conductor under all transmission line and building operating conditions; or 2. Must meet the safe electrical clearance distances required by New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions. 3. The building or structure must be located at least 12m from the outer visible edge of a foundation of a National Grid transmission line tower or pole, except where it: a. Is a fence not exceeding 2.5m in height that is located at least: i. 6m from the outer visible edge of a foundation of a National Grid transmission line tower; or ii. 5m from the outer visible edge of a foundation of a National Grid transmission line pole. b. Is an artificial crop protection structure or crop support structure not exceeding 2.5m in height and located at least 8m from a National Grid transmission line	Reject	No
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					<p>pole that:</p> <ul style="list-style-type: none"> i. Is removable or temporary to allow a clear working space of 12m from the pole for maintenance; and ii. Allows all weather access to the pole and a sufficient area for maintenance equipment, including a crane; or c. Meets the requirements of clause 2.4.1 of New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663. 		
Kāinga Ora Homes and Communities	391.130	Energy Infrastructure and Transport / Infrastructure / INF-S12	Oppose in part	INF-S12 is opposed as it provides specific requirements regarding the National Grid and amendments to the package of the provisions is sought.	Opposes INF-S12 (Buildings, structures and activities in the National Grid Yard) and seeks amendment.	Reject	No
Transpower New Zealand Limited	FS29.12	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S12	Oppose	<p>The submission is not clear as to why INF-S12 is opposed and the reasoning for the amendments sought.</p> <p>Subject to amendment as sought in its submission, Transpower supports INF-S12 on the basis it gives effect to policies 10 and 11 of the NPSET.</p>	Disallow	Accept in part	No
Avryl Bramley	202.20	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Considers that cycles have different speeds and should be classified differently.	Amend Table 1 of the Infrastructure chapter (Design of roads) to remove requirements for Footpath and Cycles until further work is undertaken to classify different types of cycles.	Reject	No
Powerco Limited	FS61.33	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S13	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept in part	No

Fire and Emergency New Zealand	273.36	Energy Infrastructure and Transport / Infrastructure / INF-S13	Support in part	Supports the standard insofar as it requires minimum road widths to be constructed in accordance with Table 1, to provide unhindered vehicle access including fire appliance access. Notwithstanding, the minimum requirements for Local Street M5 P3 are insufficient for fire appliances. Therefore considers it is appropriate to ensure that criterion 3 of this standard ensures that the minimum width of roads provides for fire appliance access, as well as the other considerations listed.	Support INF-S13 (Design of roads) with amendment.	Reject	No
Fire and Emergency New Zealand	273.37	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Supports the standard insofar as it requires minimum road widths to be constructed in accordance with Table 1, to provide unhindered vehicle access including fire appliance access. Notwithstanding, the minimum requirements for Local Street M5 P3 are insufficient for fire appliances. Therefore considers it is appropriate to ensure that criterion 3 of this standard ensures that the minimum width of roads provides for fire appliance access, as well as the other considerations listed.	Amend INF-S13 (Design of roads) as follows: ... 3. Roads must have at least the minimum widths in accordance with Table 1 – INF: Design of Roads –One Network Framework: a. Minimum total, legal width; and b. Minimum width to provide for: ... vi. Infrastructure; and vii. Street trees; and viii. Fire appliance access	Reject	No

Fire and Emergency New Zealand	273.38	Energy Infrastructure and Transport / Infrastructure / INF-S13	Support in part	Notes that a fire appliance requires, as a minimum, access which is 4 metres in width and 4 metres in height clearance, with a maximum gradient of 1 in 5 (and accompanying transition ramps). Within urban areas, Table 1 states that roads classified as 'Local Street M5 P3' are only required to have a minimum of one lane with a traffic width of 3.5m which would be insufficient for fire appliances. Local Street M5 P3 applies to roads with no vehicle access to frontage and may result in the full length of a single lane road being used for parking (with no breaks usually achieved with vehicle accesses). Street design, including beautification features such as street trees and furniture, can further hinder the ability for FENZ to efficiently and effectively respond to emergency call outs.	Supports Table 1 - INF: Design of Roads - One Network Framework, with amendment.	Reject	No
Fire and Emergency New Zealand	273.39	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Notes that a fire appliance requires, as a minimum, access which is 4 metres in width and 4 metres in height clearance, with a maximum gradient of 1 in 5 (and accompanying transition ramps). Within urban areas, Table 1 states that roads classified as 'Local Street M5 P3' are only required to have a minimum of one lane with a traffic width of 3.5m which would be insufficient for	Amend Table 1 - INF: Design of Roads - One Network Framework: Local Street M5 P3: 1 x 3.5 <u>1 x 4</u>	Reject	No

				fire appliances. Local Street M5 P3 applies to roads with no vehicle access to frontage and may result in the full length of a single lane road being used for parking (with no breaks usually achieved with vehicle accesses). Street design, including beautification features such as street trees and furniture, can further hinder the ability for FENZ to efficiently and effectively respond to emergency call outs.			
Waka Kotahi	370.90	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Definition of target speed has been removed from this chapter but Table 1 still has target speed.	Seeks to remove target speed from table 1 of INF-13 (Design of roads).	Accept	Yes
Waka Kotahi	370.91	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Considers that roads should be designed to suit the desired form and function (under the One Network Framework), with the posted speed limit being an output of that process, rather than an input and aligned with the current speed management review.	Seeks for the policy to align existing posted speed limits with the One Network Framework and current speed management review.	Accept	Yes
Kāinga Ora Homes and Communities	391.131	Energy Infrastructure and Transport / Infrastructure / INF-S13	Oppose in part	INF-S13 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-S13 (Design of roads) from the Infrastructure Chapter and move the Standard to the Transport chapter.	Reject	No
Living Streets Aotearoa	482.32	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Supports the use of native Wellington species as street trees.	Seeks that Table 3 - INF: Street Tree Species List is amended to have more native Wellington tree species used as street trees. [Inferred decision requested]	Accept in part	Yes

Living Streets Aotearoa	482.33	Energy Infrastructure and Transport / Infrastructure / INF-S13	Not specified	<p>Considers that vehicle space should be limited on all roads to support the desired mode shift. Additional vehicle lane width or numbers have negative effects.</p> <p>[Refer to original submission for full detail].</p>	Seeks that vehicle space is limited on all roads.	Reject	No
KiwiRail Holdings Limited	408.48	Energy Infrastructure and Transport / Infrastructure / INF-S14	Amend	<p>Seeks amendment to INF-S14 to ensure the standard captures all visual obstructions, including structures and planting, and to provide protection for the sightlines in the event of any new level crossing being established.</p> <p>KiwiRail note that there are no Stop or Give Way Controlled public level crossings in Wellington City at the present time. While KiwiRail typically do not support the creation of new level crossings given the safety risks associated with this, the potential for Stop of Give Way Controlled level crossings being established over the expected life of the District Plan cannot be eliminated, noting Let's Get Wellington Moving light rail proposals.</p>	<p>Amend INF-S14 (Sight Triangles for Railway Level Crossings) as follows:</p> <p><u>Buildings, structures, planting</u> or other visual obstructions must not be located within the restart or approach sightline areas of railway level crossings as shown in the shaded areas of Figure 1 – INF: Restart Sightlines and Figure 2 – INF: <u>Approach Sightlines</u> below</p>	Accept	Yes
KiwiRail Holdings Limited	408.49	Energy Infrastructure and Transport / Infrastructure / INF-S14	Amend	<p>Seeks amendment to INF-S14 to ensure the standard captures all visual obstructions, including structures and planting, and to provide protection for the sightlines in the event of any new level crossing being established.</p>	<p>Add new figure being Figure 2 – INF: Approach Sightlines to INF-S14 (Sight Triangles for Railway Level Crossings).</p> <p>[Refer to original submission for figure that is sought to be added]</p>	Accept	Yes

				KiwiRail note that there are no Stop or Give Way Controlled public level crossings in Wellington City at the present time. While KiwiRail typically do not support the creation of new level crossings given the safety risks associated with this, the potential for Stop of Give Way Controlled level crossings being established over the expected life of the District Plan cannot be eliminated, noting Let's Get Wellington Moving light rail proposals.			
Survey & Spatial New Zealand Wellington Branch	439.22	Energy Infrastructure and Transport / Infrastructure / INF-S15	Amend	Considers that a 1.5m minimum pedestrian access width is more appropriate than the proposed 1.8m.	Amend INF-S15 (Connection to roads - sites with pedestrian, cycling and micromobility site access only) to: 1) For sites with frontage to a road: a) The direct legal road frontage must have a width of at least 1.8m <u>1.5m</u> . 2) For sites with no frontage to a road: a) Access must be provided to a road via an access easement with a width of at least 1.8m <u>1.5m</u>	Reject	No
Fire and Emergency New Zealand	273.40	Energy Infrastructure and Transport / Infrastructure / INF-S16	Support in part	Considers a 3m driveways are insufficient where driveway lengths are such that fire appliances could not tackle property or vegetation fires from an accessible, legal road. A fire appliance requires, as a minimum, access which is 4 metres in width and 4m in height clearance, with a required to provide access for fire	Amend INF-S16 (Connection to roads - driveways), with amendment.	Accept in part	Yes

				appliances, which may need to include access to on-site firefighting water supply maximum gradient of 15% (and accompanying transition ramps). It is considered therefore that an exclusion to maximum driveway access widths, for the full length of any driveway, ought to be included for driveways which are enquired to provide access for fire appliances, which may need to include access to on-site firefighting water supply.			
Pukepuke Pari Residents Incorporated	FS37.25	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S16	Support	Support the Fire Service access requirements and note that this is relevant to health and safety issues raised in their September 2022 submission as Qualifying Matters relating to Hay Street and the 'Hay Street Extension'. The narrowness of Hay St and the Hay St Extension in particular make high density intensification inappropriate.	Allow	Accept in part	Yes
Don MacKay	FS94.25	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S16	Support	Supports the Fire Service access requirements and note that this is relevant to health and safety issues raised above as Qualifying Matters relating to Wilkinson Street. The steepness and narrowness of Wilkinson Street make high density intensification inappropriate.	Allow	Accept in part	Yes

Fire and Emergency New Zealand	273.41	Energy Infrastructure and Transport / Infrastructure / INF-S16	Amend	<p>Considers a 3m driveways are insufficient where driveway lengths are such that fire appliances could not tackle property or vegetation fires from an accessible, legal road. A fire appliance requires, as a minimum, access which is 4 metres in width and 4m in height clearance, with a required to provide access for fire appliances, which may need to include access to on-site firefighting water supply maximum gradient of 15% (and accompanying transition ramps). It is considered therefore that an exclusion to maximum driveway access widths, for the full length of any driveway, ought to be included for driveways which are enquired to provide access for fire appliances, which may need to include access to on-site firefighting water supply.</p>	<p>Amend INF-S16 (connections to roads - driveways) as follows:</p> <p>...</p> <p><u>10. Any access to a site located in an area where no fully reticulated water supply system is available, or having a length greater than 50 metres when connected to a road that has a fully reticulated water supply system including hydrants, must be designed to accommodate a fire appliance design vehicle of at least 2.5 metres wide and 13 metres long and with a minimum gross mass of 25 tonne including:</u></p> <p><u>a. a gradient of no more than 15% at any point;</u> <u>and</u> <u>b. a minimum clear passageway and/or vehicle crossing of at least 3.5 metres width at the site entrance, internal entrances and between buildings; and</u> <u>c. a minimum formed carriageway width of 4 metres; and</u> <u>d. a height clearance of at least 4 metres; and</u> <u>e. a design that is free of obstacles that could hinder access for emergency service vehicles.</u> <u>f. The provision of hardstand and turnaround areas with maximum gradient of 5% in all directions</u></p>	Reject	No
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The Retirement Villages Association of New Zealand Incorporated	FS126.33	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S16	Oppose	The RVA opposes the relief sought in this submission as matters relating to fire-fighting servicing are already provided for under the Building Act and it is inappropriate to duplicate controls under the Proposed Pan.	Disallow	Reject	No
Ryman Healthcare Limited	FS128.33	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S16	Oppose	Ryman opposes the relief sought in this submission as matters relating to fire-fighting servicing are already provided for under the Building Act and it is inappropriate to duplicate controls under the Proposed Pan.	Disallow	Reject	No
Rimu Architects Ltd	318.16	Energy Infrastructure and Transport / Infrastructure / INF-S16	Amend	<p>Considers that INF-S16 should be amended due to the following reasons:</p> <p>At 1, The section does not allow for ROW from another site creating what is apparently a second vehicle crossing for a site.</p> <p>At 2, The section requiring a 99th percentile vehicle is in not consistent with the TR-S6 requirement that the minimum design vehicle for driveways must be a 4.91m x 1.87m vehicle (85th percentile vehicle).</p> <p>At 3, level 1, 2 and 3 Driveways listed are described in the transport section at Table 8- TR (setting out the vehicle movements each category allows for) and Table 9- TR (setting out the design requirements foreach of the categories. A link or reference would</p>	<p>Amend INF-S16 (Connection to roads - driveways) as follows:</p> <ol style="list-style-type: none"> 1. The number of vehicle crossings per site must not exceed one. <u>Where a vehicle crossing serves a right of way from another site it shall be assigned to that site and not to the site where the crossing is located.</u> 2. The minimum design vehicle for a vehicle crossing is a <u>4.51m x 1.87m vehicle (85th percentile vehicle)</u> 5.20m x 1.94m vehicle (99th percentile vehicle) 3. For Urban Roads, the length of a vehicle crossing parallel to the road must be no more than: <ol style="list-style-type: none"> a. 3m for driveways level 1 b. 6m for driveways level 2 and 4 c. <u>6m for a crossing leading to a double garage or double carport within 5m of the street</u> 	Reject	No

				<p>have been useful the requirements of Table 9 - TR mean that a driveway may need to approach the carriageway at an angle rather than perpendicularly. The proposed wording at d. addresses this.</p> <p>There is also no mention of the TR-R3 1b) requirement that 'the access is not to a state highway.'</p> <p>Apart from this, it is common for houses to have a double garage or double carport facing the street. this situation should also be allowed for. The proposed wording at c. addresses this.</p>	<p><u>boundary</u> <u>d. where meeting the requirements of Table 9-TR means a driveway perpendicular to the carriageway is not possible, the maximum vehicle crossing length increases to 6m for driveways level 1 and 9m for driveways level 2 and 3</u> <u>(See Table 8 -TR for the classification of driveways and Table 9 - TR for the design of driveways)</u> 4. For Rural Roads: </p>		
Waka Kotahi	370.92	Energy Infrastructure and Transport / Infrastructure / INF-S16	Amend	<p>Considers that longer setback for driveways on local roads that intersect with a state highway, in accordance with New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/3. [See original submission Appendix A]</p>	<p>Amend to include a standard requiring that roads intersecting a state highway intersection comply with the New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/3 – Guidelines for minimum accessway spacing requirements</p> <p>[see original submission Appendix A].</p>	Accept	Yes
Waka Kotahi	370.93	Energy Infrastructure and Transport / Infrastructure / INF-S16	Amend	<p>Considers that longer sight distances, especially for the higher speeds, in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/1. [See original submission Appendix B.]</p>	<p>Amend to standards in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B Accessway standards and guidelines, Section 5B/1 Sight distances.</p> <p>[see original submission Appendix B].</p>	Accept	Yes

Kāinga Ora Homes and Communities	391.132	Energy Infrastructure and Transport / Infrastructure / INF-S16	Oppose in part	INF-S16 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-S16 (Connection to roads - driveways) from the Infrastructure Chapter and move the Standard to the Transport chapter.	Accept	Yes
KiwiRail Holdings Limited	408.50	Energy Infrastructure and Transport / Infrastructure / INF-S16	Support	Supports the requirement for vehicle crossings to be setback a minimum of 30m from a railway level crossing as specified in clause 8.	Retain INF-S16 (Connection to roads - driveways) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.133	Energy Infrastructure and Transport / Infrastructure / INF-S17	Oppose in part	INF-S17 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-S17 (Intersections) from the Infrastructure Chapter and move the Standard to the Transport chapter.	Reject	No
Meridian Energy Limited	228.25	Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose in part	<p>Considers the expression 'infrastructure' potentially captures regionally significant infrastructure, including renewable electricity generation activities. Meridian understood the intention of the Plan to be that the rules for renewable electricity generation activities, structures and buildings would be wholly contained in the REG chapter.</p> <p>Considers the note in the preamble is not entirely helpful in clarifying this in relation to regionally significant infrastructure such as renewable electricity generation activities. The standards listed for general infrastructure activities in the coastal environment</p>	<p>Amend the Introduction to Chapter INF-CE Infrastructure Coastal Environment Rules, by inserting the following (or similar) clarification note:</p> <p><u>The rules applicable to renewable electricity generation activities in the coastal environment, including in areas of high and very high coastal natural character, are contained in Chapter REG Renewable Electricity Generation. The rules in Chapter INF-CE Infrastructure Coastal Environment do not apply to renewable electricity generation activities in the coastal environment, including in areas of high and very high coastal natural</u></p>	Accept in part	No

				are entirely inappropriate for renewable electricity generation activities and structures and should not be construed as a 'permitted baseline' for renewable electricity generation activities there, and particularly not for existing wind farms.	<u>character in the coastal environment.</u>		
Meridian Energy Limited	228.26	Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Amend	<p>Considers the expression 'infrastructure' potentially captures regionally significant infrastructure, including renewable electricity generation activities. Meridian understood the intention of the Plan to be that the rules for renewable electricity generation activities, structures and buildings would be wholly contained in the REG chapter.</p> <p>Considers the note in the preamble is not entirely helpful in clarifying this in relation to regionally significant infrastructure such as renewable electricity generation activities. The standards listed for general infrastructure activities in the coastal environment are entirely inappropriate for renewable electricity generation activities and structures and should not be construed as a 'permitted baseline' for renewable electricity generation activities there, and particularly not for existing wind farms.</p>	<p>Amend the Introduction to the Infrastructure Coastal Environment Rules chapter, by inserting the following (or similar) clarification note:</p> <p><u>The rules applicable to renewable electricity generation activities in the coastal environment, including in areas of high and very high coastal natural character, are contained in Chapter REG Renewable Electricity Generation. The rules in Chapter INF-CE Infrastructure Coastal Environment do not apply to renewable electricity generation activities in the coastal environment, including in areas of high and very high coastal natural character in the coastal environment.</u></p>	Accept in part	No

Transpower New Zealand Limited	315.91	Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Amend	<p>The submitter has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines. Both the Oteranga Bay (designation TPR4) and Te Hikowhenua Shore Electrode Station (designation TPR5) are within areas of “High Coastal Natural Character” noting there are no existing assets within the identified “High Coastal Natural Character” outside the designations.</p> <p>Transpower has no existing assets in area of “Very High Coastal Natural Character”.</p> <p>Supports the introductory text but seeks clarification that the National Grid is subject to specific policies and rules within the sub-chapter and the general sub-chapter provisions do not apply.</p> <p>[see original submission for images supplied]</p>	<p>Amend the introduction to the Infrastructure Coastal Environment (INF-CE) chapter as follows:</p> <p>This sub-chapter applies to infrastructure within the Coastal Environment. It applies in addition to the principal Infrastructure Chapter.</p> <p><u>Included within the sub-chapter are provisions specific to the National Grid (NG) and Gas Transmission Pipelines Corridor (GTPC). For the avoidance of doubt, other sub-chapter policies and rules within this sub-chapter do not apply to the National Grid.</u></p> <p>Note: The objectives of the Infrastructure Chapter apply.</p>	Accept in part	Yes
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Royal Forest and Bird Protection Society	345.43	Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Support in part	Considers the provisions should be no less protective than those in the Coastal Environment chapter. The provisions in this chapter should mirror the Coastal Environment provisions, with the amendments made as sought by F&B in respect of that chapter. We also repeat the submissions made in respect of the Coastal Environment chapter. Provisions that only protect areas of high natural character, and do not also protect other areas of natural character in the coastal environment, do not give effects to policy 13 Zipser therefore seek that any provisions in this chapter that apply to high natural character apply to all areas of natural character in the coastal environment.	Amend the INF-CE chapter to be as protective as the Coastal Environment chapter and align with direction set out in Policy 13 of the NZ Coastal Policy Statement.	Accept in part	No
Transpower New Zealand Limited	FS29.20	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	Given the general nature of the relief sought, Transpower opposes the submission point.	Disallow / Seeks that submission is disallowed in part in so far as the relief sought is inconsistent with that sought in Transpower's submission.	Accept in part	No
Wellington International Airport Limited	FS36.62	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	WIAL submits that there are numerous provisions within the NZCPS that need to be considered and balanced within the Proposed Plan, not just Policy 13. Furthermore, the Coastal Environment has been broadly defined in the Proposed Plan, meaning that broadly drafted provisions could have perverse outcomes for existing, built up,	Disallow	Accept in part	No

				urban areas of the District.			
Meridian Energy Limited	FS101.32	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	Considers that the RMA, NZCPS and RPS do not require that all of the natural character of the coastal environment (which includes modified natural character) is to be protected.	Disallow	Accept in part	No
Waka Kotahi NZ Transport Agency	FS103.9	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	NZCPS Policy 13 stipulates that the coastal environment be protected from inappropriate subdivision, use and development. Waka Kotahi considers that the INF-CE chapter is clear on what grounds infrastructure is appropriate for that environment.	Disallow	Accept in part	No
Royal Forest and Bird Protection Society	345.44	Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Support in part	Considers that the rules of the INF-CE chapter be amended to give effect to submission points on INF-CE policies above, and also to mirror the rules (as amendment by F&B submissions) in the CE chapters. Rules should be as protective as those sought by F&B in the CE chapter.	Amend the rules of the INF-CE chapter to align with feedback provided on previous submission points on this chapter.	Reject	No
Transpower New Zealand Limited	FS29.21	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	Given the general nature of the relief sought, Transpower opposes the submission point.	Disallow / Seeks that submission is disallowed in part in so far as the relief sought is inconsistent with that sought in Transpower's submission.	Accept in part	No
Wellington International Airport Limited	FS36.63	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	WIAL submits that there are numerous provisions within the NZCPS that need to be considered and balanced within the Proposed Plan, not just Policy 13. Furthermore, the Coastal Environment	Disallow	Accept in part	No

				has been broadly defined in the Proposed Plan, meaning that broadly drafted provisions could have perverse outcomes for existing, built up, urban areas of the District.			
Meridian Energy Limited	FS101.33	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	Meridian does not agree that the rules in the CE chapter should be replicated in this INF-CE chapter, for the reasons explained in its own submission point 228.25. The CE chapter rules are not tailored for or appropriate for large scale renewable electricity generation facilities.	Disallow	Accept in part	No
Taranaki Whānui ki te Upoko o te Ika	389.56	Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Amend	[No specific reason given beyond decision requested - refer to original submission].	Amend 'Other relevant District Plan provisions' to include Sites and Areas of Significance to Māori chapter.	Reject	No
Greater Wellington Regional Council	FS84.119	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Support	Greater Wellington support the inclusion and protection of SASM.	Allow / Seek provisions which protect SASM.	Reject	No
Wellington International Airport Ltd	406.110	Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Amend	Considers that many infrastructure providers have a functional or operational requirement to locate in a certain area, even if that area is subject to natural hazard risk. Such infrastructure providers natural hazard tolerance is therefore inherently different to those without the same operational and functional need to locate in such areas. [See original submission for full reason]	Seeks that infrastructure located within the high hazard area of the Coastal Hazard Overlay, between Lyall Bay and Moa Point, is exempt from the provisions relating to the high hazard area of the Coastal Hazard Overlay.	Accept in part	Yes

Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.49	Energy Infrastructure and Transport / Infrastructure Coastal Environment / New INF-CE	Oppose	Considers that the INF-CE chapter is unclear and should have a new rule clarifying if customer connections are regulated by this chapter. If they are it is assumed that the rules that apply to new infrastructure would then apply which may inappropriately constrain provision of customer connections to existing activities within the Coastal Environment.	Add a new rule to the Infrastructure Coastal Environment chapter providing for customer connections in the Coastal Environment as a permitted activity, provided any underground connection complies with INF-S3, and any overhead connection is only permitted where it is from existing overhead network reticulation.	Accept in part	Yes
Wellington Electricity Lines Limited (WELL)	FS27.1	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / New INF-CE	Support	WELL support the submission point as the new rule will similarly enable customer connections to the electricity supply network without inadvertently requiring land use consent. WELL agree with the submitter that customer connections in the Coastal Environment should be clearly identified as a permitted activity, yet subject to the connection being underground and compliant with INF-S3. Accepting this submission point will assist in clarifying WELL's activities in the Coastal Environment.	Allow	Accept in part	Yes

Transpower New Zealand Limited	315.92	Energy Infrastructure and Transport / Infrastructure Coastal Environment / New INF-CE	Amend	<p>Considers that Transpower has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines.</p> <p>Considers the existing assets are regulated by the designations and the NESETA, noting that s43D RMA prescribes the relationship between designations and the NESETA. Policy P26 relates to existing National Grid assets within the Coastal Environment, and recognises the existing assets. The policy approach within P26 is supported and gives effect to Policies 2 and 5 of the NPS-ET. A minor amendment is sought to include “minor upgrade”, in recognition of the existing assets. A minor upgrade may be something like increasing the height of a pole support structure, or moving the same dimensioned pole within 5m of its existing location, or adding on an additional insulator.</p>	<p>Option 2: Add new National Grid specific policy as follows:</p> <p><u>INF-NG-P2 Operation, and maintenance and minor upgrade of the National Grid</u></p> <p><u>Provide for the operation, maintenance and minor upgrade of the National Grid while managing the adverse effects of these activities.</u></p>	Accept in part	Yes
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Transpower New Zealand Limited	315.93	Energy Infrastructure and Transport / Infrastructure Coastal Environment / New INF-CE	Amend	<p>Opposes INF-CE-P32 and proposes an amended policy framework specific to the National Grid.</p> <p>Considers that the policy does not give effect to the NPS-ET (noting the NPS-ET also applies to the coastal environment) in that:</p> <ul style="list-style-type: none"> - The directive wording “only allow’ within the policy does not reflect the enabling wording used in the NPS-ET. - The NPS-ET does not require that natural character be maintained or restored. Rather Policy 8 of the NPS-ET requires a ‘seek to avoid’ approach with policies 3 and 4 prescribing the matters to consider and have regard to. - The NPS-ET does not require significant adverse effects be avoided, rather policy 8 prescribes a seek to avoid approach. <p>It is also noted that although the National Grid is recognised of national significance within the NPS-ET (being a higher order policy document) it is afforded the exact same policy framework as other infrastructure (as provided in INF-CE P25). This further reinforces Transpower’s concerns the PDP does not give effect to the NPS-ET.</p>	<p>Add a new National Grid specific in the <u>Infrastructure Coastal Environment chapter policy as follows:</u></p> <p><u>INF-NG-P6 Development of the National Grid Provide for the development of the National Grid</u></p> <p><u>1. In urban zoned areas, development should minimise adverse effects on urban amenity and should avoid material adverse effects on the Commercial and Mixed-Use zones, and areas of high recreational or amenity value and existing sensitive activities.</u></p> <p><u>2. Seek to avoid the adverse effects of the National Grid within areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED8 - Significant Natural Areas, and SCHED11 – Special Amenity Landscapes, outside the coastal environment.</u></p> <p><u>3. where the National Grid has a functional need or operational need to locate within the coastal environment, manage adverse effects by:</u></p> <p><u>a. Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11</u></p>	Accept in part	Yes
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– Special Amenity Landscapes, and the Coastal Margin.
b. where it is not practicable to avoid adverse effects on the values of the areas in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin because of the functional needs or operational needs of the National Grid, remedy or mitigate adverse effects on those values.
c. Seeking to avoid significant adverse effects on:
i. other areas of natural character
ii. natural attributes and character of other natural features and natural landscapes
iii. indigenous biodiversity values that meet the criteria in Policy 11(b) of the NZCPS 2010
d. Avoiding, remedying or mitigating other adverse effects to the extent practicable; and
e. Recognising there may be some areas within SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin, where avoidance of adverse effects is

					<p>required to protect the identified values and characteristics.</p> <p>4. Remedy or mitigate any adverse effects from the operation, maintenance, upgrade, major upgrade or development of the National Grid which cannot be avoided, to the extent practicable; and</p> <p>5. When considering the adverse effects in respect of 1-3 above:</p> <p>a. Have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection; and</p> <p>b. Consider the constraints arising from the operational needs or functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects</p>		
Royal Forest and Bird Protection Society	345.45	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Oppose	Considers the policy does not give effect to Policy 13 of NZCPS. Considers it is not appropriate to apply an 'allow' direction to activities in the coastal environment, particularly not for upgrading, which can cause significant adverse effects	Amend INF-CE-P14 (Operation, maintenance, and repair of existing infrastructure within the coastal environment) to not "allow" for infrastructure activities in the coastal environment.	Reject	No
Meridian Energy Limited	FS101.34	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Oppose	Considers that policy INF-P14 applies to existing lawfully established facilities. It is appropriate to allow upgrading of existing facilities, which potentially has substantially lesser environmental effects than having to establish new or expanded	Disallow	Accept	No

				renewable electricity generation facilities elsewhere (including in the coastal environment).			
Waka Kotahi	370.94	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins) as notified.	Accept in part	No
Director-General of Conservation	385.17	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Support	Supports proposed Policy INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins.)	Retain policy INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept in part	No
CentrePort Limited	402.58	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Support	Support the intent of this policy.	Retain INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept in part	No
Wellington International Airport Ltd	406.111	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Oppose	Opposes this policy insofar as it encourages the duplication of controls within the coastal environment that can otherwise be managed by the general infrastructure provisions. [See paragraphs 4.30 to 4.31 and 4.46 to 4.49 of original submission for full reason]	Delete INF-CE-P14 (Operation, maintenance and repair of existing infrastructure with the coastal environment) in its entirety.	Accept in part	Yes

KiwiRail Holdings Limited	408.51	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Support	Supports providing for the operation, maintenance, repair and upgrading of existing infrastructure, and new infrastructure within the coastal environment. Parts of the rail network in Wellington City are within the coastal environment area.	Retain INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.46	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Support in part	Considers the policy needs to be extended to apply to any area of natural character in the coastal environment.	Amend INF-CE-P15 (Operation, maintenance, and repair of existing infrastructure within the coastal environment) to apply to any area of natural character in the coastal environment.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.3	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Oppose	No revised policy wording has been proposed to determine the impact of any change. We reserve our position on any amendments to this policy pending ensuring any revised wording does not seek a threshold more restrictive than avoiding significant adverse effects in areas in the coastal environment given that no areas of outstanding natural character have been included in the Proposed District Plan.	Disallow	Accept	No
Wellington International Airport Limited	FS36.64	Part 2/ Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE-P15	Oppose	WIAL submits that there are numerous provisions within the NZCPS that need to be considered and balanced within the Proposed Plan. Furthermore, the Coastal Environment has been broadly defined in the Proposed Plan, meaning that broadly drafted provisions could have	Disallow	Accept	No

				perverse outcomes for existing, built up, urban areas of the District.			
Powerco Limited	FS61.3	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Oppose	No revised policy wording has been proposed to determine the impact of any change. We reserve our position on any amendments to this policy pending ensuring any revised wording does not seek a threshold more restrictive than avoiding significant adverse effects in areas in the coastal environment given that no areas of outstanding natural character have been included in the Proposed Plan.	Disallow	Accept	No
KiwiRail Holdings Limited	FS72.31	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure Coastal Environment / INF-CE-P15	Oppose	Rejects broadening the application of this policy and considers reference to the overlays as notified should be retained. Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National	Disallow	Accept	No

				Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Meridian Energy Limited	FS101.35	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Oppose	Considers that the RMA, NZCPS and RPS do not require that all of the natural character of the coastal environment (which includes modified natural character) is to be managed in the way the submitter proposes.	Disallow	Accept	No
Waka Kotahi	370.95	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P15 (Operation, maintenance and repair of existing infrastructure within the coastal environment: - Within high coastal natural character areas) as notified.	Accept	No
Director-General of Conservation	385.18	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Support	Supports proposed Policy INF-CE-P15 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within high coastal natural character areas).	Retain policy INF-CE-P15 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within high coastal natural character areas) as notified.	Accept	No

Yvonne Weeber	340.18	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Amend	Considers INF-CE-P16 should be amended to include the maintenance and restoration of the natural character and avoid any significant adverse effects on the natural character in the same way as INF-CE-P19.	<p>Amend INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones) as follows:</p> <p>- Within coastal and riparian margins.</p> <p>Allow for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones- <u>where:</u></p> <p><u>1. Related earthworks are of a scale that consider the maintenance and restoration the natural character; and</u></p> <p><u>2. Any significant adverse effects on the natural character are avoided and any other adverse effects on the natural character are avoided, remedied or mitigated.</u></p> <p><u>3. Any significant adverse effects on the natyral character are avoided and any adverse effects on the natural character are avoided, remedied or mitigated.</u></p>	Reject	No
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Wellington International Airport Limited	FS36.65	Part 2/ Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE-P16	Oppose	The proposed amendments seek to replicate provisions of the NZCPS. This does not assist plan users as it provides no further direction than that set out in higher order documents. Furthermore, it is inappropriate to apply the NZCPS to riparian (river) margins.	Disallow / Seeks that part of the submission be disallowed.	Accept	No
Royal Forest and Bird Protection Society	345.47	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Oppose in part	Considers this policy does not give effect to policy 13 of NZCPS.	Amend INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones) to require protection of natural character regardless of zoning.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.4	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Oppose	Operation and maintenance and repair of existing infrastructure in urban zones in the coastal environment should have a permissive regulatory regime supported by Policy INF-CE-P16 as notified.	Disallow	Accept	No
Wellington International Airport Limited	FS36.67	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE-P16	Oppose	WIAL opposes the submission as the amendments over simplify the management approach set out in the NZCPS nor do they consider the broadly defined area of the District that is included within the Coastal Environment. Furthermore, no specific drafting has been provided, thus it is difficult to evaluate the appropriateness of such	Disallow	Accept	No

				changes in terms of section 32 of the RMA.			
Powerco Limited	FS61.4	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Oppose	Operation and maintenance and repair of existing infrastructure in urban zones in the coastal environment should have a permissive regulatory regime supported by Policy INF-CE-P16 as notified.	Disallow	Accept	No
Waka Kotahi	370.96	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: - Within coastal and riparian margins) as notified.	Accept in part	No
Director-General of Conservation	385.19	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Support	Supports proposed Policy INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: Within coastal and riparian margins).	Retain policy INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: Within coastal and riparian margins) as notified.	Accept in part	No
CentrePort Limited	402.59	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Support	Support the intent of this policy.	Retain INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: Within coastal	Accept in part	No

					and riparian margins) as notified.		
Wellington International Airport Ltd	406.112	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Support in part	Supports INF-CE-P16 in part.	[Not specified]	Accept in part	No
Wellington International Airport Ltd	406.113	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Amend	<p>Supports this policy in part as relates to activities within the coastal environment that are not otherwise managed in the general infrastructure provisions.</p> <p>Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).</p> <p>[See paragraphs 4.30 to 4.31 and 4.46 to 4.49 of original submission for full reason]</p>	<p>Amend INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones) as follows:</p> <p>Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport, and Port Zones <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point:</u></p> <p>...</p> <p>Allow for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport, and Port Zones <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point Road.</u></p>	Accept in part	Yes

Airways Corporation of New Zealand Limited	FS105.7	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.114	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Amend	<p>Submitter also has a submission filed with respect to the appropriateness of this zoning, therefore consequential changes may be required to this policy to address the zoning of the site.</p> <p>[See paragraphs 4.30 to 4.31 and 4.46 to 4.49 of original submission for full reason]</p>	<p>If amendments are not made to INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones):</p> <p>Seeks amendment to have relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.</p>	Reject	No
KiwiRail Holdings Limited	408.52	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Support	Supports policy that allows for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment. The railyard area, ferry terminal and Wairarapa Line are adjacent to the Wellington Harbour and therefore parts of the network are within the coastal margin.	Retain INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: Within coastal and riparian margins) as notified.	Accept in part	No
Guardians of the Bays	452.17	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Amend	Considers an amendment is required to include the maintenance and restoration of the natural character and avoid any significant adverse effects on the natural character in the same way as INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that	<p>Amend INF-CE-P16 as follows:</p> <p>Add at the end of the policy:</p> <p><u>where:</u></p> <p><u>1. Related earthworks are of a scale that consider the maintenance and restoration the natural character; and</u></p> <p><u>2. Any significant adverse</u></p>	Reject	No

				is located aboveground and outside an existing road reserve).	<u>effects on the natural character are avoided and any other adverse effects on the natural character are avoided, remedied or mitigated</u>		
Wellington International Airport Limited	FS36.66	Part 2/ Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE-P16	Oppose	The proposed amendments seek to replicate provisions of the NZCPS. This does not assist plan users as it provides no further direction than that set out in higher order documents. Furthermore, it is inappropriate to apply the NZCPS to riparian (river) margins.	Disallow / Seeks that part of the submission be disallowed.	Accept	No
Royal Forest and Bird Protection Society	345.48	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Support	Supports the policy.	Retain INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones) as notified.	Accept in part	No
Waka Kotahi	370.97	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones: - Within coastal and riparian margins) as notified.	Accept in part	No
Director-General of Conservation	385.20	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Support	Supports proposed Policy INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones: Within coastal and riparian margins).	Retain policy INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones: Within coastal and riparian margins) as notified.	Accept in part	No

Wellington International Airport Ltd	406.115	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Oppose in part	<p>Opposes INF-CE-P17 to the extent that it places an unduly onerous constraint on the use of the highly modified area of Natural Open Space zone between Lyall Bay and Moa Point.</p> <p>[See paragraphs 4.40 to 4.45 of original submission for full reason]</p>	Opposes INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones) and seeks amendment.	Accept in part	Yes
Wellington International Airport Ltd	406.116	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Amend	<p>Opposes INF-CE-P17 to the extent that it places an unduly onerous constraint on the use of the highly modified area of Natural Open Space zone between Lyall Bay and Moa Point.</p> <p>[See paragraphs 4.40 to 4.45 of original submission for full reason]</p>	<p>Amend INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones) as follows:</p> <p>Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones <u>(excluding the area located between Lyall Bay and Moa Point)</u>:</p> <ul style="list-style-type: none"> • Within coastal and riparian margins. <p>Provide for the operation, maintenance and repair of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Rural Zone and Open Space and Recreation Zones <u>(excluding the area located between Lyall Bay and Moa Point)</u>, where:</p> <p>1.</p>	Accept in part	Yes

Wellington International Airport Ltd	406.117	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Amend	Opposes INF-CE-P17 to the extent that it places an unduly onerous constraint on the use of the highly modified area of Natural Open Space zone between Lyall Bay and Moa Point. [See paragraphs 4.40 to 4.45 of original submission for full reason]	Delete INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones).	Reject	No
KiwiRail Holdings Limited	408.53	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Support	Supports policy that allows for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment. The railyard area, ferry terminal and Wairarapa Line are adjacent to the Wellington Harbour and therefore parts of the network are within the coastal margin.	Retain INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones: Within coastal and riparian margins) as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.49	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Oppose	Considers the policy does not direction as to the management of effects and does not give effect to policy 13 NZCPS.	Amend INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment) to give effect to policy 13 of the NZ Coastal Policy Statement.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.5	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Oppose	The rules for upgrading control the allowable effects envelope to an appropriate scale. Accordingly, the policy as notified allowing for upgrading outside of the most sensitive coastal environment areas is appropriate.	Disallow	Accept	No
Powerco Limited	FS61.5	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Oppose	The rules for upgrading control the allowable effects envelope to an appropriate scale. Accordingly, the policy as notified allowing for upgrading outside of the	Disallow	Accept	No

				most sensitive coastal environment areas is appropriate.			
Meridian Energy Limited	FS101.36	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Oppose	Considers that the policy INF-CE-P18 applies outside areas of high natural character and outside riparian areas, and does not conflict with NZCPS Policy 13.	Disallow	Accept	No
Waka Kotahi	370.98	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins) as notified.	Accept	No
Director-General of Conservation	385.21	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Support	Supports proposed Policy INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins)	Retain policy INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept	No
CentrePort Limited	402.60	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Support	Support the intent of this policy.	Retain INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept	No
Wellington International Airport Ltd	406.118	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Oppose	Opposes this policy insofar as it encourages the duplication of controls within the coastal environment that can otherwise be managed by the general infrastructure provisions. [See paragraphs 4.30 to	Delete INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment) in it's entirety.	Reject	No

				4.31 and 4.46 to 4.49 of original submission for full reason]			
KiwiRail Holdings Limited	408.54	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Support	Supports policy that allows for upgrading of existing infrastructure within the coastal environment outside of high coastal natural character areas (noting there are none of these areas within the rail corridor) and coastal margins.	Retain INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept	No
Royal Forest and Bird Protection Society	345.50	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P19	Oppose	Considers that while undergrounding may usually be preferable, a blanket 'allow' policy is inappropriate as it does not give direction to consider whether the effects are appropriate.	Amend INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve) to provide direction about acceptable effects of undergrounding.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.6	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P19	Oppose	Undergrounding of infrastructure in the coastal environment should be allowed as promoted in the policy.	Disallow	Accept	No
Powerco Limited	FS61.6	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P19	Oppose	Undergrounding of infrastructure in the coastal environment should be allowed as promoted in the policy.	Disallow	Accept	No
Waka Kotahi	370.99	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P19	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve: - Within high coastal natural character areas.) as notified.	Accept	No

Director-General of Conservation	385.22	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P19	Support	Supports proposed Policy INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve: Within high coastal natural character areas)	Retain policy INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve: Within high coastal natural character areas) as notified.	Accept	No
Royal Forest and Bird Protection Society	345.51	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Support in part	Considers it appropriate to delete reference to operational need.	Amend INF-CE-P20 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve)L Within high coastal natural character areas. Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve within high coastal natural character areas where: 1. The activity is of a scale that maintains or restores the identified values described in SCHED13 or the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or operational need for the activity to be undertaken inside a high coastal natural character areas.	Reject	No

Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.7	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Oppose	Operational need is a relevant consideration to determine if infrastructure is appropriate in a coastal environment context, and accordingly should not be deleted from the policy.	Disallow	Accept	No
Powerco Limited	FS61.7	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Oppose	Operational need is a relevant consideration to determine if infrastructure is appropriate in a coastal environment context, and accordingly should not be deleted from the policy.	Disallow	Accept	No
Meridian Energy Limited	FS101.37	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Oppose	Considers that the policy INF-CE-P20 requires that the activity is of a scale that maintains or restores the identified values of Schedule SCHED13 or natural character and requires avoidance of significant adverse effects (and other adverse effects are avoided, remedied or mitigated). Operational need is a legitimate consideration for infrastructure that has limited locational or operational options within the coastal environment.	Disallow	Accept	No
Waka Kotahi	370.100	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P20 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve: - Within high coastal natural character areas.) as notified.	Accept in part	No

Director-General of Conservation	385.23	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Support	Supports proposed Policy INF-CE-P20 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve: Within high coastal natural character areas).	Retain policy INF-CE-P20 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve: Within high coastal natural character areas) as notified.	Accept in part	No
Avryl Bramley	202.21	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Oppose	Considers the policy too permissive. Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	Not specified.	Reject	No
Royal Forest and Bird Protection Society	345.52	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Oppose	Considers the policy does not direction as to the management of effects and does not give effect to policy 13 NZCPS.	Amend INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones) to give effect to policy 13 of the NZ Coastal Policy Statement.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.8	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Oppose	Upgrading of existing infrastructure in urban zones in the coastal environment should have a permissive regulatory regime supported by Policy INF-CE-P21 as notified	Disallow	Accept	No

Powerco Limited	FS61.8	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Oppose	Upgrading of existing infrastructure in urban zones in the coastal environment should have a permissive regulatory regime supported by Policy INF-CE-P21 as notified.	Disallow	Accept	No
Waka Kotahi	370.101	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: - Within coastal and riparian margins.) as notified.	Accept in part	No
Director-General of Conservation	385.24	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Support	Supports proposed Policy INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: Within coastal and riparian margins).	Retain policy INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: Within coastal and riparian margins) as notified.	Accept in part	No
CentrePort Limited	402.61	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Support	Support the intent of this policy.	Retain INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: Within coastal and riparian margins) as notified.	Accept in part	No
Wellington International Airport Ltd	406.119	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Support in part	For the reasons set out in paragraphs 4.11 to 4.15 of the covering submission, WIAL supports this policy in part. Considers that this provision also needs to	Supports INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special	Accept in part	Yes

				include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment). [See paragraphs 4.11 to 4.15 of original submission for full reason]	Purpose Zones) and seeks amendment.		
Airways Corporation of New Zealand Limited	FS105.8	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.120	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Amend	For the reasons set out in paragraphs 4.11 to 4.15 of the covering submission, WIAL supports this policy in part. Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment). [See paragraphs 4.11 to 4.15 of original submission for full reason]	Amend INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones) as follows: Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: • Within coastal and riparian margins. Allow for the upgrading of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Residential Zones,	Accept in part	Yes

					Commercial and Mixed Use Zones, Industrial Zones, and Special Purpose Zones <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point Road.</u>		
Airways Corporation of New Zealand Limited	FS105.9	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.121	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Amend	<p>For the reasons set out in paragraphs 4.11 to 4.15 of the covering submission, WIAL supports this policy in part.</p> <p>Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).</p> <p>[See paragraphs 4.11 to 4.15 of original submission for full reason]</p>	Delete INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones).	Reject	No

Airways Corporation of New Zealand Limited	FS105.10	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Support	This submission point is consistent with Airways' operations and its core functions.	Allow		
						Reject	No
Wellington International Airport Ltd	406.122	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Amend	<p>Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45 of the covering submission), therefore consequential changes may be required to this policy to address the zoning of the site.</p> <p>[See paragraphs 4.11 to 4.15 of original submission for full reason]</p>	<p>If amendments are not made to INF-CE-P21 Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones):</p> <p>Seeks amendment to have relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.</p>		
						Reject	No
Royal Forest and Bird Protection Society	345.53	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Oppose	Considers the policy does not direction as to the management of effects and does not give effect to policy 13 NZCPS.	Amend INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve) to give effect to policy 13 of the NZ Coastal Policy Statement.		
						Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.9	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Oppose	Upgrading of existing infrastructure in rural, open space and recreation zones that is underground or in roads in the coastal environment should have a permissive regulatory regime supported by Policy INF-CEP22 as notified	Disallow		
						Accept	No

Powerco Limited	FS61.9	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Oppose	Upgrading of existing infrastructure in rural, open space and recreation zones that is underground or in roads in the coastal environment should have a permissive regulatory regime supported by Policy INF-CE- P22 as notified.	Disallow	Accept	No
Waka Kotahi	370.102	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve: - Within coastal and riparian margins.) as notified.	Accept in part	No
Director-General of Conservation	385.25	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Support	Supports proposed Policy INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve: Within coastal and riparian margins).	Retain policy INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve: Within coastal and riparian margins) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.55	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Support	Supports recognition that there are specific circumstances in which the upgrade of existing infrastructure may be appropriate within coastal margins. In particular, KiwiRail support that these policies link to functional and operational needs.	Retain INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve: Within coastal and riparian margins) as notified.	Accept in part	No

Royal Forest and Bird Protection Society	345.54	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Support in part	Considers it appropriate to delete reference to operational need.	Amend INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve); Within coastal and riparian margins. Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve in the Rural Zone and Open Space and Recreation Zones within riparian margins and coastal margins in the coastal environment where: 1. The activity is of a scale that maintains or restores the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or operational need for the activity to be undertaken within coastal margins or riparian margins in the coastal environment.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.10	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Oppose	Operational need is a relevant consideration to determine if infrastructure is appropriate in a coastal environment context, and accordingly should not be deleted from the policy.	Disallow	Accept	No

Powerco Limited	FS61.10	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Oppose	Operational need is a relevant consideration to determine if infrastructure is appropriate in a coastal environment context, and accordingly should not be deleted from the policy.	Disallow	Accept	No
Meridian Energy Limited	FS101.38	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Oppose	Considers that the policy INF-CE-P23 requires that the activity is of a scale that maintains or restores the identified values of Schedule SCHED13 or natural character and requires avoidance of significant adverse effects (and other adverse effects are avoided, remedied or mitigated). Operational need is a legitimate consideration for infrastructure that has limited locational or operational options within the coastal environment.	Disallow	Accept	No
Waka Kotahi	370.103	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve: - Within coastal and riparian margins.) as notified.	Accept in part	No
Director-General of Conservation	385.26	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Support	Supports proposed Policy INF-CE-P23 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins).	Retain policy INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve: Within coastal and	Accept in part	No

					riparian margins) as notified.		
Wellington International Airport Ltd	406.123	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Support in part	Supports INF-CE-P23	Retain INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve) with amendment.	Accept	Yes
Wellington International Airport Ltd	406.124	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Amend	<p>Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).</p> <p>[See paragraphs 4.11 to 4.15 of original submission for full reason]</p>	<p>Amend INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve) as follows:</p> <p>Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones (excluding the area located between Lyall Bay and Moa Point) that is located aboveground and outside an existing road reserve:</p> <p>Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve in the Rural Zone and Open Space and Recreation Zones (excluding the area located between Lyall Bay and Moa Point) within riparian margins and coastal margins in</p>	Accept in part	Yes

					the coastal environment where: ...		
Airways Corporation of New Zealand Limited	FS105.11	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.125	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45 of the covering submission), therefore consequential changes may be required to this policy to address the zoning of the site.	If amendments are not made to INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve): Seeks amendment to have relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.	Reject	No
Wellington International Airport Ltd	406.126	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Amend	[See paragraphs 4.11 to 4.15 of original submission for full reason]	Delete INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve).	Reject	No

KiwiRail Holdings Limited	408.56	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Support	Supports recognition that there are specific circumstances in which the upgrade of existing infrastructure may be appropriate within coastal margins. In particular, KiwiRail support that these policies link to functional and operational needs.	Retain INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve: Within coastal and riparian margins) as notified.	Accept in part	No
Avryl Bramley	202.22	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Oppose	Considers the policy too permissive. Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	Not specified.	Reject	No
Royal Forest and Bird Protection Society	345.55	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Not specified	Considers the policy does not direction as to the management of effects and does not give effect to policy 13 NZCPS.	Amend INF-CE-P24 (New infrastructure within the coastal environment) to give effect to policy 13 of the NZ Coastal Policy Statement.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.11	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Oppose	No revised policy wording has been proposed to determine the impact of any change. We reserve our position on any amendments to this policy pending ensuring any revised wording does not seek a threshold more restrictive than avoiding significant adverse effects in areas in the coastal environment given that no areas of outstanding natural character have	Disallow	Accept	No

				been included in the Proposed District Plan.			
Powerco Limited	FS61.11	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Oppose	No revised policy wording has been proposed to determine the impact of any change. We reserve our position on any amendments to this policy pending ensuring any revised wording does not seek a threshold more restrictive than avoiding significant adverse effects in areas in the coastal environment given that no areas of outstanding natural character have been included in the Proposed Plan.	Disallow	Accept	No
Meridian Energy Limited	FS101.39	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Oppose	Considers that the policy INF-CE-P24 applies outside areas of high natural character and outside riparian margins and does not conflict with NZCPS Policy 13.	Disallow	Accept	No
Greater Wellington Regional Council	351.91	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Oppose in part	Considers that the New Zealand Coastal Policy Statement (NZCPS) Policy 13(1)(a) requires that for areas of outstanding natural character, adverse effects are avoided. NZCPS Policy 13(1)(b) requires that for natural character in all other areas of the coastal environment, significant adverse effects are avoided, and all other adverse effects are avoided, remedied or mitigated.	Retain provision, subject to amendments, as outlined other submission points.	Accept in part	No

Greater Wellington Regional Council	351.92	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Amend	Considers that In order to give effect to Policy 13 of the NZCPS and to achieve the outcomes sought by CE-O1, the wording of this policy needs to be strengthened to apply to all other areas of the coastal environment.	Seeks to Amend INF-CE-P24 (New infrastructure within the coastal environment) as follows: New infrastructure within the coastal environment: <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal and riparian margins. Allow for new infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal margins and riparian margins. Only allow for new infrastructure in the coastal environment where any significant adverse effects on natural character are avoided and other adverse effects on natural character are avoided, remedied or mitigated.		
Meridian Energy Limited	FS101.40	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Support	Meridian agrees that the 'avoid significant adverse effects' and 'avoid, remedy or mitigate other effects' is appropriate. However, Meridian also considers it remains valid to consider functional and operational needs in the circumstances covered by Policy INF-CE-P24.	Amend / Amend provision to insert a reference to considering the functional needs and operational needs of the proposed infrastructure.	Reject	No
Waka Kotahi	370.104	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P24 (New infrastructure within the coastal environment: <ul style="list-style-type: none"> - Outside of high coastal natural character areas; and - Outside of coastal and 	Accept in part	No
						Accept	No

					riparian margins.) as notified.		
Director-General of Conservation	385.27	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Support	Supports proposed Policy INF-CE-P24 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins).	Retain policy INF-CE-P24 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept	No
CentrePort Limited	402.62	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Support	Support the intent of this policy.	Retain INF-CE-P24 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept	No
Wellington International Airport Ltd	406.127	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Oppose	Opposes this policy insofar as it encourages the duplication of controls within the coastal environment that can otherwise be managed by the general infrastructure provisions. [See paragraphs 4.30 to 4.31 and 4.47 to 4.48 of original submission for full reason]	Delete INF-CE-P24 (New infrastructure within the coastal environment) in its entirety.	Reject	No
Meridian Energy Limited	FS101.41	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CEP-P24	Oppose	Considers that the policy INF-CE-P24 may not be relevant for the airport but remains relevant for other infrastructure in the coastal environment.	Disallow	Accept	No
KiwiRail Holdings Limited	408.57	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Support	Supports recognition that there are specific circumstances in which new infrastructure may be appropriate within coastal margins, is supported. In particular, KiwiRail support that these policies link to functional and	Retain INF-CE-P24 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept	No

				operational needs of infrastructure.			
Royal Forest and Bird Protection Society	345.56	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Support in part	Considers it appropriate to delete reference to "identified" values and operational need.	Amend INF-CE-P25 (New infrastructure within the coastal environment): Within high coastal natural character areas; or within coastal and riparian margins. Only allow for new infrastructure within high coastal natural character areas and within coastal margins and riparian margins in the coastal environment, where: 1. The activity is of a scale that maintains or restores the identified values described in SCHED12 or the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional or operational need for the activity to be undertaken within these areas.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.12	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Oppose	Operational need is a relevant consideration to determine if infrastructure is appropriate in a coastal environment context, and accordingly should not be deleted from the policy.	Disallow	Accept	No
Powerco Limited	FS61.12	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Oppose	Operational need is a relevant consideration to determine if infrastructure is appropriate in a coastal environment context, and accordingly should	Disallow	Accept	No

				not be deleted from the policy.			
Meridian Energy Limited	FS101.42	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Oppose	Considers that the reference to the 'identified' values in Schedule SCHED12 is valid (in the interests of certainty in Plan implementation). Operational need is a relevant consideration, alongside the other considerations that seek to protect the natural character and values of the coastal environment.	Disallow	Accept	No
Greater Wellington Regional Council	351.93	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Oppose	<p>Considers that the distinction between INF-CE-P24 and INF-CE-P25 is unnecessary and should be replaced with one policy that applies to the coastal environment.</p> <p>Further, it should be noted that providing for the functional need and operational requirement is in regard to the CMA in isolation as opposed to the terrestrial area (see NZCPS Policy 6(e)) and therefore Greater Wellington does not request this provision to be included in the provision for new infrastructure in the coastal environment.</p>	Delete INF-CE-P25 (New infrastructure within the coastal environment: ...) in its entirety.	Reject	No
Meridian Energy Limited	FS101.43	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Oppose	Meridian does not agree that a combined policy is the most appropriate way to achieve the Plan's objectives and opposes the suggested deletion of functional need and	Disallow	Accept	No

				operational requirements as a consideration.			
Waka Kotahi	370.105	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P25 (New infrastructure within the coastal environment: - Within high coastal natural character areas; or within coastal and riparian margins.) as notified.	Accept in part	No
Director-General of Conservation	385.28	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Support	Supports proposed Policy INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins).	Retain policy INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins) as notified.	Accept in part	No
CentrePort Limited	402.63	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Support in part	Considers that the term functional and operational need of infrastructure is not in alignment with the terminology of the Proposed Natural Resources Plan that utilises the terms functional need and operational requirement.	Retain INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins), with amendment.	Accept in part	No
CentrePort Limited	402.64	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Amend	Considers that the term functional and operational need of infrastructure is not in alignment with the terminology of the Proposed Natural Resources Plan that utilises the terms functional need and operational requirement.	Amend INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins) as follows: ... 3. There is a functional <u>need</u> or operational <u>need</u> <u>requirement</u> for the activity to be undertaken within these areas.	Accept in part	No

Wellington International Airport Ltd	406.128	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Oppose	<p>Opposes INF-CE-P25.</p> <p>Considers that the policy goes further than the NZCPS which requires the avoidance of significant adverse effects and the avoidance, remediation and mitigation of other effects on natural character, natural features and landscapes. Amendments are proposed to the policy which therefore bring the policy into line with the NZCPS.</p> <p>[See paragraphs 4.46 to 4.49 of original submission for full reason]</p>	Delete INF-CE-P25 (New infrastructure within the coastal environment) in it's entirety.	Reject	No
Meridian Energy Limited	FS101.44	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Oppose	<p>Considers that the policy INF-CE-P25 may not be relevant for the airport but remains relevant for other infrastructure in the coastal environment.</p>	Disallow	Accept	No
Wellington International Airport Ltd	406.129	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Amend	<p>Opposes INF-CE-P25.</p> <p>Considers that the policy goes further than the NZCPS which requires the avoidance of significant adverse effects and the avoidance, remediation and mitigation of other effects on natural character, natural features and landscapes. Amendments are proposed to the policy which therefore bring the policy into line with the NZCPS.</p> <p>[See paragraphs 4.46 to 4.49 of original submission for full reason]</p>	<p>If INF-CE-P25 (New infrastructure within the coastal environment) is not deleted, amend as follows:</p> <p>INF-CE-P25 New infrastructure within the coastal environment:</p> <p>...</p> <p>2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated <u>on natural character and natural features and landscapes</u>; and</p> <p>...</p>	Reject	No

KiwiRail Holdings Limited	408.58	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Support	Supports recognition that there are specific circumstances in which new infrastructure may be appropriate within coastal margins, is supported. In particular, KiwiRail support that these policies link to functional and operational needs of infrastructure.	Retain INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins) as notified.	Accept	No
Transpower New Zealand Limited	315.94	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P26	Amend	<p>Considers that Transpower has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines.</p> <p>Considers the existing assets are regulated by the designations and the NESETA, noting that s43D RMA prescribes the relationship between designations and the NESETA. Policy P26 relates to existing National Grid assets within the Coastal Environment, and recognises the existing assets. The policy approach within P26 is supported and gives effect to Policies 2 and 5 of the NPSET. A minor amendment is sought to include “minor upgrade”, in recognition of the existing assets. A minor upgrade may be something like increasing</p>	<p>Option 1: Retain INF-CE-P26 (Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment) with an amendment as follows:</p> <p>INF-CE-P26 Operation, maintenance, and repair and <u>minor upgrade</u> of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment</p> <p>Allow for the operation, maintenance, repair <u>and</u> <u>minor upgrade</u> of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment.</p>	Accept in part	No

				the height of a pole support structure, or moving the same dimensioned pole within 5m of its existing location, or adding on an additional insulator.			
Transpower New Zealand Limited	315.95	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P27	Support	<p>Considers Transpower has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines. Both the Oteranga Bay (designation TPR4) and Te Hikowhenua Shore Electrode Station (designation TPR5) are within areas of "High Coastal Natural Character" noting there are no existing assets within the identified "High Coastal Natural Character" outside the designations. Transpower has no existing assets in area of "Very High Coastal Natural Character".</p> <p>Considers that while Transpower's assets in high coastal natural</p>	<p>Retain INF-CE-P27 (Upgrading of existing National Grid (ND) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment...) as notified.</p> <p>[And, as sought in another submission point, clearly identify the coastal margin]</p>	Accept in part	No

				<p>character areas and potentially the coastal margin are within the designations, given the relationship between designations and the NESETA (as prescribed by s43D of the RMA), works to the existing lines and cables within the designation subject to the NESETA, and that that trigger consent under the NESETA, would be subject to the PDP policies. Considers as such P27 and P28 have implications for Transpower. Transpower supports P27 noting that while the coastal margin is defined, given the CMA line is not identified, it is not clear where the 10m margin area is located. This is particularly the case for more dynamic coastal environments where the CMA is not readily identifiable. Given the policy implications of defining the coastal margin, considers clarity is required (and sought in the submission to the definition) as to the physical application of the defined Coastal margin to enable efficient and effective plan implementation.</p>		
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Transpower New Zealand Limited	315.96	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P28	Amend	<p>Considers that Transpower has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines. Both the Oteranga Bay (designation TPR4) and Te Hikowhenua Shore Electrode Station (designation TPR5) are within areas of “High Coastal Natural Character” and there are no existing assets within the identified “High Coastal Natural Character” outside the designations. Transpower has no existing assets in area of “Very High Coastal Natural Character”. Given the nature of the existing assets (which at Oteranga Bay are underground within the coastal margin and the High Natural Character Area and at Te Hikowhenua, are underground in the coastal margin and a single line for a small portion in the High Natural Character Area), that they are designated, and that the policy is specific to upgrades which are provided for and regulated under the NESETA, Transpower is comfortable with the</p>	<p>Amend INF-CE-P28 (Upgrading of existing National Grid (NG) infrastructure within the coastal environment:...) as follows:</p> <p>INF-CE-P28 Upgrading of existing National Grid (NG) infrastructure within the coastal environment: • Within high coastal natural character areas; or • Within coastal and riparian margins.</p> <p>Provide for the upgrading of existing National Grid (NG) infrastructure within high coastal natural character areas or within coastal margins and riparian margins in the coastal environment where:</p> <ol style="list-style-type: none"> 1. The <u>upgrade</u> activity is of a scale that maintains or restores the identified values described in SCHED12 for natural character; 2. Any significant adverse effects <u>of the upgrade</u> are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or an operational need for the activity to be undertaken inside a high coastal natural character areas or within coastal margins or riparian margins in the coastal environment. 	Reject	No
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				policy. However, it reserves its position depending on the outcome of other submission points and relief sought as many of the National Grid provisions cannot be considered in isolation. Some minor amendments are sought to reflect that the policy considerations relate to the upgrade, thereby recognising existing assets.			
Avryl Bramley	202.23	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P30	Amend	<p>Considers the rule too permissive.</p> <p>Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.</p>	Amend INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) so that it is not a permitted activity and that notification is mandatory.	Reject	No
Wellington International Airport Limited	FS36.68	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P30	Oppose	<p>Considers that it is inappropriate to require resource consent and notification for all infrastructure activities, regardless of their nature, scale or extent, within the coastal environment. Furthermore, such controls are not imposed on other activities within the District.</p>	Disallow	Accept	No
Avryl Bramley	202.24	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P31	Amend	<p>Considers the rule too permissive.</p> <p>Access to the coastline is highly prized even rocky outcrops and small beaches. We have</p>	Amend INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: Within coastal or riparian margins) so that it is not a permitted activity and	Reject	No

				already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	that notification is mandatory.		
Wellington International Airport Limited	FS36.69	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P31	Oppose	Considers that it is inappropriate to require resource consent and notification for all infrastructure activities, regardless of their nature, scale or extent, within the coastal environment. Furthermore, such controls are not imposed on other activities within the District.	Disallow	Accept	No
Transpower New Zealand Limited	315.97	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P31	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-CE-P31 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment) as notified.	Accept in part	Yes
Transpower New Zealand Limited	315.98	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P32	Oppose	Opposes INF-CE-P32 and proposes an amended policy framework specific to the National Grid. Considers that the policy does not give effect to the NPS-ET (noting the NPS-ET also applies to the coastal environment) in that: - The directive wording "only allow" within the policy does not reflect the enabling wording used in the NPS-ET. - The NPS-ET does not require that natural character be maintained or restored. Rather Policy 8 of the NPS-ET requires a 'seek to avoid' approach with policies 3	Delete INF-CE-P32 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment) in its entirety. [And add a new National Grid specific policy as per separate submission point]	Accept	Yes

				<p>and 4 prescribing the matters to consider and have regard to.</p> <p>- The NPS-ET does not require significant adverse effects be avoided, rather policy 8 prescribes a seek to avoid approach.</p> <p>It is also noted that although the National Grid is recognised of national significance within the NPS-ET (being a higher order policy document) it is afforded the exact same policy framework as other infrastructure (as provided in INF-CE P25). This further reinforces Transpower's concerns the PDP does not give effect to the NPS-ET.</p>			
Waka Kotahi	370.106	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R27 Operation, maintenance, repair of existing infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins.) as notified.	Accept in part	No
CentrePort Limited	402.65	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	Support	Support the intent of this policy.	Retain INF-CE-R27 (Operation, maintenance, repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept in part	No

Wellington International Airport Ltd	406.130	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	Oppose	Opposes INF-CE-P27. [See paragraphs 4.30 to 4.31 and 4.47 and 4.47 and 4.48 of original submission for full reason]	Delete INF-CE-R27 (Operation, maintenance, repair of existing infrastructure within the coastal environment) in its entirety.	Reject	No
Meridian Energy Limited	FS101.45	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	Support	Meridian agrees that Rule INF-CE-R27 will be redundant where consents (and consent conditions) authorise infrastructure in the coastal environment.	Allow	Accept	No
KiwiRail Holdings Limited	408.59	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	Support	Supports that the operation, maintenance and repair of existing infrastructure is provided for as a permitted activity in the coastal environment, outside of coastal margins.	Retain INF-CE-R27 (Operation, maintenance, repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept in part	No
Waka Kotahi	370.107	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R28	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R28 (Operation, maintenance and repair of existing infrastructure within the coastal environment: - Within high coastal natural character areas.) as notified.	Accept in part	No
Avryl Bramley	202.25	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Amend	Considers the rule too permissive. Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	Amend INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within coastal or riparian margins) so that it is not a permitted activity and that notification is mandatory.	Reject	No

Wellington International Airport Limited	FS36.70	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P29	Oppose	Considers that it is inappropriate to require resource consent and notification for all infrastructure activities, regardless of their nature, scale or extent, within the coastal environment. Furthermore, such controls are not imposed on other activities within the District.	Disallow	Accept	No
Meridian Energy Limited	FS101.46	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Oppose	Considers that the rule applies to existing established infrastructure (not new infrastructure). The terms on which such infrastructure is able to be established and operate within the coastal environment will be determined by consent conditions or the permitted activity rule under which it is established. In this respect, the rule may not be strictly necessary in any event. The request by the submitter to require notification is not relevant (or appropriate).	Disallow	Accept	No
Waka Kotahi	370.108	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment: - Within coastal or riparian margins.) as notified.	Accept in part	No
CentrePort Limited	402.66	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support	Support the intent of this policy.	Retain INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within coastal or riparian margins) as notified.	Accept in part	No

Wellington International Airport Ltd	406.131	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support in part	<p>Supports INF-CE-P29 in part.</p> <p>Considers that that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).</p> <p>[See paragraphs 4.11 to 4.15 of original submission for further detail]</p>	Not specified.	Accept in part	Yes
Airways Corporation of New Zealand Limited	FS105.12	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	No

Wellington International Airport Ltd	406.132	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Amend	<p>Considers that that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).</p> <p>[See paragraphs 4.11 to 4.15 of original submission for further detail]</p>	<p>Amend INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) as follows:</p> <p>INF-CE-R29 Operation, maintenance and repair of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within coastal or riparian margins. <p>Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones, and the area of <u>Natural Open Space Zone located between Lyall Bay and Moa Point</u></p> <p>1. Activity Status: Permitted</p> <p>Rural Zones, Open Space and Recreation Zones_ <u>(excluding the area between Lyall Bay and Moa Point)</u></p> <p>2. Activity Status: Permitted Where: a. Compliance is achieved with INF-S3.</p> <p>Rural Zones, Open Space and Recreation Zones_ <u>(excluding the area between Lyall Bay and Moa Point)</u></p> <p>...</p>	Accept in part	Yes
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Airways Corporation of New Zealand Limited	FS105.13	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.133	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Amend	Considers that that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment). [See paragraphs 4.11 to 4.15 of original submission for further detail]	Delete INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) in its entirety.	Reject	No
Airways Corporation of New Zealand Limited	FS105.14	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Reject	No
Wellington International Airport Ltd	406.134	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45 of the covering submission), therefore consequential changes may be required to this policy to address the zoning of the site. [See paragraphs 4.11 to 4.15 of original submission for further detail]	If INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) is not amended: Seeks that INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) is amended to give relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.	Accept in part	Yes

KiwiRail Holdings Limited	408.60	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support	Supports that the operation, maintenance and repair of existing infrastructure is provided for as a permitted activity within coastal margins, subject to standards.	Retain INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within coastal or riparian margins) as notified.	Accept in part	No
Waka Kotahi	370.109	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R30	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins.) as notified.	Accept in part	No
CentrePort Limited	402.67	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R30	Support	Support the intent of this policy.	Retain INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept in part	No
Wellington International Airport Ltd	406.135	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R30	Oppose	Opposes INF-CE-R30. [See paragraph 4.30 to 4.31 and 4.47 to 4.48 of original submission for full reason]	Delete INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment) in its entirety.	Reject	No
KiwiRail Holdings Limited	408.61	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R30	Support	Supports the permitted activity status of upgrading existing infrastructure within the coastal environment.	Retain INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept in part	No
Waka Kotahi	370.110	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: - Within coastal or riparian margins.) as notified.	Accept in part	No

CentrePort Limited	402.68	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Support	Support the intent of this policy.	Retain INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: Within coastal or riparian margins) as notified.	Accept in part	No
Wellington International Airport Ltd	406.136	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Support in part	Supports INF-CE-R31 in part. Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment). [See paragraph 4.11 to 4.15 of original submission for full reason]	Supports INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) in part and seeks amendment.	Accept in part	Yes
Airways Corporation of New Zealand Limited	FS105.15	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes

Wellington International Airport Ltd	406.137	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Amend	<p>Supports INF-CE-R31 in part.</p> <p>Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).</p> <p>[See paragraph 4.11 to 4.15 of original submission for full reason]</p>	<p>Amend INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) as follows:</p> <p>...</p> <p>Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones and the area of <u>Natural Open Space Zone located between Lyall Bay and Moa Point.</u></p> <p>...</p> <p>Rural Zones, Open Space and Recreation Zones (excluding the area <u>between Lyall Bay and Moa Point</u>)</p> <p>...</p> <p>Rural Zones, Open Space and Recreation Zones (excluding the area <u>between Lyall Bay and Moa Point</u>)</p> <p>...</p>	Accept in part	Yes
Airways Corporation of New Zealand Limited	FS105.16	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.138	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Amend	[See paragraph 4.11 to 4.15 of original submission for full reason]	Delete INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) in its entirety.	Reject	No
Wellington International Airport Ltd	406.139	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45	If INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) is not amended:	Reject	No

				of the original submission), therefore consequential changes may be required to this policy to address the zoning of the site. [See paragraph 4.40 to 4.45 of original submission for full reason]	Seeks that INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) is amended to give relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.		
KiwiRail Holdings Limited	408.62	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Support	Supports the permitted activity status of upgrading existing infrastructure within coastal margins, subject to standards.	Retain INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: Within coastal or riparian margins) as notified.	Accept in part	No
Waka Kotahi	370.111	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R32	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R32 (Upgrading of existing infrastructure within the coastal environment: - Within high coastal natural character areas.) as notified.	Accept in part	No
Waka Kotahi	370.112	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R33 (New infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins) as notified.	Accept	No
CentrePort Limited	402.69	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	Support	Support the intent of this policy.	Retain INF-CE-R33 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept	No
Wellington International Airport Ltd	406.140	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	Oppose	Opposes INF-CE-R33. [See paragraph 4.30 to 4.31, 4.47 - 4.48 of original submission for full reason]	Delete INF-CE-R33 (new infrastructure within the coastal environment) in its entirety.	Reject	No

Meridian Energy Limited	FS101.47	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	Oppose	Considers that the policy INF-CE-P25 may not be relevant for the airport but remains relevant for other infrastructure in the coastal environment.	Disallow	Accept	No
KiwiRail Holdings Limited	408.63	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	Support	Supports that new infrastructure is provided for as a permitted activity in the coastal environment, outside of coastal margins.	Retain INF-CE-R33 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.	Accept	No
Waka Kotahi	370.113	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R34 (New infrastructure within the coastal environment: - Within high coastal natural character areas; or - Within coastal or riparian margins.) as notified.	Accept	No
CentrePort Limited	402.70	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	Support	Support the intent of this policy.	Retain INF-CE-R34 (New infrastructure within the coastal environment: Within high coastal natural character areas; or Within coastal or riparian margins) as notified.	Accept	No
Wellington International Airport Ltd	406.141	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	Oppose	Opposes INF-CE-R34. Considers that a discretionary activity is unduly onerous and notes that the rationale for establishing rules within “coastal margins” is premised on Policy 6(1)(i) of the NZCPS. There are other limbs within Policy 6 that need to be considered. A restricted discretionary activity achieves a greater balancing of these provisions. Policy INF-CE-P25 also identifies specific	Opposes INF-CE-R34 (New infrastructure within the coastal environment).	Reject	No

				controls on when infrastructure should be allowed within these areas. These matters better lend themselves to a restricted discretionary activity status. [See paragraph 4.46 - 4.49 of original submission for full reason]			
Wellington International Airport Ltd	406.142	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	Amend	Opposes INF-CE-R34. Considers that a discretionary activity is unduly onerous and notes that the rationale for establishing rules within “coastal margins” is premised on Policy 6(1)(i) of the NZCPS. There are other limbs within Policy 6 that need to be considered. A restricted discretionary activity achieves a greater balancing of these provisions. Policy INF-CE-P25 also identifies specific controls on when infrastructure should be allowed within these areas. These matters better lend themselves to a restricted discretionary activity status. [See paragraph 4.46 - 4.49 of original submission for full reason]	Amend INF-CE-R34 (New infrastructure within the coastal environment) as follows: New infrastructure within the coastal environment: <ul style="list-style-type: none"> • Within high coastal natural character areas; or • Within coastal or riparian margins All Zones: Activity Status: <u>Restricted Discretionary</u> <u>Matters of discretion are:</u> <u>1. The matters in INF-P6 and INF-P25.</u>		
						Reject	No
KiwiRail Holdings Limited	408.64	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	Support	Supports that new infrastructure is provided for as a permitted activity within coastal margins, subject to standards.	Retain INF-CE-R34 (New infrastructure within the coastal environment: Within high coastal natural character areas; or Within coastal or	Accept	No

					riparian margins) as notified.		
Avryl Bramley	202.26	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R35	Amend	<p>Considers that Gas and electric reticulation are treated the same and Gas will be phased out by 2040.</p> <p>Without stricter rules surrounding these, run the risk of the Gas companies undertaking unnecessary repairs or renewals and then attempting to be recompensated for stranded assets by consumers.</p> <p>[Refer to original submission for full reason]</p>	Amend INF-CE-R35 (Operation, maintenance, repair of existing National Grid) to have controls on gas company activity to ensure that only maintenance necessary to keep the network functioning at a minimal level until final phase out is permitted.	Reject	No
Powerco Limited	FS61.34	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R35	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Transpower New Zealand Limited	315.99	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R35	Amend	<p>Considers that while the rule and activity status are supported, specific to the National Grid, the existing designations, and the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, R35 for existing National Grid infrastructure (that are otherwise captured by the NESETA and the existing designations) is of no relevance to</p>	Seeks to delete reference to the National Grid within INF-CE-R35 (Operation, maintenance, repair of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment)	Accept	Yes

				Transpower in respect of rule application and only adds confusion and potential errors in the application of rules.			
Avryl Bramley	202.27	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R36	Amend	<p>Considers that Gas and electric reticulation are treated the same and Gas will be phased out by 2040.</p> <p>Without stricter rules surrounding these, run the risk of the Gas companies undertaking unnecessary repairs or renewals and then attempting to be recompensated for stranded assets by consumers.</p> <p>[Refer to original submission for full reason]</p>	Amend INF-CE-R36 (Gas transmission pipeline corridor)to have controls on gas company activity to ensure that only maintenance necessary to keep the network functioning at a minimal level until final phase out is permitted.	Reject	No
Powerco Limited	FS61.35	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R36	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Transpower New Zealand Limited	315.100	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R36	Amend	<p>Considers that while the rule and activity status are supported, specific to the National Grid, the existing designations, and the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, R36 for existing National Grid infrastructure (that are otherwise captured by the NESETA and the existing designations) is</p>	Seeks to delete reference to the National Grid within INF-CE-R36 (Upgrading of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure: outside of high...)	Accept	Yes

				of no relevance to Transpower in respect of rule application and only adds confusion and potential errors in the application of rules.			
Avryl Bramley	202.28	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R37	Amend	<p>Considers that Gas and electric reticulation are treated the same and Gas will be phased out by 2040.</p> <p>Without stricter rules surrounding these, run the risk of the Gas companies undertaking unnecessary repairs or renewals and then attempting to be recompensated for stranded assets by consumers.</p> <p>[Refer to original submission for full reason]</p>	Amend INF-CE-R37 (Coastal Environment upgrades) to have controls on gas company activity to ensure that only maintenance necessary to keep the network functioning at a minimal level until final phase out is permitted.	Reject	No
Powerco Limited	FS61.36	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R37	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Transpower New Zealand Limited	315.101	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R37	Oppose	<p>Considers while the rule and activity status are supported, specific to the National Grid, the existing designations, and the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, R37 for existing National Grid infrastructure (that are otherwise captured by the NESETA and the existing designations) is</p>	Delete Rule INF-CE-R37 (Upgrading of existing National Grid (NG) infrastructure within the coastal environment: within high coastal natural character areas; or within coastal or riparian margins) in its entirety.	Accept in part	Yes

				of no relevance to Transpower in respect of rule application and only adds confusion and potential errors in the application of rules.			
Avryl Bramley	202.29	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R38	Amend	<p>Considers that Gas and electric reticulation are treated the same and Gas will be phased out by 2040.</p> <p>Without stricter rules surrounding these, run the risk of the Gas companies undertaking unnecessary repairs or renewals and then attempting to be recompensated for stranded assets by consumers.</p> <p>[Refer to original submission for full reason]</p>	Amend INF-CE-R38 (Gas transmission pipeline corridor) to have controls on gas company activity to ensure that only maintenance necessary to keep the network functioning at a minimal level until final phase out is permitted.	Reject	No
Powerco Limited	FS61.37	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R38	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
Transpower New Zealand Limited	315.102	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R39	Support	Considers the NESETA does not apply to new National Grid assets. On this basis, Transpower supports the permitted rule, noting that other applicable INF chapter rules would apply.	Retain INF-CE-R39 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal or riparian margins) as notified.	Accept in part	Yes
Transpower New Zealand Limited	315.103	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R40	Support	Considers the NESETA does not apply to new National Grid assets. On this basis, Transpower supports the default discretionary activity rule as it provides a robust consenting framework	Retain INF-CE-R40 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment: Within high coastal natural character areas;	Accept in part	Yes

				whilst still recognising the national significance of the National Grid.	or Within coastal or riparian margins) as notified		
John Tiley	142.5	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Amend	<p>Considers that the Northern Reserves Management Plan 2008 (NRMP) reflects and guides how the Council values its landscape features including the approach to protection. [Inferred reason provided].</p> <p>The PDP facilitates development as a priority instead of protecting ridgelines, setting aside any adverse effects which harm community and amenity values.</p> <p>The NRMP adopts a philosophy that ridgelines, and associated open spaces, are significantly important to communities and the landscape must be protected accordingly. Continuing this approach would be consistent with precepts set out by Council over the last twenty years.</p> <p>Any protections provided are couched in terms of development effects being mitigated, minimised, remedied, minor, or carefully designed and managed. All these terms are subjective and fail to address the harm done by any intrusion on a ridgeline.</p>	Seeks that all city ridgelines remain free of any development.	Reject	No

				<p>As the city continues to grow, landscape values on a local and community scale assume greater importance to many without easy access to open space and the enjoyment of views of preserved areas such as the Town Belt and Outer Green Belt. Ridgelines across the city must enjoy protection to benefit their respective communities.</p> <p>[Refer to original submission for full reasons].</p>			
Roseneath Residents' Association	FS49.2	Part 2 / Natural and Environmental Values / Natural Features and Landscapes / General NFL	Support	<p>Supports Mr Tiley's submission about the importance of these listed ridgelines to Wellington's landscape, environment, and liveability. Mount Victoria ridgeline is one of the identified ridgelines in the Proposed District Plan, as it is also in the Operative District Plan. The submitter seeks that number 22 Alexandra Road must remain within the identified Mount Victoria Ridgeline as it is in the Operative Plan, rather than be removed from it as is proposed under the Proposed District Plan. The submitter also considers that the intention to remain relatively undeveloped as a crucially important ridgeline should be</p>	<p>Allow / Seeks that that number 22 Alexandra Road retains the Open Space zoning and Ridgeline and Hilltops protection status as it is in the Operative District Plan.</p>	Reject	No

				<p>achieved by retaining the Operative District Plan Open Space zoning rather than rezoning to Residential as is proposed in the Proposed District Plan.</p> <p>[Inferred reference to submission point 142.5]</p>			
Matthew Wells, Adelina Reis and Sarah Rennie	FS50.2	Part 2 / Natural and Environmental Values / Natural Features and Landscapes / General NFL	Support	<p>Supports Mr Tiley's submission about the importance of these listed ridgelines to Wellington's landscape, environment, and liveability. Mount Victoria ridgeline is one of the identified ridgelines in the Proposed District Plan, as it is also in the Operative District Plan. The submitter seeks that number 22 Alexandra Road must remain within the identified Mount Victoria Ridgeline as it is in the Operative Plan, rather than be removed from it as is proposed under the Proposed District Plan. The submitter also considers that the intention to remain relatively undeveloped as a crucially important ridgeline should be achieved by retaining the Operative District Plan Open Space zoning rather than rezoning to Residential as is proposed in the Proposed District Plan.</p> <p>[Inferred reference to submission point 142.5]</p> <p>[Refer to further</p>	Allow / Seeks that number 22 Alexandra Road retains the Open Space zoning and Ridgeline and Hilltops protection status as it is in the Operative District Plan.		
						Reject	No

				submission for full reason]			
Wellington Civic Trust	FS83.74	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Support	The submissions identify the need for greater clarity and better protection in the Plan for the city's identified ridgelines and hilltops. Wellington Civic Trust supports these points	Allow	Reject	No
Andy Foster	FS86.27	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Supports Glenside Progressive Association's submission regarding the protection of Ridgelines citywide. [See original Further Submission for full reasoning]. [Inferred reference to submission 142.5].	Allow	Reject	No
Meridian Energy Limited	FS101.65	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Considers that some ridgelines in the rural area feature lawfully established wind turbines and wind farm infrastructure. Their presence should be acknowledged. The aim of being 'free of any development' is unachievable and not relevant for those situations.	Disallow / Disallow the request in relation to existing built development within ridgeline overlays.	Accept	No

Churton Park Community Association	189.5	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Amend	<p>Considers that the Northern Reserves Management Plan 2008 (NRMP) reflects and guides how the Council values its landscape features including the approach to protection. [Inferred reason provided].</p> <p>Considers that the PDP facilitates development as a priority instead of protecting ridgelines, setting aside any adverse effects which harm community and amenity values.</p> <p>The NRMP adopts a philosophy that ridgelines, and associated open spaces, are significantly important to communities and the landscape must be protected accordingly. Continuing this approach would be consistent with precepts set out by Council over the last twenty years.</p> <p>Any protections provided are couched in terms of development effects being mitigated, minimised, remedied, minor, or carefully designed and managed. All these terms are subjective and fail to address the harm done by any intrusion on a ridgeline.</p> <p>As the city continues to grow, landscape values on a local and community scale assume greater importance to</p>	Seeks that all city ridgelines remain free of any development.	Reject	No
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				<p>many without easy access to open space and the enjoyment of views of preserved areas such as the Town Belt and Outer Green Belt. Ridgelines across the city must enjoy protection to benefit their respective communities.</p> <p>[Refer to original submission for full reasons].</p>			
Roseneath Residents' Association	FS49.4	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Support	<p>Supports submission 189 in seeking to change the Proposed District Plan to more fully protect and enhance the City's natural landscapes including Outstanding Natural Landscapes, Special Amenity Landscapes and Ridgelines and Hilltops, and request that all the CPCA proposals are adopted. It is the view of the submitter that the only new activities to be allowed in these areas should be those essential pieces of infrastructure that cannot be located anywhere else. Housing development should not be allowed.</p> <p>[Inferred reference to submission point 189.5]</p>	Allow		
						Reject	No

Matthew Wells, Adelina Reis and Sarah Rennie	FS50.11	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Support	Supports submission 189 in seeking to change the Proposed District Plan to more fully protect and enhance the City's natural landscapes including Outstanding Natural Landscapes, Special Amenity Landscapes and Ridgelines and Hilltops, and request that all the CPCA proposals are adopted. It is our strong view that the only new activities to be allowed in these areas should be those essential pieces of infrastructure that cannot be located anywhere else. Housing development should not be allowed. [Inferred reference to submission point 189.5]	Allow	Reject	No
Andy Foster	FS86.38	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Supports Glenside Progressive Association's submission regarding the protection of Ridgelines citywide. [See original Further Submission for full reasoning]. [Inferred reference to submission 189.5].	Allow	Reject	No
Meridian Energy Limited	FS101.66	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Considers that some ridgelines in the rural area feature lawfully established wind turbines and wind farm infrastructure. Their presence should be acknowledged. The aim of being 'free of any development' is unachievable and not relevant for those situations.	Disallow / Disallow the request in relation to existing built development within ridgeline overlays.	Accept	No

Meridian Energy Limited	228.29	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose in part	<p>Considers the Introduction to the INF-NFL chapter should include, under the heading 'Other relevant District Plan provisions', a statement that seeks to clarify the interaction between the INF-NFL chapter and other Plan chapters.</p> <p>Meridian understood the intention of the Plan to be that the rules for renewable electricity generation activities, structures and buildings would be wholly contained in the REG chapter. Meridian supports this approach. Considers the note in the preamble is not entirely helpful in clarifying this. Meridian accepts that the objectives and policies of the NFL Natural Features and Landscapes chapter are applicable to renewable electricity generation activities. However, considers the standards listed for general infrastructure activities in the INF-NFL chapter are entirely inappropriate for renewable electricity generation activities and structures and should not be construed as a 'permitted baseline' for renewable electricity generation activities there, and particularly not for existing wind farms.</p>	Retain the preamble to Chapter INF-NFL Infrastructure Natural Features and Landscapes with amendment.	Accept in part	Yes
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Meridian Energy Limited	228.30	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Amend	<p>Considers the Introduction to the INF-NFL chapter should include, under the heading 'Other relevant District Plan provisions', a statement that seeks to clarify the interaction between the INF-NFL chapter and other Plan chapters.</p> <p>Meridian understood the intention of the Plan to be that the rules for renewable electricity generation activities, structures and buildings would be wholly contained in the REG chapter. Meridian supports this approach. Considers the note in the preamble is not entirely helpful in clarifying this. Meridian accepts that the objectives and policies of the NFL Natural Features and Landscapes chapter are applicable to renewable electricity generation activities. However, considers the standards listed for general infrastructure activities in the INF-NFL chapter are entirely inappropriate for renewable electricity generation activities and structures and should not be construed as a 'permitted baseline' for renewable electricity generation activities there, and particularly not for existing wind farms.</p>	<p>Amend the preamble to Chapter INF-NFL Infrastructure Natural Features and Landscapes, under the heading 'Other relevant District Plan provisions', by inserting the following (or similar) clarification note:</p> <p><u>The rules applicable to renewable electricity generation activities in the coastal environment are contained in Chapter REG Renewable Electricity Generation. The rules in Chapter INFNFL Natural Features and Landscapes do not apply to renewable electricity generation activities.</u></p>	Accept in part	Yes
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Transpower New Zealand Limited	315.120	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Amend	As a general comment, Transpower notes there are ten policies within the INF-NFL sub-chapter that are exclusive to the National Grid and the Gas Transmission Pipeline Corridor. Considers the number of policies is excessive and they could be rationalised.	Seeks to rationalise the number of policies in the Infrastructure - Natural Features and Landscapes (INF-NFL) chapter specific to the National Grid in the form of a revised set of National Grid specific policies.	Accept in part	Yes
Transpower New Zealand Limited	315.121	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Amend	Supports the introductory text to the INF-NFL chapter but seeks clarification that the National Grid is subject to specific policies and rules (P51 – P60 and R53, R54, R56 and R57) and the general sub-chapter provisions do not apply.	Amend the introduction the Infrastructure - Natural Features and Landscapes chapter as follows: This sub-chapter applies to infrastructure within Natural Features and Landscape Overlays. It applies in addition to the principal Infrastructure Chapter. <u>Included within the sub-chapter are provisions specific to the National Grid (NG) and Gas Transmission Pipelines Corridor (GTPC). For the avoidance of doubt, other sub-chapter policies and rules within this sub-chapter do not apply to the National Grid.</u> Note: The objectives of the Infrastructure Chapter apply.	Accept in part	Yes
Royal Forest and Bird Protection Society	345.78	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Not specified	Considers that the provisions for this chapter should be no less protective than those in the Natural Features and Landscape chapter. The provisions (objectives, policies and rules) in this chapter should mirror the Natural Features and Landscape provisions, with the	Amend the chapter to mirror the Natural Features and Landscapes, and be as protective as that chapter.	Reject	No

				amendments made as sought by Forest & Bird in respect of that chapter.			
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.17	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	The general request to make the provisions in the INF-NFL section no less protective than the general Natural Features and Landscapes Chapter is not supported and does not recognise operational needs and functional needs of infrastructure that differs from land uses in general.	Disallow	Accept	No
Transpower New Zealand Limited	FS29.33	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Given the general nature of the relief sought, Transpower opposes the submission point.	Disallow	Accept	No
Wellington International Airport Limited	FS36.72	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	WIAL opposes the relief sought by the submitter as it is appropriate for a different planning framework to apply for regionally significant infrastructure in recognition of the social, cultural and economic benefits it provides for the community and the operational and locational constraints of that infrastructure.	Disallow	Accept	No
Powerco Limited	FS61.17	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	The general request to make the provisions in the INF-NFL section no less protective than the general Natural Features and Landscapes Chapter is not supported and does not recognise operational needs and functional needs of infrastructure that differs	Disallow	Accept	No

				from land uses in general.			
Meridian Energy Limited	FS101.67	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Considers that it is not necessary or appropriate to 'mirror' (replicate) the NFL chapter provisions within the INF-NFL chapter. The values of identified features and landscapes are described in the Schedules and the objectives and policies, correctly, focus on managing the effects of activities (including, in the INF-NFL chapter, the effects of infrastructure.	Disallow	Accept	No
Royal Forest and Bird Protection Society	345.79	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose in part	Considers the Introduction does not acknowledge the potential adverse effects of infrastructure on indigenous biodiversity, landscape and natural character values. Seeks amendment to make it clear that these are important values that may be adversely affected, and which require protection. Considers other relevant District Plan provisions should similarly include reference to ECO, NFL, NATC and CE chapters.	Amend INF-NFL- Introduction to acknowledge the potential adverse effects of infrastructure on indigenous biodiversity, landscape and natural character values, and make it clear that these are important values that may be adversely affected and require protection.	Reject	No
Wellington International Airport Limited	FS36.73	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	WIAL opposes the relief sought by the submitter as it is appropriate for a different planning framework to apply for regionally significant infrastructure in recognition of the social, cultural and economic benefits it provides for	Disallow	Accept	No

				the community and the operational and locational constraints of that infrastructure.			
Meridian Energy Limited	FS101.68	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Considers that it is not necessary or appropriate to 'mirror' (replicate) the NFL chapter provisions within the INF-NFL chapter. The values of identified features and landscapes are described in the Schedules and the objectives and policies, correctly, focus on managing the effects of activities (including, in the INF-NFL chapter, the effects of infrastructure.	Disallow	Accept	No
Royal Forest and Bird Protection Society	345.80	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Support in part	Seeks consequential amendments to give effect to submission points on INF-NFL policies above, and also to mirror the rules (as amended by F&B submissions) in the NFL chapters. Considers rules should be as protective as those sought by Forest & Bird in the NFL chapter.	Amend INF-NFL-R53-57 to give effect to policy changes requested in above submission points, mirror Natural Features and Landscapes rules, and be as protective as the amendments sought to the Natural Features and Landscapes chapter.	Reject	No
Transpower New Zealand Limited	FS29.34	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Given the general nature of the relief sought, Transpower opposes the submission point.	Disallow	Accept	No
Wellington International Airport Limited	FS36.74	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	WIAL opposes the relief sought by the submitter as it is appropriate for a different planning framework to apply for regionally significant infrastructure in recognition of the social, cultural and economic	Disallow	Accept	No

				benefits it provides for the community and the operational and locational constraints of that infrastructure.			
Meridian Energy Limited	FS101.69	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Oppose	Considers that it is not necessary or appropriate to 'mirror' (replicate) the NFL chapter provisions within the INF-NFL chapter. The values of identified features and landscapes are described in the Schedules and the objectives and policies, correctly, focus on managing the effects of activities (including, in the INF-NFL chapter, the effects of infrastructure.	Disallow	Accept	No
Taranaki Whānui ki te Upoko o te Ika	389.58	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Amend	[No specific reason given beyond decision requested - refer to original submission].	Amend 'Other relevant District Plan provisions' to include Sites and Areas of Significance to Māori chapter.	Reject	No
Greater Wellington Regional Council	FS84.121	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Support	Greater Wellington support the inclusion and protection of SASM.	Allow / Seek provisions which protect SASM.	Reject	No
Transpower New Zealand Limited	315.122	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Amend	The policy approach is supported and considers it gives effect to Policies 2 and 5 of the NPS-ET. Considers that, notwithstanding the policy support, given the wider issues with how the policy framework within the INF-NFL chapter gives effect to the NPS-ET, Transpower seeks an amended policy framework specific to the	Option 1: Seeks to add a new policy as follows: <u>NF-NFL-X Operation, maintenance, repair and minor upgrade of existing National Grid (NG) infrastructure within identified ridgelines and hilltops, special amenity landscapes, and outstanding natural features and outstanding landscapes (including within the coastal</u>	Accept in part	Yes

				<p>National Grid that address all the natural environment overlays. Reference is also sought to include minor upgrade within the policy to reflect the permitted activity status for minor upgrade works within the NESETA and enabling policy framework within the NPS-ET.</p>	<p>environment)</p> <p><u>Allow for the operation, maintenance, repair and minor upgrade of existing National Grid (NG) infrastructure within identified ridgelines and hilltops, special amenity landscapes, and outstanding natural features and outstanding landscapes (including within the coastal environment), while managing the adverse effects of these activities.</u></p>		
<p>Transpower New Zealand Limited</p>	<p>315.123</p>	<p>Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL</p>	<p>Amend</p>	<p>The policy approach is supported and considers it gives effect to Policies 2 and 5 of the NPS-ET.</p> <p>Considers that, notwithstanding the policy support, given the wider issues with how the policy framework within the INF-NFL chapter gives effect to the NPS-ET, Transpower seeks an amended policy framework specific to the National Grid that address all the natural environment overlays. Reference is also sought to include minor upgrade within the policy to reflect the permitted activity status for minor upgrade works within the NESETA and enabling policy framework within the NPS-ET.</p>	<p>Option 2: Seeks to add a new National Grid specific policy as follows:</p> <p><u>INF-NG-P2 Operation, and maintenance and minor upgrade of the National Grid</u></p> <p><u>Provide for the operation, maintenance and minor upgrade of the National Grid while managing the adverse effects of these activities</u></p>	<p>Accept in part</p>	<p>Yes</p>

Transpower New Zealand Limited	315.124	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Amend	<p>Transpower has existing assets within identified areas of significant amenity landscapes. Considers the activity status for upgrades is regulated by the NESETA. Supports that component of the policy to “provide for the upgrading of existing National Grid infrastructure” on the basis it gives effect to the NPS-ET and in particular policy 2 and 5. However, submitter opposes the matters within the policy for the following reasons:</p> <ul style="list-style-type: none"> - Clause 1. Considers the term ‘at a scale’ is subjective and does not recognise the characterises and technical and operational requirements and constraints of the National Grid. The NPS-ET does not require the activity to be of a scale that protects the identified values. Considers the identified values in the scheduled areas are very broad and it is unclear what aspects of the values are to be maintained or restored. - Clause 3. Considers this is not applicable to the National Grid in that there are no assets within SAL’s with the coastal environment. Transpower has concerns the policy does not give effect to the NPS-ET and therefore opposes INF-NFL-P57 and proposes an amended policy framework (to apply to SALs and ONFL’s) specific to the National Grid. The 	<p>Add a new National Grid specific policy for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes as follows:</p> <p><u>NF-NFL-XX Upgrade of existing National Grid (NG) infrastructure within special amenity landscapes, and outstanding natural features and outstanding landscapes (including within the coastal environment)</u></p> <p><u>In providing for the upgrade of existing National Grid (NG) infrastructure within special amenity landscapes, and outstanding natural features and outstanding landscapes (including within the coastal environment):</u></p> <ol style="list-style-type: none"> <u>1. Seek to avoid adverse effects on special amenity landscapes, and outstanding natural features and outstanding landscapes</u> <u>2. When considering major upgrades, have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection;</u> <u>3. Recognise the constraints arising from the operational needs and functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse</u> 	Accept in part	Yes
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				<p>proposed approach has a 'seek to avoid' directive, considers this reflects policy 8 of the NPS-ET and provides a more appropriate and comprehensive policy framework that recognises the existing assets. Considers that utilisation and upgrading of existing National Grid assets should be facilitated in that it makes use of existing assets and will generally have less adverse environmental effect than that associated with the creation of new assets.</p>	<p>effects; and <u>4. Recognise the potential benefits of upgrades to the National Grid to people and communities.</u></p>		
Transpower New Zealand Limited	315.125	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Amend	<p>Transpower has existing assets within identified areas of significant amenity landscapes. Considers the activity status for upgrades is regulated by the NESETA. Supports that component of the policy to "provide for the upgrading of existing National Grid infrastructure" on the basis it gives effect to the NPS-ET and in particular policy 2 and 5. However, submitter opposes the matters within the policy for the following reasons: - Clause 1. Considers the term 'at a scale' is subjective and does not recognise the characterises and technical and operational requirements and constraints of the National Grid. The NPS-ET does not require the activity to be of a scale that protects the identified values.</p>	<p>Add a new National Grid specific policy for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes as follows: <u>INF-NFL-XX Upgrade of existing National Grid (NG) infrastructure within special amenity landscapes, and outstanding natural features and outstanding landscapes (including within the coastal environment)</u> <u>In providing for the upgrade of existing National Grid (NG) infrastructure within special amenity landscapes, and outstanding natural features and outstanding landscapes (including within the coastal environment):</u> <u>1. Seek to avoid adverse effects on special amenity landscapes, and</u></p>	Accept in part	Yes

				<p>Considers the identified values in the scheduled areas are very broad and it is unclear what aspects of the values are to be maintained or restored.</p> <p>- Clause 3. Considers this is not applicable to the National Grid in that there are no assets within SAL's with the coastal environment. Transpower has concerns the policy does not give effect to the NPS-ET and therefore opposes INF-NFL-P57 and proposes an amended policy framework (to apply to SALs and ONFL's) specific to the National Grid. The proposed approach has a 'seek to avoid' directive, considers this reflects policy 8 of the NPS-ET and provides a more appropriate and comprehensive policy framework that recognises the existing assets. Considers that utilisation and upgrading of existing National Grid assets should be facilitated in that it makes use of existing assets and will generally have less adverse environmental effect than that associated with the creation of new assets.</p>	<p><u>outstanding natural features and outstanding landscapes.</u></p> <p><u>2. When considering major upgrades, have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection.</u></p> <p><u>3. Recognise the constraints arising from the operational needs and functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects.</u></p> <p><u>4. Recognise the potential benefits of upgrades to the National Grid to people and communities; and</u></p> <p><u>5. Remedy or mitigate any adverse effects from the operation, maintenance, upgrade, major upgrade or development of the National Grid which cannot be avoided.</u></p>		
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Royal Forest and Bird Protection Society	345.81	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Amend	Seeks new policy to give effect to policy 11 of NZCPS.	Add new policy INF-NFL-PX (All infrastructure activities in ridgelines and hilltops, special amenity landscapes, outstanding natural features and landscapes): <u>Only allow activities within a significant natural area in the coastal environment where it can be demonstrated that they:</u> <u>1. Avoid adverse effects on the matters in Policy 11(a) of the New Zealand Coastal Policy Statement 2010;</u> <u>2. Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on the matters in Policy 11(b) of the New Zealand Coastal Policy Statement 2010; and</u> <u>3. Protect other indigenous biodiversity values in accordance with ECO-P1.</u>	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.18	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Oppose	Adding a policy in regard to Policy 11 of the NZCPS (indigenous biodiversity) in the INF-NFL sub chapter is opposed. This matter should be addressed in the INF-ECO sub chapter.	Disallow	Accept	No
Transpower New Zealand Limited	FS29.35	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INFNFL	Oppose	In its submission Transpower seeks a specific National Grid policy approach to give effect to the NPSET.	Disallow / Seeks that submission is disallowed in part in so far as the relief sought is inconsistent with that sought in Transpower's submission.	Accept	No

Wellington International Airport Limited	FS36.75	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Oppose	WIAL opposes the relief sought by the submitter as it is appropriate for a different planning framework to apply for regionally significant infrastructure in recognition of the social, cultural and economic benefits it provides for the community and the operational and locational constraints of that infrastructure. Furthermore, the INF-CE subchapter deals with matters in the Coastal Environment. Considers that it is inappropriate to duplicate/replicate controls in multiple chapters of the Proposed Plan.	Disallow	Accept	No
Powerco Limited	FS61.18	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Oppose	Adding a policy in regard to Policy 11 of the NZCPS (indigenous biodiversity) in the INF-NFL sub chapter is opposed. This matter should be addressed in the INF-ECO sub chapter.	Disallow	Accept	No
Meridian Energy Limited	FS101.70	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Oppose	Considers that NZCPS Policy 11 addresses indigenous biological diversity (not natural features and landscapes). The requested text is not relevant for chapter INF-NFL. F2410	Disallow	Accept	No
Royal Forest and Bird Protection Society	345.82	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P38	Oppose	Opposes blanket provision for operation of infrastructure without consideration of related policy NFL-P2. Seek redrafting to ensure consideration of other relevant policies, or include wording in this policy to mirror NFL-P2.	Amend INF-NFL-P38 (Operation, maintenance and repair of existing infrastructure within ridgelines and hilltops): Allow for the operation, maintenance and repair of existing infrastructure within ridgelines and hilltops <u>with consideration given to NFL-P2.</u>	Reject	No

Waka Kotahi	370.125	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P38	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P38 (Operation, maintenance and repair of existing infrastructure within ridgelines and hilltops) as notified.	Accept	No
KiwiRail Holdings Limited	408.72	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P38	Support	Supports policy to allow for the operation, maintenance, repair and upgrade of existing infrastructure within identified ridgelines and hilltops. KRH-2 is located within the ridgelines and hilltops overlay.	Retain INF-NFL-P38 (Operation, maintenance and repair of existing infrastructure within ridgelines and hilltops) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.52	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P39	Oppose in part	INF-NFL-P39 relates to Significant Amenity Landscapes and incorrectly refers to SCHED 12 and should refer to SCHED 11. It does correctly hyperlink to SCHED 11 in the ePlan.	Amend Policy INF-NFL-P39 (Operation, maintenance and repair of existing infrastructure within special amenity landscapes (including within the coastal environment)) to refer to SCHED 11 rather than SCHED 12.	Accept	Yes
Powerco Limited	127.34	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P39	Oppose in part	Considers that the policy relates to Significant Amenity Landscapes and incorrectly refers to SCHED 12 and should refer to SCHED 11. It does correctly hyperlink to SCHED 11 in the ePlan.	Amend policy INF-NFL-P39 (Operation, maintenance and repair of existing infrastructure within special amenity landscapes (including the coastal environment)) to refer to SCHED11 (Special Amenity Landscapes) rather than SCHED12 (High Coastal Natural Character Areas) as follows: Allow for the operation, maintenance and repair of existing infrastructure located within special amenity landscapes where: 1. Associated earthworks and vegetation removal are of a scale that maintains or restores the identified values as	Accept	Yes

					described in <u>SCHED11.-</u> <u>SCHED12.-</u>		
Royal Forest and Bird Protection Society	345.83	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P39	Oppose in part	Considers the policy needs to be no less protective than those in NFL chapter. Opposes use of “identified” as per previous submission comments and also seek that this cross references NFL and ECO provisions that provide for protection of biodiversity. Considers that amendments are needed include direction that effects are not only to be managed, but that certain areas, including overlays, need to be protected. This includes values in the coastal environment.	Amend INF-NFL-P39 (Operation, maintenance and repair of existing infrastructure within special amenity landscapes (including within the coastal environment): Allow for the operation, maintenance and repair of existing infrastructure located within special amenity landscapes where: 1. Associated earthworks and vegetation removal are of a scale that maintains or restores the identified -values as described in SCHED12. 2. <u>[Insert reference to relevant NFL and ECO provisions for biodiversity protection]</u> 3. <u>[Insert direction that effects are not only need to be managed but protected in certain areas]</u>	Reject	No
Meridian Energy Limited	FS101.71	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P39	Oppose	Considers that the relevant values are (only) those that give rise to the identification of the area in the Schedule. The provisions of the NFL and ECO chapters apply anyway (that is clear in the structure of this Plan) and the requested references to these chapters are	Disallow	Accept	No

				unnecessary. [Inferred reference to submission point 345.83 not 345.82]			
Waka Kotahi	370.126	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P39	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P39 (Operation, maintenance and repair of existing infrastructure within special amenity landscapes (including within the coastal environment)) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.53	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P40	Oppose in part	INF-NFL-P40 relates to Outstanding Natural Features and Outstanding Natural Landscapes and incorrectly refers to SCHED 11 and should refer to SCHED 10. It does correctly hyperlink to SCHED 10 in the ePlan.	Amend Policy INF-NFL-P40 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment)) to refer to SCHED 10 rather than SCHED 11.	Accept	Yes
Royal Forest and Bird Protection Society	345.84	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P40	Oppose in part	Oppose blanket 'allow' direction for operation of existing infrastructure in ONFLs. We seek clearer direction to enable assessment of effects at the time of consenting. We oppose 'identified' values. This policy needs to give effect to policy 11 of the NZCPS. We also point out the drafting error in this policy as it should refer to SCHED10, rather than SCHED11.	Amend INF-NFL-P40 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment)): Allow for the operation, maintenance and repair of existing infrastructure located within outstanding natural features and outstanding natural landscapes where: 1. Associated earthworks and vegetation removal are of a scale that protects the identified values described in	Accept in part	Yes

					SCHED110. [Add direction to enable assessment of effects at consenting stage, and amend overall policy to give effect to policy 11 of the NZ Coastal Policy Statement]		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.19	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P40	Oppose	Adding further direction in this policy in regard to Policy 11 (indigenous biodiversity) of the NZCPS is not supported. This matter should be addressed in the INF-ECO sub chapter and not the INF-NFL provisions.	Disallow	Accept	No
Wellington Electricity Lines Limited (WELL)	FS27.24	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P40	Oppose	The submission point tries to assign an activity status to existing infrastructure within Natural Features and Landscapes areas. It is unclear how this is to take place as the infrastructure will be lawfully established. The term or undertaking of "reconsenting" in relation to existing infrastructure is unclear to WELL – consequently, the submission point is requested to be rejected.	Disallow	Accept	No
Powerco Limited	FS61.19	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P40	Oppose	Adding further direction in this policy in regard to Policy 11 (indigenous biodiversity) of the NZCPS is not supported. This matter should be addressed in the INF-ECO sub chapter and not the INF-NFL provisions.	Disallow	Accept	No

Meridian Energy Limited	FS101.72	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P40	Oppose	Considers that the request in relation to 'reconsenting' is confusing because land use consents are generally not time limited. The relevant values are (only) those that give rise to the identification of the area in the Schedule. The requested 'direction' in relation to NZCPS Policy 11 is also confusing because that policy addresses indigenous biological diversity, not landscape values, so is not directly relevant for the INFNFL chapter.	Disallow		
Waka Kotahi	370.127	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P40	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P40 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment)) as notified.	Accept	No
Royal Forest and Bird Protection Society	345.85	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P41	Oppose in part	Seek amendment to say "Only allow" to ensure matters considered are provisional on meeting this policy.	Amend INF-NFL-P41 (Upgrading of existing infrastructure within ridgelines and hilltops): <u>Only allow</u> for the upgrading of existing infrastructure within ridgelines and hilltops where: 1. The activities is compliant with the underlying infrastructure provisions; and 2. Any adverse effects on the visual amenity and landscape values can be managed.	Accept in part	No
						Reject	No

Waka Kotahi	370.128	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P41	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P41 (Upgrading of existing infrastructure within ridgelines and hilltops) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.73	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P41	Support	Supports policy to allow for the operation, maintenance, repair and upgrade of existing infrastructure within identified ridgelines and hilltops. KRH-2 is located within the ridgelines and hilltops overlay.	Retain INF-NFL-P41 (Upgrading of existing infrastructure within ridgelines and hilltops) as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.86	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P42	Oppose in part	Considers a blanket "allow" policy is inappropriate as it gives no direction as to whether the effects of undergrounding may be appropriate.	Amend INF-NFL-P42 (Upgrading of existing infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road): Allow for the upgrading of existing infrastructure within a special amenity landscape area where the infrastructure is located underground or within an existing legal road [add direction about what effects are considered appropriate when undergrounding]	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.20	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P42	Oppose	Allowing for upgrading of underground infrastructure and infrastructure in existing roads in special amenity landscapes is an appropriate policy direction.	Disallow	Accept	No

Powerco Limited	FS61.20	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P42	Oppose	Allowing for upgrading of underground infrastructure and infrastructure in existing roads in special amenity landscapes is an appropriate policy direction.	Disallow	Accept	No
Waka Kotahi	370.129	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P42	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P42 (Upgrading of existing infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road.) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.54	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Oppose in part	INF-NFL-P43 relates to Significant Amenity Landscapes and incorrectly refers to SCHED 12 and should refer to SCHED 11. It does correctly hyperlink to SCHED 11 in the ePlan.	Amend Policy INF-NFL-P43 (Upgrading of existing infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road) to refer to SCHED 11 rather than SCHED 12.	Accept	Yes
Powerco Limited	127.35	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Oppose in part	Considers that the policy relates to Significant Amenity Landscapes and incorrectly refers to SCHED 12 and should refer to SCHED 11. It does correctly hyperlink to SCHED 11 in the ePlan.	Amend policy INF-NFL-P43 (Upgrading of existing infrastructure within a special amenity landscaped (including within the coastal environment) that is located aboveground and outside an existing legal road) to refer to SCHED11 (Special Amenity Landscapes) rather than SCHED12 (High Coastal Natural Character Areas) as follows: Provide for the upgrading of existing infrastructure that is located above	Accept	Yes

					ground and outside an existing legal road within a special amenity landscape where: 1. The activity is of a scale that maintains or restores the identified values as described in SCHED11; SCHED12; ...		
Royal Forest and Bird Protection Society	345.87	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Oppose in part	Considers it inappropriate to apply a 'provide for' direction to activities in the coastal environment, particularly for upgrading as it can cause significant adverse effects. Considers the matters for consideration don't provide for the protection of biodiversity and need to include relevant ECO and NFL provisions. Opposes 'identified' values and seeks deletion of point 4.	Amend INF-NFL-P43 (Upgrading of existing infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road): Provide for the upgrading of existing infrastructure that is located above ground and outside an existing legal road within a special amenity landscape where: 1. The activity is of a scale that maintains or restores the identified values as described in SCHED12; 2. If located outside the coastal environment any adverse effects on the identified values can be avoided, remedied or mitigated; 3. If located within the coastal environment any significant adverse effects on the identified values can be avoided and any other adverse effects on the identified values can be avoided, remedied or mitigated; and 4. There is a functional need or an operational	Reject	No

					<p>need for the activity to be undertaken within the special amenity landscape.</p> <p><u>4. It aligns with the matters set out in [the relevant ECO and NFL policies]</u></p>		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.21	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Oppose	Operational need and functional need are relevant considerations to determine if infrastructure is appropriate in special amenity landscapes, and accordingly should not be deleted from the policy. Reference to other NFL chapter policies is not supported as the intent is for the INF chapter to be generally self-contained to properly consider infrastructure specific issues.	Disallow	Accept	No
Powerco Limited	FS61.21	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Oppose	Operational need and functional need are relevant considerations to determine if infrastructure is appropriate in special amenity landscapes, and accordingly should not be deleted from the policy. Reference to other NFL chapter policies is not supported as the intent is for the INF chapter to be generally self-contained to properly consider infrastructure specific issues.	Disallow	Accept	No

KiwiRail Holdings Limited	FS72.39	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Oppose	<p>Seeks the retention of the assessment criteria as notified which recognises the operational or functional needs of infrastructure.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.</p>	Disallow	Accept	No
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Meridian Energy Limited	FS101.73	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Oppose	Considers that the relevant values are (only) those that give rise to the identification of the area in the Schedule. Functional and operational need are relevant considerations. The proposed additional clause 4 is not necessary because the objectives and policies of the referenced chapters are applicable in any event.	Disallow	Accept	No
Waka Kotahi	370.130	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P43 (Upgrading of existing infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road) as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.88	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P44	Oppose in part	Considers a blanket "allow" policy is inappropriate as it gives no direction as to whether the effects of undergrounding may be appropriate. Considers the policy needs to be conditional on considering other policies such as ECO-P1, NFL-P5 & P6 as well as the additional ECO and NFL policies sought by Forest & Bird to maintain biodiversity.	Amend INF-NFL-P44 (Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located underground or within an existing legal road): Provide for the upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes where the infrastructure is located underground or within an existing legal road <u>with consideration given to the appropriateness of effects as set out in ECO-P1, NFL-P5, NFL-P6 [and any other relevant ECO and NFL policies]</u>	Reject	No

Waka Kotahi	370.131	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P44	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P44 (Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located underground or within an existing legal road) as notified.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.55	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P45	Oppose	This policy applies to upgrading of infrastructure outside legal road and above ground within Outstanding Natural Features and Outstanding Natural Landscapes. Clause 1 of the policy has a requirement that the activity is of a scale that protects the identified values in SCHED10. This could have the effect of being treated as an "avoid" provision and appears to go beyond RPS Policy 26 which requires policies, rules or methods to protect outstanding natural features and outstanding natural landscapes from <u>inappropriate</u> subdivision, use or development. For functional and operational reasons some infrastructure such as telecommunications infrastructure may need to be located in these environments (e.g. for line of sight radio links). Therefore, it is important that the policy framework allows for this in appropriate circumstances,	Amend Policy INF-NFL-P45 (Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located above ground and outside an existing legal road) as follows: Only allow for the upgrading of existing infrastructure that is located outside an existing legal road and above ground within outstanding natural features and outstanding natural landscapes where: 1. <u>Having regard to the matters in Policy INF-P6,</u> the activity is of a scale that protects the identified values described in SCHED10 <u>from inappropriate development;</u>	Reject	No

				particularly where a facility may have significant community benefits, can not be reasonably located elsewhere and adverse effects are mitigated to the extent practicable.			
Wellington Electricity Lines Limited (WELL)	FS27.3	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P45	Support	WELL agree with the submitter that as currently drafted INF-NFL-P45 will be overly restrictive in undertaking upgrades to the electricity distribution network that may be located within the Outstanding Natural Features and Outstanding Natural Landscapes policy areas. WELL agree that the policy is more restrictive than required (under the RPS), and consequently should be amended. The proposed amendments posed by the submitter are considered to be suitable in that they can also be applied to other infrastructure providers with assets within the Outstanding Natural Features and Outstanding Natural Landscapes Policy areas.	Allow		
						Reject	No

Royal Forest and Bird Protection Society	345.89	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P45	Oppose in part	Considers the policy fails to give effect to policies 11 and 15 of the NZCPS. Considers activities should be subject to consideration of NFL-P5 and P6, the INF-NFL-PXX policy sought below and all relevant ECO provisions. Opposes the use of "identified" values given the shortcomings of SCHED10, and seeks deletion of point 4.	Amend INF-NFL-P45 (Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located above ground and outside an existing legal road):		
					<p>Only allow for the upgrading of existing infrastructure that is located outside an existing legal road and above ground within outstanding natural features and outstanding natural landscapes where:</p> <ol style="list-style-type: none"> 1. The activity is of a scale that protects the identified values described in SCHED10; 2. If located outside the coastal environment any significant adverse effects on the identified values can be avoided and any other adverse effects on the identified values can be avoided, remedied or mitigated; 3. If located within the coastal environment any adverse effects on the identified-values can be avoided; and 4. There is a functional need or operational need for the activity to be undertaken within the outstanding natural features and outstanding natural landscapes. 4. It aligns with the matters set out in NFL-P5, NFL-P6, INF-NFL-PX, and ECO-P1. 	Reject	No

					[Amend overall policy to give effect to Policies 11 and 15 of NZ Coastal Policy Statement]		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.22	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P45	Oppose	Operational need and functional need are relevant considerations to determine if infrastructure is appropriate in outstanding natural landscapes and features, particularly as the policy has broader application than the coastal environment, and accordingly should not be deleted from the policy. Reference to other NFL chapter policies is not supported as the intent is for the INF chapter to be generally self-contained to properly consider infrastructure specific issues.	Disallow	Accept	No
Powerco Limited	FS61.22	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P45	Oppose	Operational need and functional need are relevant considerations to determine if infrastructure is appropriate in outstanding natural landscapes and features, particularly as the policy has broader application than the coastal environment, and	Disallow	Accept	No

				accordingly should not be deleted from the policy. Reference to other NFL chapter policies is not supported as the intent is for the INF chapter to be generally self-contained to properly consider infrastructure specific issues.			
KiwiRail Holdings Limited	FS72.40	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P45	Oppose	<p>Seeks the retention of the assessment criteria as notified which recognises the operational or functional needs of infrastructure.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the</p>	Disallow		
						Accept	No

				objectives of the Proposed Plan in terms of section 32 of the RMA.			
Meridian Energy Limited	FS101.74	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P45	Oppose	Considers that the relevant values are (only) those that give rise to the identification of the area in the Schedule. The request to give effect to NZCPS Policy 11 is confusing because that policy addresses indigenous biological diversity, not landscape values, so is not directly relevant for the INF-NFL chapter. Meridian considers the policy already gives effect to NZCPS Policy 15, in the manner intended by that policy. The references to policies in other chapters of the plan are not necessary because, in the structure of this Plan, they are applicable anyway.	Disallow		
Waka Kotahi	370.132	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P45	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P45 (Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located above ground and outside an existing legal road) as notified.	Accept	No
						Accept in part	No

Royal Forest and Bird Protection Society	345.90	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P46	Oppose in part	Opposes the 'allow' direction of this policy. Seek amendment to "Only allow..."	Amend INF-NFL-P46 (New infrastructure within identified ridgelines and hilltops): Only allow for the installation of new infrastructure within identified ridgelines and hilltops where: 1. The activities is compliant with the underlying zone provisions and general rules; and 2. Any adverse effects on the visual amenity and landscape values can be managed.	Reject	No
Waka Kotahi	370.133	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P46	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P46 (New infrastructure within identified ridgelines and hilltops) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.74	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P46	Support	Supports policy to allow for new infrastructure within identified ridgelines and hilltops.	Retain INF-NFL-P46 (New infrastructure within identified ridgelines and hilltops) as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.91	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P47	Oppose in part	Considers it inappropriate to apply a 'provide for' direction to activities in the coastal environment, particularly for new infrastructure as it can cause significant adverse effects. While undergrounding is	Amend INF-NFL-P47 (New infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road):	Reject	No

				usually preferable, considers a blanket "provide for" policy is inappropriate as it does not give direction as to whether the effects are appropriate. Considers the matters for consideration don't provide for the protection of biodiversity and need to include relevant ECO and NFL provisions.	Provide for the installation of new infrastructure within special amenity landscapes where the infrastructure is located underground or within an existing legal road <u>[with consideration given to the appropriateness of effects in reference to relevant ECO and NFL provisions]</u> .		
Waka Kotahi	370.134	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P47	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P47 (New infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road) as notified.	Accept	No
Royal Forest and Bird Protection Society	345.92	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P48	Oppose in part	Considers the policy fails to give effect to policy 11 of the NZCPS. Activities should be subject to consideration of NFL-P3 & P4, ECO-P1 and the INF-NFL-PXX policy sought below. Opposes the use of 'identified' values and seeks deletion of point 4.	Amend INF-NFL-P48 (New infrastructure within a special amenity landscape (including within the coastal environment) that is located above ground and outside and existing legal road): Only allow for new infrastructure that is located outside an existing legal road and above ground within a special amenity landscape where: 1. The activity is of a scale that maintains or restores the identified values as described in SCHED11; 2. If located outside the coastal environment any adverse effects on the identified values can be avoided, remedied or mitigated; 3. If located within the	Reject	No

					<p>coastal environment any significant adverse effects on the identified values can be avoided and any other adverse effects on the identified values can be avoided, remedied or mitigated; and</p> <p>4. There is a functional need or an operational need for the activity to be undertaken within the special amenity landscape</p> <p>4. It aligns with the matters set out in NFL-P5, NFL-P6, INF-NFL-PX, and ECO-P1.</p> <p>[Amend overall policy to give effect to Policy 11 of NZ Coastal Policy Statement]</p>		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.23	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P48	Oppose	Operational need and functional need are relevant considerations to determine if infrastructure is appropriate in special amenity landscapes, and accordingly should not be deleted from the policy. Reference to other NFL chapter policies is not supported as the intent is for the INF chapter to be generally self-contained to properly consider infrastructure specific issues.	Disallow	Accept	No
Powerco Limited	FS61.23	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P48	Oppose	Operational need and functional need are relevant considerations to determine if infrastructure is appropriate in special amenity landscapes, and accordingly should not be deleted from the policy. Reference to other NFL chapter policies is not	Disallow	Accept	No

				supported as the intent is for the INF chapter to be generally self-contained to properly consider infrastructure specific issues.			
KiwiRail Holdings Limited	FS72.41	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P48	Oppose	<p>Seeks the retention of the assessment criteria as notified which recognises the operational or functional needs of infrastructure.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the</p>	Disallow		
						Accept	No

				Proposed Plan in terms of section 32 of the RMA.			
Meridian Energy Limited	FS101.75	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P48	Oppose	Considers that the relevant values are (only) those that give rise to the identification of the area in the Schedule. Functional and operational need are relevant considerations. The proposed additional clause 4 is not necessary because the objectives and policies of the referenced chapters are applicable in any event. The request to give effect to NZCPS Policy 11 (indigenous biological diversity) is not directly relevant for special amenity landscapes.	Disallow	Accept	No
Waka Kotahi	370.135	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P48	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P48 (New infrastructure within a special amenity landscape (including within the coastal environment) that is located above ground and outside and existing legal road) as notified.	Accept in part	No

Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.56	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P49	Oppose	<p>This policy applies to new Infrastructure within Outstanding Natural Features and Outstanding Natural Landscapes outside of the Coastal Environment. Clause 1 of the policy has a requirement that the activity is of a scale that protects the identified values in SCHED10. This could have the effect of being treated as an “avoid” provision and appears to go beyond RPS Policy 26 which requires policies, rules or methods to protect outstanding natural features and outstanding natural landscapes from <u>inappropriate</u> subdivision, use or development. For functional and operational reasons some infrastructure such as telecommunications infrastructure may need to be located in these environments (e.g. for line of sight radio links). Therefore, it is important that the policy framework allows for this is appropriate circumstances, particularly where a facility may have significant community benefits, cannot be reasonably located elsewhere and adverse effects are mitigated to the extent practicable.</p>	<p>Amend Policy INF-NFL-P49 (New infrastructure within outstanding natural features and outstanding natural landscapes outside the coastal environment) as follows:</p> <p>Only allow new infrastructure within outstanding natural features and outstanding natural landscapes when located outside the coastal environment, where;</p> <p>1. <u>Having regard to the matters in Policy INF-P6,</u> the activity is of a scale that protects the identified values described in SCHED10 <u>from inappropriate development;</u></p>	Reject	No
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Wellington Electricity Lines Limited (WELL)	FS27.4	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P49	Support	WELL agree with the submitter to the same extent as expressed above in the previous submission point (99.55). The PDP needs to be consistent with the RPS, consequently, provision in the PDP should be provided for appropriate development within the Outstanding Natural Features and Outstanding Natural Landscapes policy areas.	Allow	Reject	No
Royal Forest and Bird Protection Society	345.93	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P49	Oppose in part	Considers activities should be subject to consideration of NFL-P5 and P6, the new INF-NFL-PXX policy (sought in below submission point) and ECO-P1. We oppose the use of "identified" and seek deletion of point 3	Amend INF-NFL-P49 (New infrastructure within outstanding natural features and outstanding natural landscapes outside the coastal environment): Only allow new infrastructure within outstanding natural features and outstanding natural landscapes when located outside the coastal environment, where: 1. The activity is of a scale that protects the identified values described in SCHED10; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or operational need for the activity to be undertaken within an outstanding natural feature or outstanding natural landscape in the coastal environment. <u>3. It aligns with the matters set out in NFL-P5, NFL-P6, INF-NFL-PX, and ECO-P1.</u>	Reject	No

KiwiRail Holdings Limited	FS72.42	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P49	Oppose	<p>Seeks the retention of the assessment criteria as notified which recognises the operational or functional needs of infrastructure.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.</p>	Disallow	Accept	No
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Meridian Energy Limited	FS101.76	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P49	Oppose	Considers that the relevant values are (only) those that give rise to the identification of the area in the Schedule. Functional and operational need are relevant considerations. The proposed additional clause 4 is not necessary because the objectives and policies of the referenced chapters are applicable in any event.	Disallow	Accept	No
Waka Kotahi	370.136	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P49	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P49 (New infrastructure within outstanding natural features and outstanding natural landscapes outside the coastal environment) as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.94	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P50	Support in part	Opposes the use of "identified" values. Supports the avoidance of new infrastructure within ONFLs within the coastal environment.	Amend INF-NFL-P50 (New infrastructure within outstanding natural features and outstanding natural landscapes within the coastal environment): Avoid new infrastructure within outstanding natural features and outstanding natural landscapes within the coastal environment, unless it can be shown that any adverse effects on the identified values can be avoided.	Reject	No
Wellington Electricity Lines Limited (WELL)	FS27.25	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P50	Oppose	WELL oppose this submission point as the intention is to essentially prohibit infrastructure locating and operating within Natural Features and Landscapes areas.	Disallow	Accept	No

Meridian Energy Limited	FS101.77	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P50	Oppose	Considers that the relevant values are (only) those that give rise to the identification of the area in the Schedule.	Disallow	Accept	No
Waka Kotahi	370.137	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P50	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P50 (New infrastructure within outstanding natural features and outstanding natural landscapes within the coastal environment) as notified.	Accept in part	No
Transpower New Zealand Limited	315.126	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P51	Support in part	<p>The policy approach is supported and considers it gives effect to Policies 2 and 5 of the NPSET.</p> <p>Considers that, notwithstanding the policy support, given the wider issues with how the policy framework within the INF-NFL chapter gives effect to the NPSET, Transpower seeks an amended policy framework specific to the National Grid that address all the natural environment overlays. Reference is also sought to include minor upgrade within the policy to reflect the permitted activity status for minor upgrade works within the NESETA and enabling policy framework within the NPSET.</p>	Supports the policy approach within the Infrastructure - Natural Features and Landscapes chapter, but seeks amendments.	Accept in part	Yes
Transpower New Zealand Limited	315.127	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P51	Amend	<p>The policy approach is supported and considers it gives effect to Policies 2 and 5 of the NPS-ET.</p> <p>Considers that, notwithstanding the policy support, given the wider issues with how the policy framework</p>	Delete reference to the National Grid from INF-NFL-P51 (Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops).	Accept	Yes

				<p>within the INF-NFL chapter gives effect to the NPS-ET, Transpower seeks an amended policy framework specific to the National Grid that address all the natural environment overlays. Reference is also sought to include minor upgrade within the policy to reflect the permitted activity status for minor upgrade works within the NESETA and enabling policy framework within the NPS-ET.</p>			
Transpower New Zealand Limited	315.128	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P52	Amend	<p>The policy approach is supported and considers it gives effect to Policies 2 and 5 of the NPS-ET.</p> <p>Considers that, notwithstanding the policy support, given the wider issues with how the policy framework within the INF-NFL chapter gives effect to the NPS-ET, Transpower seeks an amended policy framework specific to the National Grid that address all the natural environment overlays. Reference is also sought to include minor upgrade within the policy to reflect the permitted activity status for minor upgrade works within the NESETA and enabling policy framework within the NPS-ET.</p>	Delete reference to the National Grid from INF-NFL-P52 (Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within special amenity landscapes (including within the coastal environment)).	Accept	Yes

Transpower New Zealand Limited	315.129	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P53	Amend	<p>The policy approach is supported and considers it gives effect to Policies 2 and 5 of the NPS-ET.</p> <p>Considers that, notwithstanding the policy support, given the wider issues with how the policy framework within the INF-NFL chapter gives effect to the NPS-ET, Transpower seeks an amended policy framework specific to the National Grid that address all the natural environment overlays. Reference is also sought to include minor upgrade within the policy to reflect the permitted activity status for minor upgrade works within the NESETA and enabling policy framework within the NPS-ET.</p>	Delete reference to the National Grid from INF-NFL-P53 (Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes (including within the coastal environment)).	Accept	Yes
Transpower New Zealand Limited	315.130	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P54	Amend	<p>Considers the existing National Grid assets traverse identified ridgelines and hilltops, and that the activity status for upgrades is regulated by the NESETA. Supports that component of the policy to “allow for the upgrading of existing National Grid infrastructure” on the basis it gives effect to the NPSET and in particular policy 2 which provides a very clear directive to ‘recognise and provide’ for the upgrade of the National Grid, and policy 5 to ‘enable’ the minor upgrade. However, opposes matters 1 and 2, within the policy for the following reasons:</p>	<p>Amend policy INF-NFL-P54 (Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops as follows:</p> <p>INF-NFL-P54 Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops</p> <p>Allow for the upgrading of existing National Grid (NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within identified ridgelines and</p>	Accept in part	Yes

			<p>- Clause 1. requires that “activities is compliant with the underlying infrastructure provisions”. Considers the policy directive is unclear in that it is not known what are the specific infrastructure provisions to which the directive relates and what is meant by the term ‘complaint with’.</p> <p>- Clause 2. considers that the directive has wide implication in that it requires any adverse effects be manged, regardless of scale. Ridgeline and Hilltop values are not defined or described in the PDP and therefore considers it is unclear what outcomes are sought but the policy.</p> <p>Considers that ridgelines and hilltops are not a section 6 RMA matter, and are distinct from section 7 RMA significant amenity landscapes. Considers that given the national significance of the National Grid, the enabling policy framework within the NPSET, that ridgelines and hilltops have no higher order policy support, and that the policy relates to the upgrade of existing National Grid assets, seeks amendment to exclude the qualifiers from applying to the National Grid. Considers the policy does not give effect to the NPS-ET, and therefore opposes INF-NFL-P54 and instead</p>	<p>hilltops, and specific to the <u>Gas Transmission Pipeline Corridor (GTPC)</u>, where:</p> <ol style="list-style-type: none"> 1. The activities is compliant with the underlying infrastructure provisions; and 2. Any adverse effects on the visual amenity and landscape values can be managed. 	
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				proposes an amended policy framework specific to the National Grid. [Refer to original submission for full reason]			
Transpower New Zealand Limited	315.131	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P55	Oppose	Considers Transpower has no existing assets in a significant amenity landscape that is located underground or within an existing legal road. As such considers the policy is not applicable to the National Grid and references to the Grid shall be deleted.	Opposes reference to the National Grid in policy INF-NFL-P55 (Upgrading of existing National Grid (NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road).	Accept	Yes
Transpower New Zealand Limited	315.132	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P55	Amend	Considers Transpower has no existing assets in a significant amenity landscape that is located underground or within an existing legal road. As such the policy is not applicable to the National Grid and references to the Grid shall be deleted.	Delete reference to the National Grid from policy INF-NFL-P55 (Upgrading of existing National Grid (NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road) as follows:	Accept	Yes

					<p>INF-NFL-P55 Upgrading of existing National Grid (NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road</p> <p>Allow for the upgrading of existing National Grid (NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape where the infrastructure is located underground or within an existing legal road.</p>		
Transpower New Zealand Limited	315.133	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P56	Oppose	<p>Considers the relationship between P55 and P56 is not clear (noting that P55 includes the proviso within the coastal environment and P56 relates to outside the coastal environment). Transpower has no existing assets in a significant amenity landscape that is located underground or within an existing legal road. As such considers the policy is not applicable to the National Grid and references to the Grid shall be deleted.</p>	<p>Opposes reference to the National Grid in (Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within special amenity landscapes (outside of the coastal environment) that is located underground or within an existing legal road) policy INF-NFL-P56.</p>	Accept	Yes

Transpower New Zealand Limited	315.134	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P56	Amend	<p>Considers the relationship between P55 and P56 is not clear (noting that P55 includes the proviso within the coastal environment and P56 relates to outside the coastal environment). Transpower has no existing assets in a significant amenity landscape that is located underground or within an existing legal road. As such considers the policy is not applicable to the National Grid and references to the Grid shall be deleted.</p>	<p>Delete reference to the National Grid from policy INF-NFL-P56 (Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within special amenity landscapes (outside of the coastal environment) that is located underground or within an existing legal road) as follows:</p> <p>INF-NFL-P56 Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within special amenity landscapes (outside of the coastal environment) that is located underground or within an existing legal road</p> <p>Provide for the upgrading of existing infrastructure (outside CE) where the infrastructure is located underground or within an existing legal road.</p>	Accept in part	Yes
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Transpower New Zealand Limited	315.135	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P57	Oppose	<p>Transpower has existing assets within identified areas of significant amenity landscapes. Considers the activity status for upgrades is regulated by the NESETA. Supports that component of the policy to “provide for the upgrading of existing National Grid infrastructure” on the basis it gives effect to the NPS-ET and in particular policy 2 and 5. However, submitter opposes the matters within the policy for the following reasons:</p> <ul style="list-style-type: none"> - Clause 1. Considers the term ‘at a scale’ is subjective and does not recognise the characterises and technical and operational requirements and constraints of the National Grid. The NPS-ET does not require the activity to be of a scale that protects the identified values. Considers the identified values in the scheduled areas are very broad and it is unclear what aspects of the values are to be maintained or restored. - Clause 3. Considers this is not applicable to the National Grid in that there are no assets within SAL’s with the coastal environment. Transpower has concerns the policy does not give effect to the NPS-ET and therefore opposes INF-NFL-P57 and proposes an amended policy framework (to apply to SALs and ONFL’s) specific to the National Grid. The 	<p>Opposes reference to the National Grid in policy INF-NFL-P57 (Upgrading of existing National Grid (NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road).</p> <p>[And add new policy specific to the National Grid for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes]</p>	Accept in part	Yes
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				proposed approach has a 'seek to avoid' directive, considers this reflects policy 8 of the NPS-ET and provides a more appropriate and comprehensive policy framework that recognises the existing assets. Considers that utilisation and upgrading of existing National Grid assets should be facilitated in that it makes use of existing assets and will generally have less adverse environmental effect than that associated with the creation of new assets.		
Transpower New Zealand Limited	315.136	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P57	Amend	<p>Transpower has existing assets within identified areas of significant amenity landscapes. Considers the activity status for upgrades is regulated by the NESETA. Supports that component of the policy to "provide for the upgrading of existing National Grid infrastructure" on the basis it gives effect to the NPSET and in particular policy 2 and 5. However, submitter opposes the matters within the policy for the following reasons:</p> <ul style="list-style-type: none"> - Clause 1. Considers the term 'at a scale' is subjective and does not recognise the characterises and technical and operational requirements and constraints of the National Grid. The NPSET does not require the activity to be of a scale that protects the identified values. 	<p>Delete reference to the National Grid from policy INF-NFL-P57 (Upgrading of existing National Grid (NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road).</p> <p>[And add new policy specific to the National Grid for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes]</p>	Accept in part
						Yes

				<p>Considers the identified values in the scheduled areas are very broad and it is unclear what aspects of the values are to be maintained or restored.</p> <p>- Clause 3. Considers this is not applicable to the National Grid in that there are no assets within SAL's with the coastal environment. Transpower has concerns the policy does not give effect to the NPSET and therefore opposes INF-NFL-P57 and proposes an amended policy framework (to apply to SALs and ONFL's) specific to the National Grid. The proposed approach has a 'seek to avoid' directive, considers this reflects policy 8 of the NPSET and provides a more appropriate and comprehensive policy framework that recognises the existing assets. Considers that utilisation and upgrading of existing National Grid assets should be facilitated in that it makes use of existing assets and will generally have less adverse environmental effect than that associated with the creation of new assets.</p>		
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Transpower New Zealand Limited	315.137	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P58	Oppose	<p>Transpower has existing assets within identified areas of significant amenity landscapes. Considers the activity status for upgrades is regulated by the NESETA. Supports that component of the policy to “provide for the upgrading of existing National Grid infrastructure” on the basis it gives effect to the NPS-ET and in particular policy 2 and 5. However, submitter opposes the matters within the policy for the following reasons:</p> <ul style="list-style-type: none"> - Clause 1. Considers the term ‘at a scale’ is subjective and does not recognise the characterises and technical and operational requirements and constraints of the National Grid. The NPS-ET does not require the activity to be of a scale that protects the identified values. Considers the identified values in the scheduled areas are very broad and it is unclear what aspects of the values are to be maintained or restored. - Clause 3. Considers this is not applicable to the National Grid in that there are no assets within SAL’s with the coastal environment. Transpower has concerns the policy does not give effect to the NPS-ET and therefore opposes INF-NFL-P57 and proposes an amended policy framework (to apply to SALs and ONFL’s) specific to the National Grid. The 	<p>Opposes reference to the National Grid in policy INF-NFL-P58 (Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes (including within the coastal environment).</p> <p>[And add new policy specific to the National Grid for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes]</p>	Accept in part	Yes
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				proposed approach has a 'seek to avoid' directive, considers this reflects policy 8 of the NPS-ET and provides a more appropriate and comprehensive policy framework that recognises the existing assets. Considers that utilisation and upgrading of existing National Grid assets should be facilitated in that it makes use of existing assets and will generally have less adverse environmental effect than that associated with the creation of new assets.			
Transpower New Zealand Limited	315.138	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P58	Amend	Transpower has existing assets within identified areas of significant amenity landscapes. Considers the activity status for upgrades is regulated by the NESETA. Supports that component of the policy to "provide for the upgrading of existing National Grid infrastructure" on the basis it gives effect to the NPSET and in particular policy 2 and 5. However, submitter opposes the matters within the policy for the following reasons: - Clause 1. Considers the term 'at a scale' is subjective and does not recognise the characterises and technical and operational requirements and constraints of the National Grid. The NPSET does not require the activity to be of a scale that protects the identified values.	Delete reference to the National Grid from policy INF-NFL-P58 (Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes (including within the coastal environment). [And add new policy specific to the National Grid for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes]	Accept in part	Yes

				<p>Considers the identified values in the scheduled areas are very broad and it is unclear what aspects of the values are to be maintained or restored.</p> <p>- Clause 3. Considers this is not applicable to the National Grid in that there are no assets within SAL's with the coastal environment. Transpower has concerns the policy does not give effect to the NPSET and therefore opposes INF-NFL-P57 and proposes an amended policy framework (to apply to SALs and ONFL's) specific to the National Grid. The proposed approach has a 'seek to avoid' directive, considers this reflects policy 8 of the NPSET and provides a more appropriate and comprehensive policy framework that recognises the existing assets. Considers that utilisation and upgrading of existing National Grid assets should be facilitated in that it makes use of existing assets and will generally have less adverse environmental effect than that associated with the creation of new assets.</p>		
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Transpower New Zealand Limited	315.139	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P59	Oppose	<p>Considers that it is not clear why INF-NFL-P59 is within the NFL chapter given it relates to the CE and not NFL's. As with other INF-NFL policies, Transpower opposes INF-NFL-P59. Considers policy INF-NFL-P59 has implications for any new Cook Strait cables at Oteranga Bay, and other new National Grid assets within the CE. Considers the avoid directive within the policy does not give effect to the NPS-ET, including Policy 8, noting that it applies to the entire coastal environment and not only the higher values areas. Considers the higher order policy support for the policy is not clear noting the NZCPS does not impose a blanket avoid requirement for the coastal environment, within Policy 6(1)(a) recognising the provision of infrastructure and the transmission of electricity. Seeks a new policy that provides a comprehensive policy approach that gives effect to and reconciles the NPS-ET and NZCPS. Considers given the comprehensive nature of the policy sought, it is proposed to be located in the INF chapter rather than sub chapters.</p>	<p>Delete policy INF-NFL-P59 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment) in its entirety.</p> <p>[And add new policy specific to the National Grid in the Infrastructure (INF) chapter]</p>	Accept in part	Yes
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Transpower New Zealand Limited	315.140	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P60	Oppose	<p>Opposes INF-NFL-P60 and proposes an amended policy framework specific to the National Grid. Has specific concerns the policy does not give effect to the NPSET in that:</p> <ul style="list-style-type: none"> - Specific to clause 1. 2. and 3., considers the NPS-ET does not require the activity to be of a scale that protects the identified values for ONFL's, not maintains or restores those for SAL's. It does not require the avoidance of visually obtrusive structures within ridgelines and hilltops. The ridgelines and hilltops cover a large extent of the city and given the linear nature of the transmission network and the visual element associated with its support structures, considers it would not be possible or practicable to 'avoid visually obtrusive structures. - In response to clause 4. considers the NPS-ET does not require significant adverse effects be avoided. - Considers Clause 5. is acceptable in so far as it relates to functional or operational need. Considers the reference to 'reasonably practical alternative locations' is not necessary given the definitions of operational and functional need. Has concerns with the term 'practical' as it is considered to introduce uncertainty. Considers 	<p>Delete INF-NFL-P60 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified landscapes or identified ridgelines and hilltops, outside the coastal environment).</p> <p>[And add a new National Grid specific policy in the Infrastructure chapter]</p>	Accept in part	Yes
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				the term 'practicable' is more readily understood. [Refer to original submission for full reason			
Firstgas Limited	304.34	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R48	Support	INF-NFL-R48 is supported as it provides for the operation, maintenance, repair and upgrading of infrastructure within the special amenity landscapes or identified ridgelines and hilltops.	Retain INF-NFL-R48 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment)) as notified.	Accept in part	No
Waka Kotahi	370.138	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R48	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-R48 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment)) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.75	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R48	Support	Supports this rule which allows for the operation, maintenance and repair of existing infrastructure within identified ridgelines and hilltops, subject to earthworks standards.	Retain INF-NFL-R48 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and	Accept in part	No

					hilltops (including within the coastal environment)) as notified.		
Firstgas Limited	304.35	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R49	Support	INF-NFL-R49 is supported as it provides for the operation, maintenance, repair and upgrading of infrastructure within the special amenity landscapes or identified ridgelines and hilltops.	Retain INF-NFL-R49 (Upgrading of existing infrastructure within the special amenity landscapes or identified ridgelines and hilltops) as notified.	Accept in part	No
Waka Kotahi	370.139	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R49	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-R49 (Upgrading of existing infrastructure within the special amenity landscapes or identified ridgelines and hilltops) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.76	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R49	Amend	Supports provision for upgrading infrastructure within identified ridgelines and hilltops. However, KiwiRail seek amendment to allow for upgrades to the radio station at Hawkins Hill.	Amend INF-NFL-R49 (Upgrading of existing infrastructure within the special amenity landscapes or identified ridgelines and hilltops) as follows: Activity status: Permitted Where: a. The infrastructure is located underground; or b. The infrastructure is located within an existing rail or road reserve; or c. The upgrade is contained entirely within an existing building or structure.	Reject	No
Waka Kotahi	370.140	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R50	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-R50 (Upgrading of existing infrastructure within outstanding natural features and outstanding landscapes) as notified.	Accept in part	No

Waka Kotahi	370.141	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R51	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-R51 (New infrastructure within outstanding natural features and outstanding landscapes) as notified.	Accept	No
Waka Kotahi	370.142	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R52	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-R52 (New infrastructure within special amenity landscapes or identified ridgelines and hilltops) as notified.	Accept in part	No
Taranaki Whānui ki te Upoko o te Ika	389.59	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R52	Amend	Considers that in relation to Natural Features and Landscapes chapter that there are no triggers for active engagement with Mana Whenua.	Seeks amendment to INF-NFL-R52.2 (New infrastructure within special amenity landscapes or identified ridgelines and hilltops) to include triggers for active engagement with Taranaki Whānui in relation to SASM as matter of discretion under rule.	Reject	No
KiwiRail Holdings Limited	408.77	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R52	Amend	Supports provision for new infrastructure within identified ridgelines and hilltops. However, KiwiRail seek amendment to allow for new infrastructure.	Amend INF-NFL-R52 (New infrastructure within special amenity landscapes or identified ridgelines and hilltops) as follows: Activity status: Permitted Where: a. The infrastructure is located underground; or b. The infrastructure is located within an existing rail or road reserve.	Reject	No
Transpower New Zealand Limited	315.141	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R53	Oppose	Considers existing National Grid assets traverse Outstanding Natural Landscapes (at Oteranga Bay noting that while some of the assets are within the Oteranga Bay designation, others are not), Special Amenity Landscapes across the city, and Ridgelines and	Opposes reference to the National Grid in INF-NFL-R53 (Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, special	Accept in part	Yes

				<p>Hilltops across the city. The existing assets within the Boom Rock/Pipinui Point Escarpment Outstanding Natural Features overlay are within the Transpower Te Hikowhenua Shore Electrode Station Designation (ID: TPR5) and are therefore no subject to any rule. Considers the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. Considers that INF-NFL-R53 for existing National Grid structures captured by the NESETA is of no relevance to Transpower in respect of rule application and only adds confusion and potential errors in the application of rules.</p>	<p>amenity landscapes or identified ridgelines and hilltops (including within the coastal environment).</p>		
Transpower New Zealand Limited	315.142	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R53	Amend	<p>Considers existing National Grid assets traverse Outstanding Natural Landscapes (at Oteranga Bay noting that while some of the assets are within the Oteranga Bay designation, others are not), Special Amenity Landscapes across the city, and Ridgelines and Hilltops across the city. The existing assets within the Boom Rock/Pipinui Point Escarpment Outstanding Natural Features overlay are within the Transpower Te Hikowhenua Shore Electrode Station Designation (ID: TPR5)</p>	<p>Delete reference to the National Grid from Rule INF-NFL-R53 (Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment) as follows:</p> <p>INF-NFL-R53 Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission</p>	Accept in part	Yes

				and are therefore no subject to any rule. Considers the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. Considers that INF-NFL-R53 for existing National Grid structures captured by the NESETA is of no relevance to Transpower in respect of rule application and only adds confusion and potential errors in the application of rules.	Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment) All Zones 1. Activity status: Permitted		
Transpower New Zealand Limited	315.143	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R54	Oppose	Considers that existing National Grid assets traverse Outstanding Natural Landscapes (at Oteranga Bay noting that while some of the assets are within the Oteranga Bay designation, others are not), Special Amenity Landscapes across the city, and Ridgelines and Hilltops across the city. Considers the existing assets within the Boom Rock/Pipinui Point Escarpment Outstanding Natural Features overlay are within the Transpower Te Hikowhenua Shore Electrode Station Designation (ID: TPR5) and are therefore no subject to any rule. Considers the NESETA provides prevailing provisions for the upgrading of the National Grid. The NESETA provides a Discretionary activity status under	Delete rule INF-NFL-54 (Upgrading of existing National Grid (NG) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes, or identified ridgelines and hilltops) in its entirety.	Accept	Yes

				Regulations 39 of the NESETA for those activities subject to the NESETA but not otherwise captured under other regulations in the NESETA. Considers INF-NFL-R54 for existing National Grid structures captured by the NESETA is of no relevance to Transpower in respect of rule application and adds confusion and potential errors in the application of rules.				
Transpower New Zealand Limited	315.144	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R56	Support in part	Considers that the NESETA does not apply to new National Grid assets. On this basis, Transpower supports the default discretionary activity rule as it provides a robust consenting framework whilst still recognising the national significance of the National Grid. Notwithstanding its support for a discretionary activity status, Transpower does query whether a discretionary activity status is appropriate for Ridgelines and Hilltops and seeks a restricted discretionary activity status for Ridgelines and Hilltops. Transpower is concerned Ridgelines and Hilltops are afforded the same policy framework as ONFL's even they are not section 6 RMA matters. The rationalise and even need for the Ridgelines and Hilltops is not evident given the identification of ONFLs and SALs.	Retain INF-NFL-R56 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops), with amendment.		Accept in part	Yes

Transpower New Zealand Limited	315.145	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R56	Amend	<p>Considers that the NESETA does not apply to new National Grid assets. On this basis, Transpower supports the default discretionary activity rule as it provides a robust consenting framework whilst still recognising the national significance of the National Grid. Notwithstanding its support for a discretionary activity status, Transpower does query whether a discretionary activity status is appropriate for Ridgelines and Hilltops and seeks a restricted discretionary activity status for Ridgelines and Hilltops. Transpower is concerned Ridgelines and Hilltops are afforded the same policy framework as ONFL's even they are not section 6 RMA matters. The rationalise and even need for the Ridgelines and Hilltops is not evident given the identification of ONFLs and SALs.</p>	<p>Amend the activity status under INF-NFL-R56 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops) insofar as it relates to ridgelines and hilltops to Restricted Discretionary as follows:</p> <p>INF-NFL-R56.1 New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, and special amenity landscapes or identified ridgelines and hilltops.</p> <p>1. Activity Status: Discretionary</p> <p><u>INF-NFL-R56.2 New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops</u></p> <p>2. Activity Status: <u>Restricted Discretionary</u></p>	Accept in part	Yes
Transpower New Zealand Limited	315.146	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R57	Oppose	<p>Considers the entire southern and western coastline is identified as an ONFL [see original submission for supplied image].</p> <p>Opposes the non-complying activity status on the basis it does not</p>	Opposes the non-complying activity status for the new National Grid infrastructure within Rule INF-NFL-R57 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural	Accept	Yes

				<p>give effect to the NPS-ET. The rule and associated policy framework would mean essential and nationally significant (as recognised in the NPS-ET) new National Grid assets (such as a new Cook Strait Cable within the existing Cook Strait Cable Protection Zone) would potentially not be able to secure consent in that it would be subject to a non-complying activity status and an 'avoid' policy directive (under P59) and therefore unable to pass the s104 RMA 'gateway test'. The activity status does not give effect to the NPS-ET.</p>	<p>features and outstanding landscapes, within the coastal environment).</p>		
<p>Transpower New Zealand Limited</p>	<p>315.147</p>	<p>Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R57</p>	<p>Amend</p>	<p>Considers the entire southern and western coastline is identified as an ONFL [see original submission for supplied image].</p> <p>Opposes the non-complying activity status on the basis it does not give effect to the NPS-ET. The rule and associated policy framework would mean essential and nationally significant (as recognised in the NPS-ET) new National Grid assets (such as a new Cook Strait Cable within the existing Cook Strait Cable Protection Zone) would potentially not be able to secure consent in that it would be subject to a non-complying activity status and an 'avoid' policy directive (under P59) and therefore unable to pass the s104 RMA 'gateway test'. The</p>	<p>Amend the activity status for the new National Grid infrastructure within Rule INF-NFL-R57 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, within the coastal environment) from non-complying to discretionary activity status, as follows:</p> <p>INF-NFL-R57 New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, within the coastal environment</p> <p>All Zones 1. Activity status: Non-Complying</p> <p><u>INF-NFL-R57a New</u></p>	<p>Accept in part</p>	<p>Yes</p>

				activity status does not give effect to the NPS-ET.	<u>National Grid (NG) infrastructure within outstanding natural features and outstanding landscapes, within the coastal environment</u> <u>All Zones 1. Activity status: Discretionary</u>		
Firstgas Limited	304.36	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-S21	Amend	Considers that INF-NFL-S21 should be amended. The ability to excavate up to a maximum volume of 350m ³ per project during maintenance and repair works on existing infrastructure is required. This volume is based on the depth of the pipeline and standard operating procedures for trenching.	Amend INF-NFL-S21 (Earthworks) as follows: 1. Earthworks must not exceed: a. More than 50m ³ per transmission line support structure; or b. 100m ³ per access track-; <u>c. More than 350m³ per maintenance or repair project.</u>	Reject	No
Transpower New Zealand Limited	315.148	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-S21	Not specified	Considers standard INF-NFL-S21 is applied to Rule INF-NFL-R48 which is not applicable to the National Grid. On that basis submitter is neutral on INF-NFL-S21. Considers that if the intent is for INF-NFL-S21 to apply to the National Grid (under Rules R53, 56 and 57) Transpower opposes its application as it either duplicates the NESETA or has not basis for inclusion as a standard for new National Grid assets. [Submitter has stated position as Neutral]	Retain INF-NFL-S21 (Earthworks) as notified, on the basis that it is not applicable to the National Grid. [Submitter has stated position as neutral]	Accept in part	No

Greater Wellington Regional Council	351.98	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-S21	Amend	Considers that Policy 24 of the RPS directs councils to protect indigenous ecosystems and habitats with significant indigenous biodiversity values. The 'identified' qualifier limits the consideration of effects to those values identified within the SNA at the time of plan notification. The values of most SNAs have been identified only at a high-level, and often only through desktop analysis. The assessment required to identify the scope of effects may identify additional values and this should be part of the consideration of effects at the time consent is applied for.	Seeks to amend wording to remove 'identified' before 'significant biodiversity values' when referring to adverse effects caused by activities or maintenance of biodiversity values.	Accept	Yes
Wellington City Council Environmental Reference Group	FS112.8	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-S21	Support	Support the proposal from GWRC to remove 'identified' before 'significant biodiversity values'. Agree with them that the assessment required to identify the scope of effects may identify additional values and this should be part of the consideration of effects at the time consent is applied for.	Allow	Accept	Yes
Waka Kotahi	370.143	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-S21	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-S21 (Earthworks) as notified.	Accept in part	No
Antony Kitchener and Simin Littschwager	199.5	Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Amend	Considers that it is unclear how Council will ensure and enforce compliance with seismic building standards and the quality of construction for the	Seeks that assurances are given to people who, due to seismic concerns, may have consciously decided to live in an area characterised by low-rise buildings, and suddenly	Addressed in Hearing Stream 2	No

				multi-storey buildings. [Refer to original submission for full reasons].	have to navigate high rises in their neighbourhoods.		
Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.15	Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Not specified	<p>Considers that "Well functioning urban environment" does not apply to INF-NH because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP.</p> <p>There is no link road from the development site to Churton Park, Glenside or Tawa has been planned.</p> <p>Development area is an isolated area on steep, hilly terrain.</p> <p>The access road from Westchester Drive is flood prone.</p> <p>West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient.</p> <p>[Refer to original submission for full reason]</p>	Not specified.	Reject	No
Kimberley Vermaey	348.2	Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Amend	<p>Considers that buildings in the Flood Hazard Overlay with water depths less than 0.5m should not require resource consents, subject to minimum floor levels. For buildings with floodwater depths 0.5m or greater, resource consent should be needed as proposed,</p>	<p>Seeks that buildings with flood water depth of less than 0.5m in the Flood Hazard Overlay not require resource consents.</p>	Addressed in Hearing Stream 2	No

				with displacement effects considered.			
Taranaki Whānui ki te Upoko o te Ika	389.60	Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Amend	[No specific reason given beyond decision requested - refer to original submission].	Amend 'Other relevant District Plan provisions' to include Sites and Areas of Significance to Māori chapter.	Reject	No
Greater Wellington Regional Council	FS84.122	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INFNH	Support	Greater Wellington support the inclusion and protection of SASM.	Allow / Seek provisions which protect SASM.	Reject	No
CentrePort Limited	402.71	Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Oppose	Considers that there is a structural difficulty with Natural Hazards being included in the Infrastructure section when there is a separate and standalone chapter that specifically references Natural Hazards as well as coastal hazards included in the Coastal Environment. This creates uncertainty. For an infrastructure provider and for ease of plan usage these provisions should be in the Natural Hazards Chapter.	Seeks that Infrastructure Natural Hazards provisions are located within the Natural Hazards Chapter.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.24	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Oppose	Retaining the infrastructure rules related to natural hazards in the INF-NH sub-chapter rather than the general NH Chapter is preferred to keep the INF provisions largely self-contained in one location.	Disallow	Accept	No

Wellington International Airport Limited	FS36.76	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Support	WIAL shares the concerns of CentrePort Limited, that there is a lot of duplication in the Proposed Plan, particularly as it relates to the natural hazard provisions that apply to (regionally significant) infrastructure.	Allow	Reject	No
Powerco Limited	FS61.38	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Oppose	Retaining the infrastructure rules related to natural hazards in the INF-NH sub-chapter rather than the general NH Chapter is preferred to keep the INF provisions largely self-contained in one location.	Disallow	Accept	No
CentrePort Limited	402.72	Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Amend	Considers that there is a structural difficulty with Natural Hazards being included in the Infrastructure section when there is a separate and standalone chapter that specifically references Natural Hazards as well as coastal hazards included in the Coastal Environment. This creates uncertainty. For an infrastructure provider and for ease of	Seeks that Infrastructure Natural Hazards provisions are located within the Natural Hazards Chapter.	Reject	No

				plan usage these provisions should be in the Natural Hazards Chapter.			
Wellington International Airport Limited	FS36.77	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Support	WIAL shares the concerns of CentrePort Limited, that there is a lot of duplication in the Proposed Plan, particularly as it relates to the natural hazard provisions that apply to (regionally significant) infrastructure.	Allow	Reject	No
Victoria University of Wellington Students' Association	123.13	Energy Infrastructure and Transport / Infrastructure Natural Hazards / New INF-NH	Amend	<p>Considers that students are vulnerable to the risks natural hazards pose to rental properties.</p> <p>Considers that students, due to affordability concerns, are likely to be renting older properties and if maintenance of existing infrastructure to mitigate the risks of natural hazards is not mandatory, this could place renters at risk.</p> <p>[Refer to original submission for full reasons].</p>	<p>Seeks that maintenance of existing rental property infrastructure to mitigate the risks of natural hazards should be mandatory.</p> <p>[Inferred decision requested].</p>	Addressed in Hearing Stream 2	No
Victoria University of Wellington Students' Association	123.14	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Support	<p>Supports that any new builds that become rental properties will have controls in place to reduce natural hazard risks.</p> <p>[Refer to original submission for full reasons].</p>	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept in part	No
Fire and Emergency New Zealand	273.44	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Amend	Notes a typo in INF-NH-P61	Amend INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard overlays) as follows:	Accept	Yes

					When located in an overland flow path, stream corridor, or high coastal hazard area <u>hazard area</u> , have a functional need or operational need that means the infrastructure's location cannot be avoided and there are no reasonable alternatives.		
Transpower New Zealand Limited	315.149	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Support	Generally supports INF-NH-P61 as considers it provides an appropriate policy framework in which to consider both new and existing infrastructure within hazard areas. Considers that given the linear nature of the Grid, while it can be designed in a manner that does not place the National Grid, people or properties at risk (nor exacerbate any risks), it cannot always avoid locating within or traversing through hazard overlays (and particularly stream corridors and ponding areas and fault lines).	Retain policy INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified	Accept in part	No
Greater Wellington Regional Council	351.99	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Support	Supports this policy directs that infrastructure is only established in the natural hazard and coastal Hazard Overlays where the risk is low, the risk is mitigated, or the location is unavoidable. This is appropriate and aligned with RPS direction (Policy 29).	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept in part	No
Waka Kotahi	370.144	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept in part	No

				with other areas and values.			
CentrePort Limited	402.73	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Support in part	Supports policy INF-NH-P61 but considers that for ease of plan usage it should instead be included in the overarching Natural Hazard Overlays chapter.	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) at notified, but relocate to the Natural Hazards Chapter.	Reject	No
CentrePort Limited	402.74	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Amend	Considers that for ease of plan usage policy INF-NH-P61 should instead be included in the overarching Natural Hazard Overlays chapter.	Seeks that INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) is relocated to the Natural Hazards Chapter.	Reject	No
Wellington International Airport Ltd	406.151	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Oppose	Opposes INF-NH-P61. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) and seeks amendment.	Reject	No
Wellington International Airport Ltd	406.152	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Amend	Opposes INF-NH-P61. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) and seeks amendment. Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays Only allow for new infrastructure, and any associated structures in the Natural Hazard Overlays and Coastal Hazard Overlays where the infrastructure or associated structures: 1. Do not <u>create an intolerable level of increase</u> the risk from the natural hazard to people, or other property or	Accept in part	Yes

					<p>infrastructure;</p> <p>2. Incorporate design measures to reduce the potential for damage to the infrastructure following a natural hazard or coastal hazard event <u>to the extent reasonably practicable</u>;- and</p> <p><u>3. Have an operational or functional need to locate within Natural Hazard Overlays and Coastal Hazard Overlays</u>; and</p> <p>3.4. When located in an overland flowpath, stream corridor, or high coastal hazard area, have a functional need or operational need that means the infrastructure's location cannot be avoided and there are no reasonably practicable alternatives.</p>		
KiwiRail Holdings Limited	FS72.43	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure Natural Hazards / INF-NH-P61	Support	<p>Supports recognition that there is, in some instances, an operational or functional need to locate infrastructure within a natural hazard overlay.</p> <p>Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021</p>	Allow	Accept in part	Yes

				(Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Wellington International Airport Ltd	406.153	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Amend	Opposes INF-NH-P61. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Delete INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) in its entirety.	Reject	No
KiwiRail Holdings Limited	408.78	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Support	Supports recognition that in some instances there are operational and functional needs for activities to locate in certain locations, which can include within hazard areas. KiwiRail has existing infrastructure which is located within the mapped Natural Hazard Overlays. The rail network has been in place for many years and for various operational reasons, is unable to be easily relocated to avoid such hazard areas.	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept in part	No

Victoria University of Wellington Students' Association	123.15	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Support	<p>Supports INF-NH-R58 in its entirety.</p> <p>Supports the increased restrictions on building in areas that are deemed at higher risk of natural hazards.</p>	Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept	No
Powerco Limited	127.36	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Oppose	<p>Stated that Powerco has existing gas distribution network in the road running along the coastal margins of the Island Bay area. This road along with several adjacent properties who may require connection to the gas network are located within the High Hazard Area of the Coastal Hazard Overlay.</p> <p>Considers that under this proposed rule maintenance and repair of the existing gas distribution infrastructure or providing a customer connection to an adjacent customer would require resource consent. Amendments to the rule are requested to reflect that existing gas distribution network in this hazard area may need to be maintained or upgraded, and adjacent properties if already established should be able to have a connection from this network.</p> <p>[refer to image in original submission]</p>	<p>Amend Rule INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as follows:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The underground infrastructure does not result in a permanent change to the ground level within the:</p> <p>i. Ponding or overland flow path areas of the flood hazard extent; or ii. Stream corridor area of the flood hazard extent; and</p> <p>b. The underground infrastructure is not located within the high hazard area of the Coastal Hazard Overlays <u>(other than in regard to maintenance and upgrading of infrastructure in a road</u></p>	Reject	Yes

					<p><u>or customer connections</u>); or</p> <p>c. If the underground infrastructure is located within the high hazard area of the Coastal Hazard Overlay it is also within the City Centre Zone.</p>		
Toka Tū Ake EQC	282.3	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Amend	<p>Considers that new underground infrastructure should not be located in hazardous areas unless it will not worsen any impacts of an event, and includes resilience features to reduce any damage from events. Identifies that power generating facilities, water treatment and wastewater treatment, other public utilities, and infrastructure containing hazardous materials are BIC 3 structures, and references the MfE Active Fault Guidelines which recommends that such infrastructure is not built within 20 m of a fault with a recurrence interval of 5000 years or less. Understands the need to transport water, wastewater and electricity across the Wellington fault due to</p>	<p>Amend INF-NH-R58-1 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as follows:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The underground infrastructure does not result in a permanent change to the ground level within the:</p> <p>i. Ponding or overland flow path areas of the flood hazard extent; or ii. Stream corridor area of the flood hazard extent; and</p>	Reject	No

				the location of the fault. However, considers that key network facilities such as substations and water and waste-water treatment should not be situated within 20 m of the Fault Hazard Overlays.	<p>b. The underground infrastructure is not located within the high hazard area of the Coastal Hazard Overlays; or</p> <p>c. If the underground infrastructure is located within the high hazard area of the Coastal Hazard Overlay it is also within the City Centre Zone- <u>and where it can be demonstrated that the infrastructure does not increase hazard impacts in a coastal hazard event;</u></p> <p>d. <u>New infrastructure with the potential to increase impacts of the hazard in the event of an earthquake is not located within the Wellington, Ohariu, or Shepherd's Gully Fault Overlay.</u></p> <p>e. <u>New and existing infrastructure include resilience features to reduce damage from natural hazard events.</u></p>		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.25	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Oppose	Amendments to clause (c) to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre such as customer connections.	Disallow	Accept	No
Powerco Limited	FS61.39	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Oppose	Amendments to clause (c) to require <u>demonstration</u> that infrastructure does not increase a natural hazard event in the central city zone is not supported.	Disallow	Accept	No

				This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre such as customer connections.			
Firstgas Limited	304.37	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Support	INF-NH-R58 is supported as it provides the ability to construct new underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays where the infrastructure does not result in a permanent change to the ground level within the ponding or overland flow path areas of the flood hazard extent; or stream corridor area of the flood hazard extent.	Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept in part	No
Transpower New Zealand Limited	315.150	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Support	The submitter considers they have underground assets within the Ohariu Fault (at the Karori Golf Club) and the within the Overland Flowpath and Inundation Area at Kaiwharawhara Road. Considers the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid, and on this basis, Rules INF-NH-R58 and INF-NH-R59 (with limits), for existing National Grid structures captured by the NESETA are of limited relevance to Transpower	Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept in part	No

				<p>in respect of rule application. It is noted the NESETA provides a Discretionary activity status under Regulations 39 of the NESETA for those activities subject to the NESETA but not otherwise captured under other regulations in the NESETA. Considers that notwithstanding the application of the NESETA, the maintenance and upgrade of the existing underground assets would be able to comply with the permitted activity standards. Supports the restricted discretionary activity status for the assets as coupled with the policy framework, considers the rule provides a robust but pragmatic framework in which to consider infrastructure in hazard areas.</p>			
Waka Kotahi	370.145	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Support	<p>Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.</p>	<p>Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.</p>	Accept in part	No
CentrePort Limited	402.75	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Oppose	<p>Opposes that resource consent for new underground infrastructure within the Special Port Zone is required. While new underground infrastructure is permitted outside of the high coastal inundation overlay three parts of the</p>	<p>Seeks that the Special Purpose Port Zone is excluded from INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural</p>	Reject	No

				Commercial Port Area are subject to this overlay. It is non sensical to require resource consent for new underground infrastructure within the Special Port Zone where by its very nature underground infrastructure must be located where it is required to support operational Port activities.	Hazard and Coastal Hazard Overlays).		
KiwiRail Holdings Limited	408.79	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Support	Supports new underground infrastructure, and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays being a permitted activity, subject to standards.	Retain INF-NH-r58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept in part	No
Victoria University of Wellington Students' Association	123.16	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Support	Supports INF-NH-R59 in its entirety. Supports the increased restrictions on building in areas that are deemed at higher risk of natural hazards.	Retain INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.	Accept in part	No
Transpower New Zealand Limited	315.151	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Support	Supports the permitted and default restricted discretionary activity status for temporary infrastructure as coupled with the policy framework, considers the rule provides a robust but pragmatic framework in which to consider infrastructure in hazard areas.	Retain INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.	Accept in part	No
Waka Kotahi	370.146	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps	Retain INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.	Accept in part	No

				with other areas and values.			
CentrePort Limited	402.76	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Oppose	Opposes that resource consent for temporary activities within the overlay in the Special Port Zone is required. Temporary activities are permitted outside of the high coastal inundation overlay and it is considered unnecessary to require resource consent for temporary activities within the overlay in the Special Port Zone.	Seeks that the Special Purpose Port Zone is excluded from INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays).	Accept	No
Wellington International Airport Ltd	406.154	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Oppose	Opposes INF-NH-R59. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) and seeks amendment.	Reject	No
Wellington International Airport Ltd	406.155	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Amend	Opposes INF-NH-R59. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Amend INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as follows: 1. Activity status: Permitted Where: a. The temporary infrastructure is not located within the: iv. <u>The high hazard area of the Coastal Hazard Overlay outside of the Natural Open Space Zone located between Lyall Bay and Moa Point</u> ...	Reject	No

Toka Tū Ake EQC	FS70.88	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Oppose	The coast between Lyall Bay and Moa Point is subject to multiple coastal hazards, particularly coastal inundation, erosion and tsunamis. This area is also at risk from liquefaction in the event of an earthquake. Coastal hazard risk will increase in the near future due to sea level rise and other effects of climate change. Limiting restriction on infrastructure development in this area may allow for development in inappropriate areas which are not sustainable in the long term.	Disallow	Accept	No
Wellington International Airport Ltd	406.156	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Amend	Opposes INF-NH-R59. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Delete INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) in its entirety.	Reject	No
Toka Tū Ake EQC	FS70.89	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Oppose	The coast between Lyall Bay and Moa Point is subject to multiple coastal hazards, particularly coastal inundation, erosion and tsunamis. This area is also at risk from liquefaction in the event of an earthquake. Coastal hazard risk will increase in the near future due to sea level rise and other effects of climate change. Limiting restriction on infrastructure development in this area may allow for development in inappropriate areas which are not sustainable in the long term.	Disallow	Accept	No

KiwiRail Holdings Limited	408.80	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Support	Supports provision for temporary activities within hazard overlays as a permitted activity, subject to standards.	Retain INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.	Accept in part	No
Victoria University of Wellington Students' Association	123.17	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Support	Supports INF-NH-R60 in its entirety. Supports the increased restrictions on building in areas that are deemed at higher risk of natural hazards.	Retain INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.	Accept in part	No
Toka Tū Ake EQC	282.4	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Amend	Considers that new above ground infrastructure should not be located in hazardous areas unless it will not worsen any impacts of an event, and includes resilience features to reduce any damage from events. References the MfE Active Fault Guidelines that recommend that such infrastructure is not built within 20 m of a fault with a recurrence interval of 5000 years or less. Considers that this would be the Wellington, Ohariu and Shepherd's Gully Faults, but not the Terawhiti Fault has a recurrence interval greater than 5000 years. Understands the need to transport water, wastewater and electricity across faults due to their location. However, considers that new key network facilities such as substations and water and wastewater treatment should not be situated within 20 m of the Fault Hazard Overlays:	Amend INF-NH-R60-1 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as follows: 1. Activity status: Permitted Where: a. The infrastructure is located within: i. The ponding area of the flood hazard extent; ii. The low and medium hazard areas of the Coastal Hazard Overlays; ii. The Sheppard's Gully Fault Overlay, Ohariu Fault Overlay or the Terawhiti Fault Overlay; iv. The Liquefaction Overlay; or v. High hazard area of the Coastal Hazard Overlay within the City Centre Zone, <u>where it can be demonstrated that the infrastructure does not increase the hazard impacts in a coastal hazard event.</u> <u>b. The infrastructure includes resilience features to reduce</u>	Reject	No

				<p>A. Within 20 m of the Hazard Overlays of faults with recurrence intervals of 5000 years or lower; or,</p> <p>B. Within the high hazard area of the Coastal Hazard Zone</p> <p>Considers that if this infrastructure is severely damaged due to placement on a fault rupture, they can cause cascading additional hazards such as fire or waste contamination. Additionally, damage to key infrastructure due to its placement on the fault rupture reduces the city's resilience and continued functionality in the event of an earthquake.</p>	<u>damage from natural hazards</u>		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.26	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Oppose	<p>Amendments to the permitted activity standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be appropriate or practical in all instances for routine works. Infrastructure in the city centre is necessary to serve development there.</p>	Disallow		Accept
							No

Powerco Limited	FS61.40	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Oppose	Amendments to the permitted activity standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be appropriate or practical in all instances for routine works. Infrastructure in the city centre is necessary to serve development there.	Disallow	Accept	No
Transpower New Zealand Limited	315.152	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Support	Considers that given the linear nature of the National Grid and locational constraints, while Transpower would endeavour to avoid locating new National Grid assets within hazard overlays, it is not always possible. Supports the restricted discretionary activity status for new assets which are not permitted as considers that coupled with the policy framework, the activity status, the rule provides a robust but pragmatic framework in which to consider infrastructure in hazard areas.	Retain INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.	Accept in part	No
Waka Kotahi	370.147	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps	Retain INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.	Accept in part	No

				with other areas and values.			
CentrePort Limited	402.77	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Oppose	Opposes that resource consent for new above ground infrastructure within the overlay in the Special Port Zone is required. While new above ground infrastructure is permitted outside of the high coastal inundation overlay three parts of the Commercial Port Area are subject to this overlay. It is non sensical to require resource consent for new above ground infrastructure within the Special Port Zone where by its very nature above ground infrastructure must be located where it is required to support operational Port activities.	Seeks that the Special Purpose Port Zone is excluded from INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays).	Accept	No
Wellington International Airport Ltd	406.157	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Oppose in part	Opposes INF-NH-R60. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) in part and seeks amendment.	Reject	No

Wellington International Airport Ltd	406.158	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Amend	Opposes INF-NH-R60. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Amend INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as follows: 1. Activity status: Permitted Where: a. The infrastructure is located within: ... <u>vi. High hazard area of the Coastal Hazard Overlay within the Natural Open Space Zone between Lyall Bay and Moa Point.</u> 2. Activity status: Restricted Discretionary Where: a. The infrastructure is located within the: ... iv. High hazard area of the Coastal Hazard Overlay outside of the City <u>Centre Zone or outside of the Natural Open Space Zone between Lyall Bay and Moa Point.</u> ...	Reject	No
Toka Tū Ake EQC	FS70.87	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Oppose	The coast between Lyall Bay and Moa Point is subject to multiple coastal hazards, particularly coastal inundation, erosion and tsunamis. This area is also at risk from liquefaction in the event of an earthquake. Coastal hazard risk will increase	Disallow	Reject	No

				<p>in the near future due to sea level rise and other effects of climate change. Limiting restriction on infrastructure development in this area may allow for development in inappropriate areas which are not sustainable in the long term.</p> <p>[Inferred reference to submission point 406.158]</p>			
Wellington International Airport Ltd	406.159	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Amend	<p>Opposes INF-NH-R60.</p> <p>[See paragraphs 4.85 to 4.91 in original submission for full reason]</p>	Delete INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) in its entirety.	Reject	No
Toka Tū Ake EQC	FS70.90	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Oppose	<p>The coast between Lyall Bay and Moa Point is subject to multiple coastal hazards, particularly coastal inundation, erosion and tsunamis. This area is also at risk from liquefaction in the event of an earthquake. Coastal hazard risk will increase in the near future due to sea level rise and other effects of climate change. Limiting restriction on infrastructure development in this area may allow for development in inappropriate areas which are not sustainable in the long term.</p> <p>[Inferred reference to submission point 406.159]</p>	Disallow	Reject	No
KiwiRail Holdings Limited	408.81	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Support	Supports provision for new above ground infrastructure within hazard overlays as a permitted or restricted	Retain INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and	Accept in part	No

				discretionary activity if standards cannot be met.	Coastal Hazard Overlays) as notified.		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.57	Energy Infrastructure and Transport / Infrastructure Other Overlays / General INF-OL	Oppose	The preamble to this section states that the notable trees chapter applies. All infrastructure notable tree rules should be included in the Other Overlays Sub Chapter. Rule TREE-S4 in the notable trees chapter should be a standard in the Other Overlays Sub-Chapter.	Amend the other Infrastructure Overlays Sub-Chapter as necessary such that the general notable trees chapter does not apply and all rules and standards for infrastructure work affecting notable trees is included within the Infrastructure Other Overlays Sub-Chapter.	Accept	Yes
Powerco Limited	127.37	Energy Infrastructure and Transport / Infrastructure Other Overlays / General INF-OL	Oppose in part	Considers that there are a number of piped awa shown in the SASM mapped overlay. This area is located in built up areas of central Wellington. It is unclear if undertaking infrastructure work above these piped awa (e.g., routine work in roads) are considered to impact in this overlay, or if it is only if the piped awa is physically altered. This should be clearly clarified in the rules.	Amend the Infrastructure - Other Overlay rules relating to Sites and Areas of Significance to Māori as necessary to clarify that work not directly affecting a piped awa (e.g. infrastructure work in the roads above) is not affected by the overlay and related rules.	Accept	Yes
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.58	Energy Infrastructure and Transport / Infrastructure Other Overlays / New INF-OL	Amend	Standard TREE-S4 should be relocated from the Notable Trees chapter to the Infrastructure – Other Overlays Sub-Chapter. The current wording is based on the Auckland Unitary Plan and was requested by the telecommunications submitters on the draft plan.	Seeks that TREE-S4 (Works in the root protection area) be relocated to the Infrastructure - Other Overlays sub-chapter.	Accept	Yes

Transpower New Zealand Limited	315.153	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-P62	Amend	<p>Considers, in terms of existing National Grid assets, in addition to single sites and features, the National Grid traverses the heritage area at Wilton (being the Otari Native Botanic Garden), the Old Coach Road in Johnsonville, a number of Sites of Significance to Māori (lines), Sites of Significance to Maori (Extent) including Kumuhore Ngakingaan and Ohariu-the Ika a Maru Takiwā, and a Site and Area of Significance to Maori at Oteranga Bay. Considers that, while Transpower endeavours to avoid the overlay areas identified in INF-OL-P62, given the linear nature of the National Grid and its associated operational and technical constraints, avoidance is not always practicable. Supports reference within the policy to INF-P6.</p> <p>In terms of the specific wording of the policy, Transpower makes the following comments:</p> <ul style="list-style-type: none"> - Considers the term 'give priority' is not a common planning term and may give rise to interpretation issues. If the term in effect means avoid submitter is opposed. Recommends instead that the term be amended to 'Seek' - Does not support the term 'where possible' as considers it sets a very 	<p>Amend INF-OL-P62 (Adverse effects of infrastructure on: 1. Historic heritage; 2. Notable trees; 3. Sites and areas of significance to Māori; and 4. Viewshafts) as follows:</p> <p>INF-OL-P62 Adverse effects of infrastructure on:</p> <ol style="list-style-type: none"> 1. Historic heritage; 2. Notable trees; 3. Sites and areas of significance to Māori; and 4. Viewshafts. <p>In the overlays identified in clauses 1-4 above:</p> <ol style="list-style-type: none"> a. Give priority <u>Seek</u> to avoiding the adverse effects of substantial upgrades to, or the development of new infrastructure, on the values and attributes of the above overlays; and b. where the avoidance of adverse effects under clause a. is not possible <u>practicable</u>, the appropriateness of the substantial upgrades to, or the development of, new infrastructure will be determined by having regard to the matters listed in INF-P6. 	Accept in part	Yes
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				high bar. Considers the term 'practicable' is more widely understood and has been agreed through consent order in the Greater Wellington Regional Council Proposed Natural Resource Plan. Transpower would support this term.			
Waka Kotahi	370.148	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-P62	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-P62 (Adverse effects of infrastructure on: 1. Historic heritage; 2. Notable trees; 3. Sites and areas of significance to Māori; and 4. Viewshafts.) as notified.	Accept in part	No
CentrePort Limited	402.78	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-P62	Support	Support the intent of this policy.	Retain INF-OL-P62 (Adverse effects of infrastructure on: Historic heritage; Notable trees; Sites and areas of significance to Māori; and Viewshafts) as notified.	Accept in part	No
Wellington International Airport Ltd	406.160	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-P62	Oppose	Opposes INF-OL-P62. Considers that use of the term "possible" within limb b should be amended to "practicable". "Possible" is defined as "able to be done or achieved". This sets a unreasonably high threshold, as it may be "possible" to avoid and effect, but is not "practicable" due to siting, design and costing constraints (for example).	Opposes INF-OL-P62 (Adverse effects of infrastructure) and seeks amendment.	Accept in part	Yes

				[See paragraphs 4.81 to 4.84 of original submission for full reason]			
Wellington International Airport Ltd	406.161	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-P62	Amend	<p>Opposes INF-OL-P62.</p> <p>Considers that use of the term “possible” within limb b should be amended to “practicable”. “Possible” is defined as “able to be done or achieved”. This sets a unreasonably high threshold, as it may be “possible” to avoid and effect, but is not “practicable” due to siting, design and costing constraints (for example).</p> <p>[See paragraphs 4.81 to 4.84 of original submission for full reason]</p>	<p>Amend INF-OL-P62 (Adverse effects of infrastructure) as follows:</p> <p>...</p> <p>In the overlays identified in clauses 1-4 above:</p> <p>...</p> <p>b. Where the avoidance of adverse effects under clause a. is not possible <u>reasonably practicable</u>, the appropriateness of the substantial upgrades to, or the development of, new infrastructure will be determined by having regard to the matters listed in INF-P6.</p> <p>...</p>	Accept in part	Yes
Wellington International Airport Ltd	406.162	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-P62	Amend	<p>Opposes INF-OL-P62.</p> <p>Considers that use of the term “possible” within limb b should be amended to “practicable”. “Possible” is defined as “able to be done or achieved”. This sets a unreasonably high threshold, as it may be “possible” to avoid and effect, but is not “practicable” due to siting, design and costing constraints (for example).</p> <p>[See paragraphs 4.81 to 4.84 of original</p>	<p>Delete INF-OL-P62 (Adverse effects of infrastructure) in its entirety.</p>	Accept in part	Yes

				submission for full reason]			
KiwiRail Holdings Limited	408.82	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-P62	Support	Supports policy where if avoidance of adverse effects on values and attributes of the other overlays isn't possible, assessment against matters listed in INF-P6 will determine whether the infrastructure is appropriate.	Retain INF-OL-P62 (Adverse effects of infrastructure on: Historic heritage; Notable trees; Sites and areas of significance to Māori; and Viewshafts) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.59	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R61	Oppose	Maintenance and upgrading of underground infrastructure is permitted subject to conditions. Aside from viewshafts, earthworks are only permitted to the extent they are not located in areas undisturbed by the infrastructure. Further allowances where the ground has been disturbed by other infrastructure or road transport infrastructure is sought to this rule.	Amend Rule INF-OL-R61 (Maintenance or upgrading of existing underground infrastructure in Other Overlays) as follows: 1. Activity status: Permitted Where: a. The infrastructure is located on a site within a viewshaft listed in SCHED5; and/or <u>b. The maintenance or upgrading does not involve earthworks on ground previously undisturbed by the infrastructure, or is located within a formed road corridor; or</u> c. In the case of works within the protected root zone of a notable tree, complies with [new rule reference on Overlays Sub-Chapter for TREE-S4]	Accept in part	Yes

Powerco Limited	127.38	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R61	Oppose	Considers that further allowances where the ground has been disturbed by other infrastructure or road transport infrastructure should be included in this rule.	Amend Rule INF-OL-R61 (Maintenance or upgrading of existing underground infrastructure in Other Overlays) as follows: 1. Activity status: Permitted Where: a. The infrastructure is located within a viewshaft listed in SCHED5; and/or b. The maintenance or upgrading does not involve earthworks on ground previously undisturbed by the infrastructure, <u>or is located within a formed road corridor; or</u> c. <u>In the case of works within the protected root zone of a notable tree,</u> <u>complies with TREE-S4.</u>	Accept in part	Yes
Wellington Electricity Lines Limited (WELL)	FS27.15	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R61	Support	WELL consider that the Submitters amendments to INF-OL-R61 are sensible in regard to enabling standard network utility operator activities to occur within Outstanding Landscape areas which will not cause an adverse effect on the environment. WELL agree that enabling such activities within the road reserve as a permitted activity will help ensure that adverse environmental effects will be avoided given the already modified environment.	Allow	Accept in part	No

Transpower New Zealand Limited	315.154	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R61	Support	Supports the rule and accompanying activity status, noting the NESETA applies to existing National Grid assets and there are no existing underground National Grid assets within the Other Overlay areas (noting the cable at Oteranga Bay that is within a Site of Significance to Māori is in the CMA and therefore outside the jurisdiction of the District Plan). The cable is also within the substation designation.	Retain Rule INF-OL-R61 (Maintenance or upgrading of existing underground infrastructure in Other Overlays) as notified.	Accept in part	No
Waka Kotahi	370.149	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R61	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-R61 (Maintenance or upgrading of existing underground infrastructure in Other Overlays) as notified.	Accept in part	No
CentrePort Limited	402.79	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R61	Support	Support the intent of this rule.	Retain INF-OL-R61 (Maintenance or upgrading of existing underground infrastructure in Other Overlays) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.83	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R61	Support	Supports the ability to maintain or upgrade existing underground infrastructure as a permitted activity.	Retain INF-OL-R61 (Maintenance or upgrading of existing underground infrastructure in Other Overlays) as notified.	Accept in part	No

Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.60	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R62	Oppose	New underground infrastructure is only permitted in view shafts. This could have unintended consequences in regard to routine work in road corridors, or customer connections other than in regard to scheduled archaeological sites or Category A or B SASM.	<p>Amend Rule INF-OL-R62 (New underground infrastructure in Other Overlays) as follows:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The infrastructure is located on a site identified in SCHED5 (viewshafts) <u>or</u></p> <p><u>b. The infrastructure does not involve earthworks on ground previously undisturbed by the infrastructure, or is located within a formed road corridor; or</u></p> <p><u>c. In the case of works within the protected root zone of a notable tree, complies with [new rule reference on Overlays Sub-Chapter for TREE-S4]; or</u></p> <p><u>d. Is a customer connection and the site is not an archaeological site identified in SCHED4 or a Category A or B Site of Significance to Māori identified in SCHED7.</u></p> <p><u>and any consequential changes to the restricted discretionary activity clause.</u></p>	Accept in part	Yes
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Powerco Limited	127.39	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R62	Oppose	Considers that new underground infrastructure only being permitted in view shafts could have unintended consequences in regard to routine work in road corridors, or customer connections other than in regard to scheduled archaeological sites or Category A or B SASM.	<p>Amend Rule INF-OL-R62 (New underground infrastructure in other overlays) are follows:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The infrastructure is located on a site identified in SCHED5 (viewshafts); or</p> <p><u>b. The infrastructure does not involve earthworks on ground previously undisturbed by infrastructure, or is located within a formed road corridor; or</u></p> <p>c. <u>In the case of works within the protected root zone of a notable tree, complies with TREE-S4; or</u></p> <p>d. <u>Is a customer connection (including the above ground connection to the customer premises) and the site is not an archaeological site identified in SCHED 4 or a Category A or B Site of Significance to Māori identified in SCHED 7. and any consequential changes to the restricted discretionary activity clause.</u></p> <p>And any consequential changes to the Restricted Discretionary activity rule.</p>	Accept in part	Yes
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Wellington Electricity Lines Limited (WELL)	FS27.16	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R62	Support	WELL consider that the Submitters amendments to INF-OL-R62 are sensible in regard to enabling standard network utility operator activities to occur within Outstanding Landscape areas which will not cause an adverse effect on the environment. WELL agree that enabling such activities within the road reserve as a permitted activity will help ensure that adverse environmental effects will be avoided given the already modified environment. WELL agree that the current wording of OL-R62 could result in unintended consequences which could frustrate the operation and maintenance of infrastructure located within protected areas.	Allow	Accept in part	Yes
Transpower New Zealand Limited	315.155	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R62	Support	Supports the activity status and framework for new underground infrastructure within the defined Other Overlay areas. While Transpower endeavours to avoid the Overlay areas identified in INF-OL-P62, given the linear nature of the National Grid and its associated operational and technical constraints, avoidance is not always practicable.	Retain Rule INF-OL-R62 (New underground infrastructure in Other Overlays) as notified.	Accept in part	No
Waka Kotahi	370.150	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R62	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-R62 (New underground infrastructure in Other Overlays) as notified.	Accept in part	No

CentrePort Limited	402.80	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R62	Support	Support the intent of this rule.	Retain INF-OL-R62 (New underground infrastructure in Other Overlays) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.84	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R62	Support	Supports the ability to install new underground infrastructure in other overlays as a restricted discretionary activity.	Retain INF-OL-R62 (New underground infrastructure in Other Overlays) as notified.	Accept in part	No
Waka Kotahi	370.151	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R63	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-R63 (New aboveground customer connection lines in Other Overlays) as notified.	Accept	No
Wellington Heritage Professionals	412.27	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R63	Oppose	Considers that customer connections at heritage areas, heritage structures and archaeological sites should also be controlled as these places have values that are at least as significant as heritage buildings and SASMs.	Retain Rule INF-OL-R63 (New aboveground customer connection lines in Other Overlays) with amendment.	Accept in part	No
Wellington Heritage Professionals	412.28	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R63	Amend	Considers that customer connections at heritage areas, heritage structures and archaeological sites should also be controlled as these places have values that are at least as significant as heritage buildings and SASMs.	Amend Rule INF-OL-R63 (New aboveground customer connection lines in Other Overlays) so that within heritage areas and archaeological sites it is a controlled activity.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.29	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R63	Oppose	Permitted activity status for customer connections in heritage areas and archaeological sites as notified is preferred to minimise unnecessary regulation for routine service connections which reflect the pattern of development and general values of these areas in any case. Connections to the fabric of scheduled buildings is a controlled activity to address the method of	Disallow	Reject	No

				connection in those instances.			
Powerco Limited	FS61.43	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R63	Oppose	Permitted activity status for customer connections in heritage areas and archaeological sites as notified is preferred to minimise unnecessary regulation for routine service connections which reflect the pattern of development and general values of these areas in any case. Connections to the fabric of scheduled buildings is a controlled activity to address the method of connection in those instances.	Disallow	Reject	No
Transpower New Zealand Limited	315.156	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R64	Support	Supports the rules and accompanying activity status, noting the NESETA applies to existing National Grid assets.	Retain Rule INF-OL-R64 (Operation, maintenance and repair, or removal, of existing aboveground infrastructure in Other Overlays) as notified.	Accept	No
Waka Kotahi	370.152	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R64	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-R64 (Operation, maintenance and repair, or removal, of existing aboveground infrastructure in Other Overlays) as notified.	Accept	No
CentrePort Limited	402.81	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R64	Support	Support the intent of this rule.	Retain INF-OL-R64 (Operation, maintenance and repair, or removal, of existing aboveground infrastructure in Other Overlays) as notified.	Accept	No
Wellington International Airport Ltd	406.163	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R64	Support	[See paragraphs 4.81 to 4.84 of original submission for full reason]	Retain INF-OL-R64 (Operation, maintenance and repair, or removal, of existing aboveground infrastructure in Other Overlays) as notified.	Accept	No

KiwiRail Holdings Limited	408.85	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R64	Support	Supports the ability to operate, maintain, repair and remove existing above ground infrastructure within other overlays as a permitted activity.	Retain INF-OL-R64 (Operation, maintenance and repair, or removal, of existing aboveground infrastructure in Other Overlays) as notified.	Accept	No
Transpower New Zealand Limited	315.157	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Support	Supports the rules and accompanying activity status, noting the NESETA applies to existing National Grid assets.	Retain Rule INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) as notified.	Accept in part	No
Waka Kotahi	370.153	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) as notified.	Accept in part	No
Taranaki Whānui ki te Upoko o te Ika	389.61	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Not specified	Seeks clarification of the relationship between rule and Category A Sites and areas of significance.	Clarify how Category A Sites and areas of significance fits in rule INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays).	Accept	No
CentrePort Limited	402.82	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Support	Support the intent of this rule.	Retain INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) as notified.	Accept in part	No
Wellington International Airport Ltd	406.164	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Oppose in part	Considers that both limbs 1 and 2 reference Category A of the Schedule 7. It is therefore not clear which rule applies to Category A Sites and areas of significance to Māori. Supports INF-OL-R65, subject to submitters proposed amendments to INF-OL-P62 being accepted.	Opposes INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) and seeks amendment.	Accept in part	No
Wellington International Airport Ltd	406.165	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Oppose in part	Considers that both limbs 1 and 2 reference Category A of the Schedule 7. It is therefore not clear which rule	Delete INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) in its entirety.	Reject	No

				<p>applies to Category A Sites and areas of significance to Māori.</p> <p>Supports INF-OL-R65, subject to submitters proposed amendments to INF-OL-P62 being accepted.</p>			
Wellington International Airport Ltd	406.166	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Amend	<p>Considers that both limbs 1 and 2 reference Category A of the Schedule 7. It is therefore not clear which rule applies to Category A Sites and areas of significance to Māori.</p> <p>Supports INF-OL-R65, subject to submitters proposed amendments to INF-OL-P62 being accepted.</p>	Seeks that INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) is amended to refer to either Category A or Category B areas (not both).	Reject	No
Wellington International Airport Ltd	406.167	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Amend	<p>Considers that both limbs 1 and 2 reference Category A of the Schedule 7. It is therefore not clear which rule applies to Category A Sites and areas of significance to Māori.</p> <p>Supports INF-OL-R65, subject to submitters proposed amendments to INF-OL-P62 being accepted.</p>	<p>If INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) is not amended to refer to either Category A or Category B areas (not both):</p> <p>Seeks that INF-OL-R65 is amended to refine the matters of discretion to reflect that operational and functional constraints of infrastructure mean that adverse effects cannot always be avoided, remedied or mitigated.</p>	Reject	No
KiwiRail Holdings Limited	408.86	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Support	Supports the ability to upgrade existing infrastructure as a permitted activity and construct new infrastructure as a restricted discretionary activity within other overlays.	Retain INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) as notified.	Accept in part	No

Wellington Heritage Professionals	412.29	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Amend	Considers that upgrading of infrastructure in heritage areas, archaeological sites and SASMs should also be restricted discretionary as these places have values that are at least as significant as heritage buildings and structures.	Amend Rule INF-OL-R65 (Upgrading of existing aboveground infrastructure in Other Overlays) so that within heritage areas, sites and areas of significance to maori and archaeological sites it is a restricted discretionary activity.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.30	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Oppose	Permitted activity status in the stated overlays is appropriate for upgrading of existing above ground infrastructure. Existing infrastructure already forms part of the values/visual environment of an area, and the extent of upgrades in managed by standard INF-S4.	Disallow	Accept	No
Powerco Limited	FS61.44	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R65	Oppose	Permitted activity status in the stated overlays is appropriate for upgrading of existing above ground infrastructure. Existing infrastructure already forms part of the values/visual environment of an area, and the extent of upgrades in managed by standard INF-S4.	Disallow	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.61	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Oppose	All new above ground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for is a restricted discretionary activity. It is considered that there is scope for some permitted activity allowances in heritage overlays such as telecommunications cabinets in roads complying with the permitted activity standards in the NESTF.	Amend Rule INF-OL-R66 (New aboveground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for) by adding a new permitted activity clause as follows: <u>Activity status: Permitted</u> <u>Where:</u> <u>a. The infrastructure is located on a site</u>	Accept in part	Yes

				<p>These are small structures that would have minimal impact where within existing road corridors.</p>	<p><u>identified in SCHED3 (Heritage areas) and is within a road; and</u></p> <p><u>b. Complies with the permitted activity standards (size, footprint area and group rules) of the NES-TF.</u></p>		
Wellington Electricity Lines Limited (WELL)	FS27.5	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Support	<p>WELL support this submission point to the extent that minor network utility equipment (i.e., cabinets) should be enabled in the PDP to be placed within the road reserve of heritage areas. WELL agree with the submitter that such minor structures "...are small structures that would have minimal impact where within existing road corridors", and consequently consider that a permitted activity rule is appropriate from an effects perspective. The wording in the proposed sub-clause a put forward by the submitter is considered to adequately cover WELL's electricity distribution equipment to be contained within cabinets within the road reserve.</p> <p>The NES-TF does not apply to WELLS electricity distribution network, so sub-clause b as proposed by the submitter is not</p>	<p>Amend / Seeks that part of the submission in relation to sub clause a, be accepted as follows:</p> <p><u>"a. The infrastructure is located on a site identified in SCHED3 (Heritage areas) and is within a road"</u></p> <p>...</p>	Accept in part	Yes

				specifically supported by WELL.			
Powerco Limited	127.40	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Oppose	<p>Considers that there is scope for some permitted activity allowances in heritage overlays such as minor utility cabinets in roads, These are small structures that would have minimal impact where within existing road corridors.</p> <p>[Refer to image in original submission]</p>	<p>Amend Rule INF-OL-R66 (New aboveground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for) by adding a new permitted activity clause as follows:</p> <p>...</p> <p><u>Activity status: Permitted</u></p> <p><u>Where:</u></p> <p><u>a. The infrastructure is located on a site identified in SCHED3 (Heritage areas) and is within a road; and</u></p> <p><u>b. Any minor network utility structures in roads do not exceed 2m high x 2m2 footprint area.</u></p>	Accept in part	Yes
Wellington Electricity Lines Limited (WELL)	FS27.13	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Support	<p>WELL support this submission point as it is agreed that there is scope for permitted activities for network utility operators within heritage overlays. WELL consider that the submitter is correct in identifying that small, or minor NUO structures (such as those contained within cabinets) will pose negligible adverse effects in any given areas subject</p>	Allow	Accept in part	Yes

				to Heritage area overlays, and within the road reserve. WELL support the addition of the proffered permitted activity rule standard.			
Transpower New Zealand Limited	315.158	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Support	Supports the activity status and framework for new aboveground and temporary infrastructure within the defined Other Overlay areas. While Transpower endeavours to avoid the Overlay areas identified in INF-OL-P62, given the linear nature of the National Grid and its associated operational and technical constraints, avoidance is not always practicable.	Retain Rule INF-OL-R66 (New above ground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for) as notified.	Accept	No
Waka Kotahi	370.154	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-R66 (New aboveground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for) as notified.	Accept	No
CentrePort Limited	402.83	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Support	Support the intent of this rule.	Retain INF-OL-R66 (New aboveground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for) as notified.	Accept	No
Wellington International Airport Ltd	406.168	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Support in part	Supports INF-OL-R66 in part, subject to submitters proposed amendments to INF-OL-P62 being adopted.	Retain INF-OL-R66 (New aboveground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for) as notified, provided submitters amendment to INF-OL-R62 is adopted.	Accept in part	No
Wellington International Airport Ltd	406.169	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Amend	[No specific reason given beyond decision requested - see original submission]	If submitters amendments to INF-OL-R62 (New aboveground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for)	Reject	No

					are not adopted: Seeks that INF-OL-R66 is amended to refine the matters of discretion to reflect that operational and functional constraints of infrastructure mean that adverse effects cannot always be avoided, remedied or mitigated.		
KiwiRail Holdings Limited	408.87	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL-R66	Support	Supports the ability to upgrade existing infrastructure as a permitted activity and construct new infrastructure as a restricted discretionary activity within other overlays.	Retain INF-OL-R66 (New aboveground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for) as notified.	Accept	No
Kāinga Ora Homes and Communities	391.134	Energy Infrastructure and Transport / Transport / General TR	Oppose in part	The submitter does not believe that public or limited notification is necessary.	Opposes in part and requests amendment so that all Rules in the Infrastructure chapter are to include a notification preclusion statement for activities under Restricted Discretionary	Reject	No
Onslow Residents Community Association	FS80.28	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Oppose	Considers that the notification and preclusion required in the notified District Plan must be retained to give it teeth and make it effective.	Disallow	Accept	No
Meridian Energy Limited	228.14	Interpretation Subpart / Definitions / UPGRADING	Support	Considers the definition accurately describes the scope of upgrading activities anticipated for infrastructure (including of renewable electricity generation activities) but would be improved by referring also to upgraded 'output' (e.g. from the replacement of turbines with those having greater efficiency or power output).	Retain the definition of 'Upgrading' with amendment.	Accept	Yes

Meridian Energy Limited	228.15	Interpretation Subpart / Definitions / UPGRADING	Amend	Considers the definition accurately describes the scope of upgrading activities anticipated for infrastructure (including of renewable electricity generation activities) but would be improved by referring also to upgraded 'output' (e.g. from the replacement of turbines with those having greater efficiency or power output).	Amend the definition of 'Upgrading' as follows: As it applies to infrastructure, means the improvement or increase in carrying capacity <u>or</u> <u>output</u> , operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal.	Accept	Yes
Transpower New Zealand Limited	315.37	Interpretation Subpart / Definitions / UPGRADING	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain the definition of Upgrading as notified.	Accept in part	No
Yvonne Weeber	340.4	Interpretation Subpart / Definitions / UPGRADING	Amend	Considers the term 'upgrading' is too broad a term in relationship to increasing carrying capacity when relating to special purpose zones (e.g. the Airport), namely in INF-CE-P21.	Amend the definition of 'Upgrading' as follows: as it applies to infrastructure, means the improvement or increase in carrying capacity , operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal.	Reject	No

KiwiRail Holdings Limited	FS72.8	Part 1 / Introduction and General Provisions / Definitions / Upgrading	Oppose	<p>Considers that upgrading of infrastructure should include increasing the carrying capacity, operational efficiency, security or safety of existing infrastructure. Without this, infrastructure upgrades would be significantly constrained.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.</p>	Disallow	Accept	No
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Waka Kotahi	370.38	Interpretation Subpart / Definitions / UPGRADING	Support	Supports the definition of upgrading.	Retain the definition of 'Upgrading' as notified.	Accept in part	No
CentrePort Limited	402.32	Interpretation Subpart / Definitions / UPGRADING	Support	Support the intent of this definition.	Retain the definition of 'Upgrading' as notified.	Accept in part	No
Wellington International Airport Ltd	406.45	Interpretation Subpart / Definitions / UPGRADING	Oppose	The definition requires broadening to encapsulate the range of activities that are involved with the upgrade of infrastructure.	Retain definition of "UPGRADING" and seeks amendment.	Accept in part	Yes
Guardians of the Bays Inc	FS44.20	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Support	Considers that the proposed plan definition is to broad especially with increased carrying capacity. The WIAL definition reduces the activity to the 'same or similar in character, intensity and scale as the existing structure and activity'.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.46	Interpretation Subpart / Definitions / UPGRADING	Amend	The definition requires broadening to encapsulate the range of activities that are involved with the upgrade of infrastructure.	Amend the definition of "UPGRADING" as follows: As it applies to infrastructure, means the improvement or increase in carrying capacity, operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal. <u>means the use and development to bring existing structures or facilities up to current standards or to improve the functional characteristics of structures or facilities, provided that the effects of the activity are the same or similar in character, intensity and</u>	Accept in part	Yes

					scale as the existing structure and activity.		
M&P Makara Family Trust	FS41.3	Interpretation Subpart / Definitions / UPGRADING	Support	Not specified.	Allow	Accept in part	No
Guardians of the Bays Inc	FS44.21	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Support	Considers that the proposed plan definition is to broad especially with increased carrying capacity. The WIAL definition reduces the activity to the 'same or similar in character, intensity and scale as the existing structure and activity'.	Allow	Accept in part	No
Meridian Energy Limited	FS101.12	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Oppose	Meridian supports the publicly notified definition of 'Upgrading' but accepts that the suggested refinement may improve the clarity of the definition. Meridian opposes deletion of the text describing increased carrying capacity, operational efficiency, security and safety.	Amend provision to retain the following text: " <u>means the improvement or increase in carrying capacity, operational efficiency, security or safety of existing infrastructure</u> ".	Reject	No
Airways Corporation of New Zealand Limited	FS105.3	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	No
KiwiRail Holdings Limited	408.18	Interpretation Subpart / Definitions / UPGRADING	Support	Supports definition of upgrading which applies to infrastructure but excludes maintenance, repair and renewal.	Retain definition of UPGRADING as notified.	Accept in part	No

Guardians of the Bays	452.3	Interpretation Subpart / Definitions / UPGRADING	Amend	Considers the term upgrading is too broad a term in relationship to increasing carrying capacity when relating to special purpose zones.	Amend definition of 'upgrading' as follows: as it applies to infrastructure, means the improvement or increase in carrying capacity , operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal.	Reject	No
Meridian Energy Limited	FS101.13	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Oppose	Considers that inclusion of increased carrying capacity in the definition is essential to allow for improvements in efficiency and new technology that can enhance energy generation output (for example) without introducing new or additional adverse effects	Disallow	Accept	No
M&P Makara Family Trust	159.1	Interpretation Subpart / Definitions / New definition	Amend	Considers that it is unclear what the difference is between "repowering" and "upgrading".	Add a definition for 'Repowering' (if it is different to 'Upgrading').	Reject	No
Wellington International Airport Ltd	406.11	Whole PDP / Whole PDP / Whole PDP	Amend	The Civil Aviation Authority of New Zealand ("CAA") produces guidance on land use activities at or near aerodromes. ¹⁰ The following activities are of particular concern to Airport Operators where located within close proximity to an airport due to their potential bird attracting properties: - Refuse dumps and landfills; - Sewage Treatment and Disposal (outdoor); - Certain agricultural activities (cattle feed lots, pig farming);	Seeks that a bespoke framework should be established for refuse dumps and landfills, outdoor sewage treatment and disposal, cattle feed lots, pig farming, fish processing, artificial and natural lakes/waterbodies, and abattoirs and freezing works where located within a fixed distance of the Airport. This framework will ensure a consenting pathway is available that requires appropriate consideration of potential increase in bird strike risk. This should include a narrowly	Accept in part	Yes

				<ul style="list-style-type: none"> - Fish Processing; - Artificial and natural lakes/waterbodies; and - Abattoirs and freezing works. 	framed restricted discretionary activity that restricts discretion to the potential effects of aircraft safety, including the potential risk of bird strike.		
Airways Corporation of New Zealand Limited	FS105.1	General / Whole PDP / Whole PDP / Whole PDP	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.11	Whole PDP / Whole PDP / Whole PDP	Support	Support WIAL's submission for the reasons set out in WAIL's submission.	Allow	Accept	No
New Zealand Defence Force	423.1	Interpretation Subpart / Definitions / INFRASTRUCTURE	Oppose in part	<p>Considers that NZDF is undertaking a nationwide project to ensure strategic defence facilities and infrastructure is appropriately recognised and provided for in district plans.</p> <p>Defence facilities are nationally and regionally significant, playing an important role in both military training and civil and/or national defence operations. They are essential in enabling NZDF to meet its obligations under the Defence Act 1990.</p> <p>NZDF therefore requests that any existing and future defence facilities in Wellington City are recognised and provided for in the District Plan as</p>	Opposes the definition of Infrastructure and seeks amendment.	Reject	No

				they are in many district plans throughout the country (including the Proposed Selwyn District Plan and the Auckland Unitary Plan Operative in Part).			
New Zealand Defence Force	423.2	Interpretation Subpart / Definitions / INFRASTRUCTURE	Amend	<p>Considers that NZDF is undertaking a nationwide project to ensure strategic defence facilities and infrastructure is appropriately recognised and provided for in district plans.</p> <p>Defence facilities are nationally and regionally significant, playing an important role in both military training and civil and/or national defence operations. They are essential in enabling NZDF to meet its obligations under the Defence Act 1990.</p>	Seeks amendment of the definition of "Infrastructure" to add "Defence Facilities".	Reject	No
Horokiwi Quarries Ltd	271.13	Interpretation Subpart / Definitions / INFRASTRUCTURE	Not specified	Considers that quarrying activities outside the proposed Quarry Zone have a challenging role in the PDP as despite their location and resource dependence, functional constraints, and that they are essential to enabling growth of the city and enable the construction of key infrastructure (such as providing aggregate for cycleway and road construction, fill material for the repair	Not specified.	Reject	No

				<p>and maintenance of three waters infrastructure), as well as essential construction material for new dwellings, they are not recognised as 'Infrastructure' within the PDP.</p> <p>Horokiwi appreciates the definition of infrastructure within the PDP reflects that in the RMA.</p>			
Transpower New Zealand Limited	315.21	Interpretation Subpart / Definitions / INFRASTRUCTURE	Support	Supports the proposed definition of 'Infrastructure', that reflects that provided in the RMA.	Retain the definition of 'Infrastructure' as notified.	Accept in part	No
Wellington Electricity Lines Limited	355.14	Interpretation Subpart / Definitions / INFRASTRUCTURE	Support	Supports the definition of 'Infrastructure' is supported, as the definition provided under the RMA is considered clean and unambiguous for users of the PDP.	Retain the Definition of 'Infrastructure' as notified.	Accept in part	No
Envirowaste Services Ltd	373.4	Interpretation Subpart / Definitions / INFRASTRUCTURE	Support in part	[No specific reason given beyond decision requested - refer to original submission]	Retain the definition of 'Infrastructure' with amendment.	Reject	No
Envirowaste Services Ltd	373.5	Interpretation Subpart / Definitions / INFRASTRUCTURE	Amend	Considers that the definition for infrastructure under the RMA excludes waste processing and disposal facilities, therefore the continuance and expansion of these facilities (where necessary, but particularly recycling) needs to be included as part of the infrastructure definition. The alternative is to ensure that waste facilities are considered alongside infrastructure as stated below.	Amend the definition of 'Infrastructure' as follows: Infrastructure means - ... <u>(m) waste processing and disposal facilities.</u> [Inferred decision requested]	Reject	No

KiwiRail Holdings Limited	408.7	Interpretation Subpart / Definitions / INFRASTRUCTURE	Support	Supports that the definition refers to the RMA definition, noting clause (g) includes rail.	Retain definition of INFRASTRUCTURE as notified.	Accept in part	No
Transpower New Zealand Limited	315.22	Interpretation Subpart / Definitions / LAND DISTURBANCE	Support	Considers the definition reflects that provided in the National Planning Standards and is therefore supported. It is noted the term appears to only be used in INF-P7 and INF-S7.5 and therefore has limited application.	Retain the definition of 'Land Disturbance' as notified.	Accept	No
Waka Kotahi	370.28	Interpretation Subpart / Definitions / OPERATING SPEED	Support	Supports the definition of operating speed.	Retain the definition of 'Operating Speed' as notified.	Accept	No
Ministry of Education	400.3	Interpretation Subpart / Definitions / ADDITIONAL INFRASTRUCTURE	Support	Supports the definition as defined under the National Policy Statement on Urban Development since it includes schools.	Retain the definition of [Additional Infrastructure] as notified.	Accept	No
KiwiRail Holdings Limited	408.5	Interpretation Subpart / Definitions / ADDITIONAL INFRASTRUCTURE	Support	Supports the inclusion of land transport, as defined in the Land Transport Management Act 2003, within this definition. Land transport includes any transport on land and infrastructure facilitating that transport.	Retain definition of ADDITIONAL INFRASTRUCTURE as notified.	Accept	No
Wellington Electricity Lines Limited	355.9	Interpretation Subpart / Definitions / CABINET	Support in part	Supports definition of 'Cabinet' in general, as it explicitly includes casing for the continued use of electrical equipment such as switchgear and transformers. However, an amendment is sought.	Retain the definition of 'cabinet', with amendment.	Accept in part	No

Wellington Electricity Lines Limited	355.10	Interpretation Subpart / Definitions / CABINET	Amend	Considers that the definition of 'Cabinet' should contain the words 'storage batteries' as this equipment is commonly contained within a "Cabinet".	Amend the definition of 'Cabinet' as follows: means a three-dimensional structure that houses radio and telecommunication equipment, traffic operations and monitoring equipment, gas distribution enclosures and electrical equipment associated with the operation of infrastructure, which includes single transformers, <u>storage batteries</u> and associated switching gear distributing electricity at a voltage up to and including 110KV.	Accept	Yes
Director-General of Conservation	385.9	Interpretation Subpart / Definitions / New definition	Not specified	Considers that a definition be provided for "temporary infrastructure" within the Proposed District Plan.	Seeks that definition of "Temporary Infrastructure" is included within the Proposed District Plan	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.1	Part 1 / Interpretation / Subpart / Definitions	Oppose	A definition is considered to be unnecessary as the 12-month time limit and relevant permitted activity standards adequately determine the effects envelope. [Inferred reference to submission 385.9]	Disallow	Accept	No

KiwiRail Holdings Limited	FS72.2	Part 1 / Introduction and General Provisions / Definitions / Temporary Infrastructure	Support	<p>Supports the definition of 'Temporary infrastructure'. KiwiRail utilises temporary infrastructure within the rail corridor as part of the maintenance, repair, development and upgrade of the rail network. KiwiRail sees value in the definition being defined in the plan to provide for temporary rail infrastructure.</p> <p>Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021 (Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate</p>	Allow	Reject	No
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				way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Rod Halliday	25.18	Interpretation Subpart / Definitions / New definition	Amend	No definition of 'Gas Transmission Pipeline corridor'. Without a definition, it may capture minor residential supply pipes down to individual stubs to dwellings.	Add new definition for 'Gas Transmission Pipeline Corridor'.	Reject	No
Firstgas Ltd	FS97.1	Part 1 / Interpretation Subpart / Definitions / New definition	Support	Firstgas supports this submission which seeks to add a new definition of 'Gas Transmission Pipeline Corridor'. The inclusion of this definition is required to help implement rules within the Plan which relate to the gas transmission pipeline corridor. The definition would allow buffer/setback areas to be determined and therefore appropriately managing potential reverse sensitivity effects. This definition would provide clarity to the plan user of the	Allow	Reject	No

				extent of the pipeline corridor.			
Waka Kotahi	370.176	Historical and Cultural Values / Notable Trees / New TREE		Amend Proposes a new rule to enable relocation, removal, or destruction of notable trees for maintenance and development of infrastructure. A restricted discretionary activity status is appropriate as it enables Council to assess whether the activity is necessary for the specified purposes, methods, and whether alternatives have been sufficiently explored.	Add a new Rule to the Notable Tree chapter: TREE-RX. Activity status: Restricted Discretionary Where a. The relocation, removal, or destruction of notable trees is for the purposes of maintaining or upgrading infrastructure. Matter of discretion are: a. Methods of relocation, removal, or destruction b. Feasibility of alternatives Public safety and benefit	Reject	No
Transpower New Zealand Limited	315.2	Interpretation Subpart / Definitions / NETWORK UTILITY OPERATOR	Support	Supports proposed definition which reflects that provided in the RMA.	Retain the definition of Network Utility Operator as notified.	Accept	No
Firstgas Ltd	FS97.4	Part 1 / Interpretation Subpart / Definitions / NETWORK UTILITY OPERATOR	Support	Firstgas supports this submission which seeks for the definition of 'Network utility Operator' to retain as notified. The definition reflects that provided in the RMA and provides for Firstgas.	Allow	Accept	No
Waka Kotahi	370.2	Interpretation Subpart / Definitions / NETWORK UTILITY OPERATOR	Amend	The submitter is concerned that this definition of network utility operator (though set by the national planning standard) may exclude operators of the state highway, as roads are often defined as the	Delete mentions of "Network Utility Operator" throughout the plan and replace them with "Network Utility Operator and State Highway Network Operator".	Reject	No

				network managed by the territorial authority [the submitter was neutral on this provision			
KiwiRail Holdings Limited	408.1	Interpretation Subpart / Definitions / NETWORK UTILITY OPERATOR	Support	Supports use of the RMA definition of Network Utility Operator, which includes railway activities in clause (f).	Retain definition of NETWORK UTILITY OPERATOR as notified.	Accept	No
M&P Makara Family Trust	159.1	Interpretation Subpart / Definitions / New definition	Amend	Considers that it is unclear what the difference is between "repowering" and "upgrading".	Add a definition for 'Repowering' (if it is different to 'Upgrading').	Reject	No
Meridian Energy Limited	FS101.1	Part 1 / Interpretation Subpart / Definitions / New definition	Support	Considers that the meaning of 're-powering' is framed by the rules in which the expression is used. Meridian has no opposition to a new definition for 'repowering' but will need to consider the detail of any wording proposed.	Allow / Seeks that definition be circulated prior to hearings and S42a reports.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.1	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Supports (b) of the definition, which is consistent with the proposed amended definition of Regionally Significant Infrastructure in regard to telecommunication and radio communications networks in Proposed Change 1 to the Regional Policy Statement.	Retain clause (b) of the Definition of Regionally Significant Infrastructure as notified.	Accept	No
Powerco Limited	127.1	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose in part	Considers that Clause (a) of the definition of "Regionally Significant Infrastructure" relates to pipelines for the distribution or transmission of natural or manufactured gas or petroleum. Powerco prefers the wording in the first bullet point of the proposed amended definition of Regionally	Amend clause (a) of the definition of Regionally Significant Infrastructure as follows: a. Pipelines for the distribution or transmission of natural or manufactured gas or petroleum, <u>including any associated fittings, appurtenances, fixtures or equipment.</u>	Accept	Yes

				Significant Infrastructure in Proposed Change 1 to the Greater Wellington Regional Policy Statement that also recognises pipelines may include ancillary equipment to enable them to function.			
Firstgas Ltd	FS97.2	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	<p>Firstgas supports the intent of the submission which is seeking an amendment to the definition of 'Regionally Significant Infrastructure'. The submission seeks to amend the definition so that where it refers to pipelines for the distribution or transmission of natural or manufactured gas or petroleum it specifically includes 'any associated fittings, appurtenances, fixtures or equipment.'</p> <p>This submission aligns with the intent of Firstgas' original submission seeking to amend this definition to specifically refer to 'The Gas Transmission Network'. This is to ensure that clarity is provided that any associated above or below-ground fitting, appurtenance, fixture or equipment required for the conveyance of the product or material in the pipeline is captured within the definition.</p> <p>Firstgas supports the submission in addition to seeking that the Gas Transmission Network is also specifically added to the definition.</p>	Allow	Accept	Yes

Meridian Energy Limited	228.8	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Considers the definition matches the definition in the Proposed Natural Resources Plan (following settlement of appeals) and the proposed RPS change #1 and is supported by the regional community.	Retain the definition of 'Regionally Significant Infrastructure' as notified.	Accept in part	No
Fire and Emergency New Zealand	273.14	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Supports the definition of "regionally significant infrastructure", particularly the inclusion of the water supply network in the definition.	Retain the definition of "regionally significant infrastructure" as notified.	Accept in part	No
Firstgas Limited	304.9	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	Considers that the definition of 'Regionally Significant Infrastructure' should be amended so that it incorporates the wider gas transmission network rather than the pipelines only. The network (which includes the ancillary above and below ground infrastructure), as opposed to solely the pipelines, delivers gas to consumers, thereby providing for their well-being and their health and safety. As such, it is the network, not only the pipelines that should be defined as Regionally Significant Infrastructure. (Option A)	Amend the definition of 'Regionally Significant Infrastructure' as follows: Regionally Significant Infrastructure: means regionally significant infrastructure including: a. Pipelines for the distribution of natural or manufactured gas or petroleum <u>b. The Gas Transmission Network</u> b. c. Facilities and structures necessary for the operation of telecommunications and radiocommunications networks operated by network utility operators; e. d. the National Grid	Accept in part	Yes
Firstgas Limited	304.10	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	Considers that wider gas transmission network be included within the Regionally Significant Infrastructure, rather than the pipelines only. Relief to achieve this submission could be that any associated above or below-ground fitting, appurtenance, fixture or equipment required for the conveyance of the	Amend the definition of 'Regionally Significant Infrastructure' to include any associated above or below-ground fitting, appurtenance, fixture or equipment required for the conveyance of the product or material in the pipeline and/or for its safe, efficient or effective operation.	Accept in part	Yes

				product or material in the pipeline and/or for its safe, efficient or effective operation is included in the definition. (Option B)			
Transpower New Zealand Limited	315.32	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Considers the provision of a definition of Regionally Significant Infrastructure and its use throughout the plan reflects the approach used within the Wellington Regional Policy Statement. While references, policies and methods specific to the National Grid (both within the policy and any rule framework) are supported, the inclusion of the National Grid within the definition of Regionally Significant Infrastructure is supported.	Retain the definition of Regionally Significant Infrastructure as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.10	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose in part	Seeks that the definition is confined (not including) to the listed matters. As such, we seek the deletion of the word 'including', and the insertion of the word 'means'. Considers paragraph a. needs to be more clearly defined to ensure it doesn't apply to things that are less than regionally significant, for example, piped gas for a subdivision. Considers paragraph j. should refer specifically to the port areas intended to be covered. Further, the following clause should be deleted: 'adjacent land used in association with the	Amend the definition of "regionally significant infrastructure": Means regionally significant infrastructure including: a. <u>regionally significant</u> pipelines for the distribution or transmission of natural or manufactured gas or petroleum; b. facilities and structures necessary for the operation of telecommunications and radiocommunications networks operated by network utility operators; c. the National Grid; d. facilities for the generation and/or transmission of electricity	Reject	No

				<p>movement of cargo and passengers and including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharf lines'. Either these areas are part of the Port, or they should not be included as RSI (just as the Wgtn Airport is defined).</p>	<p>where it is supplied to the National Grid and/or the local distribution network; e. the local authority water supply network and water treatment plants; f. the local authority wastewater and stormwater networks, systems and wastewater treatment plants; g. the Strategic Transport Network, as identified in the operative Wellington Regional Land Transport Plan; h. Wellington City bus terminal and Wellington Railway Station terminus; i. Wellington International Airport; and j. Commercial Port Areas within Wellington Harbour (<u>refine areas</u>) and adjacent land used in association with the movement of cargo and passengers and including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharflines</p>		
Guardians of the Bays Inc	FS44.16	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Support the wording changes and removal of redundant words and areas of land.	Allow	Reject	No
Powerco Limited	FS61.1	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	The proposed change to the definition in regard to gas networks does not align with different changes being sought by Powerco and is unhelpful by referring to regionally significant pipelines (including gas) within the	Disallow	Accept	No

				definition whereas the definition is intended to define what is regionally significant infrastructure.			
KiwiRail Holdings Limited	FS72.6	Part 1 / Introduction and General Provisions / Definitions / Regionally Significant Infrastructure	Oppose	<p>Rejects amendments that result in a departure to the Greater Wellington Regional Policy Statement definition of 'Regionally significant infrastructure'.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the</p>	Disallow	Accept	No

				Proposed Plan in terms of section 32 of the RMA.			
Firstgas Ltd	FS97.3	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	Firstgas opposes this submission in part which seeks to amend the definition of 'Regionally Significant Infrastructure' so that it more clearly defined.	Disallow	Accept	No
Meridian Energy Limited	FS101.6	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	Considers that the definition matches the definition in the GWRC Natural Resources Plan which was settled following mediation of appeals. It is widely accepted and does not need the refinement requested.	Disallow	Accept	No
New Zealand Defence Force	FS104.1	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	Defence facilities are critical for New Zealand's security and for the safety and well-being of the community. Although NZDF does not currently have major facilities in Wellington City, this does not preclude the need for future defence infrastructure in Wellington City and it is appropriate they are included in the definition as requested in NZDF's original submission. Use of the term 'including' in the definition is critical to ensuring regionally significant infrastructure that is not yet captured under this definition is not excluded, should they not be explicitly listed in the definition.	Disallow / Reject submitter's relief and retain definition of infrastructure as notified but with the addition of "defence facilities" as requested in NZDF's original submission.	Accept	No
Wellington Electricity Lines Limited	355.15	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support in part	Supports the definition of 'Regionally Significant Infrastructure' in part and seeks amendment to ensure the WCC definition is consistent	Retain the definition of 'Regionally Significant Infrastructure', with amendment.	Accept in part	No

				with other recent plan reviews in the Wellington Region. In particular, considers that the definition should align with the GWRC Natural Resource Plan, which has been confirmed through a negotiated court order.			
M&P Makara Family Trust	FS41.1	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Removal of "...facilities for the generation (of electricity)..." fits with the definition's intention enable conveyancing: i.e. transmission, flow and movement of electricity, water and people. Generation facilities themselves appear to be an anomalous inclusion. Disallow those submissions that support the definition as notified.	Allow	Accept	No
Wellington Electricity Lines Limited	355.16	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	<p>Considers that the definition of 'Regionally Significant Infrastructure' should be amended to align with the definition in the GWRC Natural Resources Plan.</p> <p>Consider the definition should appropriately differentiate the two distinct elements of the distribution network. Wellington Electricity Lines Limited's distribution network consists of lower voltage electricity supply within the local distribution network. The distribution network also contains higher-voltage transmission lines that takes electricity supply from the National Grid (from Grid Exit Points – GXP) which is then supplied to the lower voltage to service the</p>	<p>Amend the Definition of 'Regionally Significant Infrastructure' as follows:</p> <p>means regionally significant infrastructure including:</p> <p>... d. facilities for the generation and/or transmission of electricity where it is supplied to the National Grid and/or the local distribution network; <u>d. facilities for the electricity distribution network, where it is 11kV and above. This excludes private connections to the local distribution network.</u> ... </p>	Accept	Yes

				local distribution network. It is considered important for the 'Regionally Significant Infrastructure' definition in the PDP to be consistent with other recent plan review processes in the Wellington Region– and therefore adopt the same definition as in the GWRC Natural Resource Plan, as well as the decisions version of the Proposed Porirua City District Plan. [Refer to original submission for full reason, including attachment]			
Transpower New Zealand Limited	FS29.40	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Transpower accepts the relief sought on the basis specific reference is retained in the definition to the National Grid.	Allow / Seeks that part of the submission be allowed in so far as consistent with the relief sought in the Transpower submission.	Accept	No
M&P Makara Family Trust	FS41.2	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Removal of "...facilities for the generation (of electricity)..." fits with the definition's intention enable conveyancing: i.e. transmission, flow and movement of electricity, water and people. Generation facilities themselves appear to be an anomalous inclusion. Disallow those submissions that support the definition as notified.	Allow	Accept	No
Waka Kotahi	370.32	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Supports the definition of regionally significant infrastructure.	Retain the definition of 'Regionally Significant Infrastructure' as notified.	Accept in part	No

CentrePort Limited	402.26	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Supports definition, noting that this is the Regional Policy Statement definition (Subject to the definition of Port being amended).	Retain the definition of 'Regionally Significant Infrastructure' as notified.	Accept in part	No
Wellington International Airport Ltd	406.41	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Insofar as it relates to Wellington International Airport, the definition is consistent with the Greater Wellington Regional Policy Statement definition of regionally significant infrastructure.	Retain definition of "REGIONALLY SIGNIFICANT INFRASTRUCTURE" as notified.	Accept in part	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.30	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
KiwiRail Holdings Limited	408.14	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	Supports the inclusion of the Strategic Transport Network within this definition. All railway corridors are included in the Wellington Regional Land Transport Plan 2021 definition of Strategic Transport Network. KiwiRail seeks an addition to clarify that the Interislander ferry terminal is expressly included in this definition. The description of the Strategic Transport Network in Appendix B of the Wellington Regional Land Transport Plan 2021 refers to railway corridors. While the railway corridor extends to the Interislander ferry terminal it is not expressly referenced in the description. KiwiRail seeks to avoid any ambiguity that the ferry terminal is not part of the	Amend definition of REGIONALLY SIGNIFICANT INFRASTRUCTURE as follows: ... g. the Strategic Transport Network, as identified in the operative Wellington Regional Land Transport Plan; h. <u>Interislander Ferry Terminal</u> , Wellington City bus terminal and Wellington Railway Station terminus; i. Wellington International Airport; and ...	Reject	No

				Strategic Transport Network.			
New Zealand Defence Force	423.3	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	<p>Supports 'defence facilities' being added to the definition of regionally significant infrastructure.</p> <p>Considers that the wording of this definition is amended, as currently the wording is circular, i.e. 'Regionally Significant Infrastructure means Regionally Significant Infrastructure, including...'</p>	<p>Amend the definition of "Regionally Significant Infrastructure" as follows:</p> <p>Regionally Significant Infrastructure</p> <p>means regionally significant infrastructure <u>including includes:</u></p> <p>...</p> <p><u>k. Defence Facilities</u></p>	Reject	No
Meridian Energy Limited	FS101.7	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	<p>Considers that the definition matches the definition in the GWRC Natural Resources Plan which was settled following mediation of appeals. It is widely accepted and does not need the refinement requested.</p>	Disallow	Accept	No

