

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / General INF	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.9	Support	The introduction to the INF chapter is supported. It provides clarity on how the infrastructure rules engage with the rest of the District Plan. No infrastructure specific rules should be included in the zone, earthworks or overlay chapters.	Retain introduction to INF chapter as notified.
Energy Infrastructure and Transport / Infrastructure / General INF	Airways Corporation of New Zealand Limited	100.3	Amend	Considers that in advance of any activity occurring within the new 'Air Traffic Control Overlay' for ACNZ3 and ACNZ4, Airways needs the opportunity to adjust its technology if required, to prevent planes being displaced.	Seeks that the planning maps are updated to show a new 'Air Traffic Control Information Overlay' for ACNZ3 and ACNZ4 which would require plan users to consult with Airways before undertaking an activity within the overlay.
Energy Infrastructure and Transport / Infrastructure / General INF	Airways Corporation of New Zealand Limited	100.4	Amend	Considers that in advance of any activity occurring within the new 'Air Traffic Control Overlay' for ACNZ3 and ACNZ4, Airways needs the opportunity to adjust its technology if required, to prevent planes being displaced.	If the new 'Air Traffic Control Information Overlay' for ACNZ3 and ACNZ4 does not require plan users to consult with Airways, alternatively: Seeks that the planning maps are updated to allow for a new 'Air Traffic Control Overlay' with associated changes to the plan provisions to include specific restrictions and/or consultation requirements for development and infrastructure within the overlay.
Energy Infrastructure and Transport / Infrastructure / General INF	Powerco Limited	127.2	Support	Supports the introduction to the INF chapter is generally as it appropriately sets out the context for the INF Chapter.	Retain the introduction to the INF Chapter as notified.
Energy Infrastructure and Transport / Infrastructure / General INF	Powerco Limited	127.3	Support	Considers that statement in the introduction that rules in the zone, earthworks and overlay chapters do not apply unless specifically stated within an infrastructure rule or standard provides clarity on how the infrastructure rules engage with the rest of the District Plan.	Retain the specific introductory statement and associated mechanism in the INF chapter for how the rules in the infrastructure chapter work. No infrastructure specific rules should be included in the zone, earthworks or overlay chapters.
Energy Infrastructure and Transport / Infrastructure / General INF	Meridian Energy Limited	228.23	Support in part	Considers that the text in the introduction does not clarify that the objectives, policy and rules for renewable electricity generation activities (which are defined as a form of infrastructure and regionally significant infrastructure) are contained in Chapter REG Renewable Electricity Generation. Plan navigation would be improved if this were clarified.	Retain the Introduction of the Infrastructure chapter with amendment.
Energy Infrastructure and Transport / Infrastructure / General INF	Meridian Energy Limited	228.24	Amend	Considers that the text in the introduction does not clarify that the objectives, policy and rules for renewable electricity generation activities (which are defined as a form of infrastructure and regionally significant infrastructure) are contained in Chapter REG Renewable Electricity Generation. Plan navigation would be improved if this were clarified.	Amend the Introduction of the Infrastructure chapter by inserting the following (or similar) clarification note: <u>The objectives, policies and rules applicable to renewable electricity generation activities are contained in Chapter REG Renewable Electricity Generation. The provisions of Chapter INF Infrastructure do not apply to renewable electricity generation activities.</u>
Energy Infrastructure and Transport / Infrastructure / General INF	Horokiwi Quarries Ltd	271.17	Amend	Considers that plan wide policy recognition of the benefits of quarry activities and the functional constraints associated with such activities is needed and suggests that the most logical place for some form of plan wide recognition of quarrying activities would be within the Infrastructure Chapter.	Seeks a plan wide policy recognition of the benefits of quarry activities and the functional constraints associated with such activities.
Energy Infrastructure and Transport / Infrastructure / General INF	Tawa Community Board	294.8	Not specified	Considers that developments should have sufficient infrastructure available to them; however, Insufficient infrastructure shouldn't be an excuse to not enable development. [Refer to original submission for full reason]	Seeks that the Council prioritises infrastructure development in Tawa.

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Energy Infrastructure and Transport / Infrastructure / General INF	Transpower New Zealand Limited	315.48	Amend	The submitter queries the number of Infrastructure sub chapters, policies (62) and rules relating to Infrastructure and specifically the National Grid. Considers the myriad of provisions is confusing and creates the potential for contradiction between provisions. There are no National Grid specific policies within the Infrastructure sub-chapter. However, there are 18 policies within other sub chapters specific to managing the effects of the National Grid. Considers there are no National Grid specific policies in the plan that specifically recognise the benefits of the National Grid or management of the effects of subdivision, land use and development. Considers policies within other subchapters only relate to managing the effects of the National Grid. Considers that lack of recognition within the general infrastructure chapter does not give effect to the NPS-ET, and that given the national significance of the National Grid Transpower seeks a separate set of provisions within the infrastructure section. Considers that standalone policies are necessary separate to the Gas Transmission Pipeline Corridor, noting the Gas Corridor does not have higher order policy support of an NPS. Considers that multiple overlay provisions could be combined. Considers that the inclusion of rules relating to operation, maintenance and upgrade of existing assets is confusing and in some instances inconsistent with the NESETA [Refer to original submission for full reason].	Seeks a separate suite of National Grid provisions (policies and rules) within a separate Infrastructure sub-chapter. [Refer to original submission, including Appendix F, for suggested provisions and further detail]. Alternatively, should this approach not be adopted, seeks the amendments as outlined in other submission points: - Seeks that in order to give effect to the NPSET, a separate policy framework be provided within the Infrastructure chapter for the National Grid which recognises and provides for the benefits of the National Grid, manages the effects of the development of National Grid, and the effects of other activities on the National Grid); - Policies relating to the National Grid are amended to give effect to the NPS-ET. - The National Grid be separated from the Gas Transmission Pipeline Corridor; - The number of National Grid specific policies and rules be condensed and reduced; and - Rules relating to existing National Grid assets be removed and instead the NES-ETA be relied on (as is the intent of the NES-ETA).
Energy Infrastructure and Transport / Infrastructure / General INF	Transpower New Zealand Limited	315.49	Support	Largely supports the introduction to the INF chapter on the basis it articulates the importance of infrastructure and makes specific reference to the NPSET. In particular the submitter supports the clarity provided in the introduction as to the relationship of the Infrastructure chapter provisions to other chapters in the PDP.	Retain the introductory text to the Infrastructure (INF) chapter as notified.
Energy Infrastructure and Transport / Infrastructure / General INF	Mt Victoria Residents' Association	342.21	Amend	[No specific reason given beyond decision requested - refer to original submission].	Seeks that urban infrastructure take into account the needs of all age groups and abilities.
Energy Infrastructure and Transport / Infrastructure / General INF	Royal Forest and Bird Protection Society	345.38	Oppose in part	Considers the chapter appears to give the same policy support for infrastructure as it does for regionally significant infrastructure. Infrastructure is potentially much broader than RSI. F&B seeks that the scope of this chapter is clarified. The objectives, policies and rules of this chapter (including sub-chapters) should be as protective as possible, while still meeting the requirements of national direction. The need to protect biodiversity, natural character and natural landscapes remains, even where there is national direction in place	Clarify the scope of the Infrastructure chapter. Amend the direction of the Infrastructure chapter to be as protective of biodiversity, natural character, and natural landscapes as possible, while still meeting the requirements of national direction
Energy Infrastructure and Transport / Infrastructure / General INF	Royal Forest and Bird Protection Society	345.39	Oppose in part	Considers the objectives are inadequate to provide for protection of indigenous biodiversity, natural character and landscapes, which are dealt with in later INF sub-chapters.	Amend the objectives of INF - Infrastructure to clarify that the objectives of relevant chapters, including Ecosystems and Indigenous Biodiversity, Natural Character, Natural Features and Landscapes, and Coastal Environment apply to all Infrastructure provisions. OR Add a comprehensive set of objectives to be included into the Infrastructure chapter to provide for these matters, mirroring the objectives of the aforementioned chapters.
Energy Infrastructure and Transport / Infrastructure / General INF	Jane Szentivanyi and Ben Briggs	369.11	Amend	Considers that the provision of adequate infrastructure to support any increased residential development needs to be planned and funded to ensure that Wellington can continue to grow and prosper. It is therefore important that the District Plan supports a co-ordinated approach to infrastructure planning and a sequencing of development to align with the ongoing infrastructure supply. Wellingtonians' relationship with the land predetermines their relationship with water.	Seeks that provisions be made in the District Plan to provide adequate infrastructure planning and development. [Inferred decision requested]
Energy Infrastructure and Transport / Infrastructure / General INF	Waka Kotahi	370.71	Oppose	Opposes INF-Table 5: Minimum Sight Distances at Vehicle Crossings. The submitter seeks longer sight distances, especially for the higher speeds, in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/1. See Appendix B.	Amend to standards in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B Accessway standards and guidelines, Section 5B/1 Sight distances. [see Appendix B of the original submission]

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Energy Infrastructure and Transport / Infrastructure / General INF	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.23	Support	Supports the Infrastructure chapter in general, specifically the recognition of the critical role of this infrastructure, including that necessary for the effective, secure, and efficient transmission or distribution of fuel and the intent of the corresponding provisions which are generally enabling of infrastructure activities. Supports the zone and earthworks chapters not applying to infrastructure, unless specifically stated.	Retain the Infrastructure chapter as notified.
Energy Infrastructure and Transport / Infrastructure / General INF	Envirowaste Services Ltd	373.7	Support in part	Considers that the provision for waste facilities must be considered as an essential part of the services needed for a society to function. This chapter seeks to provide for the operation, maintenance and development of infrastructure within the City. Some amendments will be required to the wording of the objectives, policies and rules to ensure that waste facilities are suitably provided for.	Not specified.
Energy Infrastructure and Transport / Infrastructure / General INF	Envirowaste Services Ltd	373.8	Amend	Considers that the provision for waste facilities must be considered as an essential part of the services needed for a society to function. This chapter seeks to provide for the operation, maintenance and development of infrastructure within the City. Some amendments will be required to the wording of the objectives, policies and rules to ensure that waste facilities are suitably provided for.	Seeks that the Infrastructure chapter be amended so that the wording of the objectives, policies and rules ensure that waste facilities are suitably provided for.
Energy Infrastructure and Transport / Infrastructure / General INF	WCC Environmental Reference Group	377.38	Support in part	Generally supportive of management of three waters infrastructure and renewable energy [suggestions made later in submission and summarised below].	Not specified.
Energy Infrastructure and Transport / Infrastructure / General INF	Taranaki Whānui ki te Upoko o te Ika	389.55	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 / General INF	Kāinga Ora Homes and Communities	391.103	Oppose in part	The submitter does not believe that public or limited notification is necessary.	Opposes in part and requests amendment so that all Rules in the Infrastructure chapter are to include a notification preclusion statement for activities under Restricted Discretionary
Energy Infrastructure and Transport / Infrastructure / General INF	Kāinga Ora Homes and Communities	391.104	Amend	Considers that all rules in the Infrastructure chapter should have a notification preclusion statement (for both public and limited notification) for restricted discretionary activities. The technical nature of these breaches requires technical and/or engineering assessments, and public participation by way of limited or public notification will unlikely add anything to the consideration of the effects of these breaches.	Amend all Rules in the Infrastructure chapter to include a notification preclusion statement for activities under Restricted Discretionary as follows: <u>Notification:</u> <u>Applications under this rule are precluded from being publicly or limited notified in accordance with section 95A or section 95B of the RMA.</u>
Energy Infrastructure and Transport / Infrastructure / General INF	Kāinga Ora Homes and Communities	391.105	Oppose in part	Table 1 - 6 in the Infrastructure chapter are opposed. Transport related provisions are divided between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete Table 1 - 6 from the Infrastructure chapter and move them to the Transport chapter.
Energy Infrastructure and Transport / Infrastructure / General INF	Kāinga Ora Homes and Communities	391.106	Oppose in part	Figure 1 - 4 in the Infrastructure chapter are opposed. Transport related provisions are divided between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete Figure 1 - 4 from the Infrastructure chapter and move them to the Transport chapter.
Energy Infrastructure and Transport / Infrastructure / General INF	CentrePort Limited	402.42	Oppose	Opposes structure of dealing with Natural Hazards. Considers that the structure of managing Natural Hazards is confusing. There are Natural Hazards provisions in the infrastructure chapter as well as Natural Hazards chapter, while coastal hazards are in the Coastal Environment Chapter. For CentrePort related matters you potentially have to look at all three. This is considered inefficient and could lead to duplication. Of the hazards listed CentrePort has fault hazard, liquefaction, coastal inundation and tsunami (high) risk.	Seeks that plan is amended so all Natural Hazards requirements are included in one chapter.

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Energy Infrastructure and Transport / Infrastructure / General INF	CentrePort Limited	402.43	Amend	Opposes structure of dealing with Natural Hazards. Considers that the structure of managing Natural Hazards is confusing. There are Natural Hazards provisions in the infrastructure chapter as well as Natural Hazards chapter, while coastal hazards are in the Coastal Environment Chapter. For CentrePort related matters you potentially have to look at all three. This is considered inefficient and could lead to duplication. Of the hazards listed CentrePort has fault hazard, liquefaction, coastal inundation and tsunami (high) risk.	Seeks that plan is amended so all Natural Hazards requirements are included in one chapter.
Energy Infrastructure and Transport / Infrastructure / General INF	Wellington International Airport Ltd	406.82	Not specified	As noted in the Introduction, airports and airport related activities are captured by the RMA definition of "infrastructure". As such activities are generally provided for within the Airport Zone, there is potential for airport and airport related activities to be inadvertently captured by the provisions within this chapter, creating an inappropriate duplication of control. While submitter supports the general intent of the exemption described in the text of the Introduction, the exemption should only apply to airport and airport related activities (i.e. the methods in the Airport Zone). It remains appropriate for the Infrastructure chapter and associated provisions to otherwise apply to submitters activities that may occur outside of the Airport Zone or infrastructure that is not provided for by the Airport Zone provisions. It is also not clear whether the introductory text to this chapter also applies to the infrastructure specific overlay sub-chapters. For clarity, further amendments are proposed to the introductory text to ensure that the same exemption for Airport and Airport Related Activities applies to the sub-chapters.	Amend introduction to Infrastructure chapter as follows: ... Further, the Resource Management Act, and therefore the District Plan, share the same broad definition of 'infrastructure', which includes airport and port facilities. <u>Notwithstanding that, this the rules within the Infrastructure Chapter (including the infrastructure specific overlay sub-chapters) does not apply to activities that fall under the definition of airport activities-purposes or airport related activities located within the Airport Zone</u> (which are dealt with in the Airport Zone chapter), or the definition of port or operational port activities (which are dealt with in the Port Zone chapter). Any infrastructure in the airport or port areas that is inconsistent with those definitions is managed by the provisions in this Infrastructure Chapter. ...
Energy Infrastructure and Transport / Infrastructure / General INF	Wellington International Airport Ltd	406.83	Oppose in part	[See original submission paragraphs 4.111 to 4.113 for full reason]	Opposes the 'Other relevant District Plan provisions' table in the Infrastructure Chapter introduction and seeks amendment.
Energy Infrastructure and Transport / Infrastructure / General INF	Wellington International Airport Ltd	406.84	Oppose in part	[See original submission paragraphs 4.111 to 4.113 for full reason]	Amend Other relevant District Plan provisions table in the Infrastructure introduction as follows: Other relevant District Plan provisions ... <u>• Designations – The Designation Chapter lists designations throughout the district and describes the purpose and conditions of any designation and will help determine if approval is required from the Requiring Authority under section 176 of the RMA.</u> ...
Energy Infrastructure and Transport / Infrastructure / General INF	Wellington International Airport Ltd	406.85	Amend	Notes that Wellington Airport has been excluded from the Infrastructure Chapter of the Proposed Plan. This exclusion is to ensure that the consent requirements within the Infrastructure Chapter do not inadvertently capture airport purpose or airport related activities within the Airport Zone Considers that the Airport still comprises "infrastructure" for the purposes of the section 2 of the Act and is a network utility under section 166 of the RMA. Furthermore, WIAL undertakes airport and airport related, albeit beyond the Airport Zone. Therefore, considers that the objectives and policies of the Infrastructure Chapter should apply to the Airport Chapter.	Seeks that the objectives and policies of the Infrastructure chapter apply to Airport and Airport Related Activities within the Airport Zone. Notes that it is only the methods of the Infrastructure Chapter that should not apply to the Airport and Airport related activities within the Airport Zone.

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Energy Infrastructure and Transport / Infrastructure / General INF	Living Streets Aotearoa	482.28	Not specified	Considers that many public spaces are cluttered by poles, signs, café tables, bike parking infrastructure and so on. It is vital that the DP ensures an adequate uncluttered width of footpath, rather than treating an unusable part of the footpath as contributing to provision.	Seeks that new infrastructure should not be located in footpath space.
Energy Infrastructure and Transport / Infrastructure / General INF	Living Streets Aotearoa	482.29	Amend	Considers that the minimum width of footpath on any road should be 2 x 1.8m and not 1.5m. Wider pedestrian spaces have major positive benefits. [Refer to original submission for full detail].	Amend Table 1 - INF: Design of Roads - One Network Framework so that the minimum width of the footpath is 2 x 1.8m. If this cannot be achieved, the road should be a controlled or discretionary activity.
Energy Infrastructure and Transport / Infrastructure / General INF	Living Streets Aotearoa	482.30	Amend	[No specific reason given beyond decision requested - refer to original submission].	Seeks that vehicle accessories should be located on the road and not on the footpath.
Energy Infrastructure and Transport / Infrastructure / New INF	Firstgas Limited	304.17	Amend	Considers that a new Rule should be added to the Infrastructure chapter. The NZ/AS2885 framework and international advice is considered, in respect of the New Zealand context. The separation distances sought, being a separation distance of 20m for living accommodation/residential activities from the pipeline and 30m from the above ground related infrastructure. This will provide a reasonably practicable solution to achieving the safe operation of the network and mitigation of risk for the wellbeing and health and safety of people and communities.	Add a new rule to the Infrastructure chapter as follows: <u>Residential activities, including the erection of buildings for residential activities, within 20m of the Gas Transmission Pipeline and/or within 30m of the above ground related infrastructure.</u> <u>Matters of discretion are:</u> <u>1. The extent to which the proposed activities are likely to compromise the stability and integrity of the gas transmission pipeline and/or above ground related infrastructure and the operation, maintenance and upgrading of the pipeline;</u> <u>2. The risk of hazards affecting public or individual safety, and the risk of property damage;</u> <u>3. Measures proposed to avoid or mitigate potential adverse effects on the gas transmission pipeline and/or above ground related infrastructure;</u> <u>4. The outcome of any consultation with the owner and operator of the gas transmission pipeline;</u> <u>and</u> <u>5. Whether the sensitive activity could be located a greater distance from the gas transmission pipeline and/or above ground related infrastructure.</u> <u>Notification status:</u> <u>An application for resource consent made in respect of rule INF-R** is precluded from being publicly notified. Notice of any application for resource consent under this rule must be served on the owner and operator of the Gas Transmission Pipeline in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.</u> <u>Note:</u> <u>This rule also applies to the establishment of a residential activity in an existing building, or any change of land use to a residential activity. If a resource consent application is made under this rule, the owner and operator of the Gas Transmission Pipeline will be considered an affected person in accordance with section 95E of the Act and notified of the application, where written approval is not provided.</u>
Energy Infrastructure and Transport / Infrastructure / New INF	Transpower New Zealand Limited	315.50	Amend	Generally supports INF-P1 (Recognising and providing for infrastructure). However, seeks that INF-P1 be amended to make reference to the benefits being “provided for” in addition to being “recognised” so that the Policy also reflects the wording in Policy 1 of the NPS-ET, and reflects INF-O1. Given the NPS-ET is specific to the National Grid, the submitter would prefer the provision of a new ‘benefits’ policy (as well as other policies) specific to the National Grid as opposed to amendment to INF-P1. (Option A)	Add a new 'National Grid specific policy as follows: <u>INF-NG-P1 Benefits of the National Grid</u> <u>Recognise and provide for the benefits of the National Grid by enabling the operation, maintenance and upgrade of the existing National Grid and the establishment of new electricity transmission resources.</u>

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Energy Infrastructure and Transport / Infrastructure / New INF	Transpower New Zealand Limited	315.51	Amend	<p>Considers that given the national significance of the National Grid as recognised in the NPS-ET, the submitter seeks a general policy to give effect to the NPS-ET.</p>	<p>Add a new National Grid specific policy as follows:</p> <p><u>INF-NG-P3 Maintenance, operation, upgrading and development of the National Grid</u> <u>Enable the operation, maintenance, upgrading and development of the National Grid, recognising its operational, functional and technical constraints, the complexity of the interconnectedness of networks, and its role in servicing existing and planned development.</u></p>
Energy Infrastructure and Transport / Infrastructure / New INF	Transpower New Zealand Limited	315.52	Amend	<p>Considers that in order to give effects to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P6, however considers it does not reflect or give effect to the NPS-ET and is not specific to the National Grid. Considers it also does not provide a 'seek to avoid' approach for the more sensitive environments and the policy framework in the INF sub chapters for new development of the National Grid within such environments also does not give effect to the 'seek to avoid' policy approach within Policy 8 of the NPS-ET. Considers the provision of a National Grid specific policy provides a comprehensive policy approach that gives effect to the NPS-ET.</p> <p>Considers the development of the National Grid must be managed to ensure the potential for adverse effects is appropriately managed while recognising the significance of the National Grid and the constraints under which it operates. The NPS-ET requires the District Plan to include objectives and policies that:</p> <ul style="list-style-type: none"> - Allow for the consideration of the technical constraints and operational requirements under which the National Grid operates, for example the linear nature of the transmission lines. - Have regard to the extent to which adverse effects have been avoided, remedied or mitigated through the route, site and method selection. - Ensure new planning and development seeks to avoid adverse effects on more sensitive areas. Policies, plans and decision makers must take in to account the characteristics of the National Grid, its technical and operational constraints, and the route, site and method selection process when considering the adverse effects of new National Grid infrastructure on the environment. <p>On this basis, the submitter supports a new policy specific to the development of the National Grid. [Refer to original submission for full reason]</p>	<p>Option 1: Add new National Grid specific policy as follows:</p> <p><u>INF-NG-P6 Development of the National Grid</u></p> <p><u>Provide for the development of the National Grid</u></p> <ol style="list-style-type: none"> <u>1. In urban zoned areas, development should minimise adverse effects on urban amenity and should avoid material adverse effects on the Commercial and Mixed-Use zones, and areas of high recreational or amenity value and existing sensitive activities.</u> <u>2. Seek to avoid the adverse effects of the National Grid within areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED8 - Significant Natural Areas, and SCHED11 – Special Amenity Landscapes, outside the coastal environment.</u> <u>3. Where the National Grid has a functional need or operational need to locate within the coastal environment, manage adverse effects by:</u> <ol style="list-style-type: none"> <u>a. Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes, and the Coastal Margin.</u> <u>b. Where it is not practicable to avoid adverse effects on the values of the areas in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin because of the functional needs or operational needs of the National Grid, remedy or mitigate adverse effects on those values.</u> <u>c. Seeking to avoid significant adverse effects on:</u> <ol style="list-style-type: none"> <u>i. other areas of natural character</u> <u>ii. natural attributes and character of other natural features and natural landscapes</u> <u>iii. indigenous biodiversity values that meet the criteria in Policy 11(b) of the NZCPS 2010 d.</u> <u>Avoiding, remedying or mitigating other adverse effects to the extent practicable; and</u> <u>e. Recognising there may be some areas within SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin, where avoidance of adverse effects is required to protect the identified values and characteristics.</u> <p><u>4. Remedy or mitigate any adverse effects from the operation, maintenance, upgrade, major upgrade or development of the National Grid which cannot be avoided, to the extent practicable; and</u></p> <p><u>5. When considering the adverse effects in respect of 1-3 above;</u></p> <ol style="list-style-type: none"> <u>a. Have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection; and</u> <u>b. Consider the constraints arising from the operational needs or functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects.</u>

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Energy Infrastructure and Transport / Infrastructure / New INF	Transpower New Zealand Limited	315.53	Amend	<p>Considers that in order to give effect to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P7, however considers it does not reflect or give effect to the NPS-ET. The primary concerns are:</p> <ul style="list-style-type: none"> - Considers policy title "Reverse sensitivity" only relates to one aspect of Policy 10 of the NPSET and fails to give effect to the second part of this policy - Considers the policy only applies to sensitive activities, ignoring other activities which may compromise the National Grid. Policy INF-P7 does not adequately address Policies 10 and 11 of the NPS-ET - Considers Clause 2. and 3. do not apply to the National Grid. - Considers Clause 1. of the policy is limited to subdivision, ignoring that land use and other development activities (such as earthworks) can compromise the National Grid. - Considers Clause 4. is general in nature and insufficiently directive to give effect the NPS-ET. There is no reference to sensitive activities, or to ensure the National Grid is not compromised. - Considers earthworks are not referenced in the policy, noting there are specific earthworks rules. - Considers given the national significance of the National Grid and non-complying activity status where standards are not complied with, a more directive policy framework is required. As proposed, the policy does not give effect to NPS-ET policies 10 and 11. Use of the word 'manage' within INF-P7 is not sufficiently directive. <p>On this basis Transpower seeks a separate policy framework for the National Grid. [Refer to original submission for full reason]</p>	<p>Seeks a new a National Grid specific policy as follows:</p> <p><u>INF-NG-P4 Adverse effects on the National Grid Protect the safe and efficient operation, maintenance and repair, upgrading, removal and development of National Grid from adverse effects by:</u></p> <ol style="list-style-type: none"> <u>1. Avoiding land uses (including sensitive activities) and buildings and structures within the National Grid Yard that may directly affect or otherwise compromise the National Grid;</u> <u>2. Avoiding reverse sensitivity effects on the National Grid.</u> <u>3. Only allowing subdivision within the National Grid Subdivision Corridor where it can be demonstrated that the National Grid will not be compromised taking into account:</u> <ol style="list-style-type: none"> <u>a. The impact of the subdivision layout and design on the operation, maintenance, and potential upgrade and development of the National Grid, including the ability for continued reasonable access to existing transmission assets for maintenance, inspections and upgrading;</u> <u>b. The ability of any potential future development to comply with NZECP 34.2001 New Zealand Electrical Code of Practice for Electrical Safety Distances;</u> <u>c. The extent to which the design and layout of the subdivision demonstrates that a suitable building platform(s) for a principal building or dwelling can be provided outside of the National Grid Yard for each new lot;</u> <u>d. The risk to the structural integrity of the National Grid;</u> <u>e. The extent to which the subdivision design and consequential development will minimise the risk of injury and/or property damage from the National Grid and the potential reverse sensitivity on and amenity and nuisance effects of the National Grid assets;</u> <u>f. The nature and location of any proposed vegetation to be planted in the vicinity of the National Grid;</u> <u>g. The outcome of any consultation with, and technical advice from, Transpower.</u> <u>4. Only allowing earthworks within the National Grid Yard where it can be demonstrated that the safe and efficient functioning, operation, maintenance and repair, upgrading and development of the National Grid will not be compromised, taking into account:</u> <ol style="list-style-type: none"> <u>a. The extent to which the earthworks may compromise the safe access to and operation, maintenance and repair, upgrading and development of the National Grid;</u> <u>b. The stability of land within and adjacent to the National Grid;</u> <u>c. Risks relating to health or public safety, including the risk of property damage; and</u> <u>d. Technical advice provided by the owner and operator of the National Grid.</u> <p>Should a National Grid specific policy not be provided, Transpower seeks amendment to policy INF-P7 to give effect to the NPSET.</p>

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Energy Infrastructure and Transport / Infrastructure / New INF	Transpower New Zealand Limited	315.54	Amend	<p>Considers that it is not clear why INF-NFL-P59 is within the NFL chapter given it relates to the CE and not NFL's. As with other INF-NFL policies, Transpower opposes INF-NFL-P59. Considers policy INF-NFL-P59 has implications for any new Cook Strait cables at Oteranga Bay, and other new National Grid assets within the CE. Considers the avoid directive within the policy does not give effect to the NPS-ET, including Policy 8, noting that it applies to the entire coastal environment and not only the higher values areas. Considers the higher order policy support for the policy is not clear noting the NZCPS does not impose a blanket avoid requirement for the coastal environment, within Policy 6(1)(a) recognising the provision of infrastructure and the transmission of electricity. Seeks a new policy that provides a comprehensive policy approach that gives effect to and reconciles the NPS-ET and NZCPS. Considers given the comprehensive nature of the policy sought, it is proposed to be located in the INF chapter rather than sub chapters.</p>	<p>Add a new National Grid specific policy for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes in the Infrastructure (INF) chapter as follows:</p> <p><u>INF-NG-P6 Development of the National Grid</u> <u>Provide for the development of the National Grid</u> 1. <u>In urban zoned areas, development should minimise adverse effects on urban amenity and should avoid material adverse effects on the Commercial and Mixed-Use zones, and areas of high recreational or amenity value and existing sensitive activities.</u> 2. <u>Seek to avoid the adverse effects of the National Grid within areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED8 - Significant Natural Areas, and SCHED11 – Special Amenity Landscapes, outside the coastal environment.</u> 3. <u>where the National Grid has a functional need or operational need to locate within the coastal environment, manage adverse effects by:</u> a. <u>Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes, and the Coastal Margin.</u> b. <u>where it is not practicable to avoid adverse effects on the values of the areas in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin because of the functional needs or operational needs of the National Grid, remedy or mitigate adverse effects on those values.</u> c. <u>Seeking to avoid significant adverse effects on:</u> i. <u>other areas of natural character</u> ii. <u>natural attributes and character of other natural features and natural landscapes</u> iii. <u>indigenous biodiversity values that meet the criteria in Policy 11(b) of the NZCPS 2010</u> d. <u>Avoiding, remedying or mitigating other adverse effects to the extent practicable; and</u> e. <u>Recognising there may be some areas within SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin, where avoidance of adverse effects is required to protect the identified values and characteristics.</u> 4. <u>Remedy or mitigate any adverse effects from the operation, maintenance, upgrade, major upgrade or development of the National Grid which cannot be avoided, to the extent practicable; and</u> 5. <u>When considering the adverse effects in respect of 1-3 above:</u> a. <u>Have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection; and</u> b. <u>Consider the constraints arising from the operational needs or functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects.</u></p>

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

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / New INF	oOh!Media Street Furniture New Zealand Limited	316.2	Amend	<p>Considers that a specific rule is required to provide for 'transport network' and 'ancillary transport network infrastructure' as a permitted activity. There are no rules which relate to the construction or operation of 'ancillary transport network infrastructure' or the 'transport network', or any other rules or standards which relate to such activities. However there are rules for other forms of infrastructure and road-based utilities.</p> <p>In the absence of a specific rule for an activity, Rule INF-R15 provides for "Infrastructure buildings and structures not provided for by any other rule in this table" as a permitted activity in all zones, but will result in impractical outcomes for small-scale structures within the road reserve, and will result in a resource consent process being required for all new transport shelters within the road reserve, which is inconsistent with enabling the efficient operation of the transport network.</p> <p>The lack of specific provisions for 'transport network' and 'ancillary transport network infrastructure' does not efficiently or effectively implement the objectives and policies of the Infrastructure Chapter, namely INF-O5 and INF-P9. The provisions, as they are proposed, would result in a requirement for all shelters to obtain resource consent, which is inconsistent with enabling the efficient operation of the transport network.</p> <p>[Refer to original submission for full reason]</p>	<p>Add a new rule in the Infrastructure chapter as follows:</p> <p><u>INF-R Transport network activities and ancillary transport network structures in the road reserve.</u></p> <p><u>All Zones</u></p> <p><u>1. Activity status: Permitted</u></p>
Energy Infrastructure and Transport / Infrastructure / New INF	Greater Wellington Regional Council	351.88	Amend	<p>Considers that the proposed RPS Change 1 (Policies CC.1 and CC.3) seeks District Plans enable infrastructure that supports the uptake of zero and low carbon multi-modal transport that contributes to reducing greenhouse gas emissions. To have regard to this policy, a new policy and rule should be inserted into the PDP to enable the development of this infrastructure such as public EV charging stations.</p>	<p>Seeks to Add a new policy to enable the development of infrastructure required to support zero and low carbon transport and public transport.</p>
Energy Infrastructure and Transport / Infrastructure / New INF	Greater Wellington Regional Council	351.89	Amend	<p>Considers that the proposed RPS Change 1 (Policies CC.1 and CC.3) seeks District Plans enable infrastructure that supports the uptake of zero and low carbon multi-modal transport that contributes to reducing greenhouse gas emissions. To have regard to this policy, a new policy and rule should be inserted into the PDP to enable the development of this infrastructure such as public EV charging stations.</p>	<p>Seeks to Add a new rule to enable the development of infrastructure required to support zero and low carbon transport and public transport.</p>
Energy Infrastructure and Transport / Infrastructure / New INF	Greater Wellington Regional Council	351.90	Amend	<p>Considers that the PDP should encourage greenhouse gas emission reductions and ensure decision making contributes towards achieving future greenhouse emissions targets. Part of this would be the consideration of how new or altered transport infrastructure will operate in a manner which assists in achieving those targets and requiring whole of life carbon emissions assessments. A new policy that encourages consideration of whole of life carbon emissions assessment would have regard to Proposed RPS Change 1 (policy CC.11).</p>	<p>Seeks to include a new policy that encourages an assessment of whole of life carbon emissions for any new or altered transport infrastructure and how new or altered transport infrastructure would assist in meeting reduction targets.</p>

Sub-part / Chapter /Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / New INF	Waka Kotahi	370.72	Support	<p>The submitter notes that INF-R3 provides for the “upgrading of existing aboveground infrastructure” as a permitted activity where INF-S1, INF-S3, INF-S4 and INF-S12 are met.</p> <p>It is considered that this rule could be interpreted as applying to the operation, maintenance and repair of the transport network, however: INF-S1 is specific to radiofrequency so it irrelevant. INF-S3 is specific to earthworks so is relevant.</p> <p>INF-S4 is specific to utilities so is irrelevant.</p> <p>INF-S12 is specific to buildings, structures and activities in the National Grid Yard so is irrelevant.</p> <p>INF-S13, S15, S16, S17 are specific to roads and transport but are not applicable.</p> <p>INF-S18 applies to bus shelters but is not applicable. “Infrastructure” and “Transport Network” are both defined in the interpretation section, but there are no rules specific to the upgrade of the transport network.</p> <p>INF-O5 specifically recognises the benefits of the transport network, which would include the benefits from upgrades.</p> <p>INF-P9 specifically enables upgrading of the transport network, but there is not specific corresponding rule.</p> <p>Accordingly, the submitter notes that it could be interpreted that the upgrading of the transport network is not covered by INF-R3 and a resource consent application would not be assessed against the appropriate standards.</p>	<p>Add a rule in the Infrastructure chapter for the operation, maintenance, repair and upgrading of the transport network:</p> <p><u>INF-RX Operation, maintenance, repair and upgrading of the transport network.</u></p> <p><u>Activity status: permitted</u></p> <p><u>Where compliance is achieved with INF-S3 and INF-S18.</u></p>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / New INF	Waka Kotahi	370.73	Support	<p>The submitter notes that INF-R3 provides for the “upgrading of existing aboveground infrastructure” as a permitted activity where INF-S1, INF-S3, INF-S4 and INF-S12 are met.</p> <p>It is considered that this rule could be interpreted as applying to the operation, maintenance and repair of the transport network, however: INF-S1 is specific to radiofrequency so it irrelevant. INF-S3 is specific to earthworks so is relevant.</p> <p>INF-S4 is specific to utilities so is irrelevant.</p> <p>INF-S12 is specific to buildings, structures and activities in the National Grid Yard so is irrelevant.</p> <p>INF-S13, S15, S16, S17 are specific to roads and transport but are not applicable.</p> <p>INF-S18 applies to bus shelters but is not applicable. “Infrastructure” and “Transport Network” are both defined in the interpretation section, but there are no rules specific to the upgrade of the transport network.</p> <p>INF-O5 specifically recognises the benefits of the transport network, which would include the benefits from upgrades.</p> <p>INF-P9 specifically enables upgrading of the transport network, but there is not specific corresponding rule.</p> <p>Accordingly, the submitter notes that it could be interpreted that the upgrading of the transport network is not covered by INF-R3 and a resource consent application would not be assessed against the appropriate standards.</p>	<p>Add a rule in the Infrastructure chapter for the operation, maintenance, repair and upgrading of the transport network:</p> <p><u>INF-RX Operation, maintenance, repair and upgrading of the transport network.</u></p> <p><u>Activity status: restricted discretionary</u></p> <p><u>Where compliance with the requirements of INF-S3 and INF-S18 cannot be achieved.</u></p> <p><u>Matters of discretion are:</u></p> <p><u>The matters set out in INF-P1 and INF-P3.</u></p>
Energy Infrastructure and Transport / Infrastructure / New INF	Wellington International Airport Ltd	406.86	Amend	<p>Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure.</p> <p>New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to.</p> <p>Note this objective should sit beneath INF-O2 so the plan flows in a logical order (i.e. recognise and provide for infrastructure, enable infrastructure, manage adverse effects of infrastructure).</p> <p>[See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]</p>	<p>Add new objective to Infrastructure chapter as follows:</p> <p><u>INF-O7</u></p> <p><u>Development, operation, maintenance, repair, replacement, renewal and upgrading of infrastructure is enabled.</u></p>
Energy Infrastructure and Transport / Infrastructure / New INF	Wellington International Airport Ltd	406.87	Amend	<p>Considers that it is imperative that infrastructure is protected from incompatible land use activities, including reverse sensitivity effects.</p> <p>[See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 and 4.56 to 4.69 for full reason]</p>	<p>Add new Policy to INF chapter as follows:</p> <p><u>INF-P14</u></p> <p><u>Avoid where practicable, or otherwise remedy or mitigate adverse effects on infrastructure from subdivision, use and development, including reverse sensitivity effects, which may compromise the operation and capacity of existing, consented and planned infrastructure.</u></p>

Energy Infrastructure and Transport / Infrastructure

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-01	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.10	Support	INF-01 is supported as it sets out a workable and appropriate framework for telecommunications infrastructure.	Retain INF-01 as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	Powerco Limited	127.4	Support	Considers that these objectives (INF-01, INF-02 and INF-04) set out a workable and appropriate framework for gas infrastructure.	Retain Objective INF-01 (The benefits of Infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	Firstgas Limited	304.18	Support	INF-01 is generally supported in terms of the outcomes it seeks related to infrastructure.	Retain INF-01 (The benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	Transpower New Zealand Limited	315.56	Support	Supports INF-01 (The benefits of infrastructure) in that specific to the National Grid, the objective gives effect to Policy 1 of the NPSET, noting that the objective as proposed is not confined to the National Grid. However, considers that given the national significance of the National Grid and that this significance is recognised in the NPSET, seeks a separate set of provisions for the national grid.	Retain Objective INF-01 (the benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	Wellington Electricity Lines Limited	355.22	Support	Supports INF-01 for its intent to recognise and protect the City's electricity distribution network.	Retain INF-01 (The benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	Waka Kotahi	370.74	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-01 (The benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.24	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-01 (The benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	Kāinga Ora Homes and Communities	391.107	Support	Objective INF-01 is generally supported.	Retain Objective INF-01 (The benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	Ministry of Education	400.17	Support in part	Supports INF-01 in part.	Retain INF-01 (The benefits of infrastructure) as notified, with amendments.
Energy Infrastructure and Transport / Infrastructure / INF-01	Ministry of Education	400.18	Amend	Seeks that INF-01 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The definition of 'infrastructure' does not include educational facilities. The submitter considers that educational facilities are a crucial form of social infrastructure that is needed to support development. The submitter considers that the proposed amendment will allow the importance of educational facilities to be recognised and provided for in Wellington [see original submission for full reason].	Amend INF-01 (The benefits of infrastructure) as follows: The national, regional and local benefits of infrastructure <u>and additional infrastructure</u> are recognised and provided for.
Energy Infrastructure and Transport / Infrastructure / INF-01	CentrePort Limited	402.44	Support	Support the intent of this Objective.	Retain INF-01 (The benefits of infrastructure) as notified.

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Energy Infrastructure and Transport / Infrastructure / INF-01	Wellington International Airport Ltd	406.88	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-01 (Benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	KiwiRail Holdings Limited	408.26	Support	Supports that the objective recognises and provides for the benefits of infrastructure.	Retain INF-01 (The benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-01	New Zealand Defence Force	423.8	Support	Considers that recognising and providing for the national, regional and local benefits of infrastructure, including NZDF facilities, in the District Plan policy framework is important and appropriate.	Retain INF-01 (The benefits of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.11	Support	INF-02 is supported as it sets out a workable and appropriate framework for telecommunications infrastructure.	Retain INF-02 as notified
Energy Infrastructure and Transport / Infrastructure / INF-02	Powerco Limited	127.5	Support	Considers that these objectives (INF-01, INF-02 and INF-04) set out a workable and appropriate framework for gas infrastructure.	Retain Objective INF-02 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	Firstgas Limited	304.19	Support	INF-02 is generally supported in terms of the outcomes it seeks related to infrastructure.	Retain INF-02 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	Transpower New Zealand Limited	315.57	Support	Supports the directive within the objective that effects be managed, while recognising functional and operational needs and positive effects.	Retain Objective INF-02 (Adverse effect of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	Wellington Electricity Lines Limited	355.23	Support	Supports INF-02 for its intent to manage the adverse effects of infrastructure in the context of positive effects as well as functional need.	Retain INF-02 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	Waka Kotahi	370.75	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-02 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.25	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-02 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	Kāinga Ora Homes and Communities	391.108	Support in part	Objective INF-02 is partially supported.	Retain Objective INF-02 (Adverse effects of infrastructure) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-02	Kāinga Ora Homes and Communities	391.109	Amend	Considers that INF-02 should be amended to mitigate and manage any adverse effects from infrastructure on the environment and ensure effects are reduced over time.	Amend Objective INF-02 (Adverse effects of infrastructure) as follows: The adverse effects of infrastructure on the environment are <u>mitigated and</u> managed, while recognising: ...

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-02	CentrePort Limited	402.45	Support in part	Considers that the use of the word managed in the objective is open to interpretation and is of limited assistance to decision makers. In addition the term functional and operational need of infrastructure is not in alignment with the terminology of the Proposed Natural Resources Plan that utilises the terms functional need and operational requirement.	Retain INF-02 (Adverse effects of infrastructure), with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-02	CentrePort Limited	402.46	Amend	Considers that the use of the word managed in the objective is open to interpretation and is of limited assistance to decision makers. In addition the term functional and operational need of infrastructure is not in alignment with the terminology of the Proposed Natural Resources Plan that utilises the terms functional need and operational requirement.	Amend INF-02 (Adverse effects of infrastructure) as follows: The adverse effects of infrastructure on the environment are managed avoided, remedied and mitigated, while recognising: 1. The functional needs and operational need requirements of infrastructure; and 2. That positive effects of infrastructure may be realised locally, regionally or nationally.
Energy Infrastructure and Transport / Infrastructure / INF-02	Wellington International Airport Ltd	406.89	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-02 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	KiwiRail Holdings Limited	408.27	Support	Supports the objective to recognise the functional and operational need of infrastructure, while managing adverse effects of infrastructure on the environment.	Retain INF-02 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-02	New Zealand Defence Force	423.9	Support	Considers that it is important to recognise the functional and operational need of infrastructure along with the positive effects of infrastructure on the City, while acknowledging that infrastructure can have adverse effects on the environment which need to managed.	Retain INF-02 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-03	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.12	Support	INF-03 is supported in regard to the intent of managing adverse effects on the function and operation of infrastructure.	Retain INF-03 as notified
Energy Infrastructure and Transport / Infrastructure / INF-03	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.13	Oppose in part	The intent of INF-03 in regard to managing adverse effects on the function and operation of infrastructure is supported. However, a typographical error requires correction.	Amend Objective INF-03 as follows: Manage the adverse effects, including reverse sensitivity effects of of subdivision use and development on the function and operation of infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-03	Powerco Limited	127.6	Oppose in part	Considers that the intent of the objective in regard to managing adverse effects on the function and operation of infrastructure is supported. However a typographical error requires connection.	Amend INF-03 (Adverse effect on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects of of subdivision use and development on the function and operation of infrastructure.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-03	Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.12	Not specified	<p>Considers that "Well functioning urban environment" does not apply to INF-03 because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP.</p> <p>There is no link road from the development site to Churton Park, Glenside or Tawa has been planned.</p> <p>Development area is an isolated area on steep, hilly terrain.</p> <p>The access road from Westchester Drive is flood prone.</p> <p>West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient.</p> <p>[Refer to original submission for full reason]</p>	Not specified.
Energy Infrastructure and Transport / Infrastructure / INF-03	Firstgas Limited	304.20	Support	INF-03 is generally supported in terms of the outcomes it seeks related to infrastructure.	Retain INF-03 (Adverse effects on infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-03	Transpower New Zealand Limited	315.58	Support in part	Supports the provision but seeks a minor grammatical amendment.	Retain INF-03 (Adverse effects on infrastructure), with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-03	Transpower New Zealand Limited	315.59	Amend	Supports the provision but seeks a minor grammatical amendment.	Amend Objective INF-03 (Adverse effects on infrastructure) as follows: INF-03 Adverse effects on infrastructure Manage the adverse effects, including reverse sensitivity effects, of subdivision use and development on the function and operation of infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-03	Wellington Electricity Lines Limited	355.24	Support	Supports INF-03 as it importantly recognises the need to protect the electricity distribution network against the actual and potential effects of reverse sensitivity.	Retain Objective INF-03 (Adverse effects on infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-03	Waka Kotahi	370.76	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-03 (Adverse effects on infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-03	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.26	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-03 (Adverse effects on infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-03	Kāinga Ora Homes and Communities	391.110	Support in part	Objective INF-03 is partially supported. management of adverse effects on the function and operation of the infrastructure network is supported, however reverse sensitivity effects should be deleted.	Retain Objective INF-03 (Adverse effects on infrastructure) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-03	Kāinga Ora Homes and Communities	391.111	Amend	Considers that INF-03 should be amended to delete reverse sensitivity effects to prevent a single effect from being singled out.	Amend Objective INF-03 (Adverse effects on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects, of subdivision use and development on the function and operation of infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-03	CentrePort Limited	402.47	Support in part	Support with amendment. There is a typographical error.	Retain INF-03 (Adverse effects on infrastructure), with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-03	CentrePort Limited	402.48	Amend	There is a typographical error.	Amend INF-03 (Adverse effects on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects or of subdivision use and development on the function and operation of infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-03	Wellington International Airport Ltd	406.90	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Opposes INF-03 and seeks amendment.
Energy Infrastructure and Transport / Infrastructure / INF-03	Wellington International Airport Ltd	406.91	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Amend INF-03 (Adverse effects on infrastructure) as follows: ... Manage the adverse effects, including reverse sensitivity effects or subdivision use and development on the function and operation of infrastructure. <u>Infrastructure is protected from incompatible subdivision, use and development, including reverse sensitivity effects.</u>
Energy Infrastructure and Transport / Infrastructure / INF-03	Wellington International Airport Ltd	406.92	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Delete INF-03 (Adverse effects on infrastructure).
Energy Infrastructure and Transport / Infrastructure / INF-03	KiwiRail Holdings Limited	408.28	Support	Supports that the objective protects infrastructure from adverse effects of subdivision, use and development, including reverse sensitivity.	Retain INF-03 (Adverse effects on infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-03	New Zealand Defence Force	423.10	Support	Considers that it is appropriate to provide for the management of reverse sensitivity effects from development on the function and operation of infrastructure.	Retain INF-03 (Adverse effects on infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-04	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.14	Support	INF-04 is supported as it sets out a workable and appropriate framework for telecommunications infrastructure.	Retain INF-04 as notified.
Energy Infrastructure and Transport / Infrastructure / INF-04	Powerco Limited	127.7	Support	Considers that these objectives (INF-01, INF-02 and INF-04) set out a workable and appropriate framework for gas infrastructure.	Retain Objective INF-04 (Infrastructure availability) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-04	Fire and Emergency New Zealand	273.29	Support	Supports the objective as it promotes the provision of safe, effective and resilient infrastructure for subdivision, use and development.	Retain INF-04 (Infrastructure availability) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-04	Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.13	Not specified	<p>Considers that "Well functioning urban environment" does not apply to INF-04 because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP.</p> <p>There is no link road from the development site to Churton Park, Glenside or Tawa has been planned.</p> <p>Development area is an isolated area on steep, hilly terrain.</p> <p>The access road from Westchester Drive is flood prone.</p> <p>West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient.</p> <p>[Refer to original submission for full reason]</p>	Not specified.
Energy Infrastructure and Transport / Infrastructure / INF-04	Firstgas Limited	304.21	Support	INF-04 is generally supported in terms of the outcomes it seeks related to infrastructure.	Retain INF-04 (Infrastructure availability) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-04	Wellington Electricity Lines Limited	355.25	Support	Supports INF-04 as it clearly expresses the need for safe effective and resilient infrastructure for both existing and planned development.	Retain Objective INF-04 (Infrastructure availability) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-04	Waka Kotahi	370.77	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-04 (Infrastructure availability) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-04	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.27	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-04 (Infrastructure availability) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-04	Kāinga Ora Homes and Communities	391.112	Support	Objective INF-04 is generally supported.	Retain Objective INF-04 (Infrastructure availability) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-04	Ministry of Education	400.19	Support in part	Supports INF-04 in part.	Retain INF-04 (Infrastructure availability) as notified, with amendments.
Energy Infrastructure and Transport / Infrastructure / INF-04	Ministry of Education	400.20	Amend	<p>Seeks that INF-04 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The definition of 'infrastructure' does not include educational facilities. The submitter notes that under the NPS-UD Council has an obligation to ensure sufficient additional infrastructure (which includes educational facilities) is provided in development and local authorities must be satisfied that additional infrastructure to service the development capacity is likely to be available</p> <p>[see original submission for full reason].</p>	<p>Amend INF-04 (Infrastructure availability) as follows:</p> <p>Safe, effective and resilient infrastructure <u>and additional infrastructure</u> is available for, and integrated with, existing and planned subdivision, use and development.</p>
Energy Infrastructure and Transport / Infrastructure / INF-04	KiwiRail Holdings Limited	408.29	Support	Supports the objective to integrate safe, effective and resilient infrastructure will existing and planned use and development.	Retain INF-04 (Infrastructure availability) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-05	Tawa Business Group	107.12	Not specified	Considers that currently there is no clear plan for the upgrading of the existing transport network and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.	Seeks that an integrated transport strategy enables improved accessibility to public transport and provision of shared paths to encourage walking, cycling, scooters etc.
Energy Infrastructure and Transport / Infrastructure / INF-05	Tawa Business Group	107.13	Amend	Considers that INF-05 should be clarified to better understand Council's role in the active upgrading and development of the existing transport network. Considers that currently there is no clear plan for this upgrading and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.	Seeks that INF-05 (Transport Network) should go further to clarify Council's role in the active upgrading and development of the existing transport network.
Energy Infrastructure and Transport / Infrastructure / INF-05	Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.14	Not specified	Considers that "Well functioning urban environment" does not apply to INF-05 because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP. 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 / INF-05	Paihikara Ki Pōneke Cycle Wellington	302.14	Support	INF-05 is supported as it provides infrastructure that enables people of all ages and abilities to cycle aligns with CW's objectives.	Retain Objective INF-05 (Transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-05	Waka Kotahi	370.78	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-05 (Transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-05	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.28	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-05 (Transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-05	Kāinga Ora Homes and Communities	391.113	Oppose in part	Objective INF-05 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete Objective INF-05 (Transport network) and move the objective to the Transport chapter.
Energy Infrastructure and Transport / Infrastructure / INF-05	Ministry of Education	400.21	Support	Supports INF-05. The submitter considers that INF-05 will enable a well-functioning and connected city while recognising the need for the transport network to support additional infrastructure.	Retain INF-05 (Transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-05	KiwiRail Holdings Limited	408.30	Support	Supports a transport network that improves connectivity, supports the health and well-being of people and supports development infrastructure.	Retain INF-05 (Transport network) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-O6	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.29	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-O6 (Amateur radio configurations) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.15	Support	INF-P1 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Powerco Limited	127.8	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Fire and Emergency New Zealand	273.30	Support	Supports the policy as it seeks to enable the effective and efficient operation of existing infrastructure whilst also providing for upgrades to, and the development of new infrastructure in appropriate locations. The policy also recognises the importance of infrastructure lifeline utilities during an emergency, which for FENZ the road network and reticulated water network.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Firstgas Limited	304.22	Support	INF-P1 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Transpower New Zealand Limited	315.60	Support in part	Generally supports INF-P1 (Recognising and providing for infrastructure). However, seeks that INF-P1 be amended to make reference to the benefits being "provided for" in addition to being "recognised" so that the Policy also reflects the wording in Policy 1 of the NPS-ET, and reflects INF-O1. Given the NPS-ET is specific to the National Grid, the submitter would prefer the provision of a new 'benefits' policy (as well as other policies) specific to the National Grid as opposed to amendment to INF-P1.	Retain INF-P1 (Recognising and providing for infrastructure), with either an amendment or a new policy specific to the National Grid.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Transpower New Zealand Limited	315.61	Amend	Generally supports INF-P1 (Recognising and providing for infrastructure). However, seeks that INF-P1 be amended to make reference to the benefits being "provided for" in addition to being "recognised" so that the Policy also reflects the wording in Policy 1 of the NPS-ET, and reflects INF-O1. Given the NPS-ET is specific to the National Grid, the submitter would prefer the provision of a new 'benefits' policy (as well as other policies) specific to the National Grid as opposed to amendment to INF-P1. (Option B)	Seeks that should a National Grid specific policy not be provided, policy INF-P1 (Recognising and providing for infrastructure) should be amended to give effect to the NPS-ET.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Wellington Electricity Lines Limited	355.26	Support	Supports INF-P1 as it broadly meets the requirements for the submitter in providing electricity distribution and supply functions across the City.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Waka Kotahi	370.79	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P1	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.30	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Kāinga Ora Homes and Communities	391.114	Support	INF-P1 is generally supported.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Ministry of Education	400.22	Support in part	Supports INF-P1 in part.	Retain INF-P1 (Recognising and providing for infrastructure), with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Ministry of Education	400.23	Amend	Seeks that INF-P1 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The submitter notes that educational facilities are a crucial form of infrastructure to allow communities to meet their social and economic wellbeing. The proposed amendment will allow the importance of educational facilities to be recognised and provided for in Wellington [see original submission for full reason].	Amend INF-P1 (Recognising and providing for infrastructure), as follows: Recognise the benefits of infrastructure by: ... 3. Providing for significant upgrades to, and the development of new infrastructure <u>and additional infrastructure</u> ; and ...
Energy Infrastructure and Transport / Infrastructure / INF-P1	CentrePort Limited	402.49	Support	Support the intent of this policy.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	Wellington International Airport Ltd	406.93	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	KiwiRail Holdings Limited	408.31	Support	Supports recognising and providing for infrastructure in policy. KiwiRail support provision for operation, maintenance, repair, removal of infrastructure as well as upgrades to, and new infrastructure.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P1	New Zealand Defence Force	423.11	Support	Considers that it is important for the District Plan policy framework to recognise the benefits of infrastructure, including providing for the functions and responsibilities of infrastructure as lifeline utilities during an emergency.	Retain INF-P1 (Recognising and providing for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.16	Support	INF-P2 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Tawa Business Group	107.14	Amend	Considers that INF-P2 should be clarified to better understand Council's role in the active upgrading and development of the existing transport network. Considers that currently there is no clear plan for this upgrading and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.	Seeks that INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) should go further to clarify Council's role in the active upgrading and development of the existing transport network.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P2	Powerco Limited	127.9	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Fire and Emergency New Zealand	273.31	Support	Supports the policy as it seeks the coordination of infrastructure planning and delivery with land use, subdivision, development and urban growth. Feedback points on the necessity for specific rules and standards to provide the necessary connections to three waters infrastructure where subdivision consent is not expressly required is set out in each relevant zone	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Firstgas Limited	304.23	Support	INF-P2 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Bruce Rae	334.3	Support	INF-P2 is supported, as it considers transport networks as one of the components of infrastructure and matches the intensity of land use to the public transport infrastructure serving them. The draft plan did this on a fairly consistent basis for all the stations within WCC boundaries served by Wellington's electrified train network.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Wellington Electricity Lines Limited	355.27	Support in part	Supports INF-P2 for its intent as it reflects the previous feedback to Council under the preliminary consultation phase of the PDP. This Policy is supported as it ensures that development will be appropriately coordinated with the upgrading of development of the electricity supply network so service current and future development needs. However, it is considered that the Policy could be slightly improved.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Wellington Electricity Lines Limited	355.28	Amend	Considers that INF-P2 could be slightly improved so as to also include infrastructure renewal and replacement –i.e., brownfields as well as greenfields where practical.	Amend INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as follows: Enable the efficient coordination, integration and alignment of infrastructure planning and delivery with land use, subdivision, development and urban growth so that <u>existing and</u> future land use and infrastructure is integrated, efficient and aligned.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Waka Kotahi	370.80	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.31	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Kāinga Ora Homes and Communities	391.115	Support	INF-P2 is generally supported.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	Ministry of Education	400.24	Support in part	Supports INF-P2 in part.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth), with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P2	Ministry of Education	400.25	Amend	<p>Seeks that INF-P2 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The submitter notes that the NPS-UD requires local authorities to engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning.</p> <p>The submitter considers that additional infrastructure, including educational facilities, need to be carefully planned and coordinated to meet the demand of growing communities</p> <p>[see original submission for full reason].</p>	<p>Amend INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth), as follows:</p> <p>Enable the efficient coordination, integration and alignment of infrastructure <u>and additional infrastructure</u> planning and delivery with land use, subdivision, development and urban growth so that future land use and infrastructure is integrated, efficient and aligned.</p>
Energy Infrastructure and Transport / Infrastructure / INF-P2	CentrePort Limited	402.50	Support	Support the intent of this policy.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P2	KiwiRail Holdings Limited	408.32	Support	Supports coordination of infrastructure with land use, subdivision, development and urban growth.	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.17	Support	INF-P3 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	Powerco Limited	127.10	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	Transpower New Zealand Limited	315.62	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	Wellington Electricity Lines Limited	355.29	Support	Supports INF-P1 as it correctly acknowledges that technical advances in the supply and use of electricity will be experienced throughout the life of the PDP. As New Zealand advances toward a more decarbonised society, the use of technology (i.e., EV and associated infrastructure) will change and thus have an impact on the services provided by the electricity distribution network. It is agreed that in order to adapt to new technologies the PDP should contain appropriate flexibility – with such flexibility being reflected throughout the rule and standards sections of the PDP.	Retain INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	Waka Kotahi	370.81	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.32	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P3 (Technological advances) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P3	Kāinga Ora Homes and Communities	391.116	Support	INF-P3 is generally supported.	Retain INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	CentrePort Limited	402.51	Support	Support the intent of this policy.	Retain INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	Wellington International Airport Ltd	406.94	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P3	KiwiRail Holdings Limited	408.33	Support	Supports policy that recognises the benefits that new technologies can bring to rail in terms of efficiency of the operation and safety and resilience of the network.	Retain INF-P3 (Technological advances) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P4	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.18	Support	INF-P4 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P4 (Undergrounding of infrastructures) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P4	Powerco Limited	127.11	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P4 (Undergrounding of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P4	Firstgas Limited	304.24	Support	INF-P4 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P4 (Undergrounding of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P4	Transpower New Zealand Limited	315.63	Support	Supports the policy, and specifically the use of the word 'encourage', and references to where 'practicable' and 'technically feasible'.	Retain INF-P4 (Undergrounding of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P4	Wellington Electricity Lines Limited	355.30	Support in part	Supports INF-P4 as the wording allows for overhead infrastructure where undergrounding assets is not practicable or technically feasible. However, the provision should include a reference to economic and technical feasibility.	Retain INF-P4 (Undergrounding of infrastructure) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P4	Wellington Electricity Lines Limited	355.31	Amend	Considers that INF-P4 should be amended to reference to economic and technical feasibility. Underground infrastructure can be as unfeasible from a technical perspective, as well as being cost prohibitive to construct. Notwithstanding the above, it is also noted that some underground infrastructure depends on some above ground cabinets or additional overhead supports to facilitate a new underground section.	Amend INF-P4 (Undergrounding of infrastructure) as follows: Encourage the undergrounding of new infrastructure in urban areas where it is practicable, financially and technically feasible.
Energy Infrastructure and Transport / Infrastructure / INF-P4	Waka Kotahi	370.82	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P4 (Undergrounding of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P4	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.33	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P4 (Undergrounding of infrastructure) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P4	Kāinga Ora Homes and Communities	391.117	Support	INF-P4 is generally supported.	Retain INF-P4 (Undergrounding of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.19	Support	INF-P5 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	Powerco Limited	127.12	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	Firstgas Limited	304.25	Support	INF-P5 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	Transpower New Zealand Limited	315.64	Support	Considers that given the general nature of INF-P5 (Adverse effects of infrastructure), the submitter is supportive of the policy. In particular the use of the word 'manage' is supported. However, as highlighted in other points, in order to give effect to the NPS-ET, a specific National Grid provision is sought.	Retain INF-P5 (Adverse effects of infrastructure) as notified, notwithstanding that the submitter has sought a specific suite of National Grid provisions.
Energy Infrastructure and Transport / Infrastructure / INF-P5	Transpower New Zealand Limited	315.65	Support in part	<p>Considers that in order to give effects to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P6, however considers it does not reflect or give effect to the NPS-ET and is not specific to the National Grid. Considers it also does not provide a 'seek to avoid' approach for the more sensitive environments and the policy framework in the INF sub chapters for new development of the National Grid within such environments also does not give effect to the 'seek to avoid' policy approach within Policy 8 of the NPS-ET. Considers the provision of a National Grid specific policy provides a comprehensive policy approach that gives effect to the NPS-ET.</p> <p>Considers the development of the National Grid must be managed to ensure the potential for adverse effects is appropriately managed while recognising the significance of the National Grid and the constraints under which it operates. The NPS-ET requires the District Plan to include objectives and policies that:</p> <ul style="list-style-type: none"> - Allow for the consideration of the technical constraints and operational requirements under which the National Grid operates, for example the linear nature of the transmission lines. - Have regard to the extent to which adverse effects have been avoided, remedied or mitigated through the route, site and method selection. - Ensure new planning and development seeks to avoid adverse effects on more sensitive areas. Policies, plans and decision makers must take in to account the characteristics of the National Grid, its technical and operational constraints, and the route, site and method selection process when considering the adverse effects of new National Grid infrastructure on the environment. <p>On this basis, the submitter supports a new policy specific to the development of the National Grid. [Refer to original submission for full reason]</p>	Retain INF-P6 (Consideration of the adverse effects of infrastructure) with either an amendment or a new policy specific to the National Grid.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P5	Transpower New Zealand Limited	315.66	Amend	<p>Considers that in order to give effects to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P6, however considers it does not reflect or give effect to the NPS-ET and is not specific to the National Grid. Considers it also does not provide a 'seek to avoid' approach for the more sensitive environments and the policy framework in the INF sub chapters for new development of the National Grid within such environments also does not give effect to the 'seek to avoid' policy approach within Policy 8 of the NPS-ET. Considers the provision of a National Grid specific policy provides a comprehensive policy approach that gives effect to the NPS-ET.</p> <p>Considers the development of the National Grid must be managed to ensure the potential for adverse effects is appropriately managed while recognising the significance of the National Grid and the constraints under which it operates. The NPS-ET requires the District Plan to include objectives and policies that:</p> <ul style="list-style-type: none"> - Allow for the consideration of the technical constraints and operational requirements under which the National Grid operates, for example the linear nature of the transmission lines. - Have regard to the extent to which adverse effects have been avoided, remedied or mitigated through the route, site and method selection. - Ensure new planning and development seeks to avoid adverse effects on more sensitive areas. Policies, plans and decision makers must take in to account the characteristics of the National Grid, its technical and operational constraints, and the route, site and method selection process when considering the adverse effects of new National Grid infrastructure on the environment. <p>On this basis, the submitter supports a new policy specific to the development of the National Grid. [Refer to original submission for full reason]</p>	Option 2: Seeks that should a National Grid specific policy not be provided, INF-P6 (Consideration of the adverse effects of infrastructure) is amended to give effect to the NPS-ET.
Energy Infrastructure and Transport / Infrastructure / INF-P5	Royal Forest and Bird Protection Society	345.40	Oppose in part	<p>Considers the policy should also apply to the operation, maintenance, repair and removal of infrastructure. It also needs amendment to include direction that effects are not only to be managed, but that certain areas, including overlays, need to be protected. This includes values in the coastal environment. Remove reference to 'identified' values</p>	<p>Amend INF-P5 (Adverse effects of infrastructure) to :</p> <ul style="list-style-type: none"> - also apply to operation, maintenance, repair, and removal of infrastructure; and - include direction that effects are not only to be managed, but that in certain areas needs to be protected; and - remove reference to "identified" values.
Energy Infrastructure and Transport / Infrastructure / INF-P5	Waka Kotahi	370.83	Support	<p>Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.</p>	Retain INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.34	Support	<p>[No specific reason given beyond decision requested - refer to original submission]</p>	Retain INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	Kāinga Ora Homes and Communities	391.118	Support	<p>INF-P5 is generally supported.</p>	Retain INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	CentrePort Limited	402.52	Support in part	<p>Considers that the use of the word managed in the policy is open to interpretation and is of limited assistance to decision makers.</p>	Retain INF-P5 (Adverse effects of infrastructure), with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P5	CentrePort Limited	402.53	Amend	Considers that the use of the word managed in the policy is open to interpretation and is of limited assistance to decision makers.	Amend INF-P5 (Adverse effects of infrastructure) as follows: Manage <u>Avoid, remedy or mitigate</u> the adverse effects of upgrades to, or the development of new infrastructure, including effects on:
Energy Infrastructure and Transport / Infrastructure / INF-P5	Wellington International Airport Ltd	406.95	Support	[No specific reason given beyond decision requested - see original submission paragraphs 4.1 to 4.10, 4.11 to 4.15.]	Retain INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	KiwiRail Holdings Limited	408.34	Support	Supports policy for managing the adverse effects of upgrades to, or development of new infrastructure.	Retain INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P5	New Zealand Defence Force	423.12	Support	Considers that it is appropriate to acknowledge that new or upgraded infrastructure can have adverse effects, including on the natural and physical environment, amenity values and the health safety and wellbeing of people and communities, which may need to be managed.	Retain INF-P5 (Adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P6	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.20	Support	INF-P6 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P6	Powerco Limited	127.13	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P6 (Consideration of the adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P6	Firstgas Limited	304.26	Support	INF-P6 is generally supported in terms of the outcomes they seek related to infrastructure.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P6	Royal Forest and Bird Protection Society	345.41	Oppose	Considers the policy conflicts with the policies in the infrastructure sub-chapters and should be deleted.	Delete INF-P6 (Consideration of the adverse effects of infrastructure).
Energy Infrastructure and Transport / Infrastructure / INF-P6	Wellington Electricity Lines Limited	355.32	Support	Supports INF-P6 as it appropriately balances the functional need of infrastructure, and that by its very nature not all adverse effects can be avoided. Replacement infrastructure which is larger to facilitate growth may be considered adverse, however necessary to meet the City's growth needs as envisioned under the PDP.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P6	Waka Kotahi	370.84	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible. INF-P6 manages the effects of upgrades or development of new infrastructure on sensitive activities.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P6	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.35	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P6	Kāinga Ora Homes and Communities	391.119	Support	INF-P6 is generally supported.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P6	CentrePort Limited	402.54	Support	Support the intent of this policy.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P6	Wellington International Airport Ltd	406.96	Amend	<p>Considers that it is not always possible or practicable for infrastructure to avoid, remedy or mitigate all environmental effects.</p> <p>Considers that it is not appropriate for the policy framework to require that all adverse effects, irrespective of their significance, be avoided, remedied or mitigated. This is particularly relevant in the context of regionally significant infrastructure.</p> <p>[See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]</p>	<p>Amend INF-P6 (Consideration of adverse effects of infrastructure) as follows:</p> <p>...</p> <p>When considering the adverse effects of infrastructure on the environment recognise that there may be situations where all adverse effects, including construction effects, cannot be avoided, <u>remedied or mitigated</u> and as such must be remedied or mitigated through having regard to the following:</p> <p>...</p>
Energy Infrastructure and Transport / Infrastructure / INF-P6	Wellington International Airport Ltd	406.97	Amend	<p>Considers that it is not always possible or practicable for infrastructure to avoid, remedy or mitigate all environmental effects.</p> <p>Considers that it is not appropriate for the policy framework to require that all adverse effects, irrespective of their significance, be avoided, remedied or mitigated. This is particularly relevant in the context of regionally significant infrastructure.</p> <p>[See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]</p>	Delete INF-P6 (Consideration of adverse effects of infrastructure)
Energy Infrastructure and Transport / Infrastructure / INF-P6	KiwiRail Holdings Limited	408.35	Support	Supports that effects of infrastructure cannot always be avoided and the inclusion of a policy framework for the consideration of adverse effects of infrastructure, and remediation or mitigation of these effects. In particular, KiwiRail support recognition of the functional and operational need of the infrastructure in this assessment.	Retain INF-P6 (Consideration of the adverse effects of infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P7	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.21	Support	INF-P7 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P7 (Reverse sensitivity) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P7	Powerco Limited	127.14	Oppose in part	Considers that the provision protecting infrastructure from reverse sensitivity effects of land disturbance and sensitive activities locating in close proximity to network utilities (other than electricity transmission and gas transmission) is unclear. Further clarity is needed to ensure that such infrastructure is protected from reverse sensitivity effects.	<p>Amend Clause 4 of Policy INF-P7 (Reverse sensitivity) as follows:</p> <p>4. Managing <u>land disturbance and</u> the activities <u>sensitive to of others network utilities</u> through set-backs and design controls where it is necessary to achieve appropriate protection of infrastructure</p>
Energy Infrastructure and Transport / Infrastructure / INF-P7	Firstgas Limited	304.27	Support in part	INF-P7 is generally supported but more explicit reference to the Gas Transmission Network within the policy is requested.	Retain INF-P7 (Reverse sensitivity) with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P7	Firstgas Limited	304.28	Amend	INF-P7 is generally supported but more explicit reference to the Gas Transmission Network within the policy is requested.	Seeks that INF-P7 (Reverse sensitivity) is amended as follows: ... 2. Managing land disturbance and activities sensitive to gas transmission to avoid or mitigate potential adverse effects of, and on, <u>the Gas Transmission Network gas transmission pipelines</u> ; 3. Requiring subdivision of sites containing <u>the Gas Transmission Network a gas transmission pipeline</u> to retain the ability for the network utility operator to access, operate, maintain, repair and upgrade the Gas Transmission Network <u>the gas transmission pipeline</u> ; and...
Energy Infrastructure and Transport / Infrastructure / INF-P7	Transpower New Zealand Limited	315.67	Amend	Considers that in order to give effect to the NPS-ET, the submitter seeks specific National Grid provisions. Supports in principle INF-P7, however considers it does not reflect or give effect to the NPSET. The primary concerns are: - Considers policy title "Reverse sensitivity" only relates to one aspect of Policy 10 of the NPSET and fails to give effect to the second part of this policy - Considers the policy only applies to sensitive activities, ignoring other activities which may compromise the National Grid. Policy INF-P7 does not adequately address Policies 10 and 11 of the NPS-ET - Considers Clause 2. and 3. do not apply to the National Grid. - Considers Clause 1. of the policy is limited to subdivision, ignoring that land use and other development activities (such as earthworks) can compromise the National Grid. - Considers Clause 4. is general in nature and insufficiently directive to give effect the NPS-ET. There is no reference to sensitive activities, or to ensure the National Grid is not compromised. - Considers earthworks are not referenced in the policy, noting there are specific earthworks rules. - Considers given the national significance of the National Grid and non-complying activity status where standards are not complied with, a more directive policy framework is required. As proposed, the policy does not give effect to NPS-ET policies 10 and 11. Use of the word 'manage' within INF-P7 is not sufficiently directive. On this basis Transpower seeks a separate policy framework for the National Grid. [Refer to original submission for full reason]	Seeks that should a National Grid specific policy not be provided, INF-P7 (Reverse sensitivity) should be amended to give effect to the NPS-ET.
Energy Infrastructure and Transport / Infrastructure / INF-P7	Wellington Electricity Lines Limited	355.33	Support in part	Supports INF-P7 in part, but seeks amendment to include new requirements for scaffolding that encroach and breach prescribed electrical safety distances.	Retain INF-P7 (Reverse sensitivity) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P7	Wellington Electricity Lines Limited	355.34	Amend	Considers that INF-P7 should be amended to include industry Codes of Practice. Council (and the PDP) should be aware of not only building setbacks from infrastructure, but also to include new requirements for scaffolding which encroaches and breaches prescribed electrical safety distances.	Amend INF-P7 (Reverse sensitivity) as follows: Manage the establishment or alteration of sensitive activities near existing lawfully established infrastructure, including by: ... 4. Managing the activities of others through set-backs and design controls <u>and industry Codes of Practice</u> where it is necessary to achieve appropriate protection of infrastructure.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P7	Waka Kotahi	370.85	Support	Support policies as worded as they provide for infrastructure, the coordination of infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible. INF-P7 deals with the adverse effects of new activities on the existing infrastructure.	Retain INF-P7 (Reverse sensitivity) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P7	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.36	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P7 (Reverse sensitivity) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P7	Kāinga Ora Homes and Communities	391.120	Oppose	INF-P7 is opposed and removal is sought. Is considered that the objective of INF-P7 is readily captured by Objective 2 and Policy 6 of the Infrastructure chapter. Deletion and consequential changes to the PDP are sought.	Delete INF-P7 (Reverse sensitivity) in its entirety.
Energy Infrastructure and Transport / Infrastructure / INF-P7	CentrePort Limited	402.55	Amend	Considers that there is no specific recognition in the policy of discouraging new noise sensitive activities from establishing within the Port Noise Boundary. The same could be applied to the Air Noise Boundary.	Amend INF-P7 (Reverse sensitivity) as follows: ... 3. Requiring subdivision of sites containing a gas transmission pipeline to retain the ability for the network utility operator to access, operate, maintain, repair and upgrade the gas transmission pipeline; and 4. Managing the activities of others through set-backs and design controls where it is necessary to achieve appropriate protection of infrastructure; and 5. Discouraging new noise sensitive uses without mitigation within the Port Noise and Airport Noise Boundaries.
Energy Infrastructure and Transport / Infrastructure / INF-P7	CentrePort Limited	402.56	Support in part	Considers that there is no specific recognition in the policy of discouraging new noise sensitive activities from establishing within the Port Noise Boundary. The same could be applied to the Air Noise Boundary.	Retain INF-P7 (Reverse sensitivity), with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P7	Wellington International Airport Ltd	406.98	Oppose	Considers that it is imperative that infrastructure is protected from incompatible land use activities, including reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 and 4.56 to 4.69 for full reason]	Opposes INF-P7 (Reverse Sensitivity) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P7	Wellington International Airport Ltd	406.99	Amend	Considers that it is imperative that infrastructure is protected from incompatible land use activities, including reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 and 4.56 to 4.69 for full reason]	Amend INF-P7 (Reverse Sensitivity) as follows: INF-P7 Reverse Sensitivity <u>regarding the National Grid and gas transmission</u> ...
Energy Infrastructure and Transport / Infrastructure / INF-P7	KiwiRail Holdings Limited	408.36	Support	Supports the management of reverse sensitivity effects from the establishment or alteration of sensitive activities near infrastructure. In particular, KiwiRail support clause 4 of this policy regarding the management of adverse effects on infrastructure through setbacks and design controls.	Retain INF-P7 (Reverse sensitivity) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P8	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.37	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P8 (Amateur radio configurations) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P9	Tawa Business Group	107.15	Amend	<p>Considers that INF-P2 should be clarified to better understand Council's role in the active upgrading and development of the existing transport network.</p> <p>Considers that currently there is no clear plan for this upgrading and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.</p>	Seeks that INF-P9 (Upgrading and development of the transport network) should go further to clarify Council's role in the active upgrading and development of the existing transport network.
Energy Infrastructure and Transport / Infrastructure / INF-P9	Fire and Emergency New Zealand	273.32	Support in part	Supports the policy as it seeks to ensure that the upgrading and development of the transport network does not compromise the safe and effective functioning of the existing network. Therefore considers it is critical that any new or upgrade works to the existing network do not hinder the ability of the submitter to respond to emergencies effectively and efficiently. An additional policy criterion was therefore requested to ensure that this is given sufficient consideration in proposals affecting the transport network. This also links with the road specifications set out within Table 1 of this chapter which make specific reference to achieving road widths which provide unobstructed access for fire appliances.	Supports INF-P9 (Upgrading and development of the transport network) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P9	Fire and Emergency New Zealand	273.33	Amend	Supports the policy as it seeks to ensure that the upgrading and development of the transport network does not compromise the safe and effective functioning of the existing network. Therefore considers it is critical that any new or upgrade works to the existing network do not hinder the ability of the submitter to respond to emergencies effectively and efficiently. An additional policy criterion was therefore requested to ensure that this is given sufficient consideration in proposals affecting the transport network. This also links with the road specifications set out within Table 1 of this chapter which make specific reference to achieving road widths which provide unobstructed access for fire appliances.	Amend INF-P9 (Upgrading and development of the transport network) as follows: ... <u>7. Does not hinder the ability for emergency vehicles, including fire appliances, to utilise the transport network to respond to emergency call outs.</u>
Energy Infrastructure and Transport / Infrastructure / INF-P9	Paihikara Ki Pōneke Cycle Wellington	302.15	Support	INF-P9 is supported as it specifically seeks to provide for cycling safety and improve accessibility including to public transport. The allocation of adequate space in transport corridors for cycling is a key component of improving cycling uptake and safety.	Retain INF-P9 (Upgrading and development of the transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P9	Waka Kotahi	370.86	Support	INF-P9 is supported.	Retain INF-P9 (Upgrading and development of the transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P9	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.38	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P9 (Upgrading and development of the transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P9	Kāinga Ora Homes and Communities	391.121	Support in part	INF-P9 is generally supported but the division of transport related provisions between the transport and infrastructure chapters is inconsistent with best practice and makes navigation of the plan difficult for users.	Retain INF-P9 (Upgrading and development of the transport network) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P9	CentrePort Limited	402.57	Support	Support the intent of this policy.	Retain INF-P9 (Upgrading and development of the transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P9	KiwiRail Holdings Limited	408.37	Support	Supports the policy to enable the upgrading and development of the transport network.	Retain INF-P9 (Upgrading and development of the transport network) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P9	Living Streets Aotearoa	482.31	Amend	Considers that INF-P9 definition of upgraded transport network could be taken to mean increase the vehicle carrying capacity of roads and should instead support sustainable active modes.	Seeks that INF-P9 (Upgrading and development of the transport network) support sustainable active modes rather than upgrades that increase the vehicle carrying capacity of roads. [Inferred decision requested].

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P10	Waka Kotahi	370.87	Support	Support the policies wording as INF-P10 refers to Waka Kotahi New Zealand Transport Agency's One Network Framework.	Retain INF-P10 (Classification of roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P10	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.39	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P10 (Classification of roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P10	Kāinga Ora Homes and Communities	391.122	Support in part	INF-P10 is generally supported but the division of transport related provisions between the transport and infrastructure chapters is inconsistent with best practice and makes navigation of the plan difficult for users.	Retain INF-P10 (Classification of roads) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P11	Waka Kotahi	370.88	Support	INF-P11 enables safe and effective connections between sites and the transport network	Retain INF-P11 (Connections to roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P11	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.40	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P11 (Connections to roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P11	Kāinga Ora Homes and Communities	391.123	Support in part	INF-P11 is generally supported but the division of transport related provisions between the transport and infrastructure chapters is inconsistent with best practice and makes navigation of the plan difficult for users.	Retain INF-P11 (Connection to roads) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-P11	KiwiRail Holdings Limited	408.38	Support	Supports policy that enables the safe functioning of the transport network. Enabling safe and effective connections between sites and the transport network is important to KiwiRail, particularly where vehicle crossings are located near rail level crossings.	Retain INF-P11 (Connections to roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P12	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.22	Support	INF-P12 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P12 (Infrastructure within roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P12	Powerco Limited	127.15	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P12 (Infrastructure within roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P12	Wellington Electricity Lines Limited	355.35	Support	Supports INF-P12 as it references the National Code of Practice for Utility Operators' Access to Transport Corridors 2019 for electricity infrastructure contained or constructed within road reserve.	Retain INF-P12 (Infrastructure within roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P12	Waka Kotahi	370.89	Support	Support this policy as this is common for other infrastructure to be included in state highway road reserves.	Retain INF-12 (Infrastructure within roads) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-P12	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.41	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P12 (Infrastructure within roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P13	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.23	Support	INF-P13 is supported as it provides a workable and appropriate framework for telecommunications infrastructure.	Retain INF-P13 (Infrastructure within riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P13	Powerco Limited	127.16	Support	Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution infrastructure.	Retain Policy INF-P13 (Infrastructure within riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P13	Royal Forest and Bird Protection Society	345.42	Support in part	Considers the policy needs amendment to require protection and maintenance of natural character as noted in paragraph 1.	Amend INF-P13 (Infrastructure within riparian margins): Delete paragraph 2 of the policy. OR Require adverse effects to be avoided, remedied, or mitigated in accordance with the requirements of other chapters regarding natural character in the Plan.
Energy Infrastructure and Transport / Infrastructure / INF-P13	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.42	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-P13 (Infrastructure within riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-P13	KiwiRail Holdings Limited	408.39	Support	Supports policy to provide for infrastructure within riparian margins where natural character is maintained.	Retain INF-P13 (Infrastructure within riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R1	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.24	Oppose in part	INF-R1 requires compliance with Standard INF-S2 which relates to installing underground infrastructure. This clause should be deleted.	Delete clause 1(c)(i) of Rule INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks).

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R1	Powerco Limited	127.17	Oppose in part	Considers that the rule relates to the removal of above ground redundant infrastructure. However, Clause 1(c)(i) requires compliance with Standard INF-S2 which relates to installing underground infrastructure.	Delete clause 1(c)(i) of Rule INF-R1 (Operation, maintenance and repair or removal of existing above and underground infrastructure and ancillary vehicle access tracks) as follows: ... Where: a. All above ground structures that are no longer required for the operation of the infrastructure are removed within twelve months of being replaced or becoming redundant; and b. Compliance is achieved with INF-S1, and c. Compliance is achieved with the following standards: In relation to existing underground infrastructure, INF-S2, INF-S3; and INF-S12.
Energy Infrastructure and Transport / Infrastructure / INF-R1	Avryl Bramley	202.11	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R1	Firstgas Limited	304.29	Support	INF-R1 is generally supported as it relates to the operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks.	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R1	Transpower New Zealand Limited	315.68	Support	Considers that specific to the National Grid, the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 ("NESETA") provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid, and on this basis, INF-R1 for existing National Grid structures captured by the NESETA is of limited relevance to Transpower in respect of rule application. It is noted the NESETA provides a Discretionary activity status under Regulations 39 of the NESETA for those activities subject to the NESETA but not otherwise captured under other regulations in the NESETA.	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above ground infrastructure and ancillary vehicle access tracks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R1	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.43	Support	INF-R1 is supported as it enables the operation, maintenance, repair and removal of existing above ground and underground infrastructure, and provision of new underground infrastructure, as permitted activities subject to compliance with standards.	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R1	Wellington International Airport Ltd	406.100	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Supports INF-R1 (Operation, maintenance and repair) and seeks amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R1	Wellington International Airport Ltd	406.101	Amend	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R1 (Operation, maintenance and repair) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]
Energy Infrastructure and Transport / Infrastructure / INF-R1	KiwiRail Holdings Limited	408.40	Support	Supports the permitted activity status of the operation, maintenance, repair, and removal of existing rail infrastructure and ancillary vehicle access tracks, subject to standards.	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R2	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.25	Support	INF-R2 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R2	Powerco Limited	127.18	Oppose	Considers that while a gas lateral customer connection from an adjacent distribution network is primarily laid to the customer underground, there is an above ground component to connect it to the customer premises. This needs to be addressed in rule INF-R2, or alternatively in the above ground customer connection rule INF-R5. [Refer to image in original submission]	Seeks that Rule INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure), as alternative relief to the changes sought to Rule INF-R5 (New aboveground customer connection line), as necessary such that the above ground component of an underground gas customer connection to facilitate connection to a customer premises is a permitted activity. Standard INF-S5(2) could be applied, which applies to the diameter of pipes in regard to above ground customer connections.
Energy Infrastructure and Transport / Infrastructure / INF-R2	Avryl Bramley	202.12	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R2	Firstgas Limited	304.30	Support	INF-R2 is generally supported.	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R2	Transpower New Zealand Limited	315.69	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R2	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.44	Support	INF-R2 is supported as it enables the operation, maintenance, repair and removal of existing above ground and underground infrastructure, and provision of new underground infrastructure, as permitted activities subject to compliance with standards.	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R2	KiwiRail Holdings Limited	408.41	Support	Supports the ability to install new, and upgrade existing underground infrastructure as a permitted activity, subject to standards.	Retain INF-R2 (New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R3	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.26	Support	INF-R3 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R3	Powerco Limited	127.19	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory for gas distribution networks.	Retain Rule INF-R3 (Upgrading of existing aboveground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R3	Avryl Bramley	202.13	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R3 (Upgrading of existing aboveground infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R3	Firstgas Limited	304.31	Support	INF-R3 is generally supported.	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R3	Transpower New Zealand Limited	315.70	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R3	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.45	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R3	Wellington International Airport Ltd	406.102	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Supports INF-R3 (Upgrading of existing aboveground infrastructure) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure / INF-R3	Wellington International Airport Ltd	406.103	Amend	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R3 (Upgrading of existing aboveground infrastructure) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]
Energy Infrastructure and Transport / Infrastructure / INF-R3	KiwiRail Holdings Limited	408.42	Support	Supports the ability to upgrade existing aboveground infrastructure as a permitted activity, subject to standards. The rail network requires ongoing maintenance and upgrade to continue to operate safely and efficiently.	Retain INF-R3 (Upgrading of existing aboveground infrastructure) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R4	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.27	Support	INF-R4 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R4	Powerco Limited	127.20	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory for gas distribution networks.	Retain Rule INF-R4 (New vehicle access tracks for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R4	Avryl Bramley	202.14	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R4 (New vehicle access tracks for infrastructure) to make notification mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R4	Firstgas Limited	304.32	Support	INF-R4 is generally supported.	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R4	Transpower New Zealand Limited	315.71	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R4	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.46	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R4	Kāinga Ora Homes and Communities	391.124	Oppose in part	INF-R4 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-R4 (New vehicle access tracks for infrastructure) and move the Rule to the Transport chapter.
Energy Infrastructure and Transport / Infrastructure / INF-R4	KiwiRail Holdings Limited	408.43	Support	Supports the ability to construct and extend vehicle access tracks, as a permitted activity in all zones. Vehicle access to the rail corridor is required to undertake inspections and carry out regular maintenance of the rail network, as well as any upgrade works.	Retain INF-R4 (New vehicle access tracks for infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R5	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.28	Support	INF-R5 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R5 (New aboveground customer connection line) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R5	Powerco Limited	127.21	Oppose	Considers that while a gas lateral customer connection from an adjacent distribution network is primarily laid to the customer underground, there is an above ground component to connect it to the customer premises. This needs to be addressed in rule INF-R5, or alternatively in the underground customer connection rule INF-R2.	Amend Rule INF-R5 (New aboveground customer connection line) as necessary such that the above ground component of an underground gas customer connection to facilitate connection to a customer premises is a permitted activity. The rule currently only applies to lines. Standard INF-S5 (New aboveground customer connections) already applies which limits the diameter of customer connection pipes to 30mm. Alternatively, this could be addressed as an amendment to INF-R2 (New underground infrastructure (including customer connections, and upgrading of existing underground infrastructure) as per the separate submission point on that rule.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R5	Avryl Bramley	202.15	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R5 (New aboveground customer connection line) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R5	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.47	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R5 (New aboveground customer connection line) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R6	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.29	Support	INF-R6 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R6 (Temporary infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R6	Powerco Limited	127.22	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory for gas distribution networks.	Retain Rule INF-R6 (Temporary infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R6	Avryl Bramley	202.16	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R6 (Temporary infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R6	Transpower New Zealand Limited	315.72	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R6 (Temporary infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R6	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.48	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R6 (Temporary infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R6	Wellington International Airport Ltd	406.104	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Supports INF-R6 (Temporary infrastructure) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure / INF-R6	Wellington International Airport Ltd	406.105	Amend	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R6 (Temporary infrastructure) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R6	KiwiRail Holdings Limited	408.44	Support	Supports the ability to install, operate and remove temporary infrastructure as a permitted activity.	Retain INF-R6 (Temporary infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R7	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.30	Support	INF-R7.5 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R7.5 (Structures associated with infrastructure including: Communications kiosks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R7	Powerco Limited	127.23	Oppose	Considers that the reference to the term "gas regulation valve" is confusing and could capture typical regulation equipment on customer conditions such as a shut off valve which could be within 2m of a residential boundary. Further, this equipment may be located within a road underground within 2m of an adjacent residential property.	Amend Rule INF-R7 (structures associated with infrastructure) as follows: ... b. Any substation, gas regulation valve and/or takeoff station or energy storage batteries are set back at least 2m from a residential site boundary;
Energy Infrastructure and Transport / Infrastructure / INF-R7	Avryl Bramley	202.17	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R7 (Structures associated with infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R7	Wellington City Council	266.63	Amend	Considers the rule needs to make it clear that bus shelters are a permitted activity under this rule.	Amend INF-R7 (Structures associated with infrastructure...) as follows: Structures associated with infrastructure including: 1. Substations (including switching stations); 2. Transformers; 3. Gas transmission and distribution structures; 4. Energy storage batteries not enclosed by a building; and 5. Communications kiosks; <u>and</u> 6. <u>Bus shelters.</u>
Energy Infrastructure and Transport / Infrastructure / INF-R7	Transpower New Zealand Limited	315.73	Support	Supports the provision of a rule specific to new substations, and the provision of a restricted discretionary activity status (noting Standard INF-S1 would be complied with).	Retain INF-R7 (Structures associated with infrastructure...) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R7	Retirement Villages Association of New Zealand Incorporated	350.40	Support	Supports the provision of structures associated with infrastructure (including transformers) as a permitted activity when all standards are met, or a restricted discretionary activity when they are not.	Retain INF+D5868:J5874-R7 (Structures associated with infrastructure including...) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R7	Wellington Electricity Lines Limited	355.36	Support in part	Supports INF-R7 in part and seeks amendment.	Retain INF-P12 (Structures associated with infrastructure including: 1. Substations (including switching stations); 2. Transformers; 3. Gas transmission and distribution structures; 4. Energy storage batteries not enclosed by a building; and 5. Communications kiosks), with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R7	Wellington Electricity Lines Limited	355.37	Amend	<p>Considers that INF-R7 should be amended so that equipment located within the road reserve is included and so that front boundaries be exempt from the 2m setback. It is considered that the 2m residential boundary setback will not easily be achieved for batteries, transformers, pillars or switchgear that is contained within cabinets (i.e., common road reserve equipment), especially in from boundaries.</p> <p>Furthermore, the rule should clearly include associated equipment (i.e., transformers or energy storage batteries) that may be pole-mounted or otherwise contained within the road reserve.</p> <p>To keep electricity prices as low as possible while achieving the above; consequently, the WCC should work with infrastructure providers to ensure an efficient long term strategy and network capacity forecasts are implemented. [Refer to original submission for full reason]</p>	<p>Amend INF-R7.1 (Structures associated with infrastructure including: ...) as follows:</p> <p>Structures <u>and equipment</u> associated with infrastructure including:</p> <p>...</p> <p>1. Activity Status: Permitted Where:</p> <p>a. In the Rural Production, Rural Lifestyle or General Industrial Zones, the maximum building and structure height standard for that Zone is complied with. In all other zones INF-S6 must be complied with;</p> <p>b. Any substation, gas regulation valve and/or takeoff station or energy storage batteries are set back at least 2m from a residential site <u>side or rear</u> boundary;</p> <p>c. Compliance is achieved with INF-S7 and INF-S15; and</p> <p>d. Compliance is achieved with INF-S1.</p>
Energy Infrastructure and Transport / Infrastructure / INF-R7	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.49	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R7 (Structures associated with infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R7	Wellington International Airport Ltd	406.106	Oppose in part	<p>Submitter is concerned that the use of the term "including" in this rule means that it may not be exhaustive and could inadvertently capture airport structures located outside of the Airport Zone.</p> <p>To be enforceable, the rule must be clear and concise in its application.</p>	Opposes INF-R7 (Structures associated with infrastructure) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure / INF-R7	Wellington International Airport Ltd	406.107	Amend	<p>Submitter is concerned that the use of the term "including" in this rule means that it may not be exhaustive and could inadvertently capture airport structures located outside of the Airport Zone.</p> <p>To be enforceable, the rule must be clear and concise in its application.</p>	<p>Amend INF-R7 (Structures associated with infrastructure) as follows:</p> <p>INF-R7 Structures associated with infrastructure including:</p> <p>....</p>
Energy Infrastructure and Transport / Infrastructure / INF-R7	KiwiRail Holdings Limited	408.45	Support	Supports the permitted activity status of structures associated with infrastructure, subject to standards.	Retain INF-R7 (Structures associated with infrastructure including: Substations (including switching stations); Transformers; Gas transmission and distribution structures; Energy storage batteries not enclosed by a building; and Communications kiosks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R8	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.31	Support	INF-R8 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R8 (New infrastructure contained within existing buildings) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R8	Powerco Limited	127.24	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory for gas distribution networks.	Retain Rule INF-R8 (New infrastructure contained within existing buildings) as notified.

Energy Infrastructure and Transport / Infrastructure

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R8	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.50	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R8 (New infrastructure contained within existing buildings) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R9	Avryl Bramley	202.18	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R9 (Navigational aids, sensing and environmental monitoring equipment) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R9	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.51	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R9 (Navigational aids, sensing and environmental monitoring equipment (including air quality and meteorological)) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R10	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.32	Oppose	INF-R10 should be amended to also provide for above ground telecommunications lines.	Amend the title of INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) as follows: New overhead lines and associated support structures that <u>either</u> convey electricity below 110kV <u>or</u> are for telecommunications.
Energy Infrastructure and Transport / Infrastructure / INF-R10	Transpower New Zealand Limited	315.74	Support	Supports the provision of a rule specific to new overhead lines and associated support structures that convey electricity below 110kV, and the provision of a restricted discretionary or discretionary activity status.	Retain INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R10	Wellington Electricity Lines Limited	355.38	Support in part	Supports INF-R10 in part, but considers this should include associated equipment in its title.	Retain INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-R10	Wellington Electricity Lines Limited	355.39	Amend	Considers that the wording in the title of Rule INF-R10 should be amended to include associated equipment identified with overhead networks. This is to ensure provision of additional pole-mounted transformers and or battery storage cabinets are contained within the PDP.	Amend the title of INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) as follows: INF-R10 (New overhead lines and associated support structures <u>and equipment</u> that convey electricity below 110kV)
Energy Infrastructure and Transport / Infrastructure / INF-R10	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.52	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R10 (New overhead lines and associated support structures that convey electricity below 110kV) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R11	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.33	Support	INF-R11 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R11 (Telecommunications or radiocommunication activities (not otherwise provided for by another rule in this table and not regulated by the NESTF)) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R11	Avryl Bramley	202.19	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R11 (Telecommunications or radiocommunication activities) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.
Energy Infrastructure and Transport / Infrastructure / INF-R11	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.53	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R11 (Telecommunications or radiocommunication activities (not otherwise provided for by another rule in this table and not regulated by the NESTF)) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R12	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.34	Support	INF-R12 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R12 (New telecommunications poles and new antennas (regulated by the NESTF that do not meet the permitted activity standards in those Regulations)) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R12	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.54	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R12 (New telecommunications poles and new antennas (regulated by the NESTF that do not meet the permitted activity standards in those Regulations)) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R13	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.35	Support	INF-R13 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R13 (New antenna attached to a building (regulated by the NESTF that do not meet the permitted standards in the NESTF)) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R13	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.55	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R13 (New antenna attached to a building (regulated by the NESTF that do not meet the permitted standards in the NESTF)) as notified.

Energy Infrastructure and Transport / Infrastructure

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R14	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.36	Support	INF-R14 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R14 (New telecommunications cabinets (regulated by the NESTF that do not meet the permitted standards of the NESTF)) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R14	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.56	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R14 (New telecommunications cabinets (regulated by the NESTF that do not meet the permitted standards of the NESTF)) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R15	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.37	Support	INF-R15 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R15 (Infrastructure buildings and structures not provided for by any other rule in this table) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R15	Transpower New Zealand Limited	315.75	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-R15 (Infrastructure buildings and structures not provided for by any other rule in this table) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R15	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.57	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R15 (Infrastructure buildings and structures not provided for by any other rule in this table) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R15	Wellington International Airport Ltd	406.108	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Supports INF-R15 (Infrastructure, buildings and structures not provided for by any other rule) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure / INF-R15	Wellington International Airport Ltd	406.109	Amend	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R15 (Infrastructure, buildings and structures not provided for by any other rule) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]

Energy Infrastructure and Transport / Infrastructure

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R15	KiwiRail Holdings Limited	408.46	Support	Supports infrastructure buildings and structures being a permitted activity subject to standards.	Retain INF-R15 (Infrastructure buildings and structures not provided for by any other rule in this table) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R16	Transpower New Zealand Limited	315.76	Support	Supports the default rule and provided restricted discretionary activity status. Considers the rule and activity status give effect to the NPS-ET and in particular Policies 1 and 2. Considers the cross references to policies would need to be updated on the basis a separate suite of National Grid policies is provided.	Retain Rule INF-R16 (New electricity lines and associated support structures (including poles and towers) that convey electricity of 110kV or above) as notified. [But amend the policy cross references to reference the proposed National Grid specific policies]
Energy Infrastructure and Transport / Infrastructure / INF-R16	Transpower New Zealand Limited	315.77	Amend	Supports the default rule and provided restricted discretionary activity status. Considers the rule and activity status give effect to the NPS-ET and in particular Policies 1 and 2. Considers the cross references to policies would need to be updated on the basis a separate suite of National Grid policies is provided.	Retain Rule INF-R16 (New electricity lines and associated support structures (including poles and towers) that convey electricity of 110kV or above) as notified. [But amend the policy cross references to reference the proposed National Grid specific policies]
Energy Infrastructure and Transport / Infrastructure / INF-R16	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.58	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R16 (New electricity lines and associated support structures (including poles and towers) that convey electricity of 110kV or above) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R17	Powerco Limited	127.25	Oppose in part	Considers that this rule applies to above ground pipelines and the submitter is opposed only insofar as its potential to apply to the above ground portion of an underground customer connection.	Amend the rules for customer connections (either INF-R2 (New underground infrastructure) or INF-R5 (New aboveground customer connection line)) such that INF-R17 does not apply to the above ground component of a gas customer connection. Provided this is addressed in other rules then no amendment to INF-R17 is required.
Energy Infrastructure and Transport / Infrastructure / INF-R17	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.59	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R17 (New aboveground pipelines) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R18	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.60	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R18 (New water, wastewater and stormwater pump stations) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R19	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.61	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R19 (New water treatment plants) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R20	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.62	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R20 (New wastewater treatment plants) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R21	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.63	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R21 (Amateur radio configuration) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R22	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.38	Support	INF-R22 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R22 (Buildings, structures and activities in the National Grid Yard) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R22	Transpower New Zealand Limited	315.78	Amend	Considers that, on the basis that the National Grid is a qualifying matter, rule INF-R22 should be included as part of the ISPP process.	Seeks that, subject to other amendments sought by the submitter to INF-R22 (Buildings, structures and activities in the National Grid Yard), the rule be included within the IPI and made subject to the ISPP process.
Energy Infrastructure and Transport / Infrastructure / INF-R22	Transpower New Zealand Limited	315.79	Support in part	<p>Supports INF-R22 on the basis that it gives effect to Policy 10 and Policy 11 of the NPSET.</p> <p>Considers activities established in close proximity to lines and structures can generate reverse sensitivity effects on existing infrastructure. Considers that the provisions sought in relation to the National Grid Yard are intended to allow for the reasonable use of land inside the transmission line corridor. Specific to the 10-12 m 'National Grid Yard', the submitter considers that there are some activities within the National Grid Yard that will not compromise the operation, maintenance or any upgrade of the network, due to their nature and small scale. Conversely, considers that there are examples of development that should be avoided in the National Grid Yard. Considers that of particular relevance in terms of the effects of activities on the National Grid are NPS-ET Policies 10 and 11.</p> <p>Considers that notwithstanding support for the rule, amendments are sought as follows:</p> <ul style="list-style-type: none"> - Insertion of a list of non-complying activities to make it clear to Plan users those activities that are not permitted. This will assist with plan interpretation and application and given the national significance of the National Grid and non-complying activity status for those activities which are not appropriate in the National Grid Yard, will provide certainty for plan users. - On the basis of the sought non-complying activity clause b., permitted activities a. and b. relating to sensitive activities and hazardous substances can be removed as they are more appropriately addressed and framed as non-complying activities. <p>[Refer to original submission for full reason]</p>	Supports INF-R22 (Buildings, structures and activities in the National Grid Yard) with amendments.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R22	Transpower New Zealand Limited	315.80	Amend	<p>Supports INF-R22 on the basis that it gives effect to Policy 10 and Policy 11 of the NPS-ET.</p> <p>Considers activities established in close proximity to lines and structures can generate reverse sensitivity effects on existing infrastructure. Considers that the provisions sought in relation to the National Grid Yard are intended to allow for the reasonable use of land inside the transmission line corridor. Specific to the 10-12 m 'National Grid Yard', the submitter considers that there are some activities within the National Grid Yard that will not compromise the operation, maintenance or any upgrade of the network, due to their nature and small scale. Conversely, considers that there are examples of development that should be avoided in the National Grid Yard. Considers that of particular relevance in terms of the effects of activities on the National Grid are NPS-ET Policies 10 and 11.</p> <p>Considers that notwithstanding support for the rule, amendments are sought as follows:</p> <ul style="list-style-type: none"> - Insertion of a list of non-complying activities to make it clear to plan users those activities that are not permitted. This will assist with plan interpretation and application and given the national significance of the National Grid and non-complying activity status for those activities which are not appropriate in the National Grid Yard, will provide certainty for plan users. - On the basis of the sought non-complying activity clause b., permitted activities a. and b. relating to sensitive activities and hazardous substances can be removed as they are more appropriately addressed and framed as non-complying activities. <p>[Refer to original submission for full reason]</p>	<p>Amend INF-R22 (Buildings, structures and activities in the National Grid Yard) as follows:</p> <p>INF-R22 Buildings, structures and activities in the National Grid Yard All Zones</p> <p>1. Activity status: Permitted Where:</p> <p>a. The activity is not a sensitive activity; b. The building or structure is not used for the handling or storage of hazardous substances (Hazardous Substances (Hazard Classification) Notice 2020) with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic-scale quantities); and</p> <p>...</p> <p>All Zones</p> <p>2. Activity status: Non-complying Where:</p> <p>a. Compliance with INF-R22.1 cannot be achieved. b. <u>The following activity, building or structure:</u> <u>i. A change of use to a sensitive activity within existing buildings or structures;</u> <u>ii. The establishment of a sensitive activity;</u> <u>iii. Used for the handling or storage of hazardous substances (Hazardous Substances (Hazard Classification) Notice 2020) with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic-scale quantities);</u> <u>v. Wintering barns, Commercial greenhouses, Immovable protective canopies, Produce packing facilities, or Milking Sheds; or</u> <u>vi. Any building or structure not otherwise provided for under INF-R22.1.</u></p> <p>...</p>
Energy Infrastructure and Transport / Infrastructure / INF-R22	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.64	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R22 (Buildings, structures and activities in the National Grid Yard) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R22	Kāinga Ora Homes and Communities	391.125	Support in part	INF-R22 is partially supported but an amendment is sought to remove the establishment of new sensitive activities from the National Grid Yard as a permitted activity.	Retain INF-R22 (Buildings, structures and activities in the National Grid Yard) with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R22	Kāinga Ora Homes and Communities	391.126	Amend	Considers that INF-R22.1 should be amended to remove the establishment of new sensitive activities from the National Grid Yard as a permitted activity. The rule is considered to appropriately cover the alteration and addition to existing sensitive activities.	<p>Amend INF-R22.1 (Buildings, structures and activities in the National Grid Yard) as follows:</p> <p>1. Activity status: Permitted Where:</p> <p>a. The activity is not a sensitive activity; b. a. The building or structure is not for the handling or storage of sus with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic scale quantities); and c. b. The structure is a fence not exceeding 2.5m in height; d. c. The building is an uninhabited farm or horticultural structure or building (but not commercial greenhouses, protective canopies, wintering barns, produce packing facilities, or milking/dairy sheds (excluding ancillary stockyards and platforms); e. d. Alterations and additions to an existing building or structure for a sensitive activity, which does not involve an increase in the building height or building footprint; or f. e. An accessory building associated with an existing residential activity that is less than 10m2 in footprint and 2.5m in height; g. f. Infrastructure undertaken by a network utility operator as defined in the Resource Management Act 1991 or any part of electricity infrastructure that connects to the National Grid; and h. g. Compliance is achieved with INF-S12</p>
Energy Infrastructure and Transport / Infrastructure / INF-R22	Kāinga Ora Homes and Communities	391.127	Amend	Considers that INF-R22.2 should be amended to remove the requirement that all applications for resource consent under INF-R22 require the written approval of Transpower New Zealand.	<p>Amend INF-R22.2 (Buildings, structures and activities in the National Grid Yard) as follows:</p> <p>2. Activity status: Non-complying Where:</p> <p>a. Compliance with INF-R22.1 cannot be achieved.</p> <p>Notification status: An application for resource consent made in respect of rule INF-R22.2 is precluded from being publicly <u>or limited</u> notified.</p> <p>Notice of any application for resource consent under this rule must be served on Transpower New Zealand Limited in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.</p>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R23	Firstgas Limited	304.33	Amend	Considers that INF-R23 should be amended to implement a separation distance of 60m from the gas transmission network, so as to provide a reasonably practicable solution to achieving the safe operation of the network and mitigation of risk for the wellbeing and health and safety of people and communities. The NZ/AS2885 framework and international advice in respect of the New Zealand context should be considered. Consideration has been given to sensitive activities (excluding residential activities) where the consequences of a pipeline failure may be increased because it is developed for use by sectors of the community who may be unable to protect themselves. Sensitive activities have a higher population density than residential activities and therefore greater separation distances are sought.	Amend INF-R23 (Sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission Pipeline Corridor) as follows: Sensitive activities (excluding residential activities), including the erection of buildings for sensitive activities, <u>within 60m of the Gas Transmission Network</u> . Matters of discretion are: 1. The extent to which the proposed activities are likely to compromise the stability and integrity of the gas transmission pipeline network and the operation, maintenance and upgrading of the <u>Gas Transmission Network</u> pipeline network ; 2. The risk of hazards affecting public or individual safety, and the risk of property damage; 3. Measures proposed to avoid or mitigate potential adverse effects on the Gas Transmission pipeline Network ; 4. The outcome of any consultation with the owner and operator of the Gas Transmission pipeline Network ; and Gas Transmission Pipeline Network ; and Whether the sensitive activity could be located a greater distance from the Gas Transmission pipeline Network Gas Transmission Pipeline Network Notice of any application for resource consent under this rule must be served on the owner and operator of the Gas Transmission Pipeline Network in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003. Note: This rule also applies to the establishment of a sensitive activity in an existing building, or any change of land use to a sensitive activity. If a resource consent application is made under this rule, the owner and operator of the Gas Transmission Network Pipeline will be considered an affected person in accordance with section 95E of the Act and notified of the application, where written approval is not provided.
Energy Infrastructure and Transport / Infrastructure / INF-R23	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.65	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R23 (Sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission Pipeline Corridor) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R24	Wellington City Council	266.64	Amend	Considers that Rule INF-R24.2 (Connections to roads) states that the matters of discretion are "The matters in INF-P13." However, INF-P13 relates to Infrastructure within riparian margins. This should instead reference (INF-P11 Connections to roads).	Amend matters of discretion under INF-R24.2 (Connections to roads) as follows: a. The matters in INF P13 <u>P11</u> .
Energy Infrastructure and Transport / Infrastructure / INF-R24	Fire and Emergency New Zealand	273.34	Support in part	Supports the rule as it requires connections to roads to comply with a list of standards. Considers it necessary to ensure that connections to roads accommodate access for fire appliances in situations where the site is located in an unreticulated area, or the length of the driveway exceeds hose run distances. Therefore supports INF-R24, subject to the relief sought under INF-S16.	Retain INF-R24 (Connections to roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R24	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.66	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R24 (Connections to roads) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-R24	Kāinga Ora Homes and Communities	391.128	Oppose in part	INF-R24 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-R24 (Connections to roads) and move the Rule to the Transport chapter.
Energy Infrastructure and Transport / Infrastructure / INF-R24	Survey & Spatial New Zealand Wellington Branch	439.21	Amend	Considers there may be a reference error in this rule - it refers to INF-S16 and INF-S17, but should instead refer to INF-15 and INF-16.	Amend INF-R24 (Connections to roads) to: 1. Activity status: Permitted Where: a. The connection provides site access for sites with no driveway, on-site parking or loading; and b. Compliance is achieved with INF-S16 INF-S15; Or c. The connection provides site access to an Urban Road (except a Transit Corridor) or a Rural Road (except National Highway) as identified in mapped in the road classification overlay; and d. Compliance is achieved with INF-S17 INF-S16.
Energy Infrastructure and Transport / Infrastructure / INF-R25	Fire and Emergency New Zealand	273.35	Support in part	Supports the rule subject to amendments sought under INF-S13 and related Table 1. Amendments sought to INF-S13 includes the need to provide for unhindered vehicle access, including fire appliance access, on all roads. Considers it is necessary to ensure that controlled and discretionary activities under this rule require compliance with INF-S13, subject to the relief sought. In turn, a matter of control should include the consideration of fire access for activities which infringe this rule and associated standards. Considers it will give better effect to policy INF-P1 which seeks to provide for the functions and responsibilities of infrastructure as lifeline utilities during an emergency, as well as the relief sought under INF-P9.	Retain INF-R25 (New roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R25	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.67	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R25 (New roads) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R25	Kāinga Ora Homes and Communities	391.129	Oppose in part	INF-R25 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-R25 (New roads) and move the Rule to the Transport chapter.
Energy Infrastructure and Transport / Infrastructure / INF-R26	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.68	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R26 (Structures near railway level crossings) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-R26	KiwiRail Holdings Limited	408.47	Amend	Considers that public safety at level crossings is crucial, and protection of sightlines is a key means of ensuring this. KiwiRail therefore support the inclusion of a rule and standard for sight triangles for railway level crossings. KiwiRail seek amendment to this rule to ensure it applies to all potential visual obstructions, not just structures, as listed in INF-S14.	Amend INF-R26 (Structures near railway level crossings) as follows: Structures near Sightlines at railway level crossings 1. Activity status: Permitted Where: a. Compliance is achieved with INF-S14.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-S1	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.39	Support	INF-S1 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S1 (Health and safety) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S1	Transpower New Zealand Limited	315.81	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-S1 (Health and safety) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S2	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.40	Support	INF-S2 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S2 (Underground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S2	Powerco Limited	127.26	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S2 (Underground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S2	Transpower New Zealand Limited	315.82	Support in part	Supports INF-S2, noting that where used in INF-R1, it has been clarified the standard applies to existing underground infrastructure.	Retain INF-S2 (Underground infrastructure), with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-S2	Transpower New Zealand Limited	315.83	Support in part	Supports INF-S2, noting that where used in INF-R1, it has been clarified the standard applies to existing underground infrastructure.	Amend INF-S2 (Underground infrastructure) to include the clarification in INF-R1 that specifies that the standard applies to existing underground infrastructure (refer to INF-R1.1.c.i).
Energy Infrastructure and Transport / Infrastructure / INF-S2	Wellington Electricity Lines Limited	355.40	Support	Supports INF-S2 as it allows for electricity conductors to be placed beneath a natural waterbody.	Retain INF-S2 (Underground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S3	Rod Halliday	25.22	Amend	INF-S3.3 is too restrictive as it is unrealistic to restrict trenching to 120m at any one time. This length is arbitrary and unworkable. Trenches are critical short term works necessary to enable infrastructure to be put in the ground and in our experience do not lead to significant erosion and sediment control issues.	Amend INF-S3 (Earthworks) as follows (Delete point 3.): 1. Earthworks must not create a dust nuisance; 2. As soon as practical, but not later than three months after the completion of earthworks or stages of earthworks, the earthworks area must be stabilised with vegetation or sealed, paved, metalled or built over; 3. Trenching must be progressively closed and stabilised such that no more than 120m of continuous trench is exposed to erosion at any one time; ...
Energy Infrastructure and Transport / Infrastructure / INF-S3	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.41	Support	INF-S3 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S3 (Earthworks) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-S3	Powerco Limited	127.27	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S3 (earthworks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S3	Transpower New Zealand Limited	315.84	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-S3 (Earthworks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S4	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.42	Oppose	INF-S4 relates to upgrading above ground infrastructure. Whilst it enables the upgrade of telecommunications poles to the greater of the existing height or standards in INF-S8, it does not include any provision for replacement of antennas, or making changes to the width of an antenna support headframe (only the support pole itself). Changes to address this are requested.	Amend Standard INF-S4 (Upgrading of aboveground infrastructure) as follows: ... 4. The diameter or width of a replacement pole or telecommunications pole <u>or telecommunications pole antenna support headframe:</u> a. Must not exceed twice that of the replaced pole at its widest point; or b. Where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed 4.2m; <u>4.A. The size of any antenna attached to a telecommunications pole shall not exceed the standards in INF-S9.</u>
Energy Infrastructure and Transport / Infrastructure / INF-S4	Powerco Limited	127.28	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S4 (Upgrading of aboveground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S4	Transpower New Zealand Limited	315.85	Support	Considers that specific to the National Grid, the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 ("NESETA") provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, considers INF-S4 is of limited relevance to Transpower, but as notified, is supported.	Retain INF-S4 (Upgrading of aboveground infrastructure) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S5	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.43	Support	INF-S5 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S5 (New aboveground customer connections) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S5	Powerco Limited	127.29	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S5 (New aboveground customer connections) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S5	Wellington Electricity Lines Limited	355.41	Support in part	Supports INF-S5 in general, but considers the provision should specify conductor diameter.	Retain INF-S5 (New aboveground customer connections) with amendment,
Energy Infrastructure and Transport / Infrastructure / INF-S5	Wellington Electricity Lines Limited	355.42	Amend	Considers that INF-S5 should be amended to have the specification for the conductor diameter increased to 43mm to reflect technical considerations.	Amend INF-S5 (New aboveground customer connections) as follows: 1.The connection must not exceed three additional poles; and 2. The diameter of conductors, lines, pipes or cables must not exceed 30mm, <u>and 43mm for conductors.</u>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-S6	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.44	Support	INF-S6 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S6 (Structures) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S6	Powerco Limited	127.30	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S6 (Structures) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S6	Transpower New Zealand Limited	315.86	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-S6 (Structures) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S7	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.45	Support	INF-S7 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S7 (Riparian setbacks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S7	Powerco Limited	127.31	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S7 (Riparian setbacks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S7	Transpower New Zealand Limited	315.87	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-S7 (Riparian setbacks) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S7	Wellington Electricity Lines Limited	355.43	Support in part	Supports INF-S7 in part, but seeks amendment to ensure consistency with INF-S2 that the riparian setbacks do not apply to infrastructure beneath the waterbody's bed.	Retain INF-S7 (Riparian setbacks), with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-S7	Wellington Electricity Lines Limited	355.44	Amend	Considers that INF-S7 should be amended to ensure consistency with INF-S2, which states that the riparian setbacks do not apply to infrastructure beneath the waterbody's bed.	Amend INF-S7 (Riparian setbacks) as follows: 1. No infrastructure shall be located on or in land within 10 metres of the bed of any river. This setback does not apply to infrastructure that is located within formed legal road or crosses a river along a bridge or beneath the bed of the river.
Energy Infrastructure and Transport / Infrastructure / INF-S8	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.46	Support	INF-S8 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S8 (Height of telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S8	Wellington Electricity Lines Limited	355.45	Support in part	Supports INF-S8 in part, but seeks amendment to clarify the standard.	Retain INF-S8 (Height of telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts) with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-S8	Wellington Electricity Lines Limited	355.46	Amend	Considers that INF-S8 should be clarified so that it applies to electricity infrastructure. As currently worded an interpretation could be made that the standards only apply to Telecommunication poles.	Amend the title of INF-S8 (Height of telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts) as follows: Height of <u>electricity and</u> telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts.
Energy Infrastructure and Transport / Infrastructure / INF-S9	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.47	Support	INF-S9 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S9 (Antenna size) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S10	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.48	Support	INF-S10 is supported as it is considered to be workable for telecommunications networks.	Retain INF-S10 (Height of antenna attached to buildings) as notified.
Energy Infrastructure and Transport / Infrastructure / INF-S12	Transpower New Zealand Limited	315.88	Amend	Considers that, on the basis that the National Grid is a qualifying matter, INF-S12 should be included part of the ISPP process.	Seeks that, subject to other amendments sought by the submitter to INF-S12 (Buildings, structures and activities in the National Grid Yard), the standard be included within the IPI and made subject to the ISPP process.
Energy Infrastructure and Transport / Infrastructure / INF-S12	Transpower New Zealand Limited	315.89	Support in part	Supports standard INF-S12 which supports INF-R22 on the basis it gives effect to Policy 10 and Policy 11 of the NPS-ET. Seeks amendment to the standard as follows: - Replacement of clause 1 and 2 with a reference to general compliance with the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001). Considers This ensures all the safety distances are complied with for all activities (and not just clearance distances). - Insertion of a new clause 2. relating to ensuring vehicular access is maintained to support structures. Considers access is an important component of the electricity transmission network and planning framework. Considers physical access to transmission lines achieves NPS-ET policies 2 and 10. Considers the rule is appropriate in the district plan as while Transpower has the legal right under the Electricity Act 1992 to access the lines, the physical ability to access the lines also needs to be protected and ensure the NPS-ET is given effect to, and the line is able to be operated and maintained. Resource consent at the land use stage is an appropriate time and mechanism in which to manage the effects - Renumbering of clause 3.c. to make it a subset of the exemption within clause 3.b. Considers this means that compliance with clause 2.4.1 of NZECP as an exception, only applies to artificial crop and support structures as opposed to fences or any other activity. [Refer to original submission for full reason]	Supports Standard INF-S12 (Buildings, structures and activities in the National Grid Yard), with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-S12	Transpower New Zealand Limited	315.90	Amend	<p>Supports standard INF-S12 which supports INF-R22 on the basis it gives effect to Policy 10 and Policy 11 of the NPS-ET.</p> <p>Seeks amendment to the standard as follows:</p> <ul style="list-style-type: none"> - Replacement of clause 1 and 2 with a reference to general compliance with the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001). Considers This ensures all the safety distances are complied with for all activities (and not just clearance distances). - Insertion of a new clause 2. relating to ensuring vehicular access is maintained to support structures. Considers access is an important component of the electricity transmission network and planning framework. Considers physical access to transmission lines achieves NPS-ET policies 2 and 10. Considers the rule is appropriate in the district plan as while Transpower has the legal right under the Electricity Act 1992 to access the lines, the physical ability to access the lines also needs to be protected and ensure the NPS-ET is given effect to, and the line is able to be operated and maintained. Resource consent at the land use stage is an appropriate time and mechanism in which to manage the effects - Renumbering of clause 3.c. to make it a subset of the exemption within clause 3.b. Considers this means that compliance with clause 2.4.1 of NZECP as an exception, only applies to artificial crop and support structures as opposed to fences or any other activity. <p>[Refer to original submission for full reason]</p>	<p>Amend Standard INF-S12 (Buildings, structures and activities in the National Grid Yard) as follows:</p> <p>INF-S12 Buildings, structures and activities in the National Grid Yard All Zones</p> <ol style="list-style-type: none"> 1. All buildings and structures in the National Grid Yard must comply with the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions. The building or structure must have a minimum vertical clearance of 10m below the lowest point of a conductor under all transmission line and building operating conditions; or 2. Must not result in the loss of vehicular access to a National Grid support structure. Must meet the safe electrical clearance distances required by New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions. 3. ... iii. Meets the requirements of clause 2.4.1 of New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663.
Energy Infrastructure and Transport / Infrastructure / INF-S12	Kāinga Ora Homes and Communities	391.130	Oppose in part	<p>INF-S12 is opposed as it provides specific requirements regarding the National Grid and amendments to the package of the provisions is sought.</p>	<p>Opposes INF-S12 (Buildings, structures and activities in the National Grid Yard) and seeks amendment.</p>
Energy Infrastructure and Transport / Infrastructure / INF-S13	Avryl Bramley	202.20	Amend	<p>Considers that cycles have different speeds and should be classified differently.</p>	<p>Amend Table 1 of the Infrastructure chapter (Design of roads) to remove requirements for Footpath and Cycles until further work is undertaken to classify different types of cycles.</p>
Energy Infrastructure and Transport / Infrastructure / INF-S13	Fire and Emergency New Zealand	273.36	Support in part	<p>Supports the standard insofar as it requires minimum road widths to be constructed in accordance with Table 1, to provide unhindered vehicle access including fire appliance access. Notwithstanding, the minimum requirements for Local Street M5 P3 are insufficient for fire appliances. Therefore considers it is appropriate to ensure that criterion 3 of this standard ensures that the minimum width of roads provides for fire appliance access, as well as the other considerations listed.</p>	<p>Support INF-S13 (Design of roads) with amendment.</p>
Energy Infrastructure and Transport / Infrastructure / INF-S13	Fire and Emergency New Zealand	273.37	Amend	<p>Supports the standard insofar as it requires minimum road widths to be constructed in accordance with Table 1, to provide unhindered vehicle access including fire appliance access. Notwithstanding, the minimum requirements for Local Street M5 P3 are insufficient for fire appliances. Therefore considers it is appropriate to ensure that criterion 3 of this standard ensures that the minimum width of roads provides for fire appliance access, as well as the other considerations listed.</p>	<p>Amend INF-S13 (Design of roads) as follows:</p> <p>...</p> <p>3. Roads must have at least the minimum widths in accordance with Table 1 – INF: Design of Roads –One Network Framework:</p> <ol style="list-style-type: none"> a. Minimum total, legal width; and b. Minimum width to provide for: <p>...</p> <ol style="list-style-type: none"> vi. Infrastructure; and vii. Street trees; and viii. Fire appliance access

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-S13	Fire and Emergency New Zealand	273.38	Support in part	Notes that a fire appliance requires, as a minimum, access which is 4 metres in width and 4 metres in height clearance, with a maximum gradient of 1 in 5 (and accompanying transition ramps). Within urban areas, Table 1 states that roads classified as 'Local Street M5 P3' are only required to have a minimum of one lane with a traffic width of 3.5m which would be insufficient for fire appliances. Local Street M5 P3 applies to roads with no vehicle access to frontage and may result in the full length of a single lane road being used for parking (with no breaks usually achieved with vehicle accesses). Street design, including beautification features such as street trees and furniture, can further hinder the ability for FENZ to efficiently and effectively respond to emergency call outs.	Supports Table 1 - INF: Design of Roads - One Network Framework, with amendment.
Energy Infrastructure and Transport / Infrastructure / INF-S13	Fire and Emergency New Zealand	273.39	Amend	Notes that a fire appliance requires, as a minimum, access which is 4 metres in width and 4 metres in height clearance, with a maximum gradient of 1 in 5 (and accompanying transition ramps). Within urban areas, Table 1 states that roads classified as 'Local Street M5 P3' are only required to have a minimum of one lane with a traffic width of 3.5m which would be insufficient for fire appliances. Local Street M5 P3 applies to roads with no vehicle access to frontage and may result in the full length of a single lane road being used for parking (with no breaks usually achieved with vehicle accesses). Street design, including beautification features such as street trees and furniture, can further hinder the ability for FENZ to efficiently and effectively respond to emergency call outs.	Amend Table 1 - INF: Design of Roads - One Network Framework: Local Street M5 P3: 1 x 3.5 <u>1 x 4</u>
Energy Infrastructure and Transport / Infrastructure / INF-S13	Waka Kotahi	370.90	Amend	Definition of target speed has been removed from this chapter but Table 1 still has target speed.	Seeks to remove target speed from table 1 of INF-13 (Design of roads).
Energy Infrastructure and Transport / Infrastructure / INF-S13	Waka Kotahi	370.91	Amend	Considers that roads should be designed to suit the desired form and function (under the One Network Framework), with the posted speed limit being an output of that process, rather than an input and aligned with the current speed management review.	Seeks for the policy to align existing posted speed limits with the One Network Framework and current speed management review.
Energy Infrastructure and Transport / Infrastructure / INF-S13	Kāinga Ora Homes and Communities	391.131	Oppose in part	INF-S13 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-S13 (Design of roads) from the Infrastructure Chapter and move the Standard to the Transport chapter.
Energy Infrastructure and Transport / Infrastructure / INF-S13	Living Streets Aotearoa	482.32	Amend	Supports the use of native Wellington species as street trees.	Seeks that Table 3 - INF: Street Tree Species List is amended to have more native Wellington tree species used as street trees. [Inferred decision requested]
Energy Infrastructure and Transport / Infrastructure / INF-S13	Living Streets Aotearoa	482.33	Not specified	Considers that vehicle space should be limited on all roads to support the desired mode shift. Additional vehicle lane width or numbers have negative effects. [Refer to original submission for full detail].	Seeks that vehicle space is limited on all roads.
Energy Infrastructure and Transport / Infrastructure / INF-S14	KiwiRail Holdings Limited	408.48	Amend	Seeks amendment to INF-S14 to ensure the standard captures all visual obstructions, including structures and planting, and to provide protection for the sightlines in the event of any new level crossing being established. KiwiRail note that there are no Stop or Give Way Controlled public level crossings in Wellington City at the present time. While KiwiRail typically do not support the creation of new level crossings given the safety risks associated with this, the potential for Stop of Give Way Controlled level crossings being established over the expected life of the District Plan cannot be eliminated, noting Let's Get Wellington Moving light rail proposals.	Amend INF-S14 (Sight Triangles for Railway Level Crossings) as follows: Buildings, structures, planting or other visual obstructions must not be located within the restart or approach sightline areas of railway level crossings as shown in the shaded areas of Figure 1 – INF: Restart Sightlines and Figure 2 – INF: Approach Sightlines below

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure / INF-S14	KiwiRail Holdings Limited	408.49	Amend	<p>Seeks amendment to INF-S14 to ensure the standard captures all visual obstructions, including structures and planting, and to provide protection for the sightlines in the event of any new level crossing being established.</p> <p>KiwiRail note that there are no Stop or Give Way Controlled public level crossings in Wellington City at the present time. While KiwiRail typically do not support the creation of new level crossings given the safety risks associated with this, the potential for Stop of Give Way Controlled level crossings being established over the expected life of the District Plan cannot be eliminated, noting Let's Get Wellington Moving light rail proposals.</p>	<p>Add new figure being Figure 2 – INF: Approach Sightlines to INF-S14 (Sight Triangles for Railway Level Crossings).</p> <p>[Refer to original submission for figure that is sought to be added]</p>
Energy Infrastructure and Transport / Infrastructure / INF-S15	Survey & Spatial New Zealand Wellington Branch	439.22	Amend	<p>Considers that a 1.5m minimum pedestrian access width is more appropriate than the proposed 1.8m.</p>	<p>Amend INF-S15 (Connection to roads - sites with pedestrian, cycling and micromobility site access only) to:</p> <p>1) For sites with frontage to a road: a) The direct legal road frontage must have a width of at least 1.8m <u>1.5m</u>.</p> <p>2) For sites with no frontage to a road: a) Access must be provided to a road via an access easement with a width of at least 1.8m <u>1.5m</u></p>
Energy Infrastructure and Transport / Infrastructure / INF-S16	Fire and Emergency New Zealand	273.40	Support in part	<p>Considers a 3m driveways are insufficient where driveway lengths are such that fire appliances could not tackle property or vegetation fires from an accessible, legal road. A fire appliance requires, as a minimum, access which is 4 metres in width and 4m in height clearance, with a required to provide access for fire appliances, which may need to include access to on-site firefighting water supply maximum gradient of 15% (and accompanying transition ramps). It is considered therefore that an exclusion to maximum driveway access widths, for the full length of any driveway, ought to be included for driveways which are enquired to provide access for fire appliances, which may need to include access to on-site firefighting water supply.</p>	<p>Amend INF-S16 (Connection to roads - driveways), with amendment.</p>
Energy Infrastructure and Transport / Infrastructure / INF-S16	Fire and Emergency New Zealand	273.41	Amend	<p>Considers a 3m driveways are insufficient where driveway lengths are such that fire appliances could not tackle property or vegetation fires from an accessible, legal road. A fire appliance requires, as a minimum, access which is 4 metres in width and 4m in height clearance, with a required to provide access for fire appliances, which may need to include access to on-site firefighting water supply maximum gradient of 15% (and accompanying transition ramps). It is considered therefore that an exclusion to maximum driveway access widths, for the full length of any driveway, ought to be included for driveways which are enquired to provide access for fire appliances, which may need to include access to on-site firefighting water supply.</p>	<p>Amend INF-S16 (connections to roads - driveways) as follows:</p> <p>...</p> <p><u>10. Any access to a site located in an area where no fully reticulated water supply system is available, or having a length greater than 50 metres when connected to a road that has a fully reticulated water supply system including hydrants, must be designed to accommodate a fire appliance design vehicle of at least 2.5 metres wide and 13 metres long and with a minimum gross mass of 25 tonne including:</u></p> <p><u>a. a gradient of no more than 15% at any point; and</u> <u>b. a minimum clear passageway and/or vehicle crossing of at least 3.5 metres width at the site entrance, internal entrances and between buildings; and</u> <u>c. a minimum formed carriageway width of 4 metres; and</u> <u>d. a height clearance of at least 4 metres; and</u> <u>e. a design that is free of obstacles that could hinder access for emergency service vehicles.</u> <u>f. The provision of hardstand and turnaround areas with maximum gradient of 5% in all directions</u></p>

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Energy Infrastructure and Transport / Infrastructure / INF-S16	Rimu Architects Ltd	318.16	Amend	<p>Considers that INF-S16 should be amended due to the following reasons:</p> <p>At 1, The section does not allow for ROW from another site creating what is apparently a second vehicle crossing for a site.</p> <p>At 2, The section requiring a 99th percentile vehicle is in not consistent with the TR-S6 requirement that the minimum design vehicle for driveways must be a 4.91m x 1.87m vehicle (85th percentile vehicle).</p> <p>At 3, level 1, 2 and 3 Driveways listed are described in the transport section at Table 8-TR (setting out the vehicle movements each category allows for) and Table 9- TR (setting out the design requirements foreach of the categories. A link or reference would have been useful the requirements of Table 9 -TR mean that a driveway may need to approach the carriageway at an angle rather than perpendicularly. The proposed wording at d. addresses this.</p> <p>There is also no mention of the TR-R3 1b) requirement that 'the access is not to a state highway.'</p> <p>Apart from this, it is common for houses to have a double garage or double carport facing the street. this situation should also be allowed for. The proposed wording at c. addresses this.</p>	<p>Amend INF-S16 (Connection to roads - driveways) as follows:</p> <ol style="list-style-type: none"> 1. The number of vehicle crossings per site must not exceed one. <u>Where a vehicle crossing serves a right of way from another site it shall be assigned to that site and not to the site where the crossing is located.</u> 2. The minimum design vehicle for a vehicle crossing is a <u>4.51m x 1.87m vehicle (85th percentile vehicle)</u>. 5.20m x 1.94m vehicle (99th percentile vehicle) 3. For Urban Roads, the length of a vehicle crossing parallel to the road must be no more than: <ol style="list-style-type: none"> a. 3m for driveways level 1 b. 6m for driveways level 2 and 4 c. <u>6m for a crossing leading to a double garage or double carport within 5m of the street boundary</u> d. <u>where meeting the requirements of Table 9-TR means a driveway perpendicular to the carriageway is not possible, the maximum vehicle crossing length increases to 6m for driveways level 1 and 9m for driveways level 2 and 3</u> <u>(See Table 8 -TR for the classification of driveways and Table 9 - TR for the design of driveways)</u> 4. For Rural Roads: <p>....</p>
Energy Infrastructure and Transport / Infrastructure / INF-S16	Waka Kotahi	370.92	Amend	<p>Considers that longer setback for driveways on local roads that intersect with a state highway, in accordance with New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/3. [See original submission Appendix A]</p>	<p>Amend to include a standard requiring that roads intersecting a state highway intersection comply with the New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/3 – Guidelines for minimum accessway spacing requirements [see original submission Appendix A].</p>
Energy Infrastructure and Transport / Infrastructure / INF-S16	Waka Kotahi	370.93	Amend	<p>Considers that longer sight distances, especially for the higher speeds, in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/1. [See original submission Appendix B.]</p>	<p>Amend to standards in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B Accessway standards and guidelines, Section 5B/1 Sight distances.</p> <p>[see original submission Appendix B].</p>
Energy Infrastructure and Transport / Infrastructure / INF-S16	Kāinga Ora Homes and Communities	391.132	Oppose in part	<p>INF-S16 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.</p>	<p>Delete INF-S16 (Connection to roads - driveways) from the Infrastructure Chapter and move the Standard to the Transport chapter.</p>
Energy Infrastructure and Transport / Infrastructure / INF-S16	KiwiRail Holdings Limited	408.50	Support	<p>Supports the requirement for vehicle crossings to be setback a minimum of 30m from a railway level crossing as specified in clause 8.</p>	<p>Retain INF-S16 (Connection to roads - driveways) as notified.</p>
Energy Infrastructure and Transport / Infrastructure / INF-S17	Kāinga Ora Homes and Communities	391.133	Oppose in part	<p>INF-S17 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.</p>	<p>Delete INF-S17 (Intersections) from the Infrastructure Chapter and move the Standard to the Transport chapter.</p>