

Energy Infrastructure and Transport / Transport

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / General TR	Aro Valley Community Council	87.30	Not specified	Considers that while Aro Valley is included in the 10 minute walkable catchment from a rapid transit zone, 46% already use active transport to move around the city. The remainder find that public transport (the bus service) is unreliable, not accessible to differently abled people, or safe in all weather conditions.	Not specified.
Energy Infrastructure and Transport / Transport / General TR	Interprofessional Trust	96.2	Not specified	Considers that car-parking should be by owners choice.	[Not specified]
Energy Infrastructure and Transport / Transport / General TR	M J & P B Murtagh	98.1	Amend	Considers that residents in rented properties are unable to find parking for their cars. Considers that vehicle traffic has increased each year.	Seeks that garaging is required in Mount Victoria. [Inferred submission point]
Energy Infrastructure and Transport / Transport / General TR	Victoria University of Wellington Students' Association	123.31	Support	Supports the emphasis on pedestrian and public transport access and the active prioritisation of this in development. Considers that students should be easily able to move around the City without cars	Supports that a range of transport options are accommodated to serve diverse transport needs, including active, public, taxis/ubers, and mobility vehicles.
Energy Infrastructure and Transport / Transport / General TR	Victoria University of Wellington Students' Association	123.32	Not specified	Considers that the city should serve people first, not cars.	Not specified.
Energy Infrastructure and Transport / Transport / General TR	Victoria University of Wellington Students' Association	123.33	Not specified	Supports infrastructure that supports the prioritisation of public transport, pedestrians, and cyclists. Understands that accommodating pedestrians and cyclists can be difficult in some areas due to narrow roads or steep hills.	Seeks that the WCC aims to support the safety and accessibility of pedestrians and cyclists even in narrow road or steep hill areas.
Energy Infrastructure and Transport / Transport / General TR	Olivier Reuland	134.7	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, is not wholly a negative effect despite what the RMA would say. It can be a helpful contributor to traffic calming and safer streets.	Seeks that traffic congestion and parking effects are viewed as not wholly a negative effect.
Energy Infrastructure and Transport / Transport / General TR	Braydon White	146.8	Not specified	Considers that the traffic congestion and the increased density of cars parked on streets can be a helpful contributor to traffic calming and safer streets by slowing down traffic, discouraging rat-running, and adding an extra nudge for those "on the fence" to maybe travel another way for those short trips.	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets, and used tactically as such.
Energy Infrastructure and Transport / Transport / General TR	Braydon White	146.9	Not specified	Considers that universal accessibility, and active and sustainable travel, must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel, is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	Jill Ford	163.4	Amend	[No specific reason given beyond decision requested - refer to original submission].	Seeks that G99-G102 (External Storage) in the Residential Design Guide should be referenced in to specific Rules, Policies, and Objectives in the Transport chapter. [Inferred decision requested].
Energy Infrastructure and Transport / Transport / General TR	Amos Mann	172.14	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	Patrick Wilkes	173.9	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, can be a helpful contributor to traffic calming and safer streets by slowing down traffic	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets.
Energy Infrastructure and Transport / Transport / General TR	Patrick Wilkes	173.10	Amend	[No specific reason given beyond decision requested - refer to original submission].	Amend objectives, policies and rules of the Transport Chapter to include reference to Residential Design Guide guidance GG 99-102 (external bike storage).

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Energy Infrastructure and Transport / Transport / General TR	Pete Gent	179.7	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, is not wholly a negative effect despite what the RMA would say. It can be a helpful contributor to traffic calming and safer streets.	Seeks that traffic congestion and parking effects are viewed as not wholly a negative effect.
Energy Infrastructure and Transport / Transport / General TR	Pete Gent	179.8	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	James Harris	180.5	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	Antony Kitchener and Simin Littschwager	199.6	Amend	Considers that it is unclear how people will be incentivised to use other modes of transport instead of cars. Ngaio does not have a supermarket in easy walking distance. People still need to rely on cars to drive their kids to and from school, and other activities and amenities. [Refer to original submission for full reasons].	Not specified.
Energy Infrastructure and Transport / Transport / General TR	Sam Stocker & Patricia Lee	216.4	Amend	Considers that we live in a society that relies on cars and taking away street parking will make the historic area unliveable. The simple answer to making our neighbourhood more cycle and walking friendly is to lower the speed limit across the city. Considers that the neighbourhood needs to retain its carparks. [Refer to original submission for full reason]	Seeks that new developments in historic areas include carparks.
Energy Infrastructure and Transport / Transport / General TR	Tyers Stream Group	221.27	Amend	[No specific reason given beyond decision requested - refer to original submission]	Seeks that building on unbuilt or built legal roads providing access to Reserves including Tyers Stream Reserve should be non-complying.
Energy Infrastructure and Transport / Transport / General TR	Stratum Management Limited	249.14	Amend	Considers the requirements apply to the City centre, Metropolitan, Local Centre, Neighbourhood and Mixed Use zones. Under the requirements, residential developments in these zones must provide for a minimum of 1 space per residential unit, and 1 short-stay space per 10 residential units. An apartment building of significant size will require substantial floor area for bicycle storage. This brings with it significant cost, impacting on the ultimate affordability of the apartment building. Assuming a requirement of 2.5m ² per bike in addition to associated access and circulation space, this would lead to an additional floor area requirement of some 300m ² , for a 100 unit apartment building. This would equate to an additional cost of \$3.9M. Not all apartment owners will utilise bike storage space. Therefore the requirement also risks a significant degree of sunk cost in meeting the standard. The provision of cycle parking is supported but Stratum opposes a requirement for such storage, and opposes the current requirement of 1 space per units. The residential requirement is also significantly above, in ultimate floor area requirements, those of other activity types in Table 7. Short stay, or visitor bike parking requirements are also opposed where they need to be provided on-site. The public realm remains an appropriate means of providing for visitor bike parking.	Seeks to remove the cycle and micromobility requirement for residential development (Table 7 TR: Minimum number of on-site cycling and micromobility device parking spaces).
Energy Infrastructure and Transport / Transport / General TR	Fire and Emergency New Zealand	273.47	Support in part	Notes that as previously referenced under the feedback point for TR:R3, the standards within Table 9 may be insufficient for fire appliance access in certain circumstances.	Supports Table 9 - TR: Design of Driveways, with amendment.

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Energy Infrastructure and Transport / Transport / General TR	Fire and Emergency New Zealand	273.48	Amend	Notes that as previously referenced under the feedback point for TR2R3, the standards within Table 9 may be insufficient for fire appliance access in certain circumstances.	Amend Table 9 - TR: Design of Driveways Classification: Driveway Level 1 Minimum Width (m) – Vehicles <ul style="list-style-type: none"> • 1 x 3.0 • Passing bays at 50m maximum spacing; • Clear line of sight between passing bays • <u>Where driveways will result in any building served from the driveway to be more than 70m away from a legal road, the site access and full length of the driveway must provide unhindered access for fire appliances in accordance with the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008.</u>
Energy Infrastructure and Transport / Transport / General TR	Richard Hovey	280.1	Amend	Considers that E-Bikes and e-scooters are growing in popularity and require specific storage. E-Bikes and e-scooters can weigh from 25kg to 40kg and require storage, they can be used more when storage has charging capacity, and are high-value targets for theft. Lack of storage can be a barrier to entry for people using these vehicles. [Refer to original submission for full reason]	Seeks that there is more definition regarding requirements and recommendations for provision of bike and micromobility device storage.
Energy Infrastructure and Transport / Transport / General TR	Johanna Carter	296.4	Amend	Considers that private vehicles will still be part of the fabric of the city for many years. For example, people need to be able to accommodate vehicles for work (trade vehicles), and to store private vehicles to access areas of NZ not accessible by public transport. Not all people are able to use public transport due to age, disability or they are a family with competing demands that public transport cannot cater for. To completely remove all parking requirements will result in more on street parking and where this is limited more competition for the parking that is available.	Seeks that the removal of all parking requirements is re-examined and revisited.
Energy Infrastructure and Transport / Transport / General TR	Paihikara Ki Pōneke Cycle Wellington	302.16	Not specified	Considers that cycle parking and charging facilities should be adequate to meet increasing demand for secure parking and charging facilities, to meet climate commitments, safety and mode shift goals.	Not specified.
Energy Infrastructure and Transport / Transport / General TR	Paihikara Ki Pōneke Cycle Wellington	302.17	Support in part	Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces in the Transport chapter is supported, as it provides requirements for cycle parking in the listed zones. However, long stay cycle parking should also require a reduced number of charging facilities.	Retain Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces in the 'Transport' chapter, with amendment.
Energy Infrastructure and Transport / Transport / General TR	Paihikara Ki Pōneke Cycle Wellington	302.18	Amend	Considers that Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces should be amended to require a reduced number of charging facilities in long stay cycle parking.	Amend Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces to include charging facilities for e-cycles in the 'Long stay (staff*, residents, students)' column.
Energy Infrastructure and Transport / Transport / General TR	Aggregate and Quarry Association	303.12	Not specified	Considers that it is important that the PDP does not shut off access to potential aggregate sources to provide for Wellington's current and future construction needs. As aggregate is expensive to transport, sources of this need to be close to the place of construction.	Seeks that the Proposed District Plan provisions enable the importation of aggregate from other areas outside of the Wellington City Council jurisdiction.

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Energy Infrastructure and Transport / Transport / General TR	Svend Heeselholt Henne Hansen	308.4	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, is not wholly a negative effect despite what the RMA would say. It can be a helpful contributor to traffic calming and safer streets.	Seeks that traffic congestion and parking effects are viewed as not wholly a negative effect.
Energy Infrastructure and Transport / Transport / General TR	Mt Victoria Residents' Association	342.22	Not specified	Considers that removing car parking requirements will allow more efficient use of the site and support the city's Carbon Zero goals. It could also contribute to the affordability of housing developments by removing a significant cost to provide the parking, provided this is not captured by developers. However, it will also make it harder for residents manage parking.	Not specified.
Energy Infrastructure and Transport / Transport / General TR	Restaurant Brands Limited	349.9	Support	Support	Retain Table 7 (Minimum number of on-site cycling and micromobility device parking spaces) as notified.
Energy Infrastructure and Transport / Transport / General TR	Restaurant Brands Limited	349.10	Support	Support	Retain Table 8 (Classification of driveways) as notified.
Energy Infrastructure and Transport / Transport / General TR	Restaurant Brands Limited	349.11	Support	Support	Retain Table 9 (Design of driveways) as notified.
Energy Infrastructure and Transport / Transport / General TR	Restaurant Brands Limited	349.12	Support	Support	Retain Table 10 Parking Space dimensions) as notified.
Energy Infrastructure and Transport / Transport / General TR	Retirement Villages Association of New Zealand Incorporated	350.41	Oppose in part	Considers that due to the age and frequency of mobility constraints amongst retirement village residents, it is not necessary or practicable to apply the Table 7 minimum number of onsite cycling and micromobility device parking space requirements to retirement villages at the same rate as it is applied to other residential activities.	Opposes Table 7 (TR: Minimum number of on-site cycling and micromobility device parking spaces) and seeks amendment.
Energy Infrastructure and Transport / Transport / General TR	Retirement Villages Association of New Zealand Incorporated	350.42	Amend	Considers that due to the age and frequency of mobility constraints amongst retirement village residents, it is not necessary or practicable to apply the Table 7 minimum number of onsite cycling and micromobility device parking space requirements to retirement villages at the same rate as it is applied to other residential activities.	Amend Table 7 (TR: Minimum number of on-site cycling and micromobility device parking spaces) to Add "retirement villages" as a new activity with the following minimum number of onsite cycling and micromobility device parking spaces: - Not applicable for Short Stay (visitors); - Minimum 1, 0.1 per staff member*
Energy Infrastructure and Transport / Transport / General TR	Greater Wellington Regional Council	351.107	Support in part	Supports the removal of on-site carparking required by the NPS-UD as it will mean a more proactive approach to managing on-street parking across the city than in the past. Also supports the requirement for the provision of cycling and micro-mobility parking as part of new development.	Not specified.
Energy Infrastructure and Transport / Transport / General TR	Woolworths New Zealand	359.29	Support	Supports Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces. [Refer to original submission for full reason]	Retain Table 7 (TR: Minimum number of on-site cycling and micromobility device parking spaces) in the Transport chapter as notified.
Energy Infrastructure and Transport / Transport / General TR	Z Energy Limited	361.9	Support in part	The Transport strategic direction of the PDP is supported, as it seeks to reduce carbon emissions and effects on climate change through the use of renewable energy technologies.	Retain the Transport chapter with amendment.
Energy Infrastructure and Transport / Transport / General TR	Waka Kotahi	370.155	Amend	Consider 200 vehicles per day to be a high number for any activity within the district plan. It was not clear from the support documents where this number has come from. Waka Kotahi seeks to work with Council to determine appropriate thresholds for specific activities accessing both the state highway and local roads	Seeks to Amend Table 8 (TR: Classification of driveways) to institute a threshold of 100 car equivalent vehicle movements per day where a proposal accesses the state highway, and lower thresholds where the safety of the transport network warrants it. Note – car equivalent movements are defined as (as noted in the New Zealand Transport Agency Planning Policy Manual: Appendix 1 – Glossary): • 1 car to and from the property = 2 equivalent car movements • 1 truck to and from property = 6 equivalent car movements • 1 truck and trailer to and from property = 10 equivalent car movements

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Energy Infrastructure and Transport / Transport / General TR	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.70	Support in part	<p>The Transport chapter is generally supported, but needs provisions to enable EV charging stations.</p> <p>The submitter considers that the use of EVs to be a key utilisation of new renewable technologies that will help achieve Wellington's carbon reduction and climate change goals. INF-S18 provides for EV charging stations but only as optional ancillary infrastructure for when a new road is created (through Rule INF-R25 (New Roads)). EVs are also not defined in the PDP and there are no objectives, policies or rules that seek to enable the use of EVs, specifically through the provision of EV charging stations.</p> <p>As such, as it stands, the submitter notes that it appears that the only directly enabling EV provision is Standard INF-S18. There does not appear to be any other provisions in the PDP that recognise or enable EV charging stations and it is therefore assumed that where such EV charging is ancillary to a proposed or existing activity, the same activity status of the primary activity applies. [Refer to original submission for full reason]</p>	Retain the Transport chapter with amendment.
Energy Infrastructure and Transport / Transport / General TR	WCC Environmental Reference Group	377.45	Support	This will help support provision for multiple modes.	Retain Table 7-TR (Minimum number of on-site cycling and micromobility device parking spaces) as notified.
Energy Infrastructure and Transport / Transport / General TR	WCC Environmental Reference Group	377.46	Support in part	<p>Generally supportive. However, the submitter has significant concerns about the declassification of Johnsonville as a rapid transport service and suggest this is amended as it is contrary to both the GWRC Regional Land Transport Plan and the National Policy Statement for Urban Development: this line enables high passenger capacity, meets the definition of 'rapid' in that at peak times it operates on a 12 minute schedule, and has potential, with additional loops, to become even more frequent as demand grows in the future. [Refer to original submission for full reason]</p>	Not specified.
Energy Infrastructure and Transport / Transport / General TR	Henry Bartholomew Nankivell Zwart	378.9	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	Kāinga Ora Homes and Communities	391.134	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 / Transport / General TR	Kāinga Ora Homes and Communities	391.135	Amend	Considers that all rules in the Transport chapter should have a notification preclusion statement (for both public and limited notification) for restricted discretionary activities. The technical nature of these breaches requires technical and/or engineering assessments, and public participation by way of limited or public notification will unlikely add anything to the consideration of the effects of these breaches.	<p>Amend all Rules in the Transport chapter to include a notification preclusion statement for activities under Restricted Discretionary as follows:</p> <p><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></p>
Energy Infrastructure and Transport / Transport / General TR	Matthew Tamati Reweti	394.8	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, can be a helpful contributor to traffic calming and safer streets by slowing down traffic	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets.
Energy Infrastructure and Transport / Transport / General TR	Matthew Tamati Reweti	394.9	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	David Cadman	398.7	Not specified	Considers that the increased density of cars parked in streets, and traffic congestion, can be a helpful contributor to traffic calming and safer streets by slowing down traffic	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets.

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Energy Infrastructure and Transport / Transport / General TR	David Cadman	398.8	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	Wellington International Airport Ltd	406.186	Not specified	[No specific reason given beyond decision requested - see original submission]	Clarify whether rules and standards will apply based on cumulative effects within a site or based on individual activities.
Energy Infrastructure and Transport / Transport / General TR	Wellington International Airport Ltd	406.187	Not specified	Considers that the Airport already generates a large volume of traffic, a consent would arguably be triggered for every new activity established, irrespective of the nature or scale of the activity.	Not specified.
Energy Infrastructure and Transport / Transport / General TR	Wellington International Airport Ltd	406.188	Not specified	Airports facilitate the movement of people to and from the District. Many of the activities undertaken at airports are purely intended to support this function and provide services for passengers, staff and "meters and greeters". They are therefore not vehicle generating activities in themselves. For the purposes of implementing the relevant trip generation methods, it would be difficult to distinguish between what is a facilitating and what is a generating activity.	Clarify what is and isn't a vehicle generating activity.
Energy Infrastructure and Transport / Transport / General TR	Wellington International Airport Ltd	406.189	Amend	Considers that as the management of people to and from the airport and its environs is a role that WIAL oversees and accounts for as its role as airport operator.	Seeks that the Trip Generation provisions do not apply within the Airport Zone.
Energy Infrastructure and Transport / Transport / General TR	KiwiRail Holdings Limited	408.88	Support	Supports the introduction text which outlines that matters concerning the operation, maintenance, repair and renewal, upgrading and development of the transport network and connections to the transport network are provided in the Infrastructure Chapter. This is an important message as district plans commonly contain provisions relating to vehicle crossing setbacks from level crossings and level crossing sightline restrictions, within transport chapters. KiwiRail support text which helps with plan-user navigation to all relevant parts of the Plan.	Retain the Transport chapter introduction as notified.
Energy Infrastructure and Transport / Transport / General TR	Emma Osborne	410.6	Amend	Considers that the increased density of cars parked in streets, and traffic congestion, is not wholly a negative effect despite what the RMA would say. It can be a helpful contributor to traffic calming and safer streets. [Refer to original submission for full reason].	Seeks that traffic congestion and parking effects are viewed as not wholly a negative effect. [Inferred decision requested]
Energy Infrastructure and Transport / Transport / General TR	VicLabour	414.19	Support	Supports the sustainable transport hierarchy and a shift from private vehicles to active and public transport. [Refer to original submission for full reasons]	Retain reference to sustainable transport hierarchy in the transport chapter introduction as notified. [Inferred decision requested]
Energy Infrastructure and Transport / Transport / General TR	Luke Stewart	422.4	Not specified	Considers that the traffic congestion and the increased density of cars parked on streets can be a helpful contributor to traffic calming and safer streets by slowing down traffic, discouraging rat-running, and adding an extra nudge for those "on the fence" to maybe travel another way for those short trips.	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets, and used tactically as such.
Energy Infrastructure and Transport / Transport / General TR	Luke Stewart	422.5	Not specified	Considers that universal accessibility, and active and sustainable travel, must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel, is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	Survey & Spatial New Zealand Wellington Branch	439.23	Amend	Considers that Driveway Level 3 (7-20 dwellings) widths are excessive in Table 9 - TR Design of Driveways. Considers that this provision is inconsistent with the overall direction of the PDP attempting to reduce areas of sealed surfaces to minimise stormwater discharge and improve runoff quality. Considers that the 6m width required by this standard provides no traffic management benefits and it should be reduced to 4.5m as this provides enough space for firetrucks, passing vehicles, and encourages a safe speed environment.	Amend Table 9 - TR Design of Driveways: Driveway Level 3: Footpath = 1 x 4.5 1.0 Vehicles = 2 x 2.0 1 x 4.5 Berm = 1 x 1.0 or 2 x 0.5 Overall legal width = 8.0 6.5

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Energy Infrastructure and Transport / Transport / General TR	Daniel Christopher Murray Grantham	468.3	Amend	Considers that universal accessibility, and active and sustainable travel, must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel, is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	Alicia Hall on behalf of Parents for Climate Aotearoa	472.9	Amend	Considers that the traffic congestion and the increased density of cars parked on streets can be a helpful contributor to traffic calming and safer streets by slowing down traffic, discouraging rat-running, and adding an extra nudge for those "on the fence" to maybe travel another way for those short trips.	Seeks that traffic congestion and parking effects are viewed as an interim contributor to traffic calming and safer streets, and used tactically as such.
Energy Infrastructure and Transport / Transport / General TR	Alicia Hall on behalf of Parents for Climate Aotearoa	472.10	Not specified	Considers that universal accessibility, and active and sustainable travel must be prioritised for access to public transport so that people don't need to drive to stations, nor traverse inhospitable park-and-rides once they get there.	Seeks that universal accessibility, and active and sustainable travel is prioritised for access to public transport.
Energy Infrastructure and Transport / Transport / General TR	Ben Barrett	479.20	Amend	Considers that the District Plan needs to recognise that Newtown's main roads are single lane roads, not major transport corridors. There are practical limitations to the intensification of actual road width that have been ignored by intensification planning to date.	Seeks that the District Plan recognises that Newtown's main roads are single lane roads, not major transport corridors.
Energy Infrastructure and Transport / Transport / General TR	Catharine Underwood	481.18	Amend	Not specified.	Seeks that there should be much more mandatory provisions for storage and charging for ebikes and personal storage lockers for other gear.
Energy Infrastructure and Transport / Transport / General TR	Living Streets Aotearoa	482.34	Support	Supports the removal of minimum parking requirements. Considers that we need to be moving to a situation where more households are car-less and this can be addressed through not forcing houses to have parking spaces.	Retain having no minimum parking requirements in the plan.
Energy Infrastructure and Transport / Transport / General TR	Living Streets Aotearoa	482.35	Not specified	Considers that the transport section is inadequate in terms of ensuring there is good pedestrian infrastructure.	Seeks that in the Transport chapter, any permitted activity is consistent with the NZTA guidelines (or equivalent standard).
Energy Infrastructure and Transport / Transport / General TR	Living Streets Aotearoa	482.36	Amend	Considers that in Table 9 - TR Design of driveways, the 6 metre total width of driveways at the footpath is too wide and particularly with Driveway Level 3, the design speed is too high at 20km/h.	Seeks that Table 9 - TR Design of driveways should consider reducing both the width and speed of the driveways.
Energy Infrastructure and Transport / Transport / General TR	Living Streets Aotearoa	482.37	Not specified	Considers that growth in rural areas means roads should be upgraded with pedestrian footpaths	Rural roads in Wellington City should still have dedicated pedestrian space, particularly in areas that have been identified for further development
Energy Infrastructure and Transport / Transport / General TR	Living Streets Aotearoa	482.38	Not specified	Considers that growth in rural areas means roads should be upgraded with pedestrian footpaths	Shared paths should be a controlled or discretionary use in all cases.
Energy Infrastructure and Transport / Transport / New TR	Susan Rotto	63.1	Amend	MRZ-P8.4 (Achieve attractive and safe streets), MRZ-P11 (Attractive and safe streets and public open spaces) and MRZ-R6 (Visitor accommodation) cannot work without provision for off-street parking. Lack of off-street parking drives parking on-street which packs up streets, which are unsafe and provide no space for workers.	Seeks that at least one off-street car park per residential unit on a site in the Medium Density Residential Chapter. [Inferred decision requested]
Energy Infrastructure and Transport / Transport / New TR	Susan Rotto	63.2	Amend	MRZ-P8.4 (Achieve attractive and safe streets), MRZ-P11 (Attractive and safe streets and public open spaces) and MRZ-R6 (Visitor accommodation) cannot work without provision for off-street parking. Lack of off-street parking drives parking on-street which packs up streets, which are unsafe and provide no space for workers.	Seeks that 1 > off-street car parks is required on sites in the Medium Density Residential Zone that are used for non-residential purposes. [Inferred decision requested]

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Energy Infrastructure and Transport / Transport / New TR	Tawa Community Board	294.9	Amend	Considers that due to the Central Governments lack of review of the Building Act, there are loop holes regarding accessibility that the PDP should address. [Refer to original submission for full reason]	Seeks that the PDP address accessibility for residents with mobility issues.
Energy Infrastructure and Transport / Transport / New TR	Greater Wellington Regional Council	351.108	Amend	Considers that additional policy direction would be required to have regard to Proposed RPS Change 1 direction (Policies CC.1 and CC.3) which directs the provision of infrastructure to promote the uptake of cycling as a means of transport. This direction would require the provision of cycle parking that is safe, convenient, and secure and end of journey facilities for staff such as showers and lockers.	Add a new Policy to the Transport chapter that provides more explicit direction regarding the support for cycle transport, as follows: <u>Encourage cycle transport through the provision of cycle parking that is sheltered, convenient, safe and secure and end-of-journey facilities for staff including showers, lockers and dedicated changing spaces.</u>
Energy Infrastructure and Transport / Transport / New TR	Greater Wellington Regional Council	351.109	Amend	Considers it appropriate to include a new standard that sets out the minimum end-of-trip facilities for staff to support cycling as a means of transport. This can be based on the number of cycling spaces required to be provided. For example, 1 shower and 1 locker per 10 staff cycle parks. This standard should be linked with TR-S2 and Table TR-7. The relevant Proposed RPS Change 1 policies are CC.1 and CC.3.	Add a new standard to that sets out the minimum end-of-trip facilities for staff to support cycling as a means of transport. This could relate to a minimum number of showers and lockers to be provided.
Energy Infrastructure and Transport / Transport / New TR	Z Energy Limited	361.10	Amend	Considers the use of electric vehicles (EVs) to be a key utilisation of new renewable technologies that will help achieve Wellington's carbon reduction and climate change goals. However, EVs are not defined in the PDP and there are no objectives, policies or rules that seek to enable the use of EVs, specifically through the provision of EV charging stations. The only exception being Standard INF-S18 in the Infrastructure chapter which is only applicable where new roads are created. In comparison, the Residential zone and Centre zone under the Operative District Plan contain objectives, policies and methods that look to specifically enable EV charging stations.	Add a new Rule in the Transport chapter as follows: <u>TR-R7 (Electric Vehicle Charging Stations)</u> <u>All Zones</u> <u>1. Activity Status: Permitted</u> <u>Where:</u> <u>a. Compliance with TR-S7 is achieved; and</u> <u>b. Compliance with TR-S10 is achieved;</u> <u>2. Activity status: Restricted Discretionary</u> <u>where</u> <u>a. Compliance with TR-R7.1 cannot be achieved</u> <u>Matters of discretion:</u> <u>1. The matters in TR-P3; and</u> <u>2. The extent and effect of non-compliance with standard TR-S10 as specified in the associated assessment criteria for the infringed standard;</u>
Energy Infrastructure and Transport / Transport / New TR	Z Energy Limited	361.11	Amend	Considers the use of electric vehicles (EVs) to be a key utilisation of new renewable technologies that will help achieve Wellington's carbon reduction and climate change goals. However, EVs are not defined in the PDP and there are no objectives, policies or rules that seek to enable the use of EVs, specifically through the provision of EV charging stations. The only exception being Standard INF-S18 in the Infrastructure chapter which is only applicable where new roads are created. In comparison, the Residential zone and Centre zone under the Operative District Plan contain objectives, policies and methods that look to specifically enable EV charging stations.	Add a new standard in the Transport chapter as follows: <u>TR-S10 (Ancillary structures for electric vehicle charging)</u> <u>1. The structures (excluding poles and cables) must:</u> <u>a. Not exceed a maximum height above ground level of 3m; and</u> <u>b. Not exceed a maximum combined footprint of 5m2; and</u> <u>c. Comply with zone Boundary Setback standards.</u> <u>Assessment criteria when the standard is infringed:</u> <u>1. Streetscape and visual amenity effects; and</u> <u>2. Whether landscaping is required to mitigate streetscape and visual amenity effects.</u>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / New TR	Waka Kotahi	370.156	Amend	Considers it appropriate that any change of land use involving direct access onto the state highway require consent, at least as a restricted discretionary activity, with discretion restricted to the matters in TR-P3.	Add a new Rule to the Transport chapter as follows: <u>Change of land use for activities having direct access to the state highway</u> <u>Restricted discretionary activity</u> <u>Discretion restricted to the matters in TR-P3.</u>
Energy Infrastructure and Transport / Transport / New TR	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.71	Amend	Considers that a new provision should be added to the Transport chapter to recognise or enable EV charging stations as a permitted activity in all zones, subject to compliance with specific standards. This rule would support a broader network of EV charging stations and therefore greater uptake of EV use in the district and would contribute to Wellington’s carbon reduction and climate change goals. [See original submission for full reason]	Add new Rule in the Transport chapter as follows: <u>TR-R7 (Electric Vehicle Charging Stations)</u> <u>All Zones</u> <u>1. Activity Status: Permitted</u> <u>Where:</u> <u>a. Compliance with TR-S7 is achieved; and</u> <u>b. Compliance with TR-S10 is achieved;</u> <u>2. Activity status: Restricted Discretionary</u> <u>Where</u> <u>a. Compliance with TR-R7.1 cannot be achieved.</u> <u>Matters of discretion:</u> <u>1. The matters in TR-P3; and</u> <u>2. The extent and effect of non-compliance with standard TR-S10 as specified in the associated assessment criteria for the infringed standard;</u>
Energy Infrastructure and Transport / Transport / New TR	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.72	Amend	Considers that a new provision should be added to the Transport chapter to provide height, boundary setbacks and amenity standards for EV charging stations. As the plan stands, EV charging stations are currently interpreted as an ancillary activity and ancillary structure(s) to a site’s primary activity and would only subject to building and structure standards to ensure appropriate built form outcomes are achieved. [See original submission for full reason]	Add new Standard in the Transport chapter as follows: <u>TR-S10 (Ancillary structures for electric vehicle charging)</u> <u>1. The structures (excluding poles and cables) must:</u> <u>a. Not exceed a maximum height above ground level of 3m; and</u> <u>b. Not exceed a maximum combined footprint of 5m²; and</u> <u>c. Comply with zone Boundary Setback standards.</u> <u>Assessment criteria when the standard is infringed:</u> <u>1. Streetscape and visual amenity effects; and</u> <u>2. Whether landscaping is required to mitigate streetscape and visual amenity effects.</u>
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.136	Amend	Considers that Objective INF-O5 should be amended to be reviewed and moved to the Transport chapter.	Seeks that Objective INF-O5 (Transport network) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.137	Amend	Considers that all transport-related provisions (objectives, policies, rules and definitions) in the Infrastructure chapter should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks that transport related provisions be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.138	Amend	Considers that INF-P9 should be amended to be reviewed and moved to the Transport chapter.	Seeks that INF-P9 (Upgrading and development of the transport network) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.139	Amend	Considers that INF-P10 should be amended to be reviewed and moved to the Transport chapter.	Seeks that INF-P10 (Classification of roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.140	Amend	Considers that INF-P11 should be amended to be reviewed and moved to the Transport chapter.	Seeks that INF-P11 (Connection to roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.141	Amend	Considers that all transport-related provisions in the Infrastructure chapter, including INF-R4, should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks INF-R4 (New vehicle access tracks for infrastructure) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.142	Amend	Considers that all transport-related provisions in the Infrastructure chapter, including INF-R24, should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks INF-R24 (Connections to roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.143	Amend	Considers that all transport-related provisions in the Infrastructure chapter, including INF-R25, should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks INF-R25 (New roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.144	Amend	Considers that INF-S12 should be amended to have less specific requirements.	Amend INF-S12 (Buildings, structures and activities in the National Grid Yard) as follows: 1. The building or structure must have a minimum vertical clearance of 10m below the lowest point of a conductor under all transmission line and building operating conditions; or 2. Must meet the safe electrical clearance distances required by New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions. 3. The building or structure must be located at least 12m from the outer visible edge of a foundation of a National Grid transmission line tower or pole, except where it: a. Is a fence not exceeding 2.5m in height that is located at least: i. 6m from the outer visible edge of a foundation of a National Grid transmission line tower; or ii. 5m from the outer visible edge of a foundation of a National Grid transmission line pole; b. Is an artificial crop protection structure or crop support structure not exceeding 2.5m in height and located at least 8m from a National Grid transmission line pole that: i. Is removable or temporary to allow a clear working space of 12m from the pole for maintenance; and ii. Allows all weather access to the pole and a sufficient area for maintenance equipment, including a crane; or c. Meets the requirements of clause 2.4.1 of New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.145	Amend	Considers that all transport-related provisions in the Infrastructure chapter, including INF-S13, should be reviewed, amended and moved to the Transport chapter. Some provisions may be deleted in the process.	Seeks INF-S13 (Design of roads) be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.146	Amend	Considers that Table 1 - 6 in the Infrastructure chapter should be reviewed, amended and moved to the Transport chapter.	Seeks that Table 1 - 6 in the Infrastructure chapter be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Kāinga Ora Homes and Communities	391.147	Amend	Considers that Figure 1 - 4 in the Infrastructure chapter should be reviewed, amended and moved to the Transport chapter.	Seeks that Figure 1 - 4 in the Infrastructure chapter be reviewed, amended and moved from the Infrastructure chapter to the Transport Chapter.
Energy Infrastructure and Transport / Transport / New TR	Foodstuffs North Island	476.7	Amend	The provision "Car sharing activities" has the same provision number (TR-R5) as TR-R5 "On-site vehicle parking and manoeuvring".	Amend the provision number and all references for "Car sharing activities" from TR-R5 to TR-R6.
Energy Infrastructure and Transport / Transport / TR-O1	Jill Ford	163.5	Support	Supports TR-O1.4. as notified.	Retain TR-O1.4. (Purpose) as notified.
Energy Infrastructure and Transport / Transport / TR-O1	Patrick Wilkes	173.11	Support	[No specific reason given beyond decision requested - refer to original submission].	Retain Objective TR-O1 (4) (New development provides appropriate on-site facilities for cycling and Micromobility users) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-01	Peter Nunns	196.9	Not specified	Considers that accommodating increased development within Wellington City's existing footprint will increase transport demand within the city and this will only be feasible if it is accompanied by a shift towards public and active transport.	Seeks that improved transport infrastructure and service provision is provided to support the shift towards public and active transport.
Energy Infrastructure and Transport / Transport / TR-01	Stratum Management Limited	249.15	Amend	Opposes the requirement of 1 bike parking space per residential unit in a city centre apartment is opposed. An amendment is sought to the objective to reflect that the cycle and micromobility parking requirement is proportionate to expected demand.	Amend TR-01 (Purpose) as follows: Land use and development is managed to ensure that: ... 4. New development provides for appropriate on-site facilities for cycling and micromobility users to <u>meet expected demand</u> ; and ...
Energy Infrastructure and Transport / Transport / TR-01	Paihikara Ki Pōneke Cycle Wellington	302.19	Support	TR-01 is supported as it seeks to provide for a range of modes within the transport network, including requiring new development to provide facilities for cycling.	Retain the Objective TR-01 (Purpose) as notified.
Energy Infrastructure and Transport / Transport / TR-01	Bruce Crothers	319.6	Support	Supports TR-01 (4) with respect to the requirement for new development to provide on site facilities for cycling and micromobility users.	Retains TR-01 (Purpose) as notified.
Energy Infrastructure and Transport / Transport / TR-01	Joan Fitzgerald	323.2	Support	Supports the Objective TR-01, especially subclause 4: New development provides appropriate on-site facilities for cycling and micromobility users;	Retain Objective TR-01 (Purpose) as notified.
Energy Infrastructure and Transport / Transport / TR-01	Restaurant Brands Limited	349.13	Support	Support	Retain TR-01 (Purpose) as notified.
Energy Infrastructure and Transport / Transport / TR-01	Retirement Villages Association of New Zealand Incorporated	350.43	Oppose in part	Considers that the reference to 'effective' on-site parking is no longer considered relevant in light of the NPSUD direction to remove carparking minimums.	Opposes TR-01 (Purpose) and seeks amendment.
Energy Infrastructure and Transport / Transport / TR-01	Retirement Villages Association of New Zealand Incorporated	350.44	Amend	Considers that the reference to 'effective' on-site parking is no longer relevant in light of the NPSUD direction to remove carparking minimums.	Amend TR-01 (Purpose) to replace the reference to 'effective on-site parking' to 'safe and functional on-site parking'.
Energy Infrastructure and Transport / Transport / TR-01	Waka Kotahi	370.157	Support in part	Support this objective as it provides for the management on land use activities and development on the transport network.	Retain Objective TR-01 (Purpose) with amendment.
Energy Infrastructure and Transport / Transport / TR-01	Waka Kotahi	370.158	Amend	Support this objective as it provides for the management on land use activities and development on the transport network.	Amend Objective TR-01 (Purpose) as follows: ... <u>6. The proposal leads to a reduced reliance on fossil fuels over time</u>
Energy Infrastructure and Transport / Transport / TR-01	WCC Environmental Reference Group	377.47	Support	Provision for a range of transport modes, and reduced reliance on private vehicle use is important for the city both to achieve its carbon reduction targets, reduce congestion and improve the liveability of the city.	Retain TR-01 (Purpose) as notified.
Energy Infrastructure and Transport / Transport / TR-01	Ministry of Education	400.31	Support in part	Supports TR-01 in part, as it promotes an efficient and integrated transport network for the district that encourages mode shift.	Retain TR-01 (Purpose), with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-O1	Ministry of Education	400.32	Amend	Seeks that TR-O1 be amended to ensure it reflects the NPS-UD which removed the minimum standards for on-site parking except for accessible spaces in District Plans for Tier 1 territorial authorities.	Amend TR-O1 (Purpose) as follows: Land use and development is managed to ensure that: ... 5. Safe and effective on-site accessible parking, loading, access and manoeuvring is provided.
Energy Infrastructure and Transport / Transport / TR-O1	KiwiRail Holdings Limited	408.89	Support	Supports policy that seeks to ensure the safety and effectiveness of the transport is not compromised by high trip generated activities, and that development provides safe and effective access and maneuvering.	Retain TR-O1 (Purpose) as notified.
Energy Infrastructure and Transport / Transport / TR-P1	Victoria University of Wellington Students' Association	123.34	Support	Supports TR-P1 in its entirety.	Retain TR-P1 (High trip generating use and development) as notified.
Energy Infrastructure and Transport / Transport / TR-P1	Paihikara Ki Pōneke Cycle Wellington	302.20	Support	TR-P1 is supported as it seeks to provide for a range of modes within the transport network, including requiring new development to provide facilities for cycling.	Retain TR-P1 (High trip generating use and development) as notified.
Energy Infrastructure and Transport / Transport / TR-P1	Restaurant Brands Limited	349.14	Support	Support	Retain TR-P1 (High trip generating use and development) as notified.
Energy Infrastructure and Transport / Transport / TR-P1	Retirement Villages Association of New Zealand Incorporated	350.45	Support in part	Considers regulation of trip generation should be based on peak hour movements, not daily movements, as those determine capacity. Supports TR-P1 and its provision for high vehicle trip generating activities where they safely and effectively integrate with the transport network and provide for pedestrian and public transport modes. However, considers that due to the age and frequency of mobility constraints amongst retirement village residents, the TR-P1's requirement to provide for cycling and micromobility transport modes at the same rate as other residential activities is not practicable in the retirement village setting. Further, considers that the policy should recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Retain TR-P1 (High trip generating use and development) and seeks amendment.
Energy Infrastructure and Transport / Transport / TR-P1	Retirement Villages Association of New Zealand Incorporated	350.46	Amend	Considers regulation of trip generation should be based on peak hour movements, not daily movements, as those determine capacity. Supports TR-P1 and its provision for high vehicle trip generating activities where they safely and effectively integrate with the transport network and provide for pedestrian and public transport modes. However, considers that due to the age and frequency of mobility constraints amongst retirement village residents, the TR-P1's requirement to provide for cycling and micromobility transport modes at the same rate as other residential activities is not practicable in the retirement village setting. Further, considers that the policy should recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Amend TR-P1 (High trip generating use and development) as follows: Provide for high vehicle trip generating activities where they: 1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and 2. Provide for pedestrian, cycling, micromobility and public transport modes <u>at an appropriate scale to the nature of the high vehicle trip generating activity; and</u> 3. <u>Enable development that generates the same or less traffic than anticipated by the site zoning.</u>
Energy Infrastructure and Transport / Transport / TR-P1	Retirement Villages Association of New Zealand Incorporated	350.47	Oppose in part	Considers regulation of trip generation should be based on peak hour movements, not daily movements, as those determine capacity. Supports TR-P1 and its provision for high vehicle trip generating activities where they safely and effectively integrate with the transport network and provide for pedestrian and public transport modes. However, considers that due to the age and frequency of mobility constraints amongst retirement village residents, the TR-P1's requirement to provide for cycling and micromobility transport modes at the same rate as other residential activities is not practicable in the retirement village setting. Further, considers that the policy should recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Opposes TR-P1 (High trip generating use and development) and seeks amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-P1	Retirement Villages Association of New Zealand Incorporated	350.48	Amend	Considers regulation of trip generation should be based on peak hour movements, not daily movements, as those determine capacity. Supports TR-P1 and its provision for high vehicle trip generating activities where they safely and effectively integrate with the transport network and provide for pedestrian and public transport modes. However, considers that due to the age and frequency of mobility constraints amongst retirement village residents, the TR-P1's requirement to provide for cycling and micromobility transport modes at the same rate as other residential activities is not practicable in the retirement village setting. Further, considers that the policy should recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.	Amend TR-P1 (High trip generating use and development) as follows: Provide for high vehicle trip generating activities where they: 1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and 2. Provide for pedestrian, cycling, micromobility and public transport modes <u>at an appropriate scale to the nature of the high vehicle trip generating activity;</u> and 3. <u>Enable development that generates the same or less traffic than anticipated by the site zoning.</u>
Energy Infrastructure and Transport / Transport / TR-P1	Greater Wellington Regional Council	351.110	Support in part	Supports Policy TR-P1 (High trip generating use and development)	Retain TR-P1 (High trip generating use and development), subject to amendments.
Energy Infrastructure and Transport / Transport / TR-P1	Greater Wellington Regional Council	351.111	Amend	Considers it appropriate to amend to have regard to Proposed RPS Change 1, specifically Policy CC.2. Proposed policy TR-P1 should be amended to ensure private vehicle use is minimised and active and public transport modes are maximised. The policy wording should be stronger than simply providing for these alternative modes. To have regard to Proposed RPS Change 1 Policy CC.10, any high trip generating (as per TR-S1) activity or freight distribution activity should be required to provide a travel demand management plan and this be assessed as part of the consent process. Freight distribution activities should also be located where efficient freight movements can minimise greenhouse gas emission. Considers the requirement to provide a travel demand management plan should extend to activities associated with subdivision, larger commercial developments where they may not trigger non-compliance with the vehicle trip generation activity rule.	Seeks to amend TR-P1 (High trip generating use and development) as follows: Provide for high vehicle trip generating activities where they: 1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and <u>2a. Enable reductions in greenhouse gas emissions by locating activities with significant freight servicing requirements in proximity to efficient transport networks;</u> 2. Provide for <u>Enable the uptake of</u> pedestrian, cycling, micro-mobility and public transport modes; and <u>3. Avoid or mitigate adverse effects through the implementation of a travel demand management plan where vehicle trip generation thresholds in TR-S1 are exceeded, which identifies measures to reduce travel demand, including reducing the number of vehicle trips, offering travel choices, and influencing modes</u>
Energy Infrastructure and Transport / Transport / TR-P1	Woolworths New Zealand	359.30	Amend	Considers that the current thresholds for requiring restricted discretionary consent to infringe Rule TR-R2 will result in all new supermarkets requiring consent and the provision of an ITA. The matters of discretion refer only to Policy TR-P1 for consideration. Supermarkets will infringe the 8 per week heavy vehicle trip number by virtue of their general operation. The proposed amendment to Policy TR-P1 seeks to recognise that high vehicle trip generating activities should not be penalised when there are genuine functional and operational requirements for being considered a 'high vehicle trip generating activity'. [Refer to original submission for full reason]	Amend TR-P1 (High trip generating use and development) as follows: Provide for high vehicle trip generating activities where they: 1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and 2. Provide for pedestrian, cycling, micromobility and public transport modes; and 3. <u>Demonstrate functional and operational requirements commensurate with high vehicle trip generation.</u>
Energy Infrastructure and Transport / Transport / TR-P1	Waka Kotahi	370.159	Support	Support this policy as it protects the transport network and manage activities that do not meet standards.	Retain TR-P1 (High trip generating use and development) as notified.
Energy Infrastructure and Transport / Transport / TR-P1	WCC Environmental Reference Group	377.48	Support	This policy gives an important signal to traffic-generating activities to provide for multiple modes, which is necessary to achieve carbon reduction targets, reduce congestion and improve the liveability of the city	Retain TR-P1 (High trip generating use and development) as notified.
Energy Infrastructure and Transport / Transport / TR-P1	Kāinga Ora Homes and Communities	391.148	Support	TR-P1 is generally supported.	Retain TR-P1 (High trip generating use and development) as notified.
Energy Infrastructure and Transport / Transport / TR-P1	Ministry of Education	400.33	Support	Supports TR-P1 as it promotes the safe and efficient operation of the integrated transport network and provides for the safe and effective integration of high vehicle trip generating activities.	Retain TR-P1 (High trip generating use and development) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-P1	Wellington International Airport Ltd	406.190	Oppose	Opposes TR-P1. [See paragraphs 4.107 to 4.108 of original submission for full reason]	Opposes TR-P1 (High trip generating use and development) and seeks amendment.
Energy Infrastructure and Transport / Transport / TR-P1	Wellington International Airport Ltd	406.191	Amend	Opposes TR-P1. [See paragraphs 4.107 to 4.108 of original submission for full reason]	Seeks that TR-P1 (High trip generating use and development) is amended to exclude Airport Zone.
Energy Infrastructure and Transport / Transport / TR-P1	KiwiRail Holdings Limited	408.90	Support	Supports that high trip generating use and on-site transportation facilities and driveways are required to be provided in a manner which does not compromise the safety and efficiency of the transport network.	Retain TR-P1 (High trip generating use and development) as notified.
Energy Infrastructure and Transport / Transport / TR-P2	Victoria University of Wellington Students' Association	123.35	Support	Supports TR-P2 in its entirety.	Retain TR-P2 (Enabled activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P2	Fire and Emergency New Zealand	273.49	Support	Supports TR-P2 insofar as this seeks to enable on-site transport facilities and driveways that provide for the safe and effective use of the site and functioning of the transport network.	Retain TR-P2 (Enabled activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P2	Paihikara Ki Pōneke Cycle Wellington	302.21	Support	TR-P2 is supported as it seeks to provide for a range of modes within the transport network, including requiring new development to provide facilities for cycling.	Retain TR-P2 (Enabled activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P2	Restaurant Brands Limited	349.15	Support	Support	Retain TR-P2 (Enabled Activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P2	Retirement Villages Association of New Zealand Incorporated	350.49	Oppose in part	Considers that the reference to 'effective' on-site parking is no longer relevant in light of the NPSUD direction to remove carparking minimums.	Opposes TR-P2 (Enabled activities) and seeks amendment to refer to 'safe and functional on-site parking' only.
Energy Infrastructure and Transport / Transport / TR-P2	Retirement Villages Association of New Zealand Incorporated	350.50	Amend	Considers that the reference to 'effective' on-site parking is no longer relevant in light of the NPSUD direction to remove carparking minimums.	Amend TR-P2 (Enabled activities) to refer to 'safe and functional on-site parking' only.
Energy Infrastructure and Transport / Transport / TR-P2	Waka Kotahi	370.160	Amend	Considers that direct access onto the state highway has the potential to cause significant traffic and safety effects. Policy direction should reflect this by qualifying the enabled activities	Amend TR-P3 (Enabled activities) as follows: Enable on-site transport facilities and driveways that: 1. Provide for the safe and effective use of the site and functioning of the transport network; 2. Meet the reasonable demands of site users; and 3. Promote the uptake and use of pedestrian, cycling, micromobility and public transport modes.; and 4. <u>Do not compromise the safe and efficient function of the state highway network.</u>
Energy Infrastructure and Transport / Transport / TR-P2	WCC Environmental Reference Group	377.49	Support	This policy gives an important signal to traffic-generating activities to provide for multiple modes, which is necessary to achieve carbon reduction targets, reduce congestion and improve the liveability of the city	Retain TR-P2 (Enabled activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P2	Kāinga Ora Homes and Communities	391.149	Support	TR-P2 is generally supported.	Retain TR-P2 (Enabled activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P2	KiwiRail Holdings Limited	408.91	Support	Supports that high trip generating use and on-site transportation facilities and driveways are required to be provided in a manner which does not compromise the safety and efficiency of the transport network.	Retain TR-P2 (Enabled activities) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-P2	Living Streets Aotearoa	482.39	Amend	Considers that while everyone can walk (or use a wheelchair) not all people can use scooter and similar devices. Walking is also a far safer mode.	Clarify TR-P2.3. (Enabled activities) so that it promotes those modes that include physical activity. [Inferred decision requested]
Energy Infrastructure and Transport / Transport / TR-P3	Victoria University of Wellington Students' Association	123.36	Support	Supports TR-P3 in its entirety.	Retain TR-P3 (Managed activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P3	Stratum Management Limited	249.16	Amend	Following on from the change sought to Objective TR-O1 (Purpose), an equivalent change is proposed to TR-P3 (Managed activities).	Amend TR-P3 (Managed activities) as follows: Only allow on-site transport facilities and driveways that do not meet standards where: ... 4. The projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards or can be accommodated by public, shared or reciprocal arrangements; ...
Energy Infrastructure and Transport / Transport / TR-P3	Fire and Emergency New Zealand	273.50	Support	Supports TR-P2 insofar as this seeks to enable on-site transport facilities and driveways that provide for the safe and effective use of the site and functioning of the transport network, but requests amendment so that the policy refers to the appropriate firefighting standards.	Retain TR-P3 (Managed activities) with amendment.
Energy Infrastructure and Transport / Transport / TR-P3	Fire and Emergency New Zealand	273.51	Amend	Supports TR-P2 insofar as this seeks to enable on-site transport facilities and driveways that provide for the safe and effective use of the site and functioning of the transport network, but requests amendment so that the policy refers to the appropriate firefighting standards.	Amend TR-P3 (Managed activities) as follows: ... 5. Safe and effective access for firefighting purposes is provided; and 6. There are site and topographical constraints that make compliance unreasonable; and <u>7. Safe and effective access for firefighting is provided in accordance with NZS 4404: 2010 and the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509: 2008.</u>
Energy Infrastructure and Transport / Transport / TR-P3	Paihikara Ki Pōneke Cycle Wellington	302.22	Support	TR-P3 is supported as it seeks to provide for a range of modes within the transport network, including requiring new development to provide facilities for cycling.	Retain TR-P3 (Managed activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P3	Restaurant Brands Limited	349.16	Support	Support	Retain TR-P3 (Managed Activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P3	Retirement Villages Association of New Zealand Incorporated	350.51	Oppose in part	Support TR-P3's acknowledgement that there are some instances where 'the projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards'. However, considers the requirement for parking to be 'effective' in meeting the needs of the activity on-site is no longer considered appropriate in light of the NPSUD direction to remove carparking minimums. Also opposes (5) referring to safe and effective access for firefighting purposes as this matter is regulated under the Building Act.	Opposes TR-P3 (Managed activities) and seeks amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-P3	Retirement Villages Association of New Zealand Incorporated	350.52	Amend	Support TR-P3's acknowledgement that there are some instances where 'the projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards'. However, considers the requirement for parking to be 'effective' in meeting the needs of the activity on-site is no longer considered appropriate in light of the NPSUD direction to remove carparking minimums. Also opposes (5) referring to safe and effective access for firefighting purposes as this matter is regulated under the Building Act.	Amend TR-P3 (Managed activities) as follows: Only allow on-site transport facilities and driveways that do not meet standards where: 1. The transport facilities and driveways are <u>effective safe and functional</u> in meeting the operational needs and functional needs of the activity on the site; 2. The safety and effectiveness of the transport network is not compromised; 3. Public health and safety, including the safety of pedestrians, cyclists and micromobility users travelling through any parking areas, is not compromised; 4. The projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards or can be accommodated by public, shared or reciprocal arrangements; <u>and</u> 5. Safe and effective access for firefighting purposes is provided; and 6.5. There are site and topographical constraints that make compliance unreasonable.
Energy Infrastructure and Transport / Transport / TR-P3	Greater Wellington Regional Council	351.112	Support in part	Supports the management of activities that do not meet standards provided that the use of low or zero carbon, active or public transport modes are maximised, to have regard to Proposed RPS Change 1 Policy CC.2.	Retain TR-P3 (Managed activities), subject to amendments.
Energy Infrastructure and Transport / Transport / TR-P3	Greater Wellington Regional Council	351.113	Amend	Considers that Policy TR-P3 should be amended to include recognition of this and it be assessed in consent applications in restricted activity rules.	Amend TR-P3 (Managed activities) to allow activities that do not meet standards provided the use of low or zero carbon, active or public transport modes are maximised.
Energy Infrastructure and Transport / Transport / TR-P3	Waka Kotahi	370.161	Support	Support this policy as it protects the transport network and manage activities that do not meet standards.	Retain TR-P3 (Managed activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P3	WCC Environmental Reference Group	377.50	Support	This policy provides for some flexibility within limits, and in light of Wellington's real geographic constraints is reasonable to include	Retain TR-P3 (Managed activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P3	KiwiRail Holdings Limited	408.92	Support	Supports that high trip generating use and on-site transportation facilities and driveways are required to be provided in a manner which does not compromise the <u>safety and efficiency of the transport network</u> .	Retain TR-P3 (Managed activities) as notified.
Energy Infrastructure and Transport / Transport / TR-P3	Living Streets Aotearoa	482.40	Amend	Considers that TR-P3 is unclear in its intent and what is trying to be achieved.	Clarify the intent of TR-P3 (Managed activities) and what it is trying to achieve.
Energy Infrastructure and Transport / Transport / TR-R1	Restaurant Brands Limited	349.17	Support	Support	Retain TR-R1 (All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) as notified.
Energy Infrastructure and Transport / Transport / TR-R1	Retirement Villages Association of New Zealand Incorporated	350.53	Oppose in part	Considers that TR-R1 covers all transport activities other than trip generation, site access	Opposes TR-R1 (All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) and seeks amendment.
Energy Infrastructure and Transport / Transport / TR-R1	Retirement Villages Association of New Zealand Incorporated	350.54	Amend	Considers that TR-R1 covers all transport activities other than trip generation, site access	Amend TR-R1 (All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) as follows: 1. Activity status: Permitted Where: a. Compliance with the following standards is achieved: i. TR-S2 (<u>not applicable to retirement villages</u>); ii. TR-S3 (<u>not applicable to retirement villages</u>); iii. TR-S8; and iv. TR-S9.
Energy Infrastructure and Transport / Transport / TR-R1	Ministry of Education	400.34	Support	Support TR-R1 as it promotes the safe and efficient use of the site and provides for alternative and public modes of transport outlined in standards TR-S2 and TR-S3.	Retain TR-R1 (All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-R1	Wellington International Airport Ltd	406.192	Support	<p>Supports TR-R1.</p> <p>Supports and provide opportunities for the use of alternative modes of transport to and from Wellington Airport. However, due to the characteristics of passengers (i.e. typically carrying luggage), the uptake of pedestrian, cycling and micromobility transportation is and will likely continue to be much lower than alternative vehicular options such as private car, taxi or bus in the Airport Zone.</p> <p>Supports the exclusion of the Airport Zone from Table TR-7, and thus TR-S2, TR-S3 not being relevant to the Airport Zone.</p>	Retain TR-R1 (All activities except for trip generation, on site cycling and micro-mobility paths and on site vehicle parking and manoeuvring) as notified.
Energy Infrastructure and Transport / Transport / TR-R2	Restaurant Brands Limited	349.18	Amend	<p>Oppose.</p> <p>Despite claiming to apply a threshold based on vehicle trip generation (rather than activity type), Rule TR-R2 has identified drive-through restaurant activities as requiring resource consent as a restricted discretionary activity in every instance. There are many other commercial activities that are equally reliant on private vehicle movements but are not subject to the same requirement to obtain a resource consent for trip generation in every instance, regardless of the actual trip generation characteristics of the activity.</p>	<p>Amend TR-R2 (Trip generation) as follows:</p> <p>TR-R2 Trip generation</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. Compliance with TR-S1 is achieved; and</p> <p>b. The activity is not:</p> <p>i. a service station; or</p> <p>ii. a drive through activity.</p>
Energy Infrastructure and Transport / Transport / TR-R2	Retirement Villages Association of New Zealand Incorporated	350.55	Support	<p>Considers that retirement villages should not be regulated by the high vehicle trip generating classification of the District Plan in the same way as other activities. Acknowledges that resource consent for trip generation as a restricted discretionary activity under TR-R2 is appropriate, and an accompanying Integrated Transport Assessment in the typical scenario. The matters of discretion for high trip generating activities under TR-R2 are the matters in TR-P1. Overall, considers that TR-P1 needs amending to acknowledge that not all high trip generating activities have the same pedestrian, cycling, micromobility and public transport needs and recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.</p>	Retain TR-R2 (Trip generation) and seeks amendment to either: exclude 'retirement villages' from the policy; or to ensure the different trip generation characteristics of retirement villages are considered appropriately.
Energy Infrastructure and Transport / Transport / TR-R2	Retirement Villages Association of New Zealand Incorporated	350.56	Amend	<p>Considers that retirement villages should not be regulated by the high vehicle trip generating classification of the District Plan in the same way as other activities. Acknowledges that resource consent for trip generation as a restricted discretionary activity under TR-R2 is appropriate, and an accompanying Integrated Transport Assessment in the typical scenario. The matters of discretion for high trip generating activities under TR-R2 are the matters in TR-P1. Overall, considers that TR-P1 needs amending to acknowledge that not all high trip generating activities have the same pedestrian, cycling, micromobility and public transport needs and recognise that trip generation from a site is an anticipated component of development and the focus of regulation should be on higher than anticipated trip generation.</p>	Retain TR-R2 (Trip generation) and seeks amendment to either: exclude 'retirement villages' from the policy; or to ensure the different trip generation characteristics of retirement villages are considered appropriately.
Energy Infrastructure and Transport / Transport / TR-R2	Z Energy Limited	361.12	Amend	<p>Rule TR-R2 (Trip Generation) is unclear and should be clarified. The provision permits activities where the activity is not a service station (TR-R2.1(b)(i)). where compliance with Rule TR-R2.1 cannot be achieved, restricted discretionary consent is required. Rule TR-R2.1(b)(i) should be clarified on whether it relates to changes to existing operations, maintenance and upgrades of existing service stations. It is not considered appropriate to require resource consent for trip generation purposes for changes to existing operations, in particular where operations, maintenance and upgrades will not change the number of trips generated to / from an existing activity [submitter is neutral on provision [Refer to original submission for full reason].</p>	<p>Amend TR-R2 (Trip Generation) as follows:</p> <p>All zones</p> <p>1. Permitted</p> <p>Where:</p> <p>a. Compliance with TR-S1 is achieved; and</p> <p>b. The activity is not:</p> <p>i. A <u>new</u> service station; or</p> <p>ii. A drive-through activity</p>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-R2	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.73	Support in part	TR-R2 is supported but clarity and/or relief is sought in relation to Rule TR-R2 (Trip Generation).	Retain TR-R2 (Trip generation) with amendment.
Energy Infrastructure and Transport / Transport / TR-R2	BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.74	Amend	Considers that TR-S2 should be amended to clarify whether Rule TR-R2.1(b)(i) relates to changes to existing operations, maintenance and upgrades of existing service stations. where compliance with Rule TR-R2.1 cannot be achieved, restricted discretionary consent is required. It is not considered appropriate to require resource consent for trip generation purposes for changes to existing operations, in particular where operations, maintenance and upgrades will not materially change vehicle movements to / from an existing lawful activity. It is considered that sub-standard TR-R2.1(b)(i)) need only apply to new service stations.	Amend TR-R2 (Trip generation) as follows: All Zones 1. Activity status: Permitted Where: a. Compliance with TR-S1 is achieved; and b. The activity is not: i. A new service station; or ii. A drive-through activity
Energy Infrastructure and Transport / Transport / TR-R2	WCC Environmental Reference Group	377.51	Support	This rule gives an important signal to traffic-generating activities to provide for multiple modes, which is necessary to achieve carbon reduction targets, reduce congestion and improve the liveability of the city	Retain TR-R2 (Trip generation) as notified.
Energy Infrastructure and Transport / Transport / TR-R2	Ministry of Education	400.35	Support	Supports TR-R2 as it permits trip generation where the activity complies with the thresholds outlined in standard TR-S1. The submitter supports the activity flow to Restricted Discretionary where the permitted trip generation thresholds are exceeded. The Ministry considers these thresholds as well as the requirement to undertake an Integrated Transport Assessment (where thresholds are exceeded) to be reasonable. This will help provide for the safe and efficient function of the transport network for Educational Facilities [see original submission for full reason]	Retain TR-R2 (Trip generation) as notified.
Energy Infrastructure and Transport / Transport / TR-R2	Wellington International Airport Ltd	406.193	Oppose	Opposes TR-P2. [See paragraphs 4.107 to 4.108 of original submission for full reason]	Opposes TR-R2 (Trip Generation) and seeks amendment.
Energy Infrastructure and Transport / Transport / TR-R2	Wellington International Airport Ltd	406.194	Amend	Opposes TR-P2. [See paragraphs 4.107 to 4.108 of original submission for full reason]	Seeks that TR-R2 (Trip Generation) is amended to exclude Airport Zone.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-R3	Fire and Emergency New Zealand	273.52	Support in part	<p>Notes that Table 9 sets out minimum unhindered vehicle access widths and maximum gradients. The minimum widths and maximum gradients for Driveway Levels 1 and 2 (in part) would not be sufficient for fire appliances. A fire appliance requires, as a minimum, access which is 4m in width and 4min height clearance, with a maximum gradient of 15% (and accompanying transition ramps). Driveways classified under Levels 1 and 2 are access roads which could accommodate up to 60 light vehicle movements per day or four heavy vehicle movements per week and could therefore cater for a range of uses including multiple residential and non-residential units. Table 9 states that passing bays will need to be provided at a maximum spacing of 50m along driveways confirming that driveways in excess of 50m would be required to meet these standards. Typically, buildings more than 50m away from legal roads require site access to be designed to meet the Code of Practice to ensure fire appliances can access a fire. The proposed rules do not guarantee that adequate site access will be achieved via new driveways to access buildings that are in excess of 50m from the nearest legal road with an unhindered vehicular access width of 4m or more. Considers this would pose an unacceptable risk to any new buildings, its occupiers and any surrounding vegetation, as well as neighbouring properties and occupiers. This would conflict with Policy TR-P3 which seeks to provide for safe and effective access for fighting purposes. Requests that driveways which would be used to access buildings more than 50m from the nearest legal road be constructed to provide access in accordance with the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008. Furthermore, in circumstances where the activity status would be restricted discretionary, matters of discretion are limited to matters in TR-P2. This would not require consideration as to whether safe and effective access for firefighting purposes is provided. At present, there does not appear to be a matter of discretion which links back to this consideration, currently contained within Policy TR-P3. In order for schemes to accord with the policy aims of TR-P3 in full, it is considered that both permitted activities and those requiring resource consent must ensure safe and effective access for firefighting purposes.</p>	Supports TR-R3 (Site access) with amendment.
Energy Infrastructure and Transport / Transport / TR-R3	Fire and Emergency New Zealand	273.53	Amend	<p>Notes that Table 9 sets out minimum unhindered vehicle access widths and maximum gradients. The minimum widths and maximum gradients for Driveway Levels 1 and 2 (in part) would not be sufficient for fire appliances. A fire appliance requires, as a minimum, access which is 4m in width and 4min height clearance, with a maximum gradient of 15% (and accompanying transition ramps). Driveways classified under Levels 1 and 2 are access roads which could accommodate up to 60 light vehicle movements per day or four heavy vehicle movements per week and could therefore cater for a range of uses including multiple residential and non-residential units. Table 9 states that passing bays will need to be provided at a maximum spacing of 50m along driveways confirming that driveways in excess of 50m would be required to meet these standards. Typically, buildings more than 50m away from legal roads require site access to be designed to meet the Code of Practice to ensure fire appliances can access a fire. The proposed rules do not guarantee that adequate site access will be achieved via new driveways to access buildings that are in excess of 50m from the nearest legal road with an unhindered vehicular access width of 4m or more. Considers this would pose an unacceptable risk to any new buildings, its occupiers and any surrounding vegetation, as well as neighbouring properties and occupiers. This would conflict with Policy TR-P3 which seeks to provide for safe and effective access for fighting purposes. Requests that driveways which would be used to access buildings more than 50m from the nearest legal road be constructed to provide access in accordance with the NZ Fire Service</p>	<p>Amend TR-R3 (Site access) as follows:</p> <p>Matters of discretion:</p> <p>...</p> <p><u>2. The matters in TR-P3.</u></p>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
				Firefighting Water Supplies Code of Practice SNA PAS 4509:2008. Furthermore, in circumstances where the activity status would be restricted discretionary, matters of discretion are limited to matters in TR-P2. This would not require consideration as to whether safe and effective access for firefighting purposes is provided. At present, there does not appear to be a matter of discretion which links back to this consideration, currently contained within Policy TR-P3. In order for schemes to accord with the policy aims of TR-P3 in full, it is considered that both permitted activities and those requiring resource consent must ensure safe and effective access for firefighting purposes.	
Energy Infrastructure and Transport / Transport / TR-R3	Rimu Architects Ltd	318.17	Amend	<p>Considers that TR-R3 should be amended to require compliance with INF-S16.</p> <p>It is noted that: Table 8- TR sets out the vehicle movements each category of driveway allows for level 1 - up to 30 light/day + up to 2 heavy/week, level 2 - 31-60 light/day + 3-4 heavy/week, level 3 - 61-200 light/day + 5-6 heavy/week. Table 9- TR sets out the design requirements for each of the categories.</p> <p>However, neither here nor in the introductory 'other relevant district plan provisions' section is there a mention of Infrastructure as a relevant section, nor of the INF-S16 standard. Among other things, INF-S16 states (at 1) there is a maximum of 1 vehicle crossing per site, the where the site fronts more than 1 road the crossing must be to the less used road(at 6) and gives minimum distances from intersections (at 7 & referring to figure 2- INF).</p>	<p>Amend TR-R3.1 (Site access) as follows:</p> <p>1. Activity status: Permitted</p> <p>Where: a) compliance with <u>INF-S16</u>, TR-S5 and TR-S6 is achieved and b) the access is not to a state highway.</p>
Energy Infrastructure and Transport / Transport / TR-R3	Restaurant Brands Limited	349.19	Support	Support	Retain TR-R3 (Site access) as notified.
Energy Infrastructure and Transport / Transport / TR-R3	Survey & Spatial New Zealand Wellington Branch	439.24	Amend	Considers the notification status for this rule should preclude both public and limited notification.	<p>Amend TR-R3 (Site access) to:</p> <p>Notification status: An application under Rule TR-R3 is precluded from being <u>either</u> publicly <u>or</u> limited notified.</p>
Energy Infrastructure and Transport / Transport / TR-R4	Restaurant Brands Limited	349.20	Support	Support	Retain TR-R4 (On-site cycling and micromobility paths) as notified.
Energy Infrastructure and Transport / Transport / TR-R4	WCC Environmental Reference Group	377.52	Support	This rule will help support provision for multiple modes, which is necessary to achieve carbon reduction targets, reduce congestion, improve the liveability of the city and redress the current imbalance favouring the private vehicle transport mode	Retain TR-R4 (On-site cycling and micromobility paths) as notified.
Energy Infrastructure and Transport / Transport / TR-R4	Ministry of Education	400.36	Support	Supports TR-R4 as promotes the safe and efficient use of the site and provides for alternative and public modes of transport.	Retain TR-R4 (On-site cycling and micromobility paths) as notified.
Energy Infrastructure and Transport / Transport / TR-R5	McDonald's	274.5	Support	Supports no minimum or maximum on-site vehicle parking requirements. Also supports the preclusion of public notification of an infringement.	Retain TR-R5 (On-site vehicle parking and manoeuvring), subject to amendment to fix typo as outlined in the submission point below.
Energy Infrastructure and Transport / Transport / TR-R5	McDonald's	274.6	Amend	Supports the preclusion of public notification of an infringement to TR-R5 but notes that the rule incorrectly references TR-R4.	<p>Seek that TR-R5 (On-site vehicle parking and manoeuvring is amended as follows:</p> <p>Notification status: An application under Rule TR-R4 <u>TR-R5</u> is precluded from being publicly notified.</p>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-R5	Restaurant Brands Limited	349.21	Support	Support	Retain TR-R5 (On-site vehicle parking and manoeuvring) as notified.
Energy Infrastructure and Transport / Transport / TR-R5	Waka Kotahi	370.162	Amend	Notes that there are two TR-R5s but are slightly different activities.	Seeks to correct the double TR-R5 in the Transport chapter.
Energy Infrastructure and Transport / Transport / TR-R5	WCC Environmental Reference Group	377.53	Support	This rule will support reduced private vehicle ownership, and more efficient use of vehicles by vehicles able to be shared: this will help meet carbon reduction targets, reduce congestion, reduce 'parking clutter' in residential areas, and widen the transport choices available to Wellingtonians.	Retain TR-R5 (On-site vehicle parking and manoeuvring) as notified.
Energy Infrastructure and Transport / Transport / TR-R5	Survey & Spatial New Zealand Wellington Branch	439.25	Amend	Considers the notification status for this rule should preclude both public and limited notification.	Amend TR-R5 (On-site vehicle parking and manoeuvring) to: Notification status: An application under Rule TR-R4 TR-R5 is precluded from being <u>either publicly or limited</u> notified.
Energy Infrastructure and Transport / Transport / TR-R5	Foodstuffs North Island	476.8	Support	Supports that TR-R5 has no minimum or maximum on-site vehicle parking requirements and precludes of public notification of an infringement to TR-R5.	Retain TR-R5 (On-site vehicle parking and manoeuvring) as notified, with amendments.
Energy Infrastructure and Transport / Transport / TR-R5	Foodstuffs North Island	476.9	Amend	Supports that TR-R5 has the preclusion of public notification of an infringement to TR-R5. Notes that the provision incorrectly references TR-R4 instead of TR-R5.	Amend TR-R5 (On-site vehicle parking and manoeuvring) as follows: ... Notification status: An application under Rule TR-R4 TR-R5 is precluded from being publicly notified.
Energy Infrastructure and Transport / Transport / TR-R5	Foodstuffs North Island	476.10	Support in part	The provision "Car sharing activities" has the same provision number (TR-R5) as TR-R5 "On-site vehicle parking and manoeuvring".	Retain TR-R5 (Car sharing activities) with amendment.
Energy Infrastructure and Transport / Transport / TR-S1	Rimu Architects Ltd	318.18	Amend	Considers that TR-1 should mention garages and reduce the amount of light vehicles considered to be associated with residential activity. 10 light vehicles seems a high, and not consistent with the methodology set out at b. and c. Allowing for different levels of use at weekdays and weekends, an average of 6 seems more likely, particularly considering efforts elsewhere in the plan to provide alternatives to private vehicle use.	Amend TR-S1 (Vehicle trip generation) as follows: ... For the purpose of the above assessment : a. An on-site carpark <u>or garage</u> associated with a residential activity is considered to generate <u>6</u> 10 light vehicle movements per day;
Energy Infrastructure and Transport / Transport / TR-S1	Restaurant Brands Limited	349.22	Amend	Oppose. Considers that thresholds contained within Standard TR-S1 are too low. There are many activities that will have insignificant effects on the transport network that generate 200 or more light vehicle trips per day and Standard TR-S1 will lead to too many developments requiring resource consents in respect of this matter. Considers that an increase the thresholds to reflect a development of 100 light vehicles per hour. In Restaurant Brands' opinion, that is a more appropriate intensity of traffic effects to require a specific assessment of traffic capacity and safety.	Amend TR-S1 (Vehicle trip generation) as follows: 1. Activities must not exceed <u>100 vehicle movements per hour</u> the following maximum vehicle movement thresholds : [delete table in its entirety] For the purpose of the above assessment: a. ...
Energy Infrastructure and Transport / Transport / TR-S1	Retirement Villages Association of New Zealand Incorporated	350.57	Oppose in part	Considers that due to the age and frequency of mobility constraints amongst retirement village residents, it is not practicable to apply TR-S2 and the cycling and micromobility parking requirements to retirement villages at the same rate as it is applied to other residential activities.	Opposes content within Table 7 that is cross referenced in TR-S1 (Vehicle trip generation). See amendment sought to Table 7 in the specific submission point.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-S1	Retirement Villages Association of New Zealand Incorporated	350.58	Amend	Considers that due to the age and frequency of mobility constraints amongst retirement village residents, it is not practicable to apply TR-S2 and the cycling and micromobility parking requirements to retirement villages at the same rate as it is applied to other residential activities.	Seeks to amend content within Table 7 that is cross referenced in the standard. See amendment sought to Table 7 in the specific submission point.
Energy Infrastructure and Transport / Transport / TR-S1	Woolworths New Zealand	359.31	Amend	Considers that thresholds in TR-S1 are unnecessarily low, onerous and complex and should be amended. The proposed thresholds are very low and lack any nuance in terms of activities and zones and it is considered that the resulting consenting requirements would be that for almost all activities within commercial zones an ITA would be required with an assessment against a baseline of only 200 light vehicle movements per day and eight heavy vehicle movements per week. Most large commercial activities will be required to prepare an ITA irrespective of if the activity is already contemplated in the PDP. A GFA approach is simpler, has more nuance, has been in practice in the Auckland Unitary Plan for over four years and is widely accepted.	Amend TR-S1 (Vehicle trip generation) as shown in original submission (page 59).
Energy Infrastructure and Transport / Transport / TR-S1	Woolworths New Zealand	359.32	Support in part	The restricted discretionary activity status of infringing TR-S1 is supported, as well as the incorporated reference to the ITA being prepared in accordance with The Waka Kotahi NZ Transport Agency guidelines ("Research Report 422: Integrated Transport Assessment Guidelines, November 2010").	Retain the Restricted Discretionary activity status in TR-S1 (Vehicle trip generation) as notified.
Energy Infrastructure and Transport / Transport / TR-S1	Waka Kotahi	370.163	Oppose	Consider 200 vehicles per day to be a high number for any activity within the district plan. It was not clear from the support documents where this number has come from. Waka Kotahi seeks to work with Council to determine appropriate thresholds for specific activities accessing both the state highway and local roads	Seeks to Amend TR-S1 (Vehicle trip generation) to institute a threshold of 100 car equivalent vehicle movements per day where a proposal accesses the state highway, and lower thresholds where the safety of the transport network warrants it. Note – car equivalent movements are defined as (as noted in the New Zealand Transport Agency Planning Policy Manual: Appendix 1 – Glossary): <ul style="list-style-type: none"> • 1 car to and from the property = 2 equivalent car movements • 1 truck to and from property = 6 equivalent car movements • 1 truck and trailer to and from property = 10 equivalent car movements
Energy Infrastructure and Transport / Transport / TR-S1	Kāinga Ora Homes and Communities	391.150	Support in part	TR-S1 is partially supported and various amendments are sought.	Retain TR-S1 (Vehicle trip generation) with amendment.
Energy Infrastructure and Transport / Transport / TR-S1	Kāinga Ora Homes and Communities	391.151	Amend	Considers that TR-S1 should be amended to clarify the evidential basis for the assessment criteria.	Amend TR-S1 (Vehicle trip generation) to clarify the evidential basis of the assessment criteria. Increase the light vehicle threshold as follows: 1. Activities must not exceed the following maximum vehicle movement thresholds: Type of vehicle Light 200 500 per day Heavy 8 per week ...
Energy Infrastructure and Transport / Transport / TR-S1	Ministry of Education	400.37	Support	Supports TR-S1 as it aims to identify and manage high trip generating activities to ensure the safe and efficient operation of the integrated transport network.	Retain TR-S1 (Vehicle trip generation) as notified.
Energy Infrastructure and Transport / Transport / TR-S2	Amos Mann	172.15	Support	Supports the bicycle and micro-mobility device parking requirements for commercial and community facilities in the Centres and Mixed Use zones.	Retain TR-S2 (Micromobility device parking) as notified. [Inferred decision requested].
Energy Infrastructure and Transport / Transport / TR-S2	Paihikara Ki Pōneke Cycle Wellington	302.23	Support in part	TR-S2 is partially supported, but it is unclear whether it also applies to cycles, as the heading only refers to micromobility.	Retain TR-S2 (Micromobility device parking) with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-S2	Paihikara Ki Pōneke Cycle Wellington	302.24	Amend	Considers that TR-S2 is unclear on whether it also applies to cycles, as the heading only refers to micromobility.	Amend the title of TR-S2 (Micromobility device parking) as follows: <u>Cycle and Micromobility device parking</u>
Energy Infrastructure and Transport / Transport / TR-S2	Restaurant Brands Limited	349.23	Support	Support	Retain TR-S2 (Micromobility device parking) as notified.
Energy Infrastructure and Transport / Transport / TR-S2	Ministry of Education	400.38	Support	Supports TR-S2 as it promotes the safe and efficient use of the site and provides for alternative and public modes of transport.	Retain TR-S2 (Micromobility device parking) as notified.
Energy Infrastructure and Transport / Transport / TR-S2	Wellington International Airport Ltd	406.195	Support	Supports TR-S2 not being relevant in the Airport Zone.	Retain TR-S2 (Micromobility device parking) as notified.
Energy Infrastructure and Transport / Transport / TR-S2	Living Streets Aotearoa	482.41	Amend	Considers that in the absence of good provisions for micromobility and cycle parking at places like big box retailers, they end up parked on the footpath, locked to handrails or trees etc.	Seeks that Table 7 - TR: Minimum number of on-site cycling and micromobility device parking spaces is adjusted so that the number of parks provided is also related to the number of carparks provided, not just to the size of the building. There should be at least one for every carpark.
Energy Infrastructure and Transport / Transport / TR-S3	Jill Ford	163.6	Support in part	Supports TR-S3 with a suggested improvement.	Amend TR-S3 (Micromobility parking design) to improve the Micromobility parking design to the 90th percentile for current e-bikes and cargo bikes.
Energy Infrastructure and Transport / Transport / TR-S3	Jill Ford	163.7	Amend	Considers that TR-S3 should be amended to improve the Micromobility parking design to the 90th percentile for current e-bikes and cargo bikes, as the 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments, include manoeuvring and charging.	Amend TR-S3 (Micromobility parking design) to improve the Micromobility parking design to the 90th percentile for current e-bikes and cargo bikes.
Energy Infrastructure and Transport / Transport / TR-S3	Patrick Wilkes	173.12	Support in part	[No specific reason given beyond decision requested - refer to original submission].	Retain Standard TR-S3 (Micromobility parking design) with amendment.
Energy Infrastructure and Transport / Transport / TR-S3	Patrick Wilkes	173.13	Amend	Considers that micromobility parking design to 90%-ile for current e-bikes and cargo bikes, as the 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments,	Amend Standard TR-S3 (Micromobility parking design) with amendment to include requirements for manoeuvring and charging.
Energy Infrastructure and Transport / Transport / TR-S3	Paihikara Ki Pōneke Cycle Wellington	302.25	Support in part	TR-S3 is partially supported, but it is unclear whether it also applies to cycles, as the heading only refers to micromobility.	Retain TR-S3 (Micromobility parking design) with amendment.
Energy Infrastructure and Transport / Transport / TR-S3	Paihikara Ki Pōneke Cycle Wellington	302.26	Amend	Considers that TR-S3 is unclear on whether it also applies to cycles, as the heading only refers to micromobility.	Amend the title of TR-S3 (Micromobility parking design) as follows: <u>Cycle and Micromobility parking design</u>
Energy Infrastructure and Transport / Transport / TR-S3	Paihikara Ki Pōneke Cycle Wellington	302.27	Amend	Considers that TR-S3 should be amended, as cycle dimensions are also not sufficient to accommodate cargo cycles and some spaces should be larger so that all ages and abilities are provided for.	Amend TR-S3 (Micromobility parking design) so that dimensions are appropriate for cargo bike parking.
Energy Infrastructure and Transport / Transport / TR-S3	Bruce Crothers	319.7	Support in part	Considers that micromobility parking design to 90%-ile is required for current e-bikes and cargo bikes, as the 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments, include manoeuvring and charging.	Retain TR-S3 (Microbility parking design), with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-S3	Bruce Crothers	319.8	Amend	<p>Considers that micromobility parking design to 90%-ile is required for current e-bikes and cargo bikes.</p> <p>Considers that the Council must take action to ensure a deliberation reduction on economic activity, less cars, less planes, energy consumption reductions by using less heating and cooling, less wasteful consumption and a return to values of the past that put humans above money as the 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments, include manoeuvring and charging.</p>	Amend TR-S3 (Micromobility parking design), with reference to the 90th percentile. [Inferred decision requested]
Energy Infrastructure and Transport / Transport / TR-S3	Joan Fitzgerald	323.3	Support	[No specific reason given beyond decision requested - refer to original submission].	Retain TR-S3 (Micromobility parking design) with amendments.
Energy Infrastructure and Transport / Transport / TR-S3	Joan Fitzgerald	323.4	Amend	TR-S3 should be improved to 90%-ile for current e-bikes and cargo bikes and should be amended to include manoeuvring and charging. The 2019 Waka Kotahi technical note does not provide adequate guidance for all new residential developments.	Amend TR-S3 (Micromobility parking design) to include manoeuvring and charging, as well as reach 90th percentile for current e-bikes and cargo bike.
Energy Infrastructure and Transport / Transport / TR-S3	Disabled Persons Assembly New Zealand Incorporated	343.1	Amend	<p>Supports specific mention of people with mobility impairments and vision impairments as an at-risk group in terms of safety in micromobility parking spaces as determined in TR-S3(d)(ii). However, considers that the clause can be strengthened and notes that anyone traversing within a pedestrian space is at risk of encountering a person using a micromobility vehicle unsafely in any space, and not just people with mobility and vision impairments. Considers that amendments are required to this clause to strengthen the requirement.</p> <p>[Submitter has referenced Centres and Mixed Use Design Guide in their submission rather than the Residential Design Guide.]</p>	<p>Amend TR-S3(d)(ii) (Micromobility parking design) as follows:</p> <p>1. Where short stay cycling and micromobility parking spaces are required to be provided by TR-S2 they must meet the following minimum specifications:</p> <p>...</p> <p>d. Cycling and Micromobility parking facilities must be located:</p> <p>...</p> <p>ii. So they do not impede pedestrian thoroughfares: <u>this will provide enhanced safety for all pedestrians, and this includes for at risk groups in terms of, for example, pedestrians with mobility and vision impairments, and children, etc. including areas used by people whose mobility or vision is restricted.</u></p> <p>[Inferred decision requested]</p>
Energy Infrastructure and Transport / Transport / TR-S3	Disabled Persons Assembly New Zealand Incorporated	343.2	Amend	<p>Considers that TR-S3 currently does not make any reference to licensing conditions to operate under trading bylaws and that there should be direct links made.</p> <p>[Submitter has referenced Centres and Mixed Use Design Guide in their submission rather than the Residential Design Guide.]</p>	<p>Seeks to amend TR-S3 (Micromobility parking design) to link to relevant trading bylaws relating to micromobility vehicle trading and hiring.</p> <p>[Inferred decision requested]</p>
Energy Infrastructure and Transport / Transport / TR-S3	Restaurant Brands Limited	349.24	Support	Support	Retain TR-S3 (Micromobility parking design) as notified.
Energy Infrastructure and Transport / Transport / TR-S3	Greater Wellington Regional Council	351.114	Amend	Considers it is not clear whether the needs of increasing uptake of e-bikes, including cargo and multipassenger e-bikes have been provided for in the standards. E.g. sufficient dimensions for longer/wider e-bikes and electric charging points as per TR-S7 2 (d) relating to design requirements for on-site car parking spaces. The relevant Proposed RPS Change 1 policies are CC.1 and CC.3.	Amend TR-S3 (Micromobility parking design) to include provision for e-bikes in standards, including a requirement for charging stations.
Energy Infrastructure and Transport / Transport / TR-S3	WCC Environmental Reference Group	377.54	Amend	Generally supportive but notes that the dimensions for a standard bike do not accommodate the current variety of bike sizes, as envisaged by G102 in the Residential Design Guide.	Amend TR-S3 (Micromobility parking design) to reflect the 85th percentile for current e-bikes and cargo bikes. For comparison, the Auckland Plan Change 79 has the dimensions: 1.9 length x 1.25 height x 0.7m width
Energy Infrastructure and Transport / Transport / TR-S3	Ministry of Education	400.39	Support	Supports TR-S3 as it promotes the safe and efficient use of the site and provides for alternative and public modes of transport.	Retain TR-S3 (Micromobility parking design) as notified.
Energy Infrastructure and Transport / Transport / TR-S3	Wellington International Airport Ltd	406.196	Support	Supports TR-S3 not being relevant in the Airport Zone.	Retain TR-S3 (Micromobility parking design) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-S3	Living Streets Aotearoa	482.42	Amend	Considers that TR-S3.1.d. should be amended to ensure that parking for micromobility devices is not on the footpath. This is important to help support walking.	Amend TR-S3.1.d. to ensure that parking for micromobility devices is not on the footpath. [Inferred submission meant 'cycling and micromobility devices' when it used 'vehicles'].
Energy Infrastructure and Transport / Transport / TR-S4	Paihikara Ki Pōneke Cycle Wellington	302.28	Support in part	TR-S4 is supported as it has a requirement to provide a ramp on one side of the stairs to allow for cycle access. However, the standard also needs to specify a maximum angle for the ramp so that this is usable.	Retain TR-S4 (On-site pedestrian, cycling and micromobility paths) with amendment.
Energy Infrastructure and Transport / Transport / TR-S4	Paihikara Ki Pōneke Cycle Wellington	302.29	Amend	Considers that TR-S4 should be amended to specify a maximum angle for the wheeling ramp so that it is usable.	Amend TR-S4 (On-site pedestrian, cycling and micromobility paths) as follows: 1. On-site pedestrian, cycling and micromobility paths must achieve the following: ... e. If stairs are necessary between cycling and micromobility storage and the legal road, a <u>wheeling</u> ramp at least 300mm wide on one side of the stairs that does not exceed a <u>gradient of 50%</u> must be provided.
Energy Infrastructure and Transport / Transport / TR-S4	Restaurant Brands Limited	349.25	Support	Support	Retain TR-S4 (On-site pedestrian, cycling and micromobility paths) as notified.
Energy Infrastructure and Transport / Transport / TR-S4	Greater Wellington Regional Council	351.115	Amend	Considers it is not clear whether the needs of increasing uptake of e-bikes, including cargo and multipassenger e-bikes have been provided for in the standards. E.g. sufficient dimensions for longer/wider e-bikes and electric charging points as per TR-S7 2 (d) relating to design requirements for on-site car parking spaces. The relevant Proposed RPS Change 1 policies are CC.1 and CC.3.	Amend TR-S4 (On-site pedestrian, cycling and micromobility paths) to include provision for e-bikes in standards, including a requirement for charging stations.
Energy Infrastructure and Transport / Transport / TR-S4	Ministry of Education	400.40	Support	Supports TR-S4 as it promotes the safe and efficient use of the site and provides for alternative and public modes of transport.	Retain TR-S4 (On-site pedestrian, cycling and micromobility paths) as notified.
Energy Infrastructure and Transport / Transport / TR-S4	Living Streets Aotearoa	482.43	Amend	Considers that TR-S4 is unclear what the 1.8m minimum width refers to. If this is a footpath, it should be clearly stated.	Clarify TR-S4 (On-site pedestrian, cycling and micromobility paths) to state what the 1.8m minimum width refers to.
Energy Infrastructure and Transport / Transport / TR-S5	Restaurant Brands Limited	349.26	Support	Support	Retain TR-S5 (Classification of driveways) as notified.
Energy Infrastructure and Transport / Transport / TR-S5	Waka Kotahi	370.164	Amend	The submitter requests the provisions be made clearer that, where there is a new activity, the driveway classification and design is relative to that new activity.	Seeks to clarify TR-S5 (Classification of driveways).
Energy Infrastructure and Transport / Transport / TR-S6	Fire and Emergency New Zealand	273.54	Support in part	As noted in the submission point on INF-S16, seeks to amend TR-S6 to provide sufficient access for firefighting appliances to sites in unreticulated areas, or areas where the driveway exceeds hose run distances.	Supports TR-S6 (Design of driveways) with amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-S6	Fire and Emergency New Zealand	273.55	Amend	As noted in the submission point on INF-S16, seeks to amend TR-S6 to provide sufficient access for firefighting appliances to sites in unreticulated areas, or areas where the driveway exceeds hose run distances.	Amend TR-S6 (Design of driveways) as follows: ... <u>3. Any access to a site located in an area where no fully reticulated water supply system is available, or having a length greater than 50 metres when connected to a road that has a fully reticulated water supply system including hydrants, must be designed to accommodate a fire appliance design vehicle of at least 2.5 metres wide and 13 metres long and with a minimum gross mass of 25 tonne including:</u> <u>a. a gradient of no more than 15% at any point; and</u> <u>b. a minimum clear passageway and/or vehicle crossing of at least 3.5 metres width at the site entrance, internal entrances and between buildings; and</u> <u>c. a minimum formed carriageway width of 4 metres; and</u> <u>d. a height clearance of at least 4 metres; and</u> <u>e. a design that is free of obstacles that could hinder access for emergency service vehicles.</u> <u>f. The provision of hardstand and turnaround areas with maximum gradient of 5% in all directions</u>
Energy Infrastructure and Transport / Transport / TR-S6	Restaurant Brands Limited	349.27	Support	Support	Retain TR-S6 (Design of driveways) as notified.
Energy Infrastructure and Transport / Transport / TR-S6	Waka Kotahi	370.165	Amend	The submitter requests the provisions be made clearer that, where there is a new activity, the driveway classification and design is relative to that new activity.	Seeks to clarify TR-S6 (Design of driveways).
Energy Infrastructure and Transport / Transport / TR-S7	Fire and Emergency New Zealand	273.56	Support in part	Notes that when a site is located in an unreticulated area or has a driveway greater than 50m in length, it is vital that fire appliances are able to access and manoeuvre through the site to effectively respond to an emergency onsite. Therefore seeks to amend TR-S7 to require onsite vehicle circulation and manoeuvring to provide for heavy rigid vehicles.	Supports TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) with amendment.
Energy Infrastructure and Transport / Transport / TR-S7	Fire and Emergency New Zealand	273.57	Amend	Notes that when a site is located in an unreticulated area or has a driveway greater than 50m in length, it is vital that fire appliances are able to access and manoeuvre through the site to effectively respond to an emergency onsite. Therefore seeks to amend TR-S7 to require onsite vehicle circulation and manoeuvring to provide for heavy rigid vehicles.	Amend TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) as follows: 1. Where provided on a site, car parking spaces and associated circulation and manoeuvring areas must be designed to accommodate a 4.91m x 1.87m vehicle (85th percentile vehicle) as the minimum design vehicle, with 300mm clearance per side to obstructions and a minimum outside turning radius of 5.8m; <u>unless:</u> <u>a. The site is located in an area where no fully reticulated water supply system is available, or the site access has a length greater than 50 metres when connected to a road that has a fully reticulated water supply system including hydrants. Then circulation and manoeuvring areas must be designed to accommodate a heavy rigid vehicle as per AS2890.2.</u>
Energy Infrastructure and Transport / Transport / TR-S7	Rimu Architects Ltd	318.19	Amend	Considers that TR-S7 should be amended to have an exception for streets with a steeper gradient than 12.5%. It is noted that given Wellington's topography and road layout, it may not be possible to meet the gradient requirements of 4. or to keep circulation and manoeuvring wholly outside the road reserve as required by 6. The provision is otherwise supported for later installation of electric vehicle charging at 2d. (rather than actual installation).	Amend TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) as follows: ... 4. On-site circulation and manoeuvring areas must have a maximum gradient of 12.5% <u>except when connecting to a street with a steeper gradient than this, where the limit is set by the street gradient;</u> ...

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Transport / TR-S7	Restaurant Brands Limited	349.28	Support	Support	Retain TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) as notified.
Energy Infrastructure and Transport / Transport / TR-S7	Kāinga Ora Homes and Communities	391.152	Support in part	TR-S7 is partially supported and amendments are sought.	Retain TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) with amendment.
Energy Infrastructure and Transport / Transport / TR-S7	Kāinga Ora Homes and Communities	391.153	Amend	Considers that design requirements in TR-S7 should be amended.	Amend TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) as follows: 1. Where provided on a site, car parking spaces and associated circulation and manoeuvring areas must be designed to accommodate a 4.91m x 1.87m vehicle (85th percentile vehicle) as the minimum design vehicle, with 300mm clearance per side to obstructions and a minimum outside turning radius of 5.8m; 2. Car parking spaces must: a. Comply with the minimum dimensions of Figure 5 – TR: Parking and Table 10 – TR: Parking Space Dimensions; b. Have a maximum gradient of 5% in any direction; and c. Have a minimum height clearance of 2.3m; and d. For residential on-site car parking spaces, be electric vehicle charging ready by being serviced with an electrical cable conduit from the electricity supply to the edge of the carpark; ...
Energy Infrastructure and Transport / Transport / TR-S7	Miriam Moore	433.11	Support	Support 1 bicycle park per residential unit	Retain Transport - Table 7- TR: Minimum number of on-site cycling and micromobility device parking spaces as notified
Energy Infrastructure and Transport / Transport / TR-S7	Survey & Spatial New Zealand Wellington Branch	439.26	Amend	Considers that point 4 of this standard limits the gradient of on-site circulation and manoeuvring to a maximum of 12.5%. However, Table 9 allows a driveway to have a steeper gradient. Considers there may be confusion between a circulation route and a driveway in residential situations	Amend TR-S7 (Design requirements for on-site vehicle parking, circulation and manoeuvring) to: 4. On-site circulation (<u>excluding residential driveways</u>) and manoeuvring areas must have a maximum gradient of 12.5%;
Energy Infrastructure and Transport / Transport / TR-S8	Precinct Properties New Zealand Limited	139.3	Oppose	Opposed to this standard that requires provision of an on-site loading area for buildings over 450m ² . There may be sites where it is impractical and unnecessary to provide on-site loading and this standard may unnecessarily constrain appropriate development.	Delete TR-S8 (Provision of on-site loading areas) in its entirety.
Energy Infrastructure and Transport / Transport / TR-S8	Restaurant Brands Limited	349.29	Support	Support	Retain TR-S8 (Provision of on-site loading areas) as notified.
Energy Infrastructure and Transport / Transport / TR-S8	Retirement Villages Association of New Zealand Incorporated	350.59	Oppose in part	Considers that the requirement for at least one on-site loading area for buildings with a footprint of 450 m ² or more is not practicable when applied to a retirement village environment where it is common to have multiple buildings of this size. Because retirement villages are centrally operated, one on-site loading area is sufficient for the whole village. It is considered more appropriate to assess loading area requirements based on the activity being undertaken on the site.	Opposes TR-S8 (Provision of on-site loading areas) and seeks amendment.
Energy Infrastructure and Transport / Transport / TR-S8	Retirement Villages Association of New Zealand Incorporated	350.60	Amend	Considers that the requirement for at least one on-site loading area for buildings with a footprint of 450 m ² or more is not practicable when applied to a retirement village environment where it is common to have multiple buildings of this size. Because retirement villages are centrally operated, one on-site loading area is sufficient for the whole village. It is considered more appropriate to assess loading area requirements based on the activity being undertaken on the site.	Amend TR-S8 (Provision of on-site loading areas) as follows: 1. No on-site loading areas are required for buildings with a building footprint of less than 450m²; 2. At least one on-site loading area must be provided for buildings with a building footprint of 450m² or more; and 3. For retirement villages, one on-site loading area shall be provided. No on-site loading areas are required for buildings with a building footprint of less than 450m².

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Energy Infrastructure and Transport / Transport / TR-S9	Precinct Properties New Zealand Limited	139.4	Oppose	Opposes TR-S9 and seeks that it is deleted because a design requirement based on a 8 x 2.5m truck, and a 4.5m height clearance is excessive and unnecessary to provide for loading requirements. This will constrain appropriate designs and have negative effects on streetscape and urban design. This is counter to the strategic direction of the Proposed District Plan and the objectives and policies of the City Centre Zone, particularly around promoting a walkable city (CCZ-P8, Sense of Place) and quality design outcomes (CCZ-P9, Quality design outcomes) as requiring oversized vehicle crossings and loading areas will reduce pedestrian amenity.	Delete TR-S9 (Design requirements for on-site loading, circulation and manoeuvring) in its entirety.
Energy Infrastructure and Transport / Transport / TR-S9	Restaurant Brands Limited	349.30	Support	Support	Retain TR-S9 (Design requirements for on-site loading, circulation and manoeuvring) as notified.