

Energy Infrastructure and Transport / Infrastructure Natural Hazards

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Antony Kitchener and Simin Littschwager	199.5	Amend	Considers that it is unclear how Council will ensure and enforce compliance with seismic building standards and the quality of construction for the multi-storey buildings. [Refer to original submission for full reasons].	Seeks that assurances are given to people who, due to seismic concerns, may have consciously decided to live in an area characterised by low-rise buildings, and suddenly have to navigate high rises in their neighbourhoods.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.15	Not specified	Considers that "Well functioning urban environment" does not apply to INF-NH because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP. There is no link road from the development site to Churton Park, Glenside or Tawa has been planned. Development area is an isolated area on steep, hilly terrain. The access road from Westchester Drive is flood prone. West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient. [Refer to original submission for full reason]	Not specified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Kimberley Vermaey	348.2	Amend	Considers that buildings in the Flood Hazard Overlay with water depths less than 0.5m should not require resource consents, subject to minimum floor levels. For buildings with floodwater depths 0.5m or greater, resource consent should be needed as proposed, with displacement effects considered.	Seeks that buildings with flood water depth of less than 0.5m in the Flood Hazard Overlay not require resource consents.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	Taranaki Whānui ki te Upoko o te Ika	389.60	Amend	[No specific reason given beyond decision requested - refer to original submission].	Amend 'Other relevant District Plan provisions' to include Sites and Areas of Significance to Māori chapter.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	CentrePort Limited	402.71	Oppose	Considers that there is a structural difficulty with Natural Hazards being included in the Infrastructure section when there is a separate and standalone chapter that specifically references Natural Hazards as well as coastal hazards included in the Coastal Environment. This creates uncertainty. For an infrastructure provider and for ease of plan usage these provisions should be in the Natural Hazards Chapter.	Seeks that Infrastructure Natural Hazards provisions are located within the Natural Hazards Chapter.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / General INF-NH	CentrePort Limited	402.72	Amend	Considers that there is a structural difficulty with Natural Hazards being included in the Infrastructure section when there is a separate and standalone chapter that specifically references Natural Hazards as well as coastal hazards included in the Coastal Environment. This creates uncertainty. For an infrastructure provider and for ease of plan usage these provisions should be in the Natural Hazards Chapter.	Seeks that Infrastructure Natural Hazards provisions are located within the Natural Hazards Chapter.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / New INF-NH	Victoria University of Wellington Students' Association	123.13	Amend	Considers that students are vulnerable to the risks natural hazards pose to rental properties. Considers that students, due to affordability concerns, are likely to be renting older properties and if maintenance of existing infrastructure to mitigate the risks of natural hazards is not mandatory, this could place renters at risk. [Refer to original submission for full reasons].	Seeks that maintenance of existing rental property infrastructure to mitigate the risks of natural hazards should be mandatory. [Inferred decision requested].
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Victoria University of Wellington Students' Association	123.14	Support	Supports that any new builds that become rental properties will have controls in place to reduce natural hazard risks. [Refer to original submission for full reasons].	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Fire and Emergency New Zealand	273.44	Amend	Notes a typo in INF-NH-P61	Amend INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard overlays) as follows: When located in an overland flow path, stream corridor, or high coastal hazard area hazard area , have a functional need or operational need that means the infrastructure's location cannot be avoided and there are no reasonable alternatives.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Transpower New Zealand Limited	315.149	Support	Generally supports INF-NH-P61 as considers it provides an appropriate policy framework in which to consider both new and existing infrastructure within hazard areas. Considers that given the linear nature of the Grid, while it can be designed in a manner that does not place the National Grid, people or properties at risk (nor exacerbate any risks), it cannot always avoid locating within or traversing through hazard overlays (and particularly stream corridors and ponding areas and fault lines).	Retain policy INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Greater Wellington Regional Council	351.99	Support	Supports this policy directs that infrastructure is only established in the natural hazard and coastal Hazard Overlays where the risk is low, the risk is mitigated, or the location is unavoidable. This is appropriate and aligned with RPS direction (Policy 29).	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Waka Kotahi	370.144	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	CentrePort Limited	402.73	Support in part	Supports policy INF-NH-P61 but considers that for ease of plan usage it should instead be included in the overarching Natural Hazard Overlays chapter.	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) at notified, but relocate to the Natural Hazards Chapter.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	CentrePort Limited	402.74	Amend	Considers that for ease of plan usage policy INF-NH-P61 should instead be included in the overarching Natural Hazard Overlays chapter.	Seeks that INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) is relocated to the Natural Hazards Chapter.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Wellington International Airport Ltd	406.151	Oppose	Opposes INF-NH-P61. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Wellington International Airport Ltd	406.152	Amend	Opposes INF-NH-P61. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) and seeks amendment. Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays Only allow for new infrastructure, and any associated structures in the Natural Hazard Overlays and Coastal Hazard Overlays where the infrastructure or associated structures: 1. Do not create an intolerable level of increase the risk from the natural hazard to people, or other property or infrastructure; 2. Incorporate design measures to reduce the potential for damage to the infrastructure following a natural hazard or coastal hazard event <u>to the extent reasonably practicable</u> ; and <u>3. Have an operational or functional need to locate within Natural Hazard Overlays and Coastal Hazard Overlays; and</u> 3-4. <u>4.</u> When located in an overland flowpath, stream corridor, or high coastal hazard area, have a functional need or operational need that means the infrastructure's location cannot be avoided and there are no reasonably practicable alternatives.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	Wellington International Airport Ltd	406.153	Amend	Opposes INF-NH-P61. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Delete INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) in its entirety.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	KiwiRail Holdings Limited	408.78	Support	Supports recognition that in some instances there are operational and functional needs for activities to locate in certain locations, which can include within hazard areas. KiwiRail has existing infrastructure which is located within the mapped Natural Hazard Overlays. The rail network has been in place for many years and for various operational reasons, is unable to be easily relocated to avoid such hazard areas.	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Victoria University of Wellington Students' Association	123.15	Support	Supports INF-NH-R58 in its entirety. Supports the increased restrictions on building in areas that are deemed at higher risk of natural hazards.	Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Powerco Limited	127.36	Oppose	Stated that Powerco has existing gas distribution network in the road running along the coastal margins of the Island Bay area. This road along with several adjacent properties who may require connection to the gas network are located within the High Hazard Area of the Coastal Hazard Overlay. Considers that under this proposed rule maintenance and repair of the existing gas distribution infrastructure or providing a customer connection to an adjacent customer would require resource consent. Amendments to the rule are requested to reflect that existing gas distribution network in this hazard area may need to be maintained or upgraded, and adjacent properties if already established should be able to have a connection from this network. [refer to image in original submission]	Amend Rule INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as follows: 1. Activity status: Permitted Where: a. The underground infrastructure does not result in a permanent change to the ground level within the: i. Ponding or overland flow path areas of the flood hazard extent; or ii. Stream corridor area of the flood hazard extent; and b. The underground infrastructure is not located within the high hazard area of the Coastal Hazard Overlays (<u>other than in regard to maintenance and upgrading of infrastructure in a road or customer connections</u>); or c. If the underground infrastructure is located within the high hazard area of the Coastal Hazard Overlay it is also within the City Centre Zone.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Toka Tū Ake EQC	282.3	Amend	Considers that new underground infrastructure should not be located in hazardous areas unless it will not worsen any impacts of an event, and includes resilience features to reduce any damage from events. Identifies that power generating facilities, water treatment and wastewater treatment, other public utilities, and infrastructure containing hazardous materials are BIC 3 structures, and references the MfE Active Fault Guidelines which recommends that such infrastructure is not built within 20 m of a fault with a recurrence interval of 5000 years or less. Understands the need to transport water, wastewater and electricity across the Wellington fault due to the location of the fault. However, considers that key network facilities such as substations and water and waste-water treatment should not be situated within 20 m of the Fault Hazard Overlays.	Amend INF-NH-R58-1 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as follows: 1. Activity status: Permitted Where: a. The underground infrastructure does not result in a permanent change to the ground level within the: i. Ponding or overland flow path areas of the flood hazard extent; or ii. Stream corridor area of the flood hazard extent; and b. The underground infrastructure is not located within the high hazard area of the Coastal Hazard Overlays; or c. If the underground infrastructure is located within the high hazard area of the Coastal Hazard Overlay it is also within the City Centre Zone, and where it can be demonstrated that the <u>infrastructure does not increase hazard impacts in a coastal hazard event</u> ; <u>d. New infrastructure with the potential to increase impacts of the hazard in the event of an earthquake is not located within the Wellington, Ohariu, or Shepherd's Gully Fault Overlay.</u> <u>e. New and existing infrastructure include resilience features to reduce damage from natural hazard events.</u>
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Firstgas Limited	304.37	Support	INF-NH-R58 is supported as it provides the ability to construct new underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays where the infrastructure does not result in a permanent change to the ground level within the ponding or overland flow path areas of the flood hazard extent; or stream corridor area of the flood hazard extent.	Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Transpower New Zealand Limited	315.150	Support	The submitter considers they have underground assets within the Ohariu Fault (at the Karori Golf Club) and the within the Overland Flowpath and Inundation Area at Kaiwharawhara Road. Considers the NESETA provides prevailing provisions for maintenance, reconditioning, increasing voltage, structure addition or replacement, and removal, for the National Grid, and on this basis, Rules INF-NH-R58 and INF-NH-R59 (with limits), for existing National Grid structures captured by the NESETA are of limited relevance to Transpower in respect of rule application. It is noted the NESETA provides a Discretionary activity status under Regulations 39 of the NESETA for those activities subject to the NESETA but not otherwise captured under other regulations in the NESETA. Considers that notwithstanding the application of the NESETA, the maintenance and upgrade of the existing underground assets would be able to comply with the permitted activity standards. Supports the restricted discretionary activity status for the assets as coupled with the policy framework, considers the rule provides a robust but pragmatic framework in which to consider infrastructure in hazard areas.	Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Waka Kotahi	370.145	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.

Energy Infrastructure and Transport / Infrastructure Natural Hazards

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	CentrePort Limited	402.75	Oppose	Opposes that resource consent for new underground infrastructure within the Special Port Zone is required. While new underground infrastructure is permitted outside of the high coastal inundation overlay three parts of the Commercial Port Area are subject to this overlay. It is non sensical to require resource consent for new underground infrastructure within the Special Port Zone where by its very nature underground infrastructure must be located where it is required to support operational Port activities.	Seeks that the Special Purpose Port Zone is excluded from INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays).
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	KiwiRail Holdings Limited	408.79	Support	Supports new underground infrastructure, and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays being a permitted activity, subject to standards.	Retain INF-NH-r58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Victoria University of Wellington Students' Association	123.16	Support	Supports INF-NH-R59 in its entirety. Supports the increased restrictions on building in areas that are deemed at higher risk of natural hazards.	Retain INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Transpower New Zealand Limited	315.151	Support	Supports the permitted and default restricted discretionary activity status for temporary infrastructure as coupled with the policy framework, considers the rule provides a robust but pragmatic framework in which to consider infrastructure in hazard areas.	Retain INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Waka Kotahi	370.146	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	CentrePort Limited	402.76	Oppose	Opposes that resource consent for temporary activities within the overlay in the Special Port Zone is required. Temporary activities are permitted outside of the high coastal inundation overlay and it is considered unnecessary to require resource consent for temporary activities within the overlay in the Special Port Zone.	Seeks that the Special Purpose Port Zone is excluded from INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays).
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Wellington International Airport Ltd	406.154	Oppose	Opposes INF-NH-R59. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Wellington International Airport Ltd	406.155	Amend	Opposes INF-NH-R59. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Amend INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as follows: 1. Activity status: Permitted Where: a. The temporary infrastructure is not located within the: iv. <u>The high hazard area of the Coastal Hazard Overlay outside of the Natural Open Space Zone located between Lyall Bay and Moa Point</u> ...
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	Wellington International Airport Ltd	406.156	Amend	Opposes INF-NH-R59. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Delete INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) in its entirety.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R59	KiwiRail Holdings Limited	408.80	Support	Supports provision for temporary activities within hazard overlays as a permitted activity, subject to standards.	Retain INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Victoria University of Wellington Students' Association	123.17	Support	Supports INF-NH-R60 in its entirety. Supports the increased restrictions on building in areas that are deemed at higher risk of natural hazards.	Retain INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Toka Tū Ake EQC	282.4	Amend	<p>Considers that new above ground infrastructure should not be located in hazardous areas unless it will not worsen any impacts of an event, and includes resilience features to reduce any damage from events. References the MfE Active Fault Guidelines that recommend that such infrastructure is not built within 20 m of a fault with a recurrence interval of 5000 years or less. Considers that this would be the Wellington, Ohariu and Shepherd’s Gully Faults, but not the Terawhiti Fault has a recurrence interval greater than 5000 years. Understands the need to transport water, wastewater and electricity across faults due to their location. However, considers that new key network facilities such as substations and water and wastewater treatment should not be situated within 20 m of the Fault Hazard Overlays:</p> <p>A. Within 20 m of the Hazard Overlays of faults with recurrence intervals of 5000 years or lower; or,</p> <p>B. Within the high hazard area of the Coastal Hazard Zone</p> <p>Considers that if this infrastructure is severely damaged due to placement on a fault rupture, they can cause cascading additional hazards such as fire or waste contamination. Additionally, damage to key infrastructure due to its placement on the fault rupture reduces the city’s resilience and continued functionality in the event of an earthquake.</p>	<p>Amend INF-NH-R60-1 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as follows:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The infrastructure is located within:</p> <p>i. The ponding area of the flood hazard extent;</p> <p>ii. The low and medium hazard areas of the Coastal Hazard Overlays;</p> <p>iii. The Sheppards Gully Fault Overlay, Ohariu Fault Overlay or the Terawhiti Fault Overlay;</p> <p>iv. The Liquefaction Overlay; or</p> <p>v. High hazard area of the Coastal Hazard Overlay within the City Centre Zone, where it can be demonstrated that the infrastructure does not increase the hazard impacts in a coastal hazard event.</p> <p>b. The infrastructure includes resilience features to reduce damage from natural hazards</p>
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Transpower New Zealand Limited	315.152	Support	<p>Considers that given the linear nature of the National Grid and locational constraints, while Transpower would endeavour to avoid locating new National Grid assets within hazard overlays, it is not always possible. Supports the restricted discretionary activity status for new assets which are not permitted as considers that coupled with the policy framework, the activity status, the rule provides a robust but pragmatic framework in which to consider infrastructure in hazard areas.</p>	<p>Retain INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.</p>
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Waka Kotahi	370.147	Support	<p>Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.</p>	<p>Retain INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.</p>
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	CentrePort Limited	402.77	Oppose	<p>Opposes that resource consent for new above ground infrastructure within the overlay in the Special Port Zone is required. While new above ground infrastructure is permitted outside of the high coastal inundation overlay three parts of the Commercial Port Area are subject to this overlay. It is non sensical to require resource consent for new above ground infrastructure within the Special Port Zone where by its very nature above ground infrastructure must be located where it is required to support operational Port activities.</p>	<p>Seeks that the Special Purpose Port Zone is excluded from INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays).</p>
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Wellington International Airport Ltd	406.157	Oppose in part	<p>Opposes INF-NH-R60.</p> <p>[See paragraphs 4.85 to 4.91 in original submission for full reason]</p>	<p>Opposes INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) in part and seeks amendment.</p>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Wellington International Airport Ltd	406.158	Amend	Opposes INF-NH-R60. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Amend INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as follows: 1. Activity status: Permitted Where: a. The infrastructure is located within: ... <u>vi. High hazard area of the Coastal Hazard Overlay within the Natural Open Space Zone between Lyall Bay and Moa Point.</u> 2. Activity status: Restricted Discretionary Where: a. The infrastructure is located within the: ... iv. High hazard area of the Coastal Hazard Overlay outside of the City Centre Zone <u>or</u> outside of the Natural Open Space Zone between Lyall Bay and Moa Point. ...
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	Wellington International Airport Ltd	406.159	Amend	Opposes INF-NH-R60. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Delete INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) in its entirety.
Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R60	KiwiRail Holdings Limited	408.81	Support	Supports provision for new above ground infrastructure within hazard overlays as a permitted or restricted discretionary activity if standards cannot be met.	Retain INF-NH-R60 (New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays) as notified.