

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Aro Valley Community Council	87.30	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that while Aro Valley is included in the 10 minute walkable catchment from a rapid transit zone, 46% already use active transport to move around the city. The remainder find that public transport (the bus service) is unreliable, not accessible to differently abled people, or safe in all weather conditions.	Not specified.	Reject	No
Generation Zero	FS54.34	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Oppose	For character areas, the central test is "other" qualifying matter under clause 3.33(3) of the NPS-UD, alongside the objectives and purpose of the NPS-UD. There is an extremely high bar to creating a character area. The reduction in development capacity must be justified against the national significance of urban development and the objectives of the NPS-UD. Cities are dynamic and changeable. Indeed Wellington underwent many built changes before the currently form was locked in place by modern zoning documents. New housing and residents are a positive to encourage, rather a negative to push out further or crowd into the remaining housing stock. It is significantly more climate friendly to allow denser housing in inner-suburbs, rather than displacing development into greenfields, even accounting for embodied carbon. Character areas are in inner-city suburbs which are highly connected to amenities and already have high-mode share of low emissions transport. This land is often the most resilient. More residents can be easily absorbed in these suburbs and will create a positive impact on that suburb. The counterfactual – the status quo – is that the best quality land in the city is locked away by wealthy residents who seek to preserve an unsustainable way of life and/or their property values. This causes reduced supply and higher prices, higher rents, lower quality, displacement of low-income residents, and pushes residents to worse locations with higher lifetime emissions. The development capacity lost through character areas is extremely weighty; only very 'character' of very high quality can be justified. It must also be a site-specific analysis; the current broadbrush suburb-by-suburb analysis in the current District Plan is not allowed. The approaches advocated by the submitters is erroneous under the NPS-UD and should be rejected. Submitters cannot point to individual streets or houses they subjectively find as 'character' as this does not meet the stringent evidential requirement of clause 3.33(3). Submitters cannot request to go back to the current District Plan character areas, as these are untenable under the new NPS-UD test. Submitters cannot point to the Boffa Miskel report and adopt its recommendation. The report was written before the enactment of the NPS-UD. And,	Disallow / Disallow the submission in full to the extent that this relates to character areas or reducing the amount of enabled housing.  Reject increasing character areas in the PDP.	Accept (to the extent it applies to point 87.30)	No
Interprofessional Trust	96.2	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that car-parking should be by owners choice.	[Not specified]	Accept	No
M J & P B Murtagh	98.1	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that residents in rented properties are unable to find parking for their cars.  Considers that vehicle traffic has increased each year.	Seeks that garaging is required in Mount Victoria. [Inferred submission point]	Reject	No
Victoria University of Wellington Students' Association	123.31	Energy Infrastructure and Transport / Transport / General TR	Support	Supports the emphasis on pedestrian and public transport access and the active prioritisation of this in development.  Considers that students should be easily able to move around the City without cars	Supports that a range of transport options are accommodated to serve diverse transport needs, including active, public, taxis/ubers, and mobility vehicles.	Accept in part	No
Victoria University of Wellington Students' Association	123.32	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the city should serve people first, not cars.	Not specified.	Reject	No
Victoria University of Wellington Students' Association	123.33	Energy Infrastructure and Transport / Transport / General TR	Not specified	Supports infrastructure that supports the prioritisation of public transport, pedestrians, and cyclists.  Understands that accommodating pedestrians and cyclists can be difficult in some areas due to narrow roads or steep hills.	Seeks that the WCC aims to support the safety and accessibility of pedestrians and cyclists even in narrow road or steep hill areas.	Accept in part	No
Olivier Reuland	134.7	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, is not wholly a negative effect despite what the RMA would say. It can be a helpful contributor to traffic calming and safer streets.	Seeks that traffic congestion and parking effects are viewed as not wholly a negative effect.	Reject	No

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Braydon White	146.8	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the traffic congestion and the increased density of cars parked on streets can be a helpful contributor to traffic calming and safer streets by slowing down traffic, discouraging rat-running, and adding an extra nudge for those "on the fence" to maybe travel another way for those short trips.	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets, and used tactically as such.	Reject	No
Braydon White	146.9	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that universal accessibility, and active and sustainable travel, must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel, is prioritised for access to public transport.	Reject	No
Jill Ford	163.4	Energy Infrastructure and Transport / Transport / General TR	Amend	[No specific reason given beyond decision requested - refer to original submission].	Seeks that G99-G102 (External Storage) in the Residential Design Guide should be referenced in to specific Rules, Policies, and Objectives in the Transport chapter.  [Inferred decision requested].	Accept in part	No
Amos Mann	172.14	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.	Reject	No
Patrick Wilkes	173.9	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, can be a helpful contributor to traffic calming and safer streets by slowing down traffic	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets.	Reject	No
Patrick Wilkes	173.10	Energy Infrastructure and Transport / Transport / General TR	Amend	[No specific reason given beyond decision requested - refer to original submission].	Amend objectives, policies and rules of the Transport Chapter to include reference to Residential Design Guide guidance GG 99-102 (external bike storage).	Accept in part	No
Pete Gent	179.7	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, is not wholly a negative effect despite what the RMA would say. It can be a helpful contributor to traffic calming and safer streets.	Seeks that traffic congestion and parking effects are viewed as not wholly a negative effect.	Reject	No
Pete Gent	179.8	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.	Reject	No
James Harris	180.5	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.	Reject	No
Antony Kitchener and Simin Littschwager	199.6	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that it is unclear how people will be incentivised to use other modes of transport instead of cars.  Ngaio does not have a supermarket in easy walking distance. People still need to rely on cars to drive their kids to and from school, and other activities and amenities.  [Refer to original submission for full reasons].	Not specified.	Reject	No
Sam Stocker & Patricia Lee	216.4	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that we live in a society that relies on cars and taking away street parking will make the historic area unliveable. The simple answer to making our neighbourhood more cycle and walking friendly is to lower the speed limit across the city.  Considers that the neighbourhood needs to retain its carparks.  [Refer to original submission for full reason]	Seeks that new developments in historic areas include carparks.	Reject	No
Claire Nolan, James Fraser, Margaret Franken, Biddy Bunzel, Michelle Wooland, Lee Muir	FS68.49	Energy Infrastructure and Transport / Transport / General TR	Support	Supports submission that seeks character precinct extensions in Newtown.	Allow	Reject	No

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Tyers Stream Group	221.27	Energy Infrastructure and Transport / Transport / General TR	Amend	[No specific reason given beyond decision requested - refer to original submission]	Seeks that building on unbuilt or built legal roads providing access to Reserves including Tyers Stream Reserve should be non-complying.	Reject	No
Stratum Management Limited	249.14	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers the requirements apply to the City centre, Metropolitan, Local Centre, Neighbourhood and Mixed Use zones. Under the requirements, residential developments in these zones must provide for a minimum of 1 space per residential unit, and 1 short-stay space per 10 residential units. An apartment building of significant size will require substantial floor area for bicycle storage. This brings with it significant cost, impacting on the ultimate affordability of the apartment building. Assuming a requirement of 2.5m <sup>2</sup> per bike in addition to associated access and circulation space, this would lead to an additional floor area requirement of some 300m <sup>2</sup> , for a 100 unit apartment building. This would equate to an additional cost of \$3.9M. Not all apartment owners will utilise bike storage space. Therefore the requirement also risks a significant degree of sunk cost in meeting the standard. The provision of cycle parking is supported but Stratum opposes a requirement for such storage, and opposes the current requirement of 1 space per units. The residential requirement is also significantly above, in ultimate floor area requirements, those of other activity types in Table 7. Short stay, or visitor bike parking requirements are also opposed where they need to be provided on-site. The public realm remains an appropriate means of providing for visitor bike parking.	Seeks to remove the cycle and micromobility requirement for residential development (Table 7 TR: Minimum number of on-site cycling and micromobility device parking spaces).	Accept in part	Yes
Richard Hovey	FS60.1	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Oppose	Oppose the submissions from Stratum Management Limited on the basis that while developers may enjoy the cost reduction benefits that the removal of the requirement to provide car parks has brought they cannot simply privatise that gain and expect some sort of external transport storage solution to be provided for the residents of their developments.  People in urban environments should have a choice of transport and bikes/e-bikes/e-scooters are a perfect match for everyday urban transport needs. They contribute to a healthier, happier and more appealing city.  Developers should celebrate how much less space is required to facilitate bicycle storage than private motor vehicles and provide a reasonable level of space and facility for this purpose.  While it may be presented simply as a 'cost' which some people may not wish to pay it should be seen as part of the investment in better residential development which will either be valued by those living there or rented out to others (in exactly the way car parks are).	Disallow / Seeks that the part of the submission arguing against a good level of bicycle storage being required for residential developments is disallowed.	Accept in part	Yes
Cycling Action Network	FS99.1	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Oppose	A minimum of 1 cycle park per residential unit should be required. The requirements for cycle and micromobility storage/parking is fundamental to achieve the mode shift required to achieve net zero carbon emissions, and has associated health and equity benefits. This is consistent with WCC's Te Atakura and mode shift goals.	Disallow / Seeks that a minimum of 1 cycle park per residential unit should be required.	Accept in part	Yes
Wellington City Council Environmental Reference Group	FS112.16	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Oppose	Oppose the submission that cycle and micro-mobility parking requirements for residential development be removed. WCCERG suggest the m <sup>2</sup> requirement may be substantially less than suggested in many cases, and would draw attention to the bike racks used by WCC that allow two vertical layers of bike storage as one example of how bikes can be stored in smaller areas. The requirements for cycle and micro-mobility storage/parking is fundamental to achieve the mode-shift required to achieve the city's net zero carbon emissions, and has associated health and equity benefits.	Disallow	Accept in part	Yes
Fire and Emergency New Zealand	273.47	Energy Infrastructure and Transport / Transport / General TR	Support in part	Notes that as previously referenced under the feedback point for TR R3, the standards within Table 9 may be insufficient for fire appliance access in certain circumstances.	Supports Table 9 - TR: Design of Driveways, with amendment.	Accept	Yes

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Fire and Emergency New Zealand	273.48	Energy Infrastructure and Transport / Transport / General TR	Amend	Notes that as previously referenced under the feedback point for TR R3, the standards within Table 9 may be insufficient for fire appliance access in certain circumstances.	Amend Table 9 - TR: Design of Driveways  Classification: Driveway Level 1 Minimum Width (m) – Vehicles <ul style="list-style-type: none"> <li>• 1 x 3.0</li> <li>• Passing bays at 50m maximum spacing;</li> <li>• Clear line of sight between passing bays</li> <li>• <u>Where driveways will result in any building served from the driveway to be more than 70m away from a legal road, the site access and full length of the driveway must provide unhindered access for fire appliances in accordance with the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008.</u></li> </ul>	Accept	Yes
The Retirement Villages Association of New Zealand Incorporated	FS126.34	Part 2 / Energy Infrastructure and Transport / Transport / General TR	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 Plan.	Disallow	Reject	No
Ryman Healthcare Limited	FS128.34	Part 2 / Energy Infrastructure and Transport / Transport / General TR	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 Plan.	Disallow	Reject	No
Richard Hovey	280.1	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that E-Bikes and e-scooters are growing in popularity and require specific storage.  E-Bikes and e-scooters can weigh from 25kg to 40kg and require storage, they can be used more when storage has charging capacity, and are high-value targets for theft.  Lack of storage can be a barrier to entry for people using these vehicles.  [Refer to original submission for full reason]	Seeks that there is more definition regarding requirements and recommendations for provision of bike and micromobility device storage.	Accept	Yes
Johanna Carter	296.4	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that private vehicles will still be part of the fabric of the city for many years.  For example, people need to be able to accommodate vehicles for work (trade vehicles), and to store private vehicles to access areas of NZ not accessible by public transport.  Not all people are able to use public transport due to age, disability or they are a family with competing demands that public transport cannot cater for.  To completely remove all parking requirements will result in more on street parking and where this is limited more competition for the parking that is available.	Seeks that the removal of all parking requirements is re-examined and revisited.	Reject	No
Paihikara Ki Pōneke Cycle Wellington	302.16	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that cycle parking and charging facilities should be adequate to meet increasing demand for secure parking and charging facilities, to meet climate commitments, safety and mode shift goals.	Not specified.	Accept in part	Yes
Paihikara Ki Pōneke Cycle Wellington	302.17	Energy Infrastructure and Transport / Transport / General TR	Support in part	Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces in the Transport chapter is supported, as it provides requirements for cycle parking in the listed zones. However, long stay cycle parking should also require a reduced number of charging facilities.	Retain Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces in the 'Transport' chapter, with amendment.	Accept in part	Yes
Paihikara Ki Pōneke Cycle Wellington	302.18	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces should be amended to require a reduced number of charging facilities in long stay cycle parking.	Amend Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces to include charging facilities for e-cycles in the 'Long stay (staff*, residents, students)' column.	Accept in part	Yes

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Aggregate and Quarry Association	303.12	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that it is important that the PDP does not shut off access to potential aggregate sources to provide for Wellington's current and future construction needs.  As aggregate is expensive to transport, sources of this need to be close to the place of construction.	Seeks that the Proposed District Plan provisions enable the importation of aggregate from other areas outside of the Wellington City Council jurisdiction.	Reject	No
Wellington City Council Environmental Reference Group	FS112.32	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Oppose	A number of submission points made by the Aggregate & Quarry Association (please see multiple points in their submission relating to the same theme) argue that "it is important that the PDP does not shut off access to potential aggregate sources to provide for Wellington's current and future construction needs. As aggregate is expensive to transport, sources of this need to be close to the place of construction." Elsewhere, they also say: "... the District Plan must not unreasonably curtail expansion of existing quarries and establishment of new quarries..."  WCCERG disagree, on the basis of primary and secondary greenhouse gas emissions from quarrying, which are no longer tenable; and the opportunity to re-use existing materials (instead of sending them to landfill, as is currently the case).	Disallow / Seeks that instead of allowing new mining or quarrying activities and changes of use, WCC requires no expansion of any kind of mining or quarrying activities, and a second policy stating that these activities be phased out by (for example), 2030.	Accept as it relates to submission point 303.12	No
Svend Heeselholt Henne Hansen	308.4	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, is not wholly a negative effect despite what the RMA would say. It can be a helpful contributor to traffic calming and safer streets.	Seeks that traffic congestion and parking effects are viewed as not wholly a negative effect.	Reject	No
Mt Victoria Residents' Association	342.22	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that removing car parking requirements will allow more efficient use of the site and support the city's Carbon Zero goals. It could also contribute to the affordability of housing developments by removing a significant cost to provide the parking, provided this is not captured by developers. However, it will also make it harder for residents manage parking.	Not specified.	Accept in part	No
Restaurant Brands Limited	349.9	Energy Infrastructure and Transport / Transport / General TR	Support	Support	Retain Table 7 ( Minimum number of on-site cycling and micromobility device parking spaces) as notified.	Accept in part	No
Foodstuffs North Island	FS23.33	Part 2 / E nergy Infrastructure and Transport / Transport / New TR	Support	Submission point 349.9 partly supports FSNI submission 476.7 however FSNI seeks an amendment.	Allow / Allow submission in part.	Accept in part	No
Restaurant Brands Limited	349.10	Energy Infrastructure and Transport / Transport / General TR	Support	Support	Retain Table 8 (Classification of driveways ) as notified.	Accept	No
Restaurant Brands Limited	349.11	Energy Infrastructure and Transport / Transport / General TR	Support	Support	Retain Table 9 (Design of driveways) as notified.	Accept (except for minor amendments)	No
Restaurant Brands Limited	349.12	Energy Infrastructure and Transport / Transport / General TR	Support	Support	Retain Table 10 Parking Space dimensions) as notified.	Accept	No
Retirement Villages Association of New Zealand Incorporated	350.41	Energy Infrastructure and Transport / Transport / General TR	Oppose in part	Considers that due to the age and frequency of mobility constraints amongst retirement village residents, it is not necessary or practicable to apply the Table 7 minimum number of onsite cycling and micromobility device parking space requirements to retirement villages at the same rate as it is applied to other residential activities.	Opposes Table 7 (TR: Minimum number of on-site cycling and micromobility device parking spaces) and seeks amendment.	Accept in part	Yes

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Retirement Villages Association of New Zealand Incorporated	350.42	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that due to the age and frequency of mobility constraints amongst retirement village residents, it is not necessary or practicable to apply the Table 7 minimum number of onsite cycling and micromobility device parking space requirements to retirement villages at the same rate as it is applied to other residential activities.	Amend Table 7 (TR: Minimum number of on-site cycling and micromobility device parking spaces) to Add "retirement villages" as a new activity with the following minimum number of onsite cycling and micromobility device parking spaces: - Not applicable for Short Stay (visitors); - Minimum 1, 0.1 per staff member*	Accept in part	Yes
Greater Wellington Regional Council	351.107	Energy Infrastructure and Transport / Transport / General TR	Support in part	Supports the removal of on-site carparking required by the NPS-UD as it will mean a more proactive approach to managing on-street parking across the city than in the past. Also supports the requirement for the provision of cycling and micro-mobility parking as part of new development.	Not specified.	Accept	No
Woolworths New Zealand	359.29	Energy Infrastructure and Transport / Transport / General TR	Support	Supports Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces. [Refer to original submission for full reason]	Retain Table 7 (TR: Minimum number of on-site cycling and micromobility device parking spaces) in the Transport chapter as notified.	Accept in part	No
Z Energy Limited	361.9	Energy Infrastructure and Transport / Transport / General TR	Support in part	The Transport strategic direction of the PDP is supported, as it seeks to reduce carbon emissions and effects on climate change through the use of renewable energy technologies.	Retain the Transport chapter with amendment.	Accept in part	No
Waka Kotahi	370.155	Energy Infrastructure and Transport / Transport / General TR	Amend	Consider 200 vehicles per day to be a high number for any activity within the district plan. It was not clear from the support documents where this number has come from.  Waka Kotahi seeks to work with Council to determine appropriate thresholds for specific activities accessing both the state highway and local roads	Seeks to Amend Table 8 (TR: Classification of driveways) to institute a threshold of 100 car equivalent vehicle movements per day where a proposal accesses the state highway, and lower thresholds where the safety of the transport network warrants it.  Note – car equivalent movements are defined as (as noted in the New Zealand Transport Agency Planning Policy Manual: Appendix 1 – Glossary): • 1 car to and from the property = 2 equivalent car movements • 1 truck to and from property = 6 equivalent car movements • 1 truck and trailer to and from property = 10 equivalent car movements	Accept in part	Yes
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.70	Energy Infrastructure and Transport / Transport / General TR	Support in part	The Transport chapter is generally supported, but needs provisions to enable EV charging stations.  The submitter considers that the use of EVs to be a key utilisation of new renewable technologies that will help achieve Wellington's carbon reduction and climate change goals. INF-S18 provides for EV charging stations but only as optional ancillary infrastructure for when a new road is created (through Rule INF-R25 (New Roads)). EVs are also not defined in the PDP and there are no objectives, policies or rules that seek to enable the use of EVs, specifically through the provision of EV charging stations.  As such, as it stands, the submitter notes that it appears that the only directly enabling EV provision is Standard INF-S18. There does not appear to be any other provisions in the PDP that recognise or enable EV charging stations and it is therefore assumed that where such EV charging is ancillary to a proposed or existing activity, the same activity status of the primary activity applies. [Refer to original submission for full reason]	Retain the Transport chapter with amendment.	Accept in part	Yes
WCC Environmental Reference Group	377.45	Energy Infrastructure and Transport / Transport / General TR	Support	This will help support provision for multiple modes.	Retain Table 7-TR (Minimum number of on-site cycling and micromobility device parking spaces) as notified.	Accept in part	No

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WCC Environmental Reference Group	377.46	Energy Infrastructure and Transport / Transport / General TR	Support in part	Generally supportive. However, the submitter has significant concerns about the declassification of Johnsonville as a rapid transport service and suggest this is amended as it is contrary to both the GWRC Regional Land Transport Plan and the National Policy Statement for Urban Development: this line enables high passenger capacity, meets the definition of 'rapid' in that at peak times it operates on a 12 minute schedule, and has potential, with additional loops, to become even more frequent as demand grows in the future. [Refer to original submission for full reason]	Not specified.	Addressed in Report 1A	No
Henry Bartholomew Nankivell Zwart	378.9	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.	Reject	No
Kāinga Ora Homes and Communities	391.135	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that all rules in the Transport 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 Transport 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>	Accept in part	Yes
KiwiRail Holdings Limited	FS72.44	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / General TR	Oppose	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.  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.	Disallow	Accept in part	Yes
Onslow Residents Community Association	FS80.29	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 in part	Yes
Stride Investment Management Limited	FS107.41	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Support	Stride supports notification being precluded from applications for resource consent under rules in the Transport chapter, which would appropriately reflect the technical rule of such rules and that public participation is unlikely to assist decisions on consents required under this chapter.	Allow	Accept in part	Yes
Investore Property Limited	FS108.41	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Support	Investore supports notification being precluded from applications for resource consent under rules in the Transport chapter, which would appropriately reflect the technical rule of such rules and that public participation is unlikely to assist decisions on consents required under this chapter.	Allow	Accept in part	Yes
Matthew Tamati Reweti	394.8	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, can be a helpful contributor to traffic calming and safer streets by slowing down traffic	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets.	Reject	No

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Stephen Minto	FS100.5	Energy Infrastructure and Transport / Transport / General TR	Oppose	<p>Submitter 394 seeks to have traffic congestion and inadequate parking viewed as positives. 'traffic calming and safer streets'</p> <p>This works against emergency services access e.g. fire service and ambulance. See Fire Service submission point number 273.201. There are not always bus lanes for emergency services to use. And congestion can encourage 'rat-running' (submitters terminology) into using bus lanes which would damage public transport flows and emergency services access.</p> <p>Congestion can impact public transport flow because there are not always bus lanes which tends to negate the submitters next point 472.10 about encouraging access to public transport.</p> <p>[Inferred reference to submission point 394.8]</p>	Disallow	Accept	No
Matthew Tamati Reweti	394.9	Energy Infrastructure and Transport / Transport / General TR	Not specified	<p>Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.</p>	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.	Reject	No
David Cadman	398.7	Energy Infrastructure and Transport / Transport / General TR	Not specified	<p>Considers that the increased density of cars parked in streets, and traffic congestion, can be a helpful contributor to traffic calming and safer streets by slowing down traffic</p>	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets.	Reject	No
Stephen Minto	FS100.2	Energy Infrastructure and Transport / Transport / General TR	Oppose	<p>Submitter 398 seeks to have traffic congestion and inadequate parking viewed as positives. 'traffic calming and safer streets'</p> <p>This works against emergency services access e.g. fire service and ambulance. See Fire Service submission point number 273.201. There are not always bus lanes for emergency services to use. And congestion can encourage 'rat-running' (submitters terminology) into using bus lanes which would damage public transport flows and emergency services access.</p> <p>Congestion can impact public transport flow because there are not always bus lanes which tends to negate the submitters next point 472.10 about encouraging access to public transport.</p> <p>[Inferred reference to submission point 398.7]</p>	Disallow	Accept	No
David Cadman	398.8	Energy Infrastructure and Transport / Transport / General TR	Not specified	<p>Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.</p>	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.	Reject	No
Wellington International Airport Ltd	406.186	Energy Infrastructure and Transport / Transport / General TR	Not specified	[No specific reason given beyond decision requested - see original submission]	Clarify whether rules and standards will apply based on cumulative effects within a site or based on individual activities.	Accept in part	Yes
Wellington International Airport Ltd	406.187	Energy Infrastructure and Transport / Transport / General TR	Not specified	<p>Considers that the Airport already generates a large volume of traffic, a consent would arguably be triggered for every new activity established, irrespective of the nature or scale of the activity.</p>	Not specified.	Accept in part	Yes
Wellington International Airport Ltd	406.188	Energy Infrastructure and Transport / Transport / General TR	Not specified	<p>Airports facilitate the movement of people to and from the District. Many of the activities undertaken at airports are purely intended to support this function and provide services for passengers, staff and "meters and greeters". They are therefore not vehicle generating activities in themselves. For the purposes of implementing the relevant trip generation methods, it would be difficult to distinguish between what is a facilitating and what is a generating activity.</p>	Clarify what is and isn't a vehicle generating activity.	Accept in part	Yes
Wellington International Airport Ltd	406.189	Energy Infrastructure and Transport / Transport / General TR	Amend	<p>Considers that as the management of people to and from the airport and its environs is a role that WIAL oversees and accounts for as its role as airport operator.</p>	Seeks that the Trip Generation provisions do not apply within the Airport Zone.	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
KiwiRail Holdings Limited	408.88	Energy Infrastructure and Transport / Transport / General TR	Support	Supports the introduction text which outlines that matters concerning the operation, maintenance, repair and renewal, upgrading and development of the transport network and connections to the transport network are provided in the Infrastructure Chapter. This is an important message as district plans commonly contain provisions relating to vehicle crossing setbacks from level crossings and level crossing sightline restrictions, within transport chapters. KiwiRail support text which helps with plan-user navigation to all relevant parts of the Plan.	Retain the Transport chapter introduction as notified.	Accept	Yes
Emma Osborne	410.6	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that the increased density of cars parked in streets, and traffic congestion, is not wholly a negative effect despite what the RMA would say. It can be a helpful contributor to traffic calming and safer streets.  [Refer to original submission for full reason].	Seeks that traffic congestion and parking effects are viewed as not wholly a negative effect.  [Inferred decision requested]	Reject	No
Stephen Minto	FS100.3	Energy Infrastructure and Transport / Transport / General TR	Oppose	Submitter 410 seeks to have traffic congestion and inadequate parking viewed as positives. 'traffic calming and safer streets'  This works against emergency services access e.g. fire service and ambulance. See Fire Service submission point number 273.201. There are not always bus lanes for emergency services to use. And congestion can encourage 'rat-running' (submitters terminology) into using bus lanes which would damage public transport flows and emergency services access.  Congestion can impact public transport flow because there are not always bus lanes which tends to negate the submitters next point 472.10 about encouraging access to public transport.  [Inferred reference to submission point 410.6]	Disallow	Accept	No
VicLabour	414.19	Energy Infrastructure and Transport / Transport / General TR	Support	Supports the sustainable transport hierarchy and a shift from private vehicles to active and public transport.  [Refer to original submission for full reasons]	Retain reference to sustainable transport hierarchy in the transport chapter introduction as notified. [Inferred decision requested]	Accept	No
Luke Stewart	422.4	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the traffic congestion and the increased density of cars parked on streets can be a helpful contributor to traffic calming and safer streets by slowing down traffic, discouraging rat-running, and adding an extra nudge for those "on the fence" to maybe travel another way for those short trips.	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets, and used tactically as such.	Reject	No
Stephen Minto	FS100.4	Energy Infrastructure and Transport / Transport / General TR	Oppose	Submitter 422 seeks to have traffic congestion and inadequate parking viewed as positives. 'traffic calming and safer streets'  This works against emergency services access e.g. fire service and ambulance. See Fire Service submission point number 273.201. There are not always bus lanes for emergency services to use. And congestion can encourage 'rat-running' (submitters terminology) into using bus lanes which would damage public transport flows and emergency services access.  Congestion can impact public transport flow because there are not always bus lanes which tends to negate the submitters next point 472.10 about encouraging access to public transport.  [Inferred reference to submission point 422.4]	Disallow	Accept	No
Luke Stewart	422.5	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that universal accessibility, and active and sustainable travel, must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel, is prioritised for access to public transport.	Reject	No
Survey & Spatial New Zealand Wellington Branch	439.23	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that Driveway Level 3 (7-20 dwellings) widths are excessive in Table 9 - TR Design of Driveways. Considers that this provision is inconsistent with the overall direction of the PDP attempting to reduce areas of sealed surfaces to minimise stormwater discharge and improve runoff quality. Considers that the 6m width required by this standard provides no traffic management benefits and it should be reduced to 4.5m as this provides enough space for firetrucks, passing vehicles, and encourages a safe speed environment.	Amend Table 9 - TR Design of Driveways:  Driveway Level 3: Footpath = 1 x 1.5 1.0 Vehicles = 2 x 3.0 1 x 4.5 Berm = 1 x 1.0 or 2 x 0.5 Overall legal width = 8.0 6.5	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Daniel Christopher Murray Grantham	468.3	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that universal accessibility, and active and sustainable travel, must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel, is prioritised for access to public transport.	Reject	No
Alicia Hall on behalf of Parents for Climate Aotearoa	472.9	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that the traffic congestion and the increased density of cars parked on streets can be a helpful contributor to traffic calming and safer streets by slowing down traffic, discouraging rat-running, and adding an extra nudge for those "on the fence" to maybe travel another way for those short trips.	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets, and used tactically as such.	Reject	No
Stephen Minto	FS100.1	Energy Infrastructure and Transport / Transport / General TR	Oppose	Submitter 472 seeks to have traffic congestion and inadequate parking viewed as positives. 'traffic calming and safer streets'  This works against emergency services access e.g. fire service and ambulance. See Fire Service submission point number 273.201. There are not always bus lanes for emergency services to use. And congestion can encourage 'rat-running' (submitters terminology) into using bus lanes which would damage public transport flows and emergency services access.  Congestion can impact public transport flow because there are not always bus lanes which tends to negate the submitters next point 472.10 about encouraging access to public transport.	Disallow	Accept	No
Alicia Hall on behalf of Parents for Climate Aotearoa	472.10	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.	Reject	No
Ben Barrett	479.20	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that the District Plan needs to recognise that Newtown's main roads are single lane roads, not major transport corridors.  There are practical limitations to the intensification of actual road width that have been ignored by intensification planning to date.	Seeks that the District Plan recognises that Newtown's main roads are single lane roads, not major transport corridors.	Reject	No
Catharine Underwood	481.18	Energy Infrastructure and Transport / Transport / General TR	Amend	Not specified.	Seeks that there should be much more mandatory provisions for storage and charging for ebikes and personal storage lockers for other gear.	Accept in part	Yes
Living Streets Aotearoa	482.34	Energy Infrastructure and Transport / Transport / General TR	Support	Supports the removal of minimum parking requirements.  Considers that we need to be moving to a situation where more households are car-less and this can be addressed through not forcing houses to have parking spaces.	Retain having no minimum parking requirements in the plan.	Accept	No
Living Streets Aotearoa	482.35	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that the transport section is inadequate in terms of ensuring there is good pedestrian infrastructure.	Seeks that in the Transport chapter, any permitted activity is consistent with the NZTA guidelines (or equivalent standard).	Reject	No
Living Streets Aotearoa	482.36	Energy Infrastructure and Transport / Transport / General TR	Amend	Considers that in Table 9 - TR Design of driveways, the 6 metre total width of driveways at the footpath is too wide and particularly with Driveway Level 3, the design speed is too high at 20km/h.	Seeks that Table 9 - TR Design of driveways should consider reducing both the width and speed of the driveways.	Reject	No
Living Streets Aotearoa	482.37	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that growth in rural areas means roads should be upgraded with pedestrian footpaths	Rural roads in Wellington City should still have dedicated pedestrian space, particularly in areas that have been identified for further development	Reject	No
Living Streets Aotearoa	482.38	Energy Infrastructure and Transport / Transport / General TR	Not specified	Considers that growth in rural areas means roads should be upgraded with pedestrian footpaths	Shared paths should be a controlled or discretionary use in all cases.	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Susan Rotto	63.1	Energy Infrastructure and Transport / Transport / New TR	Amend	MRZ-P8.4 (Achieve attractive and safe streets), MRZ-P11 (Attractive and safe streets and public open spaces) and MRZ-R6 (Visitor accommodation) cannot work without provision for off-street parking.  Lack of off-street parking drives parking on-street which packs up streets, which are unsafe and provide no space for workers.	Seeks that at least one off-street car park per residential unit on a site in the Medium Density Residential Chapter. [Inferred decision requested]	Reject	No
Susan Rotto	63.2	Energy Infrastructure and Transport / Transport / New TR	Amend	MRZ-P8.4 (Achieve attractive and safe streets), MRZ-P11 (Attractive and safe streets and public open spaces) and MRZ-R6 (Visitor accommodation) cannot work without provision for off-street parking.  Lack of off-street parking drives parking on-street which packs up streets, which are unsafe and provide no space for workers.	Seeks that 1 > off-street car parks is required on sites in the Medium Density Residential Zone that are used for non-residential purposes. [Inferred decision requested]	Reject	No
Tawa Community Board	294.9	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that due to the Central Governments lack of review of the Building Act, there are loop holes regarding accessibility that the PDP should address.  [Refer to original submission for full reason]	Seeks that the PDP address accessibility for residents with mobility issues.	Reject	No
Greater Wellington Regional Council	351.108	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that additional policy direction would be required to have regard to Proposed RPS Change 1 direction (Policies CC.1 and CC.3) which directs the provision of infrastructure to promote the uptake of cycling as a means of transport. This direction would require the provision of cycle parking that is safe, convenient, and secure and end of journey facilities for staff such as showers and lockers.	Add a new Policy to the Transport chapter that provides more explicit direction regarding the support for cycle transport, as follows:  <u>Encourage cycle transport through the provision of cycle parking that is sheltered, convenient, safe and secure and end-of-journey facilities for staff including showers, lockers and dedicated changing spaces.</u>	Accept in part	Yes
The Retirement Villages Association of New Zealand Incorporated	FS126.61	Part 2 / Energy Infrastructure and Transport / Transport / New TR	Not specified	The RVA supports the intent of this submission point in principle, however due to the age and frequency of mobility constraints amongst retirement village residents and based on the RVA's primary position that active modes / public transport are less relevant considerations for retirement villages (given their functional and operational needs), the RVA considers that this provision should not apply to retirement villages.	Amend / The RVA seeks that this submission point is allowed, subject to the exclusion of retirement villages from this policy.	Accept in part	Yes
Ryman Healthcare Limited	FS128.61	Part 2 / Energy Infrastructure and Transport / Transport / New TR	Not specified	Ryman supports the intent of this submission point in principle, however due to the age and frequency of mobility constraints amongst retirement village residents and based on Ryman's primary position that active modes / public transport are less relevant considerations for retirement villages (given their functional and operational needs), Ryman considers that this provision should not apply to retirement villages.	Amend / Ryman seeks that this submission point is allowed, subject to the exclusion of retirement villages from this policy.	Accept in part	Yes
Greater Wellington Regional Council	351.109	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers it appropriate to include a new standard that sets out the minimum end-of-trip facilities for staff to support cycling as a means of transport. This can be based on the number of cycling spaces required to be provided. For example, 1 shower and 1 locker per 10 staff cycle parks. This standard should be linked with TR-S2 and Table TR-7. The relevant Proposed RPS Change 1 policies are CC.1 and CC.3.	Add a new standard to that sets out the minimum end-of-trip facilities for staff to support cycling as a means of transport. This could relate to a minimum number of showers and lockers to be provided.	Reject	No
The Retirement Villages Association of New Zealand Incorporated	FS126.62	Part 2 / Energy Infrastructure and Transport / Transport / New TR	Not specified	The RVA supports the intent of this submission point in principle, however due to the age and frequency of mobility constraints amongst retirement village residents and based on the RVA's primary position that active modes / public transport are less relevant considerations for retirement villages (given their functional and operational needs), the RVA considers that this provision should not apply to retirement villages.	Amend / The RVA seeks that this submission point is allowed, subject to the exclusion of retirement villages from this policy.	Reject	No
Ryman Healthcare Limited	FS128.62	Part 2 / Energy Infrastructure and Transport / Transport / New TR	Not specified	Ryman supports the intent of this submission point in principle, however due to the age and frequency of mobility constraints amongst retirement village residents and the requirements for care for staff and based on Ryman's primary position that active modes / public transport are less relevant considerations for retirement villages (given their functional and operational needs), Ryman considers that these various provisions should not apply to retirement villages.	Amend / Ryman seeks that this submission point is allowed, subject to the exclusion of retirement villages from this objective.	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Z Energy Limited	361.10	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers the use of electric vehicles (EVs) to be a key utilisation of new renewable technologies that will help achieve Wellington's carbon reduction and climate change goals. However, EVs are not defined in the PDP and there are no objectives, policies or rules that seek to enable the use of EVs, specifically through the provision of EV charging stations. The only exception being Standard INF-S18 in the Infrastructure chapter which is only applicable where new roads are created. In comparison, the Residential zone and Centre zone under the Operative District Plan contain objectives, policies and methods that look to specifically enable EV charging stations.	<p>Add a new Rule in the Transport chapter as follows:</p> <p><u>TR-R7 (Electric Vehicle Charging Stations)</u> <u>All Zones</u></p> <p><u>1. Activity Status: Permitted</u> <u>Where:</u> <u>a. Compliance with TR-S7 is achieved; and</u> <u>b. Compliance with TR-S10 is achieved;</u></p> <p><u>2. Activity status: Restricted Discretionary</u> <u>where</u> <u>a. Compliance with TR-R7.1 cannot be achieved</u></p> <p><u>Matters of discretion:</u></p> <p><u>1. The matters in TR-P3; and</u> <u>2. The extent and effect of non-compliance with standard TR-S10 as specified in the associated assessment criteria for the infringed standard;</u></p>	Accept in part	Yes
Z Energy Limited	361.11	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers the use of electric vehicles (EVs) to be a key utilisation of new renewable technologies that will help achieve Wellington's carbon reduction and climate change goals. However, EVs are not defined in the PDP and there are no objectives, policies or rules that seek to enable the use of EVs, specifically through the provision of EV charging stations. The only exception being Standard INF-S18 in the Infrastructure chapter which is only applicable where new roads are created. In comparison, the Residential zone and Centre zone under the Operative District Plan contain objectives, policies and methods that look to specifically enable EV charging stations.	<p>Add a new standard in the Transport chapter as follows:</p> <p><u>TR-S10 (Ancillary structures for electric vehicle charging)</u></p> <p><u>1. The structures (excluding poles and cables) must:</u> <u>a. Not exceed a maximum height above ground level of 3m; and</u> <u>b. Not exceed a maximum combined footprint of 5m2; and</u> <u>c. Comply with zone Boundary Setback standards.</u></p> <p><u>Assessment criteria when the standard is infringed:</u> <u>1. Streetscape and visual amenity effects; and</u> <u>2. Whether landscaping is required to mitigate streetscape and visual amenity effects.</u></p>	Accept in part	Yes
Waka Kotahi	370.156	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers it appropriate that any change of land use involving direct access onto the state highway require consent, at least as a restricted discretionary activity, with discretion restricted to the matters in TR-P3.	<p>Add a new Rule to the Transport chapter as follows:</p> <p><u>Change of land use for activities having direct access to the state highway</u></p> <p><u>Restricted discretionary activity</u></p> <p><u>Discretion restricted to the matters in TR-P3.</u></p>	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.71	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that a new provision should be added to the Transport chapter to recognise or enable EV charging stations as a permitted activity in all zones, subject to compliance with specific standards. This rule would support a broader network of EV charging stations and therefore greater uptake of EV use in the district and would contribute to Wellington's carbon reduction and climate change goals.  [See original submission for full reason]	Add new Rule in the Transport chapter as follows:  <u>TR-R7 (Electric Vehicle Charging Stations)</u> <u>All Zones</u>  <u>1. Activity Status: Permitted</u> <u>Where:</u>  <u>a. Compliance with TR-S7 is achieved; and</u> <u>b. Compliance with TR-S10 is achieved;</u> <u>2. Activity status: Restricted Discretionary</u> <u>Where</u> <u>a. Compliance with TR-R7.1 cannot be achieved.</u>  <u>Matters of discretion:</u> <u>1. The matters in TR-P3; and</u> <u>2. The extent and effect of non-compliance with standard TR-S10 as specified in the associated assessment criteria for the infringed standard;</u>	Accept in part	Yes
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.72	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that a new provision should be added to the Transport chapter to provide height, boundary setbacks and amenity standards for EV charging stations. As the plan stands, EV charging stations are currently interpreted as an ancillary activity and ancillary structure(s) to a site's primary activity and would only subject to building and structure standards to ensure appropriate built form outcomes are achieved.  [See original submission for full reason]	Add new Standard in the Transport chapter as follows:  <u>TR-S10 (Ancillary structures for electric vehicle charging)</u>  <u>1. The structures (excluding poles and cables) must:</u> <u>a. Not exceed a maximum height above ground level of 3m; and</u> <u>b. Not exceed a maximum combined footprint of 5m<sup>2</sup>; and</u> <u>c. Comply with zone Boundary Setback standards.</u>  <u>Assessment criteria when the standard is infringed:</u> <u>1. Streetscape and visual amenity effects; and</u> <u>2. Whether landscaping is required to mitigate streetscape and visual amenity effects.</u>	Accept in part	Yes
Kāinga Ora Homes and Communities	391.136	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that Objective INF-05 should be amended to be reviewed and moved to the Transport chapter.	Seeks that Objective INF-05 (Transport network) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Reject	No
KiwiRail Holdings Limited	FS72.45	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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
Kāinga Ora Homes and Communities	391.137	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that all transport-related provisions (objectives, policies, rules and definitions) in the Infrastructure chapter should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks that transport related provisions be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Accept in part	Yes
KiwiRail Holdings Limited	FS72.46	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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	Accept in part	Yes
Kāinga Ora Homes and Communities	391.138	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that INF-P9 should be amended to be reviewed and moved to the Transport chapter.	Seeks that INF-P9 (Upgrading and development of the transport network) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
KiwiRail Holdings Limited	FS72.47	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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
Kāinga Ora Homes and Communities	391.139	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that INF-P10 should be amended to be reviewed and moved to the Transport chapter.	Seeks that INF-P10 (Classification of roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Reject	No
KiwiRail Holdings Limited	FS72.48	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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
Kāinga Ora Homes and Communities	391.140	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that INF-P11 should be amended to be reviewed and moved to the Transport chapter.	Seeks that INF-P11 (Connection to roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Accept	Yes
KiwiRail Holdings Limited	FS72.49	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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	Accept in part	Yes
Kāinga Ora Homes and Communities	391.141	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that all transport-related provisions in the Infrastructure chapter, including INF-R4, should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks INF-R4 (New vehicle access tracks for infrastructure) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Reject	No
KiwiRail Holdings Limited	FS72.50	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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
Kāinga Ora Homes and Communities	391.142	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that all transport-related provisions in the Infrastructure chapter, including INF-R24, should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks INF-R24 (Connections to roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Accept	Yes
KiwiRail Holdings Limited	FS72.51	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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	Accept in part	Yes
Kāinga Ora Homes and Communities	391.143	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that all transport-related provisions in the Infrastructure chapter, including INF-R25, should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks INF-R25 (New roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Reject	No
KiwiRail Holdings Limited	FS72.52	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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
Kāinga Ora Homes and Communities	391.145	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that all transport-related provisions in the Infrastructure chapter, including INF-S13, should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks INF-S13 (Design of roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Reject	No
KiwiRail Holdings Limited	FS72.54	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Transport / New TR	Not specified	KiwiRail has an interest in the relief sought. District Plans throughout the country typically separate transport and infrastructure provisions into separate 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

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Kāinga Ora Homes and Communities	391.146	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that Table 1 - 6 in the Infrastructure chapter should be reviewed, amended and moved to the Transport chapter.	Seeks that Table 1 - 6 in the Infrastructure chapter be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Accept in part	Yes
Kāinga Ora Homes and Communities	391.147	Energy Infrastructure and Transport / Transport / New TR	Amend	Considers that Figure 1 - 4 in the Infrastructure chapter should be reviewed, amended and moved to the Transport chapter.	Seeks that Figure 1 - 4 in the Infrastructure chapter be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.	Accept in part	Yes
Foodstuffs North Island	476.7	Energy Infrastructure and Transport / Transport / New TR	Amend	The provision "Car sharing activities" has the same provision number (TR-R5) as TR-R5 "On-site vehicle parking and manoeuvring".	Amend the provision number and all references for "Car sharing activities" from TR-R5 to TR-R6.	Accept	Yes
Jill Ford	163.5	Energy Infrastructure and Transport / Transport / TR-01	Support	Supports TR-01.4. as notified.	Retain TR-01.4. (Purpose) as notified.	Accept	No
Patrick Wilkes	173.11	Energy Infrastructure and Transport / Transport / TR-01	Support	[No specific reason given beyond decision requested - refer to original submission].	Retain Objective TR-01 (4) (New development provides appropriate on-site facilities for cycling and Micromobility users) as notified.	Accept	No
Peter Nunns	196.9	Energy Infrastructure and Transport / Transport / TR-01	Not specified	Considers that accommodating increased development within Wellington City's existing footprint will increase transport demand within the city and this will only be feasible if it is accompanied by a shift towards public and active transport.	Seeks that improved transport infrastructure and service provision is provided to support the shift towards public and active transport.	Reject	No
Stratum Management Limited	249.15	Energy Infrastructure and Transport / Transport / TR-01	Amend	Opposes the requirement of 1 bike parking space per residential unit in a city centre apartment is opposed.  An amendment is sought to the objective to reflect that the cycle and micromobility parking requirement is proportionate to expected demand.	Amend TR-01 (Purpose) as follows:  Land use and development is managed to ensure that:  ....  4. New development provides for appropriate on-site facilities for cycling and micromobility users to meet expected demand; and  ....	Reject	No
Richard Hovey	FS60.2	Part 2 / Energy Infrastructure and Transport / Transport / TR-01	Oppose	Oppose the submissions from Stratum Management Limited on the basis that while developers may enjoy the cost reduction benefits that the removal of the requirement to provide car parks has brought they cannot simply privatise that gain and expect some sort of external transport storage solution to be provided for the residents of their developments.  People in urban environments should have a choice of transport and bikes/e-bikes/e-scooters are a perfect match for everyday urban transport needs. They contribute to a healthier, happier and more appealing city.  Developers should celebrate how much less space is required to facilitate bicycle storage than private motor vehicles and provide a reasonable level of space and facility for this purpose.  While it may be presented simply as a 'cost' which some people may not wish to pay it should be seen as part of the investment in better residential development which will either be valued by those living there or rented out to others (in exactly the way car parks are).	Disallow / Seeks that the part of the submission arguing against a good level of bicycle storage being required for residential developments is disallowed.	Accept	No
Cycling Action Network	FS99.2	Part 2 / Energy Infrastructure and Transport / Transport / TR-01	Oppose	A minimum of 1 cycle park per residential unit should be required. The requirements for cycle and micromobility storage/parking is fundamental to achieve the mode shift required to achieve net zero carbon emissions, and has associated health and equity benefits. This is consistent with WCC's Te Atakura and mode shift goals.	Disallow / Seeks that a minimum of 1 cycle park per residential unit should be required.	Accept	No
Paihikara Ki Pōneke Cycle Wellington	302.19	Energy Infrastructure and Transport / Transport / TR-01	Support	TR-01 is supported as it seeks to provide for a range of modes within the transport network, including requiring new development to provide facilities for cycling.	Retain the Objective TR-01 (Purpose) as notified.	Accept in part	No
Bruce Crothers	319.6	Energy Infrastructure and Transport / Transport / TR-01	Support	Supports TR-01 (4) with respect to the requirement for new development to provide on-site facilities for cycling and micromobility users.	Retains TR-01 (Purpose) as notified.	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Joan Fitzgerald	323.2	Energy Infrastructure and Transport / Transport / TR-O1	Support	Supports the Objective TR-O1, especially subclause 4: New development provides appropriate on-site facilities for cycling and micromobility users;	Retain Objective TR-O1 (Purpose) as notified.	Accept in part	No
Restaurant Brands Limited	349.13	Energy Infrastructure and Transport / Transport / TR-O1	Support	Support	Retain TR-O1 (Purpose) as notified.	Accept in part	No
Retirement Villages Association of New Zealand Incorporated	350.43	Energy Infrastructure and Transport / Transport / TR-O1	Oppose in part	Considers that the reference to 'effective' on-site parking is no longer considered relevant in light of the NPSUD direction to remove carparking minimums.	Opposes TR-O1 (Purpose) and seeks amendment.	Accept	Yes
Retirement Villages Association of New Zealand Incorporated	350.44	Energy Infrastructure and Transport / Transport / TR-O1	Amend	Considers that the reference to 'effective' on-site parking is no longer relevant in light of the NPSUD direction to remove carparking minimums.	Amend TR-O1 (Purpose) to replace the reference to 'effective on-site parking' to 'safe and functional on-site parking'.	Accept	Yes
Waka Kotahi	370.157	Energy Infrastructure and Transport / Transport / TR-O1	Support in part	Support this objective as it provides for the management on land use activities and development on the transport network.	Retain Objective TR-O1 (Purpose) with amendment.	Accept in part	No
Waka Kotahi	370.158	Energy Infrastructure and Transport / Transport / TR-O1	Amend	Support this objective as it provides for the management on land use activities and development on the transport network.	Amend Objective TR-O1 (Purpose) as follows: ... <u>6. The proposal leads to a reduced reliance on fossil fuels over time</u>	Reject	No
WCC Environmental Reference Group	377.47	Energy Infrastructure and Transport / Transport / TR-O1	Support	Provision for a range of transport modes, and reduced reliance on private vehicle use is important for the city both to achieve its carbon reduction targets, reduce congestion and improve the liveability of the city.	Retain TR-O1 (Purpose) as notified.	Accept in part	No
Ministry of Education	400.31	Energy Infrastructure and Transport / Transport / TR-O1	Support in part	Supports TR-O1 in part, as it promotes an efficient and integrated transport network for the district that encourages mode shift.	Retain TR-O1 (Purpose), with amendment.	Accept in part	No
Ministry of Education	400.32	Energy Infrastructure and Transport / Transport / TR-O1	Amend	Seeks that TR-O1 be amended to ensure it reflects the NPS-UD which removed the minimum standards for on-site parking except for accessible spaces in District Plans for Tier 1 territorial authorities.	Amend TR-O1 (Purpose) as follows:  Land use and development is managed to ensure that: ... 5. Safe and effective on-site accessible parking, loading, access and manoeuvring is provided.	Reject	No
KiwiRail Holdings Limited	408.89	Energy Infrastructure and Transport / Transport / TR-O1	Support	Supports policy that seeks to ensure the safety and effectiveness of the transport is not compromised by high trip generated activities, and that development provides safe and effective access and maneuvering.	Retain TR-O1 (Purpose) as notified.	Accept in part	No
Victoria University of Wellington Students' Association	123.34	Energy Infrastructure and Transport / Transport / TR-P1	Support	Supports TR-P1 in its entirety.	Retain TR-P1 (High trip generating use and development) as notified.	Accept in part	No
Paihikara Ki Pōneke Cycle Wellington	302.20	Energy Infrastructure and Transport / Transport / TR-P1	Support	TR-P1 is supported as it seeks to provide for a range of modes within the transport network, including requiring new development to provide facilities for cycling.	Retain TR-P1 (High trip generating use and development) as notified.	Accept in part	No
Restaurant Brands Limited	349.14	Energy Infrastructure and Transport / Transport / TR-P1	Support	Support	Retain TR-P1 (High trip generating use and development) as notified.	Accept in part	No
Retirement Villages Association of New Zealand Incorporated	350.45	Energy Infrastructure and Transport / Transport / TR-P1	Support in part	Considers regulation of trip generation should be based on peak hour movements, not daily movements, as those determine capacity. Supports TR-P1 and its provision for high vehicle trip generating activities where they safely and effectively integrate with the transport network and provide for pedestrian and public transport modes. However, considers that due to the age and frequency of mobility constraints amongst retirement village residents, the TR-P1's requirement to provide for cycling and micromobility transport modes at the same rate as other residential activities is not practicable in the retirement village setting. Further, considers that the policy should recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Retain TR-P1 (High trip generating use and development) and seeks amendment.	Accept	Yes

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Retirement Villages Association of New Zealand Incorporated	350.46	Energy Infrastructure and Transport / Transport / TR-P1	Amend	Considers regulation of trip generation should be based on peak hour movements, not daily movements, as those determine capacity. Supports TR-P1 and its provision for high vehicle trip generating activities where they safely and effectively integrate with the transport network and provide for pedestrian and public transport modes. However, considers that due to the age and frequency of mobility constraints amongst retirement village residents, the TR-P1's requirement to provide for cycling and micromobility transport modes at the same rate as other residential activities is not practicable in the retirement village setting. Further, considers that the policy should recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Amend TR-P1 (High trip generating use and development) as follows: Provide for high vehicle trip generating activities where they: 1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and 2. Provide for pedestrian, cycling, micromobility and public transport modes <u>at an appropriate scale to the nature of the high vehicle trip generating activity;</u> and 3. <u>Enable development that generates the same or less traffic than anticipated by the site zoning.</u>	Accept in part	Yes
Retirement Villages Association of New Zealand Incorporated	350.47	Energy Infrastructure and Transport / Transport / TR-P1	Oppose in part	Considers regulation of trip generation should be based on peak hour movements, not daily movements, as those determine capacity. Supports TR-P1 and its provision for high vehicle trip generating activities where they safely and effectively integrate with the transport network and provide for pedestrian and public transport modes. However, considers that due to the age and frequency of mobility constraints amongst retirement village residents, the TR-P1's requirement to provide for cycling and micromobility transport modes at the same rate as other residential activities is not practicable in the retirement village setting. Further, considers that the policy should recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Opposes TR-P1 (High trip generating use and development) and seeks amendment.	Accept in part	Yes
Retirement Villages Association of New Zealand Incorporated	350.48	Energy Infrastructure and Transport / Transport / TR-P1	Amend	Considers regulation of trip generation should be based on peak hour movements, not daily movements, as those determine capacity. Supports TR-P1 and its provision for high vehicle trip generating activities where they safely and effectively integrate with the transport network and provide for pedestrian and public transport modes. However, considers that due to the age and frequency of mobility constraints amongst retirement village residents, the TR-P1's requirement to provide for cycling and micromobility transport modes at the same rate as other residential activities is not practicable in the retirement village setting. Further, considers that the policy should recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Amend TR-P1 (High trip generating use and development) as follows: Provide for high vehicle trip generating activities where they: 1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and 2. Provide for pedestrian, cycling, micromobility and public transport modes <u>at an appropriate scale to the nature of the high vehicle trip generating activity;</u> and 3. <u>Enable development that generates the same or less traffic than anticipated by the site zoning.</u>	Accept in part	Yes
Greater Wellington Regional Council	351.110	Energy Infrastructure and Transport / Transport / TR-P1	Support in part	Supports Policy TR-P1 (High trip generating use and development)	Retain TR-P1 (High trip generating use and development), subject to amendments.	Accept in part	No
The Retirement Villages Association of New Zealand Incorporated	FS126.63	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Not specified	The Retirement Villages support the intent of this submission point in principle, however due to the age and frequency of mobility constraints amongst retirement village residents and based on the Retirement Villages' primary position that active modes / public transport are less relevant considerations for retirement villages (given their functional and operational needs), the Retirement Villages consider that these various provisions should not apply to retirement villages.	Amend / Retirement Villages seek that this submission point is allowed, subject to the exclusion of retirement villages from the changes sought, and granting the relief sought by the Retirement Villages in relation to TR-P1.	Accept in part	No
Ryman Healthcare Limited	FS128.63	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Not specified	Ryman supports the intent of this submission point in principle, however due to the age and frequency of mobility constraints amongst retirement village residents and based on Ryman's primary position that active modes / public transport are less relevant considerations for retirement villages (given their functional and operational needs), Ryman considers that these various provisions should not apply to retirement villages.	Amend / Ryman seek that this submission point is allowed, subject to the exclusion of retirement villages from the changes sought, and granting the relief sought by Ryman in relation to TR-P1.	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Greater Wellington Regional Council	351.111	Energy Infrastructure and Transport / Transport / TR-P1	Amend	<p>Considers it appropriate to amend to have regard to Proposed RPS Change 1, specifically Policy CC.2. Proposed policy TR-P1 should be amended to ensure private vehicle use is minimised and active and public transport modes are maximised. The policy wording should be stronger than simply providing for these alternative modes.</p> <p>To have regard to Proposed RPS Change 1 Policy CC.10, any high trip generating (as per TR-S1) activity or freight distribution activity should be required to provide a travel demand management plan and this be assessed as part of the consent process. Freight distribution activities should also be located where efficient freight movements can minimise greenhouse gas emission.</p> <p>Considers the requirement to provide a travel demand management plan should extend to activities associated with subdivision, larger commercial developments where they may not trigger non-compliance with the vehicle trip generation activity rule.</p>	<p>Seeks to amend TR-P1 (High trip generating use and development) as follows:</p> <p>Provide for high vehicle trip generating activities where they:</p> <ol style="list-style-type: none"> <li>1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and</li> <li>2. <u>Enable reductions in greenhouse gas emissions by locating activities with significant freight servicing requirements in proximity to efficient transport networks;</u></li> <li>3. <u>Provide for Enable the uptake of pedestrian, cycling, micro-mobility and public transport modes; and</u></li> <li>3. <u>Avoid or mitigate adverse effects through the implementation of a travel demand management plan where vehicle trip generation thresholds in TR-S1 are exceeded, which identifies measures to reduce travel demand, including reducing the number of vehicle trips, offering travel choices, and influencing modes</u></li> </ol>	Reject	No
Kāinga Ora – Homes and Communities	FS89.15	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Oppose	Kāinga Ora opposes the amendments which seek for the inclusion and requirement of a travel demand management plan in the District Plan	Disallow	Accept	No
Waka Kotahi NZ Transport Agency	FS103.11	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Support	It is vital to consider potential efficiencies from land use transport integration in plan making. A travel demand management plan is a useful tool to mitigate the effects of high trip-generating activities.	Allow	Reject	No
Stride Investment Management Limited	FS107.16	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Oppose	Stride is opposed to extending the requirement to provide a travel demand management plan as this has the potential to create additional administrative costs and unnecessary delays.	Disallow	Accept	No
Investore Property Limited	FS108.16	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Oppose	Investore is opposed to extending the requirement to provide a travel demand management plan as this has the potential to create additional administrative costs and unnecessary delays.	Disallow	Accept	No
The Retirement Villages Association of New Zealand Incorporated	FS126.64	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Not specified	The RVA supports the intent of this submission point in principle, however due to the age and frequency of mobility constraints amongst retirement village residents and based on the RVA's primary position that active modes / public transport are less relevant considerations for retirement villages (given their functional and operational needs), the RVA considers that this provision should not apply to retirement villages.	Amend / The RVA seeks that this submission point is allowed, subject to the exclusion of retirement villages from this policy.	Accept in part	No
Ryman Healthcare Limited	FS128.64	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Not specified	Ryman supports the intent of this submission point in principle, however due to the age and frequency of mobility constraints amongst retirement village residents and based on Ryman's primary position that active modes / public transport are less relevant considerations for retirement villages (given their functional and operational needs), Ryman considers that these various provisions should not apply to retirement villages.	Amend / Ryman seek that this submission point is allowed, subject to the exclusion of retirement villages from the changes sought, and granting the relief sought by Ryman in relation to TR-P1.	Accept in part	No
Woolworths New Zealand	359.30	Energy Infrastructure and Transport / Transport / TR-P1	Amend	<p>Considers that the current thresholds for requiring restricted discretionary consent to infringe Rule TR-R2 will result in all new supermarkets requiring consent and the provision of an ITA.</p> <p>The matters of discretion refer only to Policy TR-P1 for consideration. Supermarkets will infringe the 8 per week heavy vehicle trip number by virtue of their general operation. The proposed amendment to Policy TR-P1 seeks to recognise that high vehicle trip generating activities should not be penalised when there are genuine functional and operational requirements for being considered a 'high vehicle trip generating activity'. [Refer to original submission for full reason]</p>	<p>Amend TR-P1 (High trip generating use and development) as follows:</p> <p>Provide for high vehicle trip generating activities where they:</p> <ol style="list-style-type: none"> <li>1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and</li> <li>2. Provide for pedestrian, cycling, micromobility and public transport modes; and</li> <li>3. <u>Demonstrate functional and operational requirements commensurate with high vehicle trip generation.</u></li> </ol>	Reject	No

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Stride Investment Management Limited	FS107.7	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Support	Stride supports this submission point for the reasons provided by the primary submitter. It is important to recognise that supermarkets and other large format retail activities have functional requirements for generating high vehicle trips.	Allow	Reject	No
Investore Property Limited	FS108.7	Part 2 / Energy Infrastructure and Transport / Transport / TR-P1	Support	Investore supports this submission point for the reasons provided by the primary submitter. It is important to recognise that supermarkets and other large-format retail activities have functional requirements for generating high vehicle trips.	Allow	Reject	No
Waka Kotahi	370.159	Energy Infrastructure and Transport / Transport / TR-P1	Support	Support this policy as it protects the transport network and manage activities that do not meet standards.	Retain TR-P1 (High trip generating use and development) as notified.	Accept in part	No
WCC Environmental Reference Group	377.48	Energy Infrastructure and Transport / Transport / TR-P1	Support	This policy gives an important signal to traffic-generating activities to provide for multiple modes, which is necessary to achieve carbon reduction targets, reduce congestion and improve the liveability of the city	Retain TR-P1 (High trip generating use and development) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.148	Energy Infrastructure and Transport / Transport / TR-P1	Support	TR-P1 is generally supported.	Retain TR-P1 (High trip generating use and development) as notified.	Accept in part	No
Ministry of Education	400.33	Energy Infrastructure and Transport / Transport / TR-P1	Support	Supports TR-P1 as it promotes the safe and efficient operation of the integrated transport network and provides for the safe and effective integration of high vehicle trip generating activities.	Retain TR-P1 (High trip generating use and development) as notified.	Accept in part	No
Wellington International Airport Ltd	406.190	Energy Infrastructure and Transport / Transport / TR-P1	Oppose	Opposes TR-P1. [See paragraphs 4.107 to 4.108 of original submission for full reason]	Opposes TR-P1 (High trip generating use and development) and seeks amendment.	Accept in part	Yes
Wellington International Airport Ltd	406.191	Energy Infrastructure and Transport / Transport / TR-P1	Amend	Opposes TR-P1. [See paragraphs 4.107 to 4.108 of original submission for full reason]	Seeks that TR-P1 (High trip generating use and development) is amended to exclude Airport Zone.	Accept in part	Yes
KiwiRail Holdings Limited	408.90	Energy Infrastructure and Transport / Transport / TR-P1	Support	Supports that high trip generating use and on-site transportation facilities and driveways are required to be provided in a manner which does not compromise the safety and efficiency of the transport network.	Retain TR-P1 (High trip generating use and development) as notified.	Accept in part	No
Victoria University of Wellington Students' Association	123.35	Energy Infrastructure and Transport / Transport / TR-P2	Support	Supports TR-P2 in its entirety.	Retain TR-P2 (Enabled activities) as notified.	Accept in part	No
Fire and Emergency New Zealand	273.49	Energy Infrastructure and Transport / Transport / TR-P2	Support	Supports TR-P2 insofar as this seeks to enable on-site transport facilities and driveways that provide for the safe and effective use of the site and functioning of the transport network.	Retain TR-P2 (Enabled activities) as notified.	Accept in part	No
Paihikara Ki Pōneke Cycle Wellington	302.21	Energy Infrastructure and Transport / Transport / TR-P2	Support	TR-P2 is supported as it seeks to provide for a range of modes within the transport network, including requiring new development to provide facilities for cycling.	Retain TR-P2 (Enabled activities) as notified.	Accept in part	No
Restaurant Brands Limited	349.15	Energy Infrastructure and Transport / Transport / TR-P2	Support	Support	Retain TR-P2 (Enabled Activities) as notified.	Accept in part	No
Retirement Villages Association of New Zealand Incorporated	350.49	Energy Infrastructure and Transport / Transport / TR-P2	Oppose in part	Considers that the reference to 'effective' on-site parking is no longer relevant in light of the NPSUD direction to remove carparking minimums.	Opposes TR-P2 (Enabled activities) and seeks amendment to refer to 'safe and functional on-site parking' only.	Accept	Yes
Retirement Villages Association of New Zealand Incorporated	350.50	Energy Infrastructure and Transport / Transport / TR-P2	Amend	Considers that the reference to 'effective' on-site parking is no longer relevant in light of the NPSUD direction to remove carparking minimums.	Amend TR-P2 (Enabled activities) to refer to 'safe and functional on-site parking' only.	Accept	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Waka Kotahi	370.160	Energy Infrastructure and Transport / Transport / TR-P2	Amend	Considers that direct access onto the state highway has the potential to cause significant traffic and safety effects. Policy direction should reflect this by qualifying the enabled activities	Amend TR-P3 (Enabled activities) as follows: Enable on-site transport facilities and driveways that: 1. Provide for the safe and effective use of the site and functioning of the transport network; 2. Meet the reasonable demands of site users; and 3. Promote the uptake and use of pedestrian, cycling, micromobility and public transport modes.; and 4. <u>Do not compromise the safe and efficient function of the state highway network.</u>	Reject	No
Stride Investment Management Limited	FS107.25	Part 2 / Energy Infrastructure and Transport / Transport / TR-P2	Oppose	Stride is opposed to amending the policy to require development to take into account the safety and efficiency of the state highway network. This is unnecessary in light of the existing measures to enable the safety and efficiency of the transport network, including designations, and it would be inappropriate.	Disallow	Accept	No
Investore Property Limited	FS108.25	Part 2 / Energy Infrastructure and Transport / Transport / TR-P2	Oppose	Investore is opposed to amending the policy to require development to take into account the safety and efficiency of the state highway network. This is unnecessary in light of the existing measures to enable the safety and efficiency of the transport network, including designations, and it would be inappropriate.	Disallow	Accept	No
WCC Environmental Reference Group	377.49	Energy Infrastructure and Transport / Transport / TR-P2	Support	This policy gives an important signal to traffic-generating activities to provide for multiple modes, which is necessary to achieve carbon reduction targets, reduce congestion and improve the liveability of the city	Retain TR-P2 (Enabled activities) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.149	Energy Infrastructure and Transport / Transport / TR-P2	Support	TR-P2 is generally supported.	Retain TR-P2 (Enabled activities) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.91	Energy Infrastructure and Transport / Transport / TR-P2	Support	Supports that high trip generating use and on-site transportation facilities and driveways are required to be provided in a manner which does not compromise the safety and efficiency of the transport network.	Retain TR-P2 (Enabled activities) as notified.	Accept in part	No
Living Streets Aotearoa	482.39	Energy Infrastructure and Transport / Transport / TR-P2	Amend	Considers that while everyone can walk (or use a wheelchair) not all people can use scooter and similar devices.  Walking is also a far safer mode.	Clarify TR-P2.3. (Enabled activities) so that it promotes those modes that include physical activity.  [Inferred decision requested]	Reject	No
Victoria University of Wellington Students' Association	123.36	Energy Infrastructure and Transport / Transport / TR-P3	Support	Supports TR-P3 in its entirety.	Retain TR-P3 (Managed activities) as notified.	Accept in part	No
Stratum Management Limited	249.16	Energy Infrastructure and Transport / Transport / TR-P3	Amend	Following on from the change sought to Objective TR-O1 (Purpose), an equivalent change is proposed to TR-P3 (Managed activities).	Amend TR-P3 (Managed activities) as follows:  Only allow on-site transport facilities and driveways that do not meet standards where: ...  4. The projected demand for loading spaces <del>or cycling and micromobility parking</del> will be lower than that required in the standards or can be accommodated by public, shared or reciprocal arrangements;  ...	Accept in part	Yes
Fire and Emergency New Zealand	273.50	Energy Infrastructure and Transport / Transport / TR-P3	Support	Supports TR-P2 insofar as this seeks to enable on-site transport facilities and driveways that provide for the safe and effective use of the site and functioning of the transport network, but requests amendment so that the policy refers to the appropriate firefighting standards.	Retain TR-P3 (Managed activities) with amendment.	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Fire and Emergency New Zealand	273.51	Energy Infrastructure and Transport / Transport / TR-P3	Amend	Supports TR-P2 insofar as this seeks to enable on-site transport facilities and driveways that provide for the safe and effective use of the site and functioning of the transport network, but requests amendment so that the policy refers to the appropriate firefighting standards.	Amend TR-P3 (Managed activities) as follows: ... 5. Safe and effective access for firefighting purposes is provided; <del>and</del> 6. There are site and topographical constraints that make compliance unreasonable; <del>and</del> 7. <u>Safe and effective access for firefighting is provided in accordance with NZS 4404: 2010 and the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509: 2008.</u>	Accept in part	Yes
The Retirement Villages Association of New Zealand Incorporated	FS126.35	Part 2 / Energy Infrastructure and Transport / Transport / TR-P3	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 Plan.	Disallow	Accept in part	No
Ryman Healthcare Limited	FS128.35	Part 2 / Energy Infrastructure and Transport / Transport / TR-P3	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 Plan.	Disallow	Accept in part	No
Paihikara Ki Pōneke Cycle Wellington	302.22	Energy Infrastructure and Transport / Transport / TR-P3	Support	TR-P3 is supported as it seeks to provide for a range of modes within the transport network, including requiring new development to provide facilities for cycling.	Retain TR-P3 (Managed activities) as notified.	Accept in part	No
Restaurant Brands Limited	349.16	Energy Infrastructure and Transport / Transport / TR-P3	Support	Support	Retain TR-P3 Managed Activities) as notified.	Accept in part	No
Retirement Villages Association of New Zealand Incorporated	350.51	Energy Infrastructure and Transport / Transport / TR-P3	Oppose in part	Support TR-P3's acknowledgement that there are some instances where 'the projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards'. However, considers the requirement for parking to be 'effective' in meeting the needs of the activity on-site is no longer considered appropriate in light of the NPSUD direction to remove carparking minimums. Also opposes (5) referring to safe and effective access for firefighting purposes as this matter is regulated under the Building Act.	Opposes TR-P3 (Managed activities) and seeks amendment.	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Fire and Emergency New Zealand	FS14.2	Part 2 / Energy Infrastructure and Transport / Transport / TR-P3	Oppose	Fire and Emergency acknowledge that the New Zealand Building Code (NZBC) C5 specifies access and safety requirements for firefighting operations, where certain buildings must be designed and constructed so that there is a low probability of firefighters or other emergency services personnel being delayed or impeded from assisting in rescue operations and performing firefighting operations. Buildings must also be designed and constructed so that there is a low probability of illness or injury to firefighters or other emergency services personnel during rescue and firefighting operations. Of particular note, a performance requirement of C5 is that buildings must be provided with access for fire service vehicles to a hard-standing from which there is an unobstructed path to the building within 20m of the firefighter access into the building and the inlets to automatic fire sprinkler systems or fire hydrant systems, where these are installed (among other requirements). These performance requirements do however not apply to detached dwellings, within household units in multi-unit dwellings, or to outbuildings and ancillary buildings. Fire and Emergency are concerned that where pedestrian only access developments are sought, these will not be adequate for responders to efficiently access properties in the event of a fire or emergency or to use tools, equipment and appliances effectively, where required. This has the potential to significantly increase the risk to life and property. Until such time as there is a review of the NZBC to 'catch up' with the changing urban environment, Fire and Emergency consider that the Resource Management Act 1991 (RMA) needs to address this matter up front in order to manage the use, development and protection of natural and physical resources which enables people and communities to provide for their social, economic, and cultural well-being, and for their health and safety in accordance with Section 5 of the RMA.	Disallow / Seeks that point 5, 'safe and effective access for firefighting purposes is provided' within TR-P3 is retained to support effective and efficient access and manoeuvring of crew and equipment for firefighting and emergency responses.	Accept in part	Yes
Retirement Villages Association of New Zealand Incorporated	350.52	Energy Infrastructure and Transport / Transport / TR-P3	Amend	Support TR-P3's acknowledgement that there are some instances where 'the projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards'. However, considers the requirement for parking to be 'effective' in meeting the needs of the activity on-site is no longer considered appropriate in light of the NPSUD direction to remove carparking minimums. Also opposes (5) referring to safe and effective access for firefighting purposes as this matter is regulated under the Building Act.	Amend TR-P3 (Managed activities) as follows: Only allow on-site transport facilities and driveways that do not meet standards where: 1. The transport facilities and driveways are <u>effective safe and functional</u> in meeting the operational needs and functional needs of the activity on the site; 2. The safety and effectiveness of the transport network is not compromised; 3. Public health and safety, including the safety of pedestrians, cyclists and micromobility users travelling through any parking areas, is not compromised; 4. The projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards or can be accommodated by public, shared or reciprocal arrangements; <u>and</u> <del>5. Safe and effective access for firefighting purposes is provided; and</del> <del>6. There are site and topographical constraints that make compliance unreasonable.</del>	Accept in part	Yes
Greater Wellington Regional Council	351.112	Energy Infrastructure and Transport / Transport / TR-P3	Support in part	Supports the management of activities that do not meet standards provided that the use of low or zero carbon, active or public transport modes are maximised, to have regard to Proposed RPS Change 1 Policy CC.2.	Retain TR-P3 (Managed activities), subject to amendments.	Accept in part	No
Greater Wellington Regional Council	351.113	Energy Infrastructure and Transport / Transport / TR-P3	Amend	Considers that Policy TR-P3 should be amended to include recognition of this and it be assessed in consent applications in restricted activity rules.	Amend TR-P3 (Managed activities) to allow activities that do not meet standards provided the use of low or zero carbon, active or public transport modes are maximised.	Reject	No
Waka Kotahi	370.161	Energy Infrastructure and Transport / Transport / TR-P3	Support	Support this policy as it protects the transport network and manage activities that do not meet standards.	Retain TR-P3 (Managed activities) as notified.	Accept in part	No
WCC Environmental Reference Group	377.50	Energy Infrastructure and Transport / Transport / TR-P3	Support	This policy provides for some flexibility within limits, and in light of Wellington's real geographic constraints is reasonable to include	Retain TR-P3 (Managed activities) as notified.	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
KiwiRail Holdings Limited	408.92	Energy Infrastructure and Transport / Transport / TR-P3	Support	Supports that high trip generating use and on-site transportation facilities and driveways are required to be provided in a manner which does not compromise the safety and efficiency of the transport network.	Retain TR-P3 (Managed activities) as notified.	Accept in part	No
Living Streets Aotearoa	482.40	Energy Infrastructure and Transport / Transport / TR-P3	Amend	Considers that TR-P3 is unclear in its intent and what is trying to be achieved.	Clarify the intent of TR-P3 (Managed activities) and what it is trying to achieve.	Reject	No
Restaurant Brands Limited	349.17	Energy Infrastructure and Transport / Transport / TR-R1	Support	Support	Retain TR-R1 (All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) as notified.	Accept in part	No
Retirement Villages Association of New Zealand Incorporated	350.53	Energy Infrastructure and Transport / Transport / TR-R1	Oppose in part	Considers that TR-R1 covers all transport activities other than trip generation, site access.	Opposes TR-R1 (All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) and seeks amendment.	Reject	No
Retirement Villages Association of New Zealand Incorporated	350.54	Energy Infrastructure and Transport / Transport / TR-R1	Amend	Considers that TR-R1 covers all transport activities other than trip generation, site access.	Amend TR-R1 (All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) as follows: 1. Activity status: Permitted Where: a. Compliance with the following standards is achieved: i. TR-S2 (not applicable to retirement villages); ii. TR-S3 (not applicable to retirement villages); iii. TR-S8; and iv. TR-S9.	Reject	No
Ministry of Education	400.34	Energy Infrastructure and Transport / Transport / TR-R1	Support	Support TR-R1 as it promotes the safe and efficient use of the site and provides for alternative and public modes of transport outlined in standards TR-S2 and TR-S3.	Retain TR-R1 (All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) as notified.	Accept in part	No
Wellington International Airport Ltd	406.192	Energy Infrastructure and Transport / Transport / TR-R1	Support	Supports TR-R1.  Supports and provide opportunities for the use of alternative modes of transport to and from Wellington Airport. However, due to the characteristics of passengers (i.e. typically carrying luggage), the uptake of pedestrian, cycling and micromobility transportation is and will likely continue to be much lower than alternative vehicular options such as private car, taxi or bus in the Airport Zone.  Supports the exclusion of the Airport Zone from Table TR-7, and thus TR-S2, TR-S3 not being relevant to the Airport Zone.	Retain TR-R1 (All activities except for trip generation, on site cycling and micro-mobility paths and on-site vehicle parking and manoeuvring) as notified.	Accept in part	No
Restaurant Brands Limited	349.18	Energy Infrastructure and Transport / Transport / TR-R2	Amend	Oppose.  Despite claiming to apply a threshold based on vehicle trip generation (rather than activity type), Rule TR-R2 has identified drive-through restaurant activities as requiring resource consent as a restricted discretionary activity in every instance. There are many other commercial activities that are equally reliant on private vehicle movements but are not subject to the same requirement to obtain a resource consent for trip generation in every instance, regardless of the actual trip generation characteristics of the activity.	Amend TR-R2 (Trip generation) as follows:  TR-R2 Trip generation 1. Activity status: Permitted Where: a. Compliance with TR-S1 is achieved; and b. The activity is not: i. a service station; or ii. a drive-through activity.	Accept	Yes
McDonald's Restaurants New Zealand Limited	FS45.1	Part 2 / Energy Infrastructure and Transport / Transport / TR-R2	Support	McDonald's Restaurants New Zealand Limited supports this submission to remove the requirement for a resource consent due to trip generation of a drive-through activity. Many other activities rely on private vehicles and it is not appropriate to single out two land use activities while applying a threshold to others.	Allow	Accept	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Retirement Villages Association of New Zealand Incorporated	350.55	Energy Infrastructure and Transport / Transport / TR-R2	Support	Considers that retirement villages should not be regulated by the high vehicle trip generating classification of the District Plan in the same way as other activities. Acknowledges that resource consent for trip generation as a restricted discretionary activity under TR-R2 is appropriate, and an accompanying Integrated Transport Assessment in the typical scenario. The matters of discretion for high trip generating activities under TR-R2 are the matters in TR-P1. Overall, considers that TR-P1 needs amending to acknowledge that not all high trip generating activities have the same pedestrian, cycling, micromobility and public transport needs and recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Retain TR-R2 (Trip generation) and seeks amendment to either: exclude 'retirement villages' from the policy; or to ensure the different trip generation characteristics of retirement villages are considered appropriately.	Accept in part	Yes
Retirement Villages Association of New Zealand Incorporated	350.56	Energy Infrastructure and Transport / Transport / TR-R2	Amend	Considers that retirement villages should not be regulated by the high vehicle trip generating classification of the District Plan in the same way as other activities. Acknowledges that resource consent for trip generation as a restricted discretionary activity under TR-R2 is appropriate, and an accompanying Integrated Transport Assessment in the typical scenario. The matters of discretion for high trip generating activities under TR-R2 are the matters in TR-P1. Overall, considers that TR-P1 needs amending to acknowledge that not all high trip generating activities have the same pedestrian, cycling, micromobility and public transport needs and recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Retain TR-R2 (Trip generation) and seeks amendment to either: exclude 'retirement villages' from the policy; or to ensure the different trip generation characteristics of retirement villages are considered appropriately.	Accept in part	Yes
Z Energy Limited	361.12	Energy Infrastructure and Transport / Transport / TR-R2	Amend	Rule TR-R2 (Trip Generation) is unclear and should be clarified. The provision permits activities where the activity is not a service station (TR-R2.1(b)(i)). where compliance with Rule TR-R2.1 cannot be achieved, restricted discretionary consent is required. Rule TR-R2.1(b)(i) should be clarified on whether it relates to changes to existing operations, maintenance and upgrades of existing service stations. It is not considered appropriate to require resource consent for trip generation purposes for changes to existing operations, in particular where operations, maintenance and upgrades will not change the number of trips generated to / from an existing activity [submitter is neutral on provision [Refer to original submission for full reason].	Amend TR-R2 (Trip Generation) as follows:  All zones 1. Permitted  Where: a. Compliance with TR-S1 is achieved; and b. The activity is not: i. A new service station; or ii. A drive-through activity	Accept in part	Yes
Waka Kotahi NZ Transport Agency	FS103.12	Part 2 / Energy Infrastructure and Transport / Transport / TR-R2	Oppose	Service stations are, by their nature, high trip-generating activities and lead to many cars crossing over the footpath to the adjacent land. Where a site is being upgraded, the site may be reconfigured and accesses moved. It would be appropriate to consider effects on other road-users and neighbouring sites from such a change	Disallow	Accept in part	Yes
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.73	Energy Infrastructure and Transport / Transport / TR-R2	Support in part	TR-R2 is supported but clarity and/or relief is sought in relation to Rule TR-R2 (Trip Generation).	Retain TR-R2 (Trip generation) with amendment.	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.74	Energy Infrastructure and Transport / Transport / TR-R2	Amend	Considers that TR-S2 should be amended to clarify whether Rule TR-R2.1(b)(i) relates to changes to existing operations, maintenance and upgrades of existing service stations. where compliance with Rule TR-R2.1 cannot be achieved, restricted discretionary consent is required. It is not considered appropriate to require resource consent for trip generation purposes for changes to existing operations, in particular where operations, maintenance and upgrades will not materially change vehicle movements to / from an existing lawful activity. It is considered that sub-standard TR-R2.1(b)(i) need only apply to new service stations.	Amend TR-R2 (Trip generation) as follows:  All Zones 1. Activity status: Permitted  Where: a. Compliance with TR-S1 is achieved; and b. The activity is not: i. A new service station; or ii. A drive-through activity	Accept in part	Yes
WCC Environmental Reference Group	377.51	Energy Infrastructure and Transport / Transport / TR-R2	Support	This rule gives an important signal to traffic-generating activities to provide for multiple modes, which is necessary to achieve carbon reduction targets, reduce congestion and improve the liveability of the city	Retain TR-R2 (Trip generation) as notified.	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Ministry of Education	400.35	Energy Infrastructure and Transport / Transport / TR-R2	Support	Supports TR-R2 as it permits trip generation where the activity complies with the thresholds outlined in standard TR-S1.  The submitter supports the activity flow to Restricted Discretionary where the permitted trip generation thresholds are exceeded. The Ministry considers these thresholds as well as the requirement to undertake an Integrated Transport Assessment (where thresholds are exceeded) to be reasonable. This will help provide for the safe and efficient function of the transport network for Educational Facilities  [see original submission for full reason]	Retain TR-R2 (Trip generation) as notified.	Accept in part	Yes
Wellington International Airport Ltd	406.193	Energy Infrastructure and Transport / Transport / TR-R2	Oppose	Opposes TR-P2.  [See paragraphs 4.107 to 4.108 of original submission for full reason]	Opposes TR-R2 (Trip Generation) and seeks amendment.	Accept in part	Yes
Wellington International Airport Ltd	406.194	Energy Infrastructure and Transport / Transport / TR-R2	Amend	Opposes TR-P2.  [See paragraphs 4.107 to 4.108 of original submission for full reason]	Seeks that TR-R2 (Trip Generation) is amended to exclude Airport Zone.	Accept in part	Yes
Fire and Emergency New Zealand	273.52	Energy Infrastructure and Transport /	Support in part	Notes that Table 9 sets out minimum unhindered vehicle access widths and maximum gradients. The minimum widths and maximum gradients for Driveway Levels 1 and 2 (in part)	Supports TR-R3 (Site access) with amendment.	Accept in part	No
Fire and Emergency New Zealand	273.53	Energy Infrastructure and Transport / Transport / TR-R3	Amend	Notes that Table 9 sets out minimum unhindered vehicle access widths and maximum gradients. The minimum widths and maximum gradients for Driveway Levels 1 and 2 (in part) would not be sufficient for fire appliances. A fire appliance requires, as a minimum, access which is 4m in width and 4min height clearance, with a maximum gradient of 15% (and accompanying transition ramps). Driveways classified under Levels 1 and 2 are access roads which could accommodate up to 60 light vehicle movements per day or four heavy vehicle movements per week and could therefore cater for a range of uses including multiple residential and non-residential units. Table 9 states that passing bays will need to be provided at a maximum spacing of 50m along driveways confirming that driveways in excess of 50m would be required to meet these standards. Typically, buildings more than 50m away from legal roads require site access to be designed to meet the Code of Practice to ensure fire appliances can access a fire. The proposed rules do not guarantee that adequate site access will be achieved via new driveways to access buildings that are in excess of 50m from the nearest legal road with an unhindered vehicular access width of 4m or more. Considers this would pose an unacceptable risk to any new buildings, its occupiers and any surrounding vegetation, as well as neighbouring properties and occupiers. This would conflict with Policy TR-P3 which seeks to provide for safe and effective access for fighting purposes. Requests that driveways which would be used to access buildings more than 50m from the nearest legal road be constructed to provide access in accordance with the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008. Furthermore, in circumstances where the activity status would be restricted discretionary, matters of discretion are limited to matters in TR-P2. This would not require consideration as to whether safe and effective access for firefighting purposes is provided. At present, there does not appear to be a matter of discretion which links back to this consideration, currently contained within Policy TR-P3. In order for schemes to accord with the policy aims of TR-P3 in full, it is considered that both permitted activities and those requiring resource consent must ensure safe and effective access for firefighting purposes.	Amend TR-R3 (Site access) as follows:  Matters of discretion:  ...  <u>2. The matters in TR-P3.</u>	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Rimu Architects Ltd	318.17	Energy Infrastructure and Transport / Transport / TR-R3	Amend	<p>Considers that TR-R3 should be amended to require compliance with INF-S16.</p> <p>It is noted that:            Table 8- TR sets out the vehicle movements each category of driveway allows for level 1 - up to 30 light/day + up to 2 heavy/week,            level 2 - 31-60 light/day + 3-4 heavy/week,            level 3 - 61-200 light/day + 5-6 heavy/week.            Table 9- TR sets out the design requirements for each of the categories.</p> <p>However, neither here nor in the introductory 'other relevant district plan provisions' section is there a mention of Infrastructure as a relevant section, nor of the INF-S16 standard.</p> <p>Among other things, INF-S16 states (at 1) there is a maximum of 1 vehicle crossing per site, the where the site fronts more than 1 road the crossing must be to the less used road(at 6) and gives minimum distances from intersections (at 7 &amp; referring to figure 2- INF).</p>	<p>Amend TR-R3.1 (Site access) as follows:</p> <p>1. Activity status: Permitted</p> <p>Where:            a) compliance with <u>INF-S16</u>, TR-S5 and TR-S6 is achieved and            b) the access is not to a state highway.</p>	Accept in part	Yes
Waka Kotahi NZ Transport Agency	FS103.13	Part 2 / Energy Infrastructure and Transport / Transport / TR-R3	Support	For the plan to be clear, there should be a link between TR-R3 and INF-S16.	Allow	Accept in part	Yes
Restaurant Brands Limited	349.19	Energy Infrastructure and Transport / Transport / TR-R3	Support	Support	Retain TR-R3 (Site access) as notified.	Accept in part	No
Survey & Spatial New Zealand Wellington Branch	439.24	Energy Infrastructure and Transport / Transport / TR-R3	Amend	Considers the notification status for this rule should preclude both public and limited notification.	<p>Amend TR-R3 (Site access) to:</p> <p>Notification status: An application under Rule TR-R3 is precluded from being <u>either publicly or limited</u> notified.</p>	Reject	No
Restaurant Brands Limited	349.20	Energy Infrastructure and Transport / Transport / TR-R4	Support	Support	Retain TR-R4 (On-site cycling and micromobility paths) as notified.	Accept (except for minor amendments)	No
WCC Environmental Reference Group	377.52	Energy Infrastructure and Transport / Transport / TR-R4	Support	This rule will help support provision for multiple modes, which is necessary to achieve carbon reduction targets, reduce congestion, improve the liveability of the city and redress the current imbalance favouring the private vehicle transport mode	Retain TR-R4 (On-site cycling and micromobility paths) as notified.	Accept (except for minor amendments)	No
Ministry of Education	400.36	Energy Infrastructure and Transport / Transport / TR-R4	Support	Supports TR-R4 as promotes the safe and efficient use of the site and provides for alternative and public modes of transport.	Retain TR-R4 (On-site cycling and micromobility paths) as notified.	Accept (except for minor amendments)	No
McDonald's	274.5	Energy Infrastructure and Transport / Transport / TR-R5	Support	Supports no minimum or maximum on-site vehicle parking requirements. Also supports the preclusion of public notification of an infringement.	Retain TR-R5 (On-site vehicle parking and manoeuvring), subject to amendment to fix typo as outlined in the submission point below.	Accept (except for minor amendments)	No
McDonald's	274.6	Energy Infrastructure and Transport / Transport / TR-R5	Amend	Supports the preclusion of public notification of an infringement to TR-R5 but notes that the rule incorrectly references TR-R4.	<p>Seek that TR-R5 (On-site vehicle parking and manoeuvring is amended as follows:</p> <p>Notification status: An application under Rule <del>TR-R4</del> <u>TR-R5</u> is precluded from being publicly notified.</p>	Accept	Yes
Restaurant Brands Limited	349.21	Energy Infrastructure and Transport / Transport / TR-R5	Support	Support	Retain TR-R5 (On-site vehicle parking and manoeuvring) as notified.	Accept (except for minor amendments)	No
Foodstuffs North Island	FS23.34	Part 2 / Energy Infrastructure and Transport / Transport / TR-R5	Support	Submission point 349.21 partly supports FSNI submission points 476.8 - 476.10, however FSNI seeks some amendments.	Allow / Allow submission in part.	Accept (except for minor amendments)	No
Waka Kotahi	370.162	Energy Infrastructure and Transport / Transport / TR-R5	Amend	Notes that there are two TR-R5s but are slightly different activities.	Seeks to correct the double TR-R5 in the Transport chapter.	Accept	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
WCC Environmental Reference Group	377.53	Energy Infrastructure and Transport / Transport / TR-R5	Support	This rule will support reduced private vehicle ownership, and more efficient use of vehicles by vehicles able to be shared: this will help meet carbon reduction targets, reduce congestion, reduce 'parking clutter' in residential areas, and widen the transport choices available to Wellingtonians.	Retain TR-R5 (On-site vehicle parking and manoeuvring) as notified.	Accept in part	No
Survey & Spatial New Zealand Wellington Branch	439.25	Energy Infrastructure and Transport / Transport / TR-R5	Amend	Considers the notification status for this rule should preclude both public and limited notification.	Amend TR-R5 (On-site vehicle parking and manoeuvring) to:  Notification status: An application under Rule <del>TR-R4</del> <u>TR-R5</u> is precluded from being <u>either publicly or limited</u> notified.	Accept in part	Yes
Foodstuffs North Island	476.8	Energy Infrastructure and Transport / Transport / TR-R5	Support	Supports that TR-R5 has no minimum or maximum on-site vehicle parking requirements and precludes of public notification of an infringement to TR-R5.	Retain TR-R5 (On-site vehicle parking and manoeuvring) as notified, with amendments.	Accept	Yes
Foodstuffs North Island	476.9	Energy Infrastructure and Transport / Transport / TR-R5	Amend	Supports that TR-R5 has the preclusion of public notification of an infringement to TR-R5.  Notes that the provision incorrectly references TR-R4 instead of TR-R5.	Amend TR-R5 (On-site vehicle parking and manoeuvring) as follows:  ... Notification status: An application under Rule <del>TR-R4</del> <u>TR-R5</u> is precluded from being publicly notified.	Accept	Yes
Foodstuffs North Island	476.10	Energy Infrastructure and Transport / Transport / TR-R5	Support in part	The provision "Car sharing activities" has the same provision number (TR-R5) as TR-R5 "On-site vehicle parking and manoeuvring".	Retain TR-R5 (Car sharing activities) with amendment.	Accept	Yes
Rimu Architects Ltd	318.18	Energy Infrastructure and Transport / Transport / TR-S1	Amend	Considers that TR-1 should mention garages and reduce the amount of light vehicles considered to be associated with residential activity. 10 light vehicles seems a high, and not consistent with the methodology set out at b. and c. Allowing for different levels of use at weekdays and weekends, an average of 6 seems more likely, particularly considering efforts elsewhere in the plan to provide alternatives to private vehicle use.	Amend TR-S1 (Vehicle trip generation) as follows: ... For the purpose of the above assessment : a. An on-site carpark <u>or garage</u> associated with a residential activity is considered to generate <u>6</u> <del>10</del> light vehicle movements per day; ....	Accept in part	Yes
Restaurant Brands Limited	349.22	Energy Infrastructure and Transport / Transport / TR-S1	Amend	Oppose.  Considers that thresholds contained within Standard TR-S1 are too low. There are many activities that will have insignificant effects on the transport network that generate 200 or more light vehicle trips per day and Standard TR-S1 will lead to too many developments requiring resource consents in respect of this matter.  Considers that an increase the thresholds to reflect a development of 100 light vehicles per hour. In Restaurant Brands' opinion, that is a more appropriate intensity of traffic effects to require a specific assessment of traffic capacity and safety.	Amend TR-S1 (Vehicle trip generation) as follows: 1. Activities must not exceed <u>100 vehicle movements per hour</u> , <del>the following maximum vehicle movement thresholds:</del>  [delete table in its entirety]  For the purpose of the above assessment: a. ...	Accept in part	Yes
Retirement Villages Association of New Zealand Incorporated	350.57	Energy Infrastructure and Transport / Transport / TR-S1	Oppose in part	Considers that due to the age and frequency of mobility constraints amongst retirement village residents, it is not practicable to apply TR-S2 and the cycling and micromobility parking requirements to retirement villages at the same rate as it is applied to other residential activities.	Opposes content within Table 7 that is cross referenced in TR-S1 (Vehicle trip generation). See amendment sought to Table 7 in the specific submission point.	Accept in part	Yes
Retirement Villages Association of New Zealand Incorporated	350.58	Energy Infrastructure and Transport / Transport / TR-S1	Amend	Considers that due to the age and frequency of mobility constraints amongst retirement village residents, it is not practicable to apply TR-S2 and the cycling and micromobility parking requirements to retirement villages at the same rate as it is applied to other residential activities.	Seeks to amend content within Table 7 that is cross referenced in the standard. See amendment sought to Table 7 in the specific submission point.	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Woolworths New Zealand	359.31	Energy Infrastructure and Transport / Transport / TR-S1	Amend	Considers that thresholds in TR-S1 are unnecessarily low, onerous and complex and should be amended. The proposed thresholds are very low and lack any nuance in terms of activities and zones and it is considered that the resulting consenting requirements would be that for almost all activities within commercial zones an ITA would be required with an assessment against a baseline of only 200 light vehicle movements per day and eight heavy vehicle movements per week. Most large commercial activities will be required to prepare an ITA irrespective of if the activity is already contemplated in the PDP. A GFA approach is simpler, has more nuance, has been in practice in the Auckland Unitary Plan for over four years and is widely accepted.	Amend TR-S1 (Vehicle trip generation) as shown in original submission (page 59).	Accept in part	Yes
Stride Investment Management Limited	FS107.8	Part 2 / Energy Infrastructure and Transport / Transport / TR-S1	Support	Stride supports this submission point for the reasons provided by the primary submitter.	Allow	Accept in part	Yes
Investore Property Limited	FS108.8	Part 2 / Energy Infrastructure and Transport / Transport / TR-S1	Support	Investore supports this submission point for the reasons provided by the primary submitter.	Allow	Accept in part	Yes
Woolworths New Zealand	359.32	Energy Infrastructure and Transport / Transport / TR-S1	Support in part	The restricted discretionary activity status of infringing TR-S1 is supported, as well as the incorporated reference to the ITA being prepared in accordance with The Waka Kotahi NZ Transport Agency guidelines ("Research Report 422: Integrated Transport Assessment Guidelines, November 2010").	Retain the Restricted Discretionary activity status in TR-S1 (Vehicle trip generation) as notified.	Accept	No
Stride Investment Management Limited	FS107.9	Part 2 / Energy Infrastructure and Transport / Transport / TR-S1	Support	Stride supports this submission point for the reasons provided by the primary submitter.	Allow	Accept	No
Investore Property Limited	FS108.9	Part 2 / Energy Infrastructure and Transport / Transport / TR-S1	Support	Investore supports this submission point for the reasons provided by the primary submitter.	Allow	Accept	No
Waka Kotahi	370.163	Energy Infrastructure and Transport / Transport / TR-S1	Oppose	Consider 200 vehicles per day to be a high number for any activity within the district plan. It was not clear from the support documents where this number has come from.  Waka Kotahi seeks to work with Council to determine appropriate thresholds for specific activities accessing both the state highway and local roads	Seeks to Amend TR-S1 (Vehicle trip generation) to institute a threshold of 100 car equivalent vehicle movements per day where a proposal accesses the state highway, and lower thresholds where the safety of the transport network warrants it.  Note – car equivalent movements are defined as (as noted in the New Zealand Transport Agency Planning Policy Manual: Appendix 1 – Glossary): <ul style="list-style-type: none"> <li>• 1 car to and from the property = 2 equivalent car movements</li> <li>• 1 truck to and from property = 6 equivalent car movements</li> <li>• 1 truck and trailer to and from property = 10 equivalent car movements</li> </ul>	Accept in part	Yes
Kāinga Ora – Homes and Communities	FS89.17	Part 2 / Energy Infrastructure and Transport / Transport / TR-S1	Oppose	Kāinga Ora opposes any reduction in the vehicle trip generation threshold.	Disallow	Accept in part	Yes
Stride Investment Management Limited	FS107.26	Part 2 / Energy Infrastructure and Transport / Transport / TR-S1	Oppose	Stride is opposed to applying a lower threshold for vehicle trip generation and associated transport assessments as this is inappropriate and will impose additional, unreasonable costs on smaller scale development.	Disallow	Accept in part	Yes
Investore Property Limited	FS108.26	Part 2 / Energy Infrastructure and Transport / Transport / TR-S1	Oppose	Investore is opposed to applying a lower threshold for vehicle trip generation and associated transport assessments as this is inappropriate and will impose additional, unreasonable costs on smaller scale development.	Disallow	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Kāinga Ora Homes and Communities	391.150	Energy Infrastructure and Transport / Transport / TR-S1	Support in part	TR-S1 is partially supported and various amendments are sought.	Retain TR-S1 (Vehicle trip generation) with amendment.	Accept in part	Yes
Kāinga Ora Homes and Communities	391.151	Energy Infrastructure and Transport / Transport / TR-S1	Amend	Considers that TR-S1 should be amended to clarify the evidential basis for the assessment criteria.	Amend TR-S1 (Vehicle trip generation) to clarify the evidential basis of the assessment criteria. Increase the light vehicle threshold as follows:  1. Activities must not exceed the following maximum vehicle movement thresholds: Type of vehicle Light 200 500 per day Heavy 8 per week ...	Accept in part	Yes
Ministry of Education	400.37	Energy Infrastructure and Transport / Transport / TR-S1	Support	Supports TR-S1 as it aims to identify and manage high trip generating activities to ensure the safe and efficient operation of the integrated transport network.	Retain TR-S1 (Vehicle trip generation) as notified.	Accept in part	No
Amos Mann	172.15	Energy Infrastructure and Transport / Transport / TR-S2	Support	Supports the bicycle and micro-mobility device parking requirements for commercial and community facilities in the Centres and Mixed Use zones.	Retain TR-S2 (Micromobility device parking) as notified.  [Inferred decision requested].	Accept in part	No
Paihikara Ki Pōneke Cycle Wellington	302.23	Energy Infrastructure and Transport / Transport / TR-S2	Support in part	TR-S2 is partially supported, but it is unclear whether it also applies to cycles, as the heading only refers to micromobility.	Retain TR-S2 (Micromobility device parking) with amendment.	Accept in part	Yes
Paihikara Ki Pōneke Cycle Wellington	302.24	Energy Infrastructure and Transport / Transport / TR-S2	Amend	Considers that TR-S2 is unclear on whether it also applies to cycles, as the heading only refers to micromobility.	Amend the title of TR-S2 (Micromobility device parking) as follows:  <u>Cycle and Micromobility device parking</u>	Accept in part	Yes
Restaurant Brands Limited	349.23	Energy Infrastructure and Transport / Transport / TR-S2	Support	Support	Retain TR-S2 (Micromobility device parking) as notified.	Accept in part	No
Ministry of Education	400.38	Energy Infrastructure and Transport / Transport / TR-S2	Support	Supports TR-S2 as it promotes the safe and efficient use of the site and provides for alternative and public modes of transport.	Retain TR-S2 (Micromobility device parking) as notified.	Accept in part	No
Wellington International Airport Ltd	406.195	Energy Infrastructure and Transport / Transport / TR-S2	Support	Supports TR-S2 not being relevant in the Airport Zone.	Retain TR-S2 (Micromobility device parking) as notified.	Accept in part	No
Living Streets Aotearoa	482.41	Energy Infrastructure and Transport / Transport / TR-S2	Amend	Considers that in the absence of good provisions for micromobility and cycle parking at places like big box retailers, they end up parked on the footpath, locked to handrails or trees etc.	Seeks that Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces is adjusted so that the number of parks provided is also related to the number of carparks provided, not just to the size of the building. There should be at least one for every carpark.	Accept in part	Yes
Waka Kotahi NZ Transport Agency	FS103.14	Part 2 / Energy Infrastructure and Transport / Transport / TR-S2	Support	It is appropriate to also link the number of cycle parking spaces with the number of on-site car parks (or the numbers in TR-Table7, whichever is the greater). The cycle parking should also be located close to the building entrance.	Allow	Accept in part	Yes
Jill Ford	163.6	Energy Infrastructure and Transport / Transport / TR-S3	Support in part	Supports TR-S3 with a suggested improvement.	Amend TR-S3 (Micromobility parking design) to improve the Micromobility parking design to the 90th percentile for current e-bikes and cargo bikes.	Reject	No
Jill Ford	163.7	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Considers that TR-S3 should be amended to improve the Micromobility parking design to the 90th percentile for current e-bikes and cargo bikes, as the 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments, include manoeuvring and charging.	Amend TR-S3 (Micromobility parking design) to improve the Micromobility parking design to the 90th percentile for current e-bikes and cargo bikes.	Reject	No
Patrick Wilkes	173.12	Energy Infrastructure and Transport / Transport / TR-S3	Support in part	[No specific reason given beyond decision requested - refer to original submission].	Retain Standard TR-S3 (Micromobility parking design) with amendment.	Accept in part	Yes
Patrick Wilkes	173.13	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Considers that micromobility parking design to 90th-ile for current e-bikes and cargo bikes, as the 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments,	Amend Standard TR-S3 (Micromobility parking design) with amendment to include requirements for manoeuvring and charging.	Accept in part	Yes

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Paihikara Ki Pōneke Cycle Wellington	302.25	Energy Infrastructure and Transport / Transport / TR-S3	Support in part	TR-S3 is partially supported, but it is unclear whether it also applies to cycles, as the heading only refers to micromobility.	Retain TR-S3 (Micromobility parking design) with amendment.	Accept	Yes
Paihikara Ki Pōneke Cycle Wellington	302.26	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Considers that TR-S3 is unclear on whether it also applies to cycles, as the heading only refers to micromobility.	Amend the title of TR-S3 (Micromobility parking design) as follows: <u>Cycle and</u> Micromobility parking design	Accept in part	Yes
Paihikara Ki Pōneke Cycle Wellington	302.27	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Considers that TR-S3 should be amended, as cycle dimensions are also not sufficient to accommodate cargo cycles and some spaces should be larger so that all ages and abilities are provided for.	Amend TR-S3 (Micromobility parking design) so that dimensions are appropriate for cargo bike parking.	Reject	No
Waka Kotahi NZ Transport Agency	FS103.15	Part 2 / Energy Infrastructure and Transport / Transport / TR-S3	Support	Bike parks should be designed to provide for extra-large bikes. Cargo bikes may well become more common as e-bike prices become more affordable.	Allow	Reject	No
Bruce Crothers	319.7	Energy Infrastructure and Transport / Transport / TR-S3	Support in part	Considers that micromobility parking design to 90%-ile is required for current e-bikes and cargo bikes, as the 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments, include manoeuvring and charging.	Retain TR-S3 (Microbilty parking design), with amendment.	Accept in part	Yes
Bruce Crothers	319.8	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Considers that micromobility parking design to 90%-ile is required for current e-bikes and cargo bikes.  Considers that the Council must take action to ensure a deliberation reduction on economic activity, less cars, less planes, energy consumption reductions by using less heating and cooling, less wasteful consumption and a return to values of the past that put humans above money as the 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments, include manoeuvring and charging.	Amend TR-S3 (Micromobility parking design), with reference to the 90th percentile. [Inferred decision requested]	Reject	No
Joan Fitzgerald	323.3	Energy Infrastructure and Transport / Transport / TR-S3	Support	[No specific reason given beyond decision requested - refer to original submission].	Retain TR-S3 (Micromobility parking design) with amendments.	Accept in part	Yes
Joan Fitzgerald	323.4	Energy Infrastructure and Transport / Transport / TR-S3	Amend	TR-S3 should be improved to 90%-ile for current e-bikes and cargo bikes and should be amended to include manoeuvring and charging. The 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments.	Amend TR-S3 (Micromobility parking design) to include manoeuvring and charging, as well as reach 90th percentile for current e-bikes and cargo bike.	Reject	No
Disabled Persons Assembly New Zealand Incorporated	343.1	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Supports specific mention of people with mobility impairments and vision impairments as an at-risk group in terms of safety in micromobility parking spaces as determined in TR-S3(d)(ii). However, considers that the clause can be strengthened and notes that anyone traversing within a pedestrian space is at risk of encountering a person using a micromobility vehicle unsafely in any space, and not just people with mobility and vision impairments. Considers that amendments are required to this clause to strengthen the requirement.  [Submitter has referenced Centres and Mixed Use Design Guide in their submission rather than the Residential Design Guide.]	Amend TR-S3(d)(ii) (Micromobility parking design) as follows:  1. Where short stay cycling and micromobility parking spaces are required to be provided by TR-S2 they must meet the following minimum specifications: ... d. Cycling and Micromobility parking facilities must be located: ... ii. So they do not impede pedestrian thoroughfares; <u>this will provide enhanced safety for all pedestrians, and this includes for at risk groups in terms of, for example, pedestrians with mobility and vision impairments, and children, etc, including areas used by people whose mobility or vision is restricted.</u>  [Inferred decision requested]	Accept in part	Yes
Living Streets Aotearoa	FS130.18	Part 2 / Energy Infrastructure and Transport / Transport / TR-S3	Support	Support clarifying that micromobility use and parking do not impede pedestrian space and preferably are located off footpaths and other pedestrian public spaces.	Allow	Accept in part	Yes

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Disabled Persons Assembly New Zealand Incorporated	343.2	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Considers that TR-S3 currently does not make any reference to licensing conditions to operate under trading bylaws and that there should be direct links made. [Submitter has referenced Centres and Mixed Use Design Guide in their submission rather than the Residential Design Guide.]	Seeks to amend TR-S3 (Micromobility parking design) to link to relevant trading bylaws relating to micromobility vehicle trading and hiring. [Inferred decision requested]	Reject	No
Living Streets Aotearoa	FS130.19	Part 2 / Energy Infrastructure and Transport / Transport / TR-S3	Support	Support clarifying that micromobility use and parking do not impede pedestrian space and preferably are located off footpaths and other pedestrian public spaces.	Allow	Reject	No
Restaurant Brands Limited	349.24	Energy Infrastructure and Transport / Transport / TR-S3	Support	Support	Retain TR-S3 (Micromobility parking design) as notified.	Accept in part	No
Greater Wellington Regional Council	351.114	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Considers it is not clear whether the needs of increasing uptake of e-bikes, including cargo and multipassenger e-bikes have been provided for in the standards. E.g. sufficient dimensions for longer/wider e-bikes and electric charging points as per TR-S7 2 (d) relating to design requirements for on-site car parking spaces. The relevant Proposed RPS Change 1 policies are CC.1 and CC.3.	Amend TR-S3 (Micromobility parking design) to include provision for e-bikes in standards, including a requirement for charging stations.	Accept in part	Yes
Stride Investment Management Limited	FS107.17	Part 2 / Energy Infrastructure and Transport / Transport / TR-S3	Oppose	While Stride supports providing for micromobility, we consider that it is unnecessary to include specific requirements around e-bikes. These provisions are insufficiently flexible and are likely to become irrelevant as technology changes.	Disallow	Accept in part	Yes
Investore Property Limited	FS108.17	Part 2 / Energy Infrastructure and Transport / Transport / TR-S3	Oppose	While Investore supports providing for micromobility, we consider that it is unnecessary to include specific requirements around e-bikes. These provisions are insufficiently flexible and are likely to become irrelevant as technology changes.	Disallow	Accept in part	Yes
WCC Environmental Reference Group	377.54	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Generally supportive but notes that the dimensions for a standard bike do not accommodate the current variety of bike sizes, as envisaged by G102 in the Residential Design Guide.	Amend TR-S3 (Micromobility parking design) to reflect the 85th percentile for current e-bikes and cargo bikes. For comparison, the Auckland Plan Change 79 has the dimensions: 1.9 length x 1.25 height x 0.7m width	Reject	No
Ministry of Education	400.39	Energy Infrastructure and Transport / Transport / TR-S3	Support	Supports TR-S3 as it promotes the safe and efficient use of the site and provides for alternative and public modes of transport.	Retain TR-S3 (Micromobility parking design) as notified.	Accept in part	No
Wellington International Airport Ltd	406.196	Energy Infrastructure and Transport / Transport / TR-S3	Support	Supports TR-S3 not being relevant in the Airport Zone.	Retain TR-S3 (Micromobility parking design) as notified.	Accept in part	No
Living Streets Aotearoa	482.42	Energy Infrastructure and Transport / Transport / TR-S3	Amend	Considers that TR-S3.1.d. should be amended to ensure that parking for micromobility devices is not on the footpath. This is important to help support walking.	Amend TR-S3.1.d. to ensure that parking for micromobility devices is not on the footpath. [Inferred submission meant 'cycling and micromobility devices' when it used 'vehicles'].	Accept in part	Yes
Paihikara Ki Pōneke Cycle Wellington	302.28	Energy Infrastructure and Transport / Transport / TR-S4	Support in part	TR-S4 is supported as it has a requirement to provide a ramp on one side of the stairs to allow for cycle access. However, the standard also needs to specify a maximum angle for the ramp so that this is usable.	Retain TR-S4 (On-site pedestrian, cycling and micromobility paths) with amendment.	Accept in part	Yes
Paihikara Ki Pōneke Cycle Wellington	302.29	Energy Infrastructure and Transport / Transport / TR-S4	Amend	Considers that TR-S4 should be amended to specify a maximum angle for the wheeling ramp so that it is usable.	Amend TR-S4 (On-site pedestrian, cycling and micromobility paths) as follows:  1. On-site pedestrian, cycling and micromobility paths must achieve the following: ... e. If stairs are necessary between cycling and micromobility storage and the legal road, a wheeling ramp at least 300mm wide on one side of the stairs that does not exceed a gradient of 50% must be provided.	Accept in part	Yes
Restaurant Brands Limited	349.25	Energy Infrastructure and Transport / Transport / TR-S4	Support	Support	Retain TR-S4 ( On-site pedestrian, cycling and micromobility paths) as notified.	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Greater Wellington Regional Council	351.115	Energy Infrastructure and Transport / Transport / TR-S4	Amend	Considers it is not clear whether the needs of increasing uptake of e-bikes, including cargo and multipassenger e-bikes have been provided for in the standards. E.g. sufficient dimensions for longer/wider e-bikes and electric charging points as per TR-S7 2 (d) relating to design requirements for on-site car parking spaces. The relevant Proposed RPS Change 1 policies are CC.1 and CC.3.	Amend TR-S4 (On-site pedestrian, cycling and micromobility paths) to include provision for e-bikes in standards, including a requirement for charging stations.	Accept in part	Yes
Ministry of Education	400.40	Energy Infrastructure and Transport / Transport / TR-S4	Support	Supports TR-S4 as it promotes the safe and efficient use of the site and provides for alternative and public modes of transport.	Retain TR-S4 (On-site pedestrian, cycling and micromobility paths) as notified.	Accept in part	No
Living Streets Aotearoa	482.43	Energy Infrastructure and Transport / Transport / TR-S4	Amend	Considers that TR-S4 is unclear what the 1.8m minimum width refers to. If this is a footpath, it should be clearly stated.	Clarify TR-S4 (On-site pedestrian, cycling and micromobility paths) to state what the 1.8m minimum width refers to.	Accept	Yes
Restaurant Brands Limited	349.26	Energy Infrastructure and Transport / Transport / TR-S5	Support	Support	Retain TR-S5 (Classification of driveways) as notified.	Accept	No
Waka Kotahi	370.164	Energy Infrastructure and Transport / Transport / TR-S5	Amend	The submitter requests the provisions be made clearer that, where there is a new activity, the driveway classification and design is relative to that new activity.	Seeks to clarify TR-S5 (Classification of driveways).	Reject	No
Fire and Emergency New Zealand	273.54	Energy Infrastructure and Transport / Transport / TR-S6	Support in part	As noted in the submission point on INF-S16, seeks to amend TR-S6 to provide sufficient access for firefighting appliances to sites in unreticulated areas, or areas where the driveway exceeds hose run distances.	Supports TR-S6 (Design of driveways) with amendment.	Accept in part	Yes
Fire and Emergency New Zealand	273.55	Energy Infrastructure and Transport / Transport / TR-S6	Amend	As noted in the submission point on INF-S16, seeks to amend TR-S6 to provide sufficient access for firefighting appliances to sites in unreticulated areas, or areas where the driveway exceeds hose run distances.	Amend TR-S6 (Design of driveways) as follows: ... <u>3. 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> <u>a. a gradient of no more than 15% at any point; 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>	Accept in part	Yes
The Retirement Villages Association of New Zealand Incorporated	FS126.36	Part 2 / Energy Infrastructure and Transport / Transport / TR-S6	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 Plan.	Disallow	Accept in part	Yes
Ryman Healthcare Limited	FS128.36	Part 2 / Energy Infrastructure and Transport / Transport / TR-S6	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 Plan.	Disallow	Accept in part	Yes
Restaurant Brands Limited	349.27	Energy Infrastructure and Transport / Transport / TR-S6	Support	Support	Retain TR-S6 (Design of driveways) as notified.	Accept in part	No
Waka Kotahi	370.165	Energy Infrastructure and Transport / Transport / TR-S6	Amend	The submitter requests the provisions be made clearer that, where there is a new activity, the driveway classification and design is relative to that new activity.	Seeks to clarify TR-S6 (Design of driveways).	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Fire and Emergency New Zealand	273.56	Energy Infrastructure and Transport / Transport / TR-S7	Support in part	Notes that when a site is located in an unreticulated area or has a driveway greater than 50m in length, it is vital that fire appliances are able to access and manoeuvre through the site to effectively respond to an emergency onsite. Therefore seeks to amend TR-S7 to require onsite vehicle circulation and manoeuvring to provide for heavy rigid vehicles.	Supports TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) with amendment.	Accept in part	Yes
Fire and Emergency New Zealand	273.57	Energy Infrastructure and Transport / Transport / TR-S7	Amend	Notes that when a site is located in an unreticulated area or has a driveway greater than 50m in length, it is vital that fire appliances are able to access and manoeuvre through the site to effectively respond to an emergency onsite. Therefore seeks to amend TR-S7 to require onsite vehicle circulation and manoeuvring to provide for heavy rigid vehicles.	Amend TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) as follows:  1. Where provided on a site, car parking spaces and associated circulation and manoeuvring areas must be designed to accommodate a 4.91m x 1.87m vehicle (85th percentile vehicle) as the minimum design vehicle, with 300mm clearance per side to obstructions and a minimum outside turning radius of 5.8m; <u>unless:</u>  <u>a. The site is located in an area where no fully reticulated water supply system is available, or the site access has a length greater than 50 metres when connected to a road that has a fully reticulated water supply system including hydrants. Then circulation and manoeuvring areas must be designed to accommodate a heavy rigid vehicle as per AS2890.2.</u>	Accept in part	Yes
The Retirement Villages Association of New Zealand Incorporated	FS126.37	Part 2 / Energy Infrastructure and Transport / Transport / TR-S7	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 Plan.	Disallow	Reject	No
Ryman Healthcare Limited	FS128.37	Part 2 / Energy Infrastructure and Transport / Transport / TR-S7	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 Plan.	Disallow	Reject	No
Rimu Architects Ltd	318.19	Energy Infrastructure and Transport / Transport / TR-S7	Amend	Considers that TR-S7 should be amended to have an exception for streets with a steeper gradient than 12.5%. It is noted that given Wellington's topography and road layout, it may not be possible to meet the gradient requirements of 4. or to keep circulation and manoeuvring wholly outside the road reserve as required by 6. The provision is otherwise supported for later installation of electric vehicle charging at 2d. (rather than actual installation).	Amend TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) as follows:  ... 4. On-site circulation and manoeuvring areas must have a maximum gradient of 12.5% <u>except when connecting to a street with a steeper gradient than this, where the limit is set by the street gradient:</u> ... ...	Reject	No
Restaurant Brands Limited	349.28	Energy Infrastructure and Transport / Transport / TR-S7	Support	Support	Retain TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.152	Energy Infrastructure and Transport / Transport / TR-S7	Support in part	TR-S7 is partially supported and amendments are sought.	Retain TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) with amendment.	Accept in part	No
Design Network Architecture Limited	FS73.1	Part 2 / Energy Infrastructure and Transport / Transport / TR-S7	Support	Agree that TR-S7 be amended in part. Seek clarification of TR-S7 2 (c) with regard to the car parking minimum height clearance of 2.3m. Is this height specifically for the parking space itself? Or is it also a requirement for the garage door height? Suggest clarification to ensure that garage door heights can be lower than this (to align with typical building construction methods).	Not specified / Seeks clarification of TR-S7 2 (c) with regard to the car parking minimum height clearance of 2.3m to ensure that garage door heights can be lower than this (to align with typical building construction methods).	Accept	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Kāinga Ora Homes and Communities	391.153	Energy Infrastructure and Transport / Transport / TR-S7	Amend	Considers that design requirements in TR-S7 should be amended.	Amend TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) as follows:  1. Where provided on a site, car parking spaces and associated circulation and manoeuvring areas must be designed to accommodate a 4.91m x 1.87m vehicle (85th percentile vehicle) as the minimum design vehicle, with 300mm clearance per side to obstructions and a minimum outside turning radius of 5.8m;  2. Car parking spaces must: a. Comply with the minimum dimensions of Figure 5 – TR: Parking and Table 10 – TR: Parking Space Dimensions; b. Have a maximum gradient of 5% in any direction; and c. Have a minimum height clearance of 2.3m; and <del>d. For residential on-site car parking spaces, be electric vehicle charging ready by being serviced with an electrical cable conduit from the electricity supply to the edge of the carpark;</del> ... ...	Reject	No
Greater Wellington Regional Council	FS84.77	Part 2 / Energy Infrastructure and Transport / Transport / TR-S7	Oppose	Greater Wellington oppose the deletion of this standard as it inhibits the uptake of low or zero carbon private vehicles which is directed in Proposed RPS Change 1.	Disallow / Seeks that TR-S7 is retained as notified.	Accept	No
Miriam Moore	433.11	Energy Infrastructure and Transport / Transport / TR-S7	Support	Support 1 bicycle park per residential unit	Retain Transport - Table 7- TR: Minimum number of on-site cycling and micromobility device parking spaces as notified	Accept in part	No
Survey & Spatial New Zealand Wellington Branch	439.26	Energy Infrastructure and Transport / Transport / TR-S7	Amend	Considers that point 4 of this standard limits the gradient of on-site circulation and manoeuvring to a maximum of 12.5%. However, Table 9 allows a driveway to have a steeper gradient. Considers there may be confusion between a circulation route and a driveway in residential situations	Amend TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) to:  4. On-site circulation ( <del>excluding residential driveways</del> ) and manoeuvring areas must have a maximum gradient of 12.5%;	Reject	No
Precinct Properties New Zealand Limited	139.3	Energy Infrastructure and Transport / Transport / TR-S8	Oppose	Opposed to this standard that requires provision of an on-site loading area for buildings over 450m <sup>2</sup> . There may be sites where it is impractical and unnecessary to provide on-site loading and this standard may unnecessarily constrain appropriate development.	Delete TR-S8 (Provision of on-site loading areas) in its entirety.	Reject	No
Restaurant Brands Limited	349.29	Energy Infrastructure and Transport / Transport / TR-S8	Support	Support	Retain TR-S8 (Provision of on-site loading areas) as notified.	Accept in part	No
Retirement Villages Association of New Zealand Incorporated	350.59	Energy Infrastructure and Transport / Transport / TR-S8	Oppose in part	Considers that the requirement for at least one on-site loading area for buildings with a footprint of 450 m <sup>2</sup> or more is not practicable when applied to a retirement village environment where it is common to have multiple buildings of this size. Because retirement villages are centrally operated, one on-site loading area is sufficient for the whole village. It is considered more appropriate to assess loading area requirements based on the activity being undertaken on the site.	Opposes TR-S8 (Provision of on-site loading areas) and seeks amendment.	Accept in part	Yes
Retirement Villages Association of New Zealand Incorporated	350.60	Energy Infrastructure and Transport / Transport / TR-S8	Amend	Considers that the requirement for at least one on-site loading area for buildings with a footprint of 450 m <sup>2</sup> or more is not practicable when applied to a retirement village environment where it is common to have multiple buildings of this size. Because retirement villages are centrally operated, one on-site loading area is sufficient for the whole village. It is considered more appropriate to assess loading area requirements based on the activity being undertaken on the site.	Amend TR-S8 (Provision of on-site loading areas) as follows: 1. <del>No on-site loading areas are required for buildings with a building footprint of less than 450m<sup>2</sup>;</del> 2. <del>At least one on-site loading area must be provided for buildings with a building footprint of 450m<sup>2</sup> or more; and</del> 3. <del>For retirement villages, one on-site loading area shall be provided.</del> <del>No on-site loading areas are required for buildings with a building footprint of less than 450m<sup>2</sup>.</del>	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Precinct Properties New Zealand Limited	139.4	Energy Infrastructure and Transport / Transport / TR-S9	Oppose	Opposes TR-S9 and seeks that it is deleted because a design requirement based on a 8 x 2.5m truck, and a 4.5m height clearance is excessive and unnecessary to provide for loading requirements. This will constrain appropriate designs and have negative effects on streetscape and urban design. This is counter to the strategic direction of the Proposed District Plan and the objectives and policies of the City Centre Zone, particularly around promoting a walkable city (CCZ-P8, Sense of Place) and quality design outcomes (CCZ-P9, Quality design outcomes) as requiring oversized vehicle crossings and loading areas will reduce pedestrian amenity.	Delete TR-S9 (Design requirements for on-site loading, circulation and manoeuvring) in its entirety.	Reject	No
Restaurant Brands Limited	349.30	Energy Infrastructure and Transport / Transport / TR-S9	Support	Support	Retain TR-S9 (Design requirements for on-site loading, circulation and manoeuvring) as notified.	Accept	Yes
Nick Ruane	61.2	Interpretation Subpart / Definitions / New definition	Amend	Considers a definition of 'ACCESSIBILITY' is required as it is defined under international law.	Add a new definition for 'ACCESSIBILITY' as defined in international law as follows:  " <b>Article 9 – Accessibility</b> States Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas"	Reject	No
Rimu Architects Ltd	318.2	Interpretation Subpart / Definitions / New definition	Amend	Considers that Neither 'carpark' nor 'garage' are defined. When counting parking spaces, spaces within garages need to be included. TR - 57 sets out requirements for on-site vehicle parking and refers to Figure 5- TR and Table 10- TR. While these references have not been stated here, it may be worthwhile to expand the suggested definition to include them.	Add a new definition for 'Car Parking Spaces' as follows:  <u>means a space adequate for parking an 4.91m x 1.87m vehicle (85th percentile vehicle) and includes a space or spaces within a garage.</u>	Reject	No
Wellington Electricity Lines Limited	355.6	Interpretation Subpart / Definitions / New definition	Not specified	Submitter is 'neutral'. [Refer to original submission]	Seeks a new definition for 'EV Charging Stations'.	Reject	No
Wellington Electricity Lines Limited	355.7	Interpretation Subpart / Definitions / New definition	Amend	Considers that a new, or expanded upon, definition should be included within the PDP so as to capture EV Charging Stations being included within common network utility equipment located within the road reserve. EV Charging stations are "appliances" rather than "works" as defined by Energy Safety, so are unlikely to be owned by network utility operators. However, it is important to note that the electricity distribution network will likely support such appliances within the road reserve.	Seeks that new definition for 'EV Charging Stations' is added that clearly identifies and provides for EV charging stations in the PDP.	Reject	No
Waka Kotahi	370.9	Interpretation Subpart / Definitions / New definition	Amend	There is currently no definition for active transport, but several references to it in the PDP. For the sake of clarity, Waka Kotahi seeks that a definition be provided, and that the definition include cycling, micromobility and walking (including to and from public transport journeys).	Add a new definition for 'Active Transport'.	Accept in part	Yes
Paihikara Ki Pōneke Cycle Wellington	302.3	Interpretation Subpart / Definitions / ACCESS	Support	The definition of 'Access' is supported as it includes cycling access, which will avoid this mode being omitted from consideration across the Proposed District Plan.	Retain the definition of 'Access' as notified.	Accept	No
Waka Kotahi	370.10	Interpretation Subpart / Definitions / ACCESS	Support	Supports the definition of access.	Retain the definition of 'Access' as notified.	Accept	No
Waka Kotahi	370.11	Interpretation Subpart / Definitions / ACCESS ALLOTMENT	Oppose	Redundant as it duplicates definition of access lot and access strip.	Delete the definition of 'Access Allotment' in its entirety.	Accept in part (as per Council 14 March 2024 decisions)	No
Survey & Spatial New Zealand Wellington Branch	439.1	Interpretation Subpart / Definitions / ACCESS ALLOTMENT	Support	Supports the definition.	Retain the definition "Access allotment".	Accept in part (as per Council 14 March 2024 decisions)	No
Waka Kotahi	370.12	Interpretation Subpart / Definitions / ACCESS LOT	Support	Supports definition of access lot as it has a more comprehensive explanation.	Retain the definition of 'Access Lot' as notified.	Accept in part (as per Council 14 March 2024 decisions)	No

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Survey & Spatial New Zealand Wellington Branch	439.2	Interpretation Subpart / Definitions / ACCESS LOT	Oppose	Considers this is unnecessary given there is already a definition of "access allotment"	Delete the definition "Access lot".	Accept in part (as per Council 14 March 2024 decisions)	No
Waka Kotahi	370.13	Interpretation Subpart / Definitions / ACCESS STRIP	Oppose	Redundant as it duplicates definition of access lot and access strip.	Delete the definition of 'Access Strip' in its entirety.	Accept in part (as per Council 14 March 2024 decisions)	No
Survey & Spatial New Zealand Wellington Branch	439.3	Interpretation Subpart / Definitions / ACCESS STRIP	Support	Supports the definition.	Retain the definition "Access strip".	Accept in part (as per Council 14 March 2024 decisions)	No
Paihihara Ki Pōneke Cycle Wellington	302.4	Interpretation Subpart / Definitions / ANCILLARY TRANSPORT NETWORK INFRASTRUCTURE	Support in part	The definition of 'Ancillary Transport Network Infrastructure' is partially supported, given is amended to be more inclusive of cycling infrastructure.	Retain the definition of 'Ancillary Transport Network Infrastructure' with amendment.	Reject (deleted as minor amendment)	No
Paihihara Ki Pōneke Cycle Wellington	302.5	Interpretation Subpart / Definitions / ANCILLARY TRANSPORT NETWORK INFRASTRUCTURE	Amend	Considers that this definition should be amended to include specific ancillary cycling infrastructure, as not listing this infrastructure may result in cycle infrastructure not being considered or elevated to the same level of importance as other transport. Wellington will require new types of transport infrastructure to support mode shift from private cars, such as on street secure cycle storage facilities.	Amend the definition of 'Ancillary Transport Network Infrastructure' as follows: ... <u>i. electric cycle charging facilities</u> <u>j. cycle stands, parking and storage facilities</u> <u>k. cycle repair stands</u>	Reject (deleted as minor amendment)	No
Waka Kotahi	370.15	Interpretation Subpart / Definitions / ANCILLARY TRANSPORT NETWORK INFRASTRUCTURE	Amend	Considers the definition appears to be illustrative and not exhaustive.	Amend the definition of 'Ancillary Transport Network Infrastructure' as follows:  "...transport network and includes, <u>but is not limited to:</u> ..."	Reject (deleted as minor amendment)	No
Waka Kotahi	370.16	Interpretation Subpart / Definitions / ANCILLARY TRANSPORT NETWORK INFRASTRUCTURE	Amend	Considers the definition appears to be illustrative and not exhaustive.	Seeks to amend definition to include "rapid transit stops and shelters" should be specifically included in this definition."	Reject (deleted as minor amendment)	No
KiwiRail Holdings Limited	408.6	Interpretation Subpart / Definitions / ANCILLARY TRANSPORT NETWORK INFRASTRUCTURE	Support	Supports specific reference to rail infrastructure within this definition, including train stations and rail furniture.	Retain definition of ANCILLARY TRANSPORT NETWORK INFRASTRUCTURE as notified.	Reject (deleted as minor amendment)	No
Paihihara Ki Pōneke Cycle Wellington	302.6	Interpretation Subpart / Definitions / CYCLE	Support in part	The definition of 'Cycle' is partially supported, if it is inclusive and covers recycles and tricycle, and excludes skateboards, scooters and other modes covered by the definition of micromobility device.	Retain the definition of 'Cycle' with amendment.	Accept	Yes
Paihihara Ki Pōneke Cycle Wellington	302.7	Interpretation Subpart / Definitions / CYCLE	Amend	Considers that the definition of 'Cycle' is too broad and should be amended to be more inclusive. The definition should cover recycles and tricycle, and exclude skateboards, scooters and other modes covered by the definition of micromobility device.	Amend the definition of 'Cycle' as follows:  means a transportation device that has at least two wheels and that is designed primarily to be propelled by the muscular energy of the rider <u>to rotate pedals</u> . It includes electric cycles.	Accept	Yes
Waka Kotahi	370.17	Interpretation Subpart / Definitions / CYCLE	Support	Supports the definition of cycle.	Retain the definition of 'Cycle' as notified.	Accept in part	No
Waka Kotahi	370.18	Interpretation Subpart / Definitions / DESIGN SPEED	Support	Supports the definition of design speed.	Retain the definition of 'Design Speed' as notified.	Accept	No
Waka Kotahi	370.22	Interpretation Subpart / Definitions / HEAVY VEHICLE	Support	Supports the definition of heavy vehicle.	Retain the definition of 'Heavy Vehicle' as notified.	Accept	No

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Waka Kotahi	370.25	Interpretation Subpart / Definitions / MICROMOBILITY DEVICE	Support	Supports the definition of micromobility device.	Retain the definition of 'Micromobility Device' as notified.	Accept	No
Living Streets Aotearoa	482.22	Interpretation Subpart / Definitions / MICROMOBILITY DEVICE	Amend	Considers that it is unclear if 'micromobility device' includes completely motorised versions such as e-scooters or is intended to support the sustainable modes that involve physical activity.	Clarify if 'micromobility device' includes completely motorised versions such as e-scooters or is intended to support the sustainable modes that involve physical activity.	Accept in part	No
Living Streets Aotearoa	482.23	Interpretation Subpart / Definitions / PEDESTRIAN	Amend	Considers that the definition of Pedestrian is more comprehensively defined in transport legislation and this should be used instead of the PDP definition.	Amend the definition of PEDESTRIAN as follows (use the transport legislation definition):  <del>means a person walking rather than travelling in a vehicle, including a person with impaired mobility who relies on mobility assistance including a wheelchair.</del> a) means a person on foot on a road; and b) includes a person in or on a contrivance equipped with wheels or revolving runners that is not a vehicle.  Note: a pedestrian is a person and not a mode of travel. The mode of travel is 'on-foot', walking, running etc.  [Inferred decision requested]	Reject	No
Z Energy Limited	361.7	Interpretation Subpart / Definitions / SERVICE STATION	Support	The definition of Service station is supported, as the submitter assumes the definition includes truck stops	Retain the Definition of 'Service Station' as notified.	Accept	No
Paihikara Ki Pōneke Cycle Wellington	302.8	Interpretation Subpart / Definitions / TRANSPORT NETWORK	Support in part	The definition of 'Transport Network' is partially supported, but should be amended.	Retain the definition of 'Transport Network' with amendment.	Accept in part	No
Paihikara Ki Pōneke Cycle Wellington	302.9	Interpretation Subpart / Definitions / TRANSPORT NETWORK	Amend	Considers that the definition of 'Transport Network' should be amended to list active mode facilities. A list that specifically includes heavy vehicle public transport network infrastructure and does not list active mode facilities risks these being seen as less important or not considered.	Amend the definition of 'Transport Network' as follows: ... It includes: a. Train stations; b. Bus stops; c. Bus shelters; and d. Park and Ride areas; and e. <u>Cycle stands, parking, storage and charging areas</u>	Accept in part	No
Waka Kotahi	370.37	Interpretation Subpart / Definitions / TRANSPORT NETWORK	Amend	Considers that although rapid transit stops, and shelters has it's own definition it should be specifically included in this definition also.	Seeks to add rapid transit stops and shelters to this definition.	Accept	Yes
CentrePort Limited	402.30	Interpretation Subpart / Definitions / TRANSPORT NETWORK	Support in part	Supports the definition of 'Transport Network' in part. Considers that the definition would be improved by including public ferries to the list and a reference to sea freight reflecting the role these have in the Regions Transport Network.	Retain definition of 'Transport Network', with amendment.	Accept in part	Yes
CentrePort Limited	402.31	Interpretation Subpart / Definitions / TRANSPORT NETWORK	Amend	Considers that the definition would be improved by including public ferries to the list and a reference to sea freight reflecting the role these have in the Regions Transport Network.	Amend definition of Transport Network as follows:  means all public rail, public roads, <u>sea freight, passenger ferries</u> , public pedestrian, cycle and micromobility facilities, public transport, commercial freight and associated infrastructure. It includes: a. Train stations; b. Bus stops; c. Bus shelters; d. Park and Ride areas; e. <u>Ferry Terminals</u> f. <u>Freight Terminals</u>	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
KiwiRail Holdings Limited	FS72.7	Interpretation Subpart / Definitions / TRANSPORT NETWORK	Support	Supports the inclusion of sea freight and public ferries within this definition which would include the ferries associated with the Interislander service.  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.	Allow	Accept in part	Yes
KiwiRail Holdings Limited	408.17	Interpretation Subpart / Definitions / TRANSPORT NETWORK	Amend	Supports the inclusion of rail and associated infrastructure within this definition. However, this definition should be amended to recognise both freight and passenger/public movements on the rail network. KiwiRail request 'public' be removed to accurately reflect the purpose of the railway and its role in the wider transport network.	Amend definition of TRANSPORT NETWORK as follows:  means all public-rail, public roads, public pedestrian, cycle and micromobility facilities, public transport and associated infrastructure. It includes: a. Train stations; b. Bus stops; c. Bus shelters; and d. Park and Ride areas.	Reject	No
Waka Kotahi	370.39	Interpretation Subpart / Definitions / VEHICLE	Support	Supports the definition of vehicle.	Retain the definition of 'Vehicle' as notified.	Accept	No
Living Streets Aotearoa	482.24	Interpretation Subpart / Definitions / VEHICLE	Amend	Considers that the definition of "vehicle" (as used in TR-P1) excludes bicycles and micromobility so is not consistent with transport legislation.	Amend the definition of "VEHICLE to include bicycles and micromobility.	Reject	No
Rimu Architects Ltd	318.13	Interpretation Subpart / Definitions / VEHICLE CROSSING	Amend	Considers that none of the following standards and rules INF- S16 Connections to roads - Driveways , TR - R3 Site access (or the tables that TR-R3 refers to) contain any reference to culverts or bridges. The suggested change in wording makes it clear these culverts & bridges are within the road reserve. References to the standards covering such works in the road reserve would also be helpful.	Amend the definition of 'Vehicle Crossing' as follows:  means a facility for vehicle access between a road carriageway and a site boundary. It includes any culvert, bridge or kerbing <u>within the road reserve</u> .	Reject	No
Waka Kotahi	370.40	Interpretation Subpart / Definitions / VEHICLE CROSSING	Support	Supports the definition of vehicle crossing.	Retain the definition of 'Vehicle Crossing' as notified.	Accept	Yes
Waka Kotahi	370.41	Interpretation Subpart / Definitions / VEHICLE MOVEMENT	Support	Supports the definition of vehicle movement.	Retain the definition of 'Vehicle Movement' as notified.	Accept	Yes
Paihikara Ki Pōneke Cycle Wellington	302.1	Whole PDP / Whole PDP / Whole PDP	Support in part	Supports the PDP subject to amendments to ensure that cycling facilities are provided and enabled in a way the improves safety and accessibility.	Retain the PDP, subject to amendments that ensure cycling facilities are provided and enabled in a way the improves safety and accessibility.	Accept in part	Yes
Bruce Crothers	319.4	Whole PDP / Whole PDP / Whole PDP	Not specified	Supports walking for transport via tracks through green spaces via tracks through green spaces and interconnection to form a network	Not specified.	Reject	No
Greater Wellington Regional Council	351.24	Whole PDP / Whole PDP / Whole PDP	Amend	Considers that both brownfield and greenfield development enabled by the PDP should ensure adequate space for public transport on roads. This includes requiring verandahs and other street frontage structures to be set back from the kerb to allow for sufficient bus accessibility	Seeks to amend transport, subdivision, zone and development area standards and rules as necessary to ensure new brownfield and greenfield development enabled by the PDP provides for sufficient bus accessibility.	Accept in part	No
Ben Barrett	479.16	Whole PDP / Whole PDP / Whole PDP	Amend	[Refer to original submission for full reason]	Seeks that the District Plan promotes safe cycle pathways fully separate from traffic.	Reject	No
Ben Barrett	479.18	Whole PDP / Whole PDP / Whole PDP	Amend	[Refer to original submission for full reason]	Seeks that the District Plan needs to support the removal of private cars and on street car parking, and to make way for active travel, safe cycle paths away from traffic and public transport.	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Independent Hearing Panel Recomm	Changes to PDP?
Anna Jackson	222.7	Whole PDP / Whole PDP / Whole PDP	Amend	Considers that parking and road congestion as best managed by the provision of reliable and frequent public transport, preferably free but certainly subsidised and as cheap as possible.	Seeks that mini-buses are added to serve a greater number of routes more frequently.	Reject	No
Richard W Keller	232.4	Whole PDP / Whole PDP / Whole PDP	Amend	Considers that people shouldn't need to drive to stations and use Park n Rides.	Seeks that the Proposed District Plan prioritises active and sustainable travel.	Reject	No
Richard W Keller	232.5	Whole PDP / Whole PDP / Whole PDP	Amend	[No specific reason given beyond decision requested - refer to original submission]	Seeks that the Proposed District Plan prioritises universal accessibility.	Reject	No
Robert Murray	213.1	Other / Other / Other	Amend	[No specific reason given beyond decision requested - refer to original submission]	Seeks that cycle lanes should be able to be used by motorcycles.	Reject	No
Sam Stocker & Patricia Lee	216.2	Other / Other / Other	Support	Considers that we live in a society that relies on cars and taking away street parking will make the historic area unliveable. The simple answer to making our neighbourhood more cycle and walking friendly is to lower the speed limit across the city.  Considers that the neighbourhood needs to retain its carparks.  [Refer to original submission for full reason]	Seeks that residents parking in historic areas is protected.	Reject	No
Claire Nolan, James Fraser, Margaret Franken, Biddy Bunzel, Michelle Wooland, Lee Muir	FS68.47	Other / Other / Other	Support	Supports submission that seeks character precinct extensions in Newtown.	Allow	Reject as it relates to submission point 216.2	No
Property Council New Zealand	338.2	Other / Other / Other	Not specified	Considers that congestion charging could support the upkeep of connections and infrastructure and support the development of EV charging stations around the city. This would align with the Government and the Council's policies to reduce total net emissions. The introduction of congestion charging should be ringfenced towards the upkeep of connections, infrastructure and EV charging stations around Wellington. [Refer to original submission for full reason]	Seeks that congestion charging be implemented to support the development of EV charging stations around the city.	Reject	No
The Retirement Villages Association of New Zealand Incorporated	FS126.202	General / Other / Other / Other	Not specified	The RVA does not oppose this submission point in principle, but due to the age and frequency of mobility constraints amongst retirement village residents, The RVA considers that the relief sought should not apply to retirement villages.	Amend / Allow submission points, subject to excluding retirement villages from the application of the new provisions.	Reject	No
Ryman Healthcare Limited	FS128.202	General / Other / Other / Other	Not specified	Ryman does not oppose this submission point in principle, but due to the age and frequency of mobility constraints amongst retirement village residents, Ryman considers that the relief sought should not apply to retirement villages.	Amend / Allow submission points, subject to excluding retirement villages from the application of the new provisions.	Reject	No
Ben Barrett	479.5	Other / Other / Other	Amend	Considers that Newtown streets have far too many cars on already. Private (internal combustion) vehicle priorities need to be secondary to active travel, and public transport.	Seeks that the Council will limit private car use and parking.	Reject	No
Living Streets Aotearoa	482.3	Other / Other / Other	Not specified	Considers that there are often excessive numbers or width of vehicle accessways across footpaths, and footpaths are often modified to suit driveway use rather than footpath users	Not specified.	Reject	No
Living Streets Aotearoa	482.4	Other / Other / Other	Amend	Considers that during construction, it tends to be the footpath that is lost.	Seeks that the WCC ensures that effective pedestrian provision is maintained through the construction stage, including for those with wheelchairs, suitcases etc.  [Inferred decision requested].	Reject	No
Living Streets Aotearoa	482.5	Other / Other / Other	Not specified	Considers that the pedestrian network is disconnected at every intersection. Roundabouts are a particular problem. Crossings often put where that minimises effects on traffic rather than to ensure a direct pedestrian route. Crossing systems are not designed to make the pedestrian journey seamless eg. they may require the pedestrian to wait twice, as at the Basin Reserve crossing in Kent/Cambridge.	Not specified.	Reject	No
Living Streets Aotearoa	482.6	Other / Other / Other	Amend	Considers that parts of the pedestrian grid are missing. Sometimes this is because of topography, sometimes because of poor past decisions during subdivisions, sometimes because it has been subsequently lost.  [Refer to original submission for full reason].	Seeks that the complete pedestrian grid is restored and enhanced at every opportunity.  [inferred decision requested]	Reject	No

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Living Streets Aotearoa	482.7	Other / Other / Other	Amend	Considers that the District Plan needs to be clear that public access is a far higher priority than privacy.  Public accessways are not always visible or signposted and there is sometimes pressure from adjacent landowners to not have them visible to the public.	Seeks that the public accessways are visible or signposted.  [Inferred decision requested].	Reject	No
Living Streets Aotearoa	482.8	Other / Other / Other	Amend	Considers that there have been a number of cases where private property owners have requested driveways along what are currently pedestrian only shortcuts. This significantly reduces pedestrian service levels and amenity of the space.	Seeks that the District Plan ensures that private vehicle use on pedestrian accessways is avoided.	Reject	No
Living Streets Aotearoa	482.9	Other / Other / Other	Not specified	Considers that the city suffers from poor quality public spaces in terms of lighting, surface, seats, shelter and shade, wayfinding. It is important that the overall public space delivers amenity, rather than there just being reliance on a few spaces that get focused design work.	Seeks that every available public space is treated as valuable and made usable.	Reject	No
Living Streets Aotearoa	482.11	Other / Other / Other	Not specified	Considers that there are significant accessibility issues in Wellington, including to buildings and public spaces.	Not specified.	Reject	No
Living Streets Aotearoa	482.12	Other / Other / Other	Not specified	Considers that walking routes also need to be public spaces.  Considers that this is essential to ensure that access is assured in future and walkability can be enhanced by the council and supported by community groups.	Not specified.	Reject	No
Living Streets Aotearoa	482.17	Other / Other / Other	Amend	Considers that non-disability parking should be re-purposed for outdoor seating to achieve the triple benefit of increasing capacity for businesses, highlighting to businesses in practice that short-term car parking is not essential for business success, and maintaining the footpath space required for pedestrians and other footpath users.	Seeks that non-disability parking is re-purposed for outdoor seating.	Reject	No
Living Streets Aotearoa	482.18	Other / Other / Other	Not specified	Considers that work needs to be to increase parking availability while reducing parking footprint. The Thorndon Quay argument epitomises the tendency for businesses to conflate parking places with parking availability.	Seeks that work is done to allow booked parking for some key purposes, changing long-term spaces to more short-term and drop off/pickup spaces, and moving non-customer parking to other places.  [Inferred decision requested].	Reject	No
Hilary Carr	483.1	Other / Other / Other	Amend	Considers that to encourage more people to use public transport, more park and ride facilities are required in the suburbs, and a fairly large one on the waterfront by the railway station.	Seeks that more park and ride facilities are required in the suburbs, and a fairly large one on the waterfront by the railway station (charged during the week, free in weekends).  [Refer to original submission for full detail].	Reject	No
Hilary Carr	483.2	Other / Other / Other	Support	Considers that to encourage more people to use public transport, maybe have buses running 24/7 continually or until 3-5am from Courtney Place to the Railway station at least Thursday to Saturday hop on hop off for a minimal or no charge.	Seeks that there are buses running 24/7 continually or until 3-5am from Courtney Place to the Railway station at least Thursday to Saturday hop on hop off for a minimal or no charge.	Reject	No
Hilary Carr	483.2	Other / Other / Other	Support	Considers that to encourage more people to use public transport, maybe have buses running 24/7 continually or until 3-5am from Courtney Place to the Railway station at least Thursday to Saturday hop on hop off for a minimal or no charge.	Seeks that there are buses running 24/7 continually or until 3-5am from Courtney Place to the Railway station at least Thursday to Saturday hop on hop off for a minimal or no charge.	Reject	No