Wellington City Proposed District Plan

Report 9 Infrastructure

Appendix 2.1 – Recommended Responses to Submissions and Further Submissions

Recommended responses to submissions and further submissions

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

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

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

Transpower New Zealand Limited Seeks a separate suite of Transport / Infrastructure and Transport / Infrastructure
Transpower New Zealand Limited 315.48 Energy Infrastructure and Transport / Infrastructure A General INF Energy Infrastructure A General INF Amend The submitter queries the number of Infrastructure sub Chapters, policies (62) and rules relating to Infrastructure and Specifically the National Grid. Considers the myriad of provisions is confusing and creates the potential for contradiction between provisions. There are no National Grid specific policies within the Infrastructure sub-Chapter. However, there are 18 policies within other sub chapters specific to managing the effects of the National Grid to Detail for Contradiction between provisions. There are no National Grid specific golicies within other sub chapters specific to managing the effects of the National Grid provisions (policies and rules) within a separate Infrastructure sub-Chapter. [Refer to original submission, including Appendix F, for suggested provisions and further detail]. Alternatively, should this approach not be adopted, seeks the amendments as outlined in other submission points: - Seeks a separate suite of National Grid provisions (policies and rules) within a separate leave original submission. For suggested provisions (policies and rules) within a separate provisions (policies and rules) within a separate provisions (policies and rules) within a separate leave original submission. For suggested provisions (policies and rules) within a separate provisions or policies and rules are suited in separate provisions (policies and rules) within
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specific to managing the effects of the National framework be provided
effects of the National framework be provided
Grid within the Infractructure
Considers there are no chapter for the National
National Grid specific Grid which recognises
policies in the plan that and provides for the
specifically recognise the benefits of the National
benefits of the National Grid, manages the effects
Grid or management of of the development of
the effects of subdivision, National Grid, and the
land use and effects of other activities
development. Considers on the National Grid); -
policies within other Policies relating to the
subchapters only relate National Grid are
to managing the effects amended to give effect of the National Grid. to the NPS-ET.
Considers that lack of - The National Grid be recognition within the separated from the Gas
general infrastructure Transmission Pipeline
chapter does not give Corridor;
effect to the NPS-ET, and - The number of National
that given the national Grid specific policies and
significance of the rules be condensed and
National Grid reduced; and
Transpower seeks a - Rules relating to
separate set of provisions existing National Grid
within the infrastructure assets be removed and
section. Considers that instead the NES-ETA be Accept in part Yes

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

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

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

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

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

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

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

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

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

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

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

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

Wellington International Airport Limited FS36.56 Part 2 / Ene Infrastructu Transport / / General II	ure and 'Infrastructure	WIAL shares the concerns of CentrePort	Allow		
		Limited, that there is a lot of duplication in the Proposed Plan, particularly as it relates to the natural hazard provisions that apply to (regionally significant) infrastructure.		Reject	No
	'Infrastructure	As noted in the Introduction, airports and airport related activities are captured by the RMA definition of "infrastructure". As such activities are generally provided for within the Airport Zone, there is potential for airport and airport related activities to be inadvertently captured by the provisions within this chapter, creating an inappropriate duplication of control. While submitter supports the general intent of the exemption described in the text of the Introduction, the exemption should only apply to airport and airport related activities (i.e. the methods in the Airport Zone. It remains appropriate for the Infrastructure chapter and associated provisions to otherwise	Amend introduction to Infrastructure chapter as follows: Further, the Resource Management Act, and therefore the District Plan, share the same broad definition of 'infrastructure', which includes airport and port facilities. Notwithstanding that, this the rules within the Infrastructure Chapter (including the infrastructure specific overlay sub-chapters) does not apply to activities that fall under the definition of airportactivities purposes or airport related activities located within the Airport Zone (which are dealt with in the Airport Zone chapter), or the definition of port or operational port		

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

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

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

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

		the wellbeing and health	and upgrading of the	
		and safety of people and	pipeline;	
		communities.	2. The risk of hazards	
		communication.	affecting public or	
			individual safety, and the	
			risk of property damage;	
			3. Measures proposed to	
			avoid or mitigate	
			potential adverse effects	
			on the gas transmission	
			pipeline and/or above	
			ground related	
			infrastructure;	
			4. The outcome of any	
			consultation with the	
			owner and operator of	
			the gas transmission	
			pipeline; and	
			5. Whether the sensitive	
			activity could be located	
			a greater distance from	
			the gas transmission	
			pipeline and/or above	
			ground related	
			infrastructure.	
			Notification status:	
			An application for	
			resource consent made	
			in respect of rule INF-R**	
			is precluded from being	
			<u>publicly notified. Notice</u>	
			of any application for	
			resource consent under	
			this rule must be	
			served on the owner and	
			operator of the Gas	
			Transmission Pipeline in	
			accordance with Clause	
			10(2)(i) of the Resource	
			Management (Forms,	
			Fees, and Procedures)	
			Regulations 2003.	
			Note:	
			This rule also applies to	
			the establishment of a	
			residential activity in an	
			existing building, or any	
			change of land use to a	
			residential activity. If a	
			resource consent	
	<u> </u>			

					application is made under this rule, the owner and operator of the Gas Transmission Pipeline will be considered an affected person in accordance with section 95E of the Act and notified of the application, where written approval is not provided.		
Kāinga Ora – Homes and Communities	FS89.62	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Oppose	Kāinga Ora opposes the changes sought. It is unclear where the spatial application of this rule will apply and as such a cost benefit analysis cannot be undertaken. Kāinga Ora opposes the introduction of the rule.	Disallow	Reject	No
Transpower New Zealand Limited	315.50	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	Generally supports INF-P1 (Recognising and providing for infrastructure). However, seeks that INF-P1 be amended to make reference to the benefits being "provided for" in addition to being "recognised" so that the Policy also reflects the wording in Policy 1 of the NPS-ET, and reflects INF-O1. Given the NPS-ET is specific to the National Grid, the submitter would prefer the provision of a new 'benefits' policy (as well as other policies) specific to the National Grid as opposed to amendment to INF-P1. (Option A)	Add a new 'National Grid specific policy as follows: INF-NG-P1 Benefits of the National Grid Recognise and provide for the benefits of the National Grid by enabling the operation, maintenance and upgrade of the existing National Grid and the establishment of new electricity transmission resources.	Accept in part	Yes

1	ī	1	1	1	1	1
Transpower New Zealand	315.51	Energy Infrastructure and Amend	Considers that given the	Add a new National Grid		
Limited		Transport / Infrastructure	national significance of	specific policy as follows:		
		/ New INF	the National Grid as			
			recognised in the NPS-ET,	INF-NG-P3 Maintenance,		
			the submitter seeks a	operation, upgrading		
			general policy to give	and development of the		
			effect t the NPS-ET.	National Grid		
				Enable the operation,		
				maintenance, upgrading		
				and development of the		
				National Grid,		
				recognising its		
				operational, functional		
				and technical constraints,		
				the complexity of the		
				interconnectedness of		
				networks, and its role in		
				servicing existing and		
				planned development.	Accept in part	Yes
Transpower New Zealand	315.52	Energy Infrastructure and Amend	Considers that in order to	Option 1: Add new	//cccpt iii part	163
Limited	313.32	Transport / Infrastructure	give effects to the NPS-	National Grid specific		
Limited		/ New INF	ET, the submitter seeks	policy as follows:		
		/ New IIVI	specific National Grid	policy as follows.		
			provisions. Supports in	INF-NG-P6 Development		
			principle INF-P6, however considers it	of the National Grid		
				Dravida for the		
			does not reflect or give effect to the NPS-ET and	Provide for the		
				development of the		
			is not specific to the	National Grid		
			National Grid. Considers	1. In urban zoned areas,		
			it also does not provide a	development should		
			'seek to avoid' approach	minimise adverse effects		
			for the more sensitive	on urban amenity and		
			environments and the	should avoid material		
			policy framework in the	adverse effects on the		
			INF sub chapters for new	Commercial and Mixed-		
			development of the	Use zones, and areas of		
			National Grid within such	high recreational or		
			environments also does	amenity value and		
			not give effect to the	existing sensitive		
			'seek to avoid' policy	activities.		
			approach within Policy 8			
			of the NPS-ET. Considers	2. Seek to avoid the		
			the provision of a	adverse effects of the	Accept in part	Yes
					Accept in part	162

National Grid specific National Grid within
policy provides a areas identified in
comprehensive policy SCHED10 – Outstanding
approach that gives Natural Features and
effect to the NPS-ET. Landscapes, SCHED8 -
Significant Natural Areas,
Considers the and SCHED11 – Special
development of the Amenity Landscapes,
National Grid must be outside the coastal
managed to ensure the environment.
potential for adverse
effects is appropriately 3. Where the National
managed while Grid has a functional
recognising the need or operational need
significance of the to locate within the
National Grid and the coastal environment,
constraints under which manage adverse effects
it operates. The NPS-ET by:
requires the District Plan a. Seeking to avoid
to include objectives and adverse effects on areas
policies that: <u>identified in SCHED10 –</u>
- Allow for the Outstanding Natural
consideration of the <u>Features and Landscapes</u> ,
technical constraints and SCHED12 - High Coastal
operational requirements Natural Character Areas,
under which the National SCHED8 - Significant
Grid operates, for <u>Natural Areas, SCHED11</u>
example the linear — Special Amenity
nature of the <u>Landscapes, and the</u>
transmission lines. <u>Coastal Margin.</u>
- Have regard to the <u>b. Where it is not</u>
extent to which adverse <u>practicable to avoid</u>
effects have been <u>adverse effects on the</u>
avoided, remedied or <u>values of the areas in</u>
mitigated through the <u>SCHED10 – Outstanding</u>
route, site and method <u>Natural Features and</u>
selection. <u>Landscapes, SCHED12 -</u>
- Ensure new planning High Coastal Natural
and development seeks Character Areas, SCHED8
to avoid adverse effects - Significant Natural
on more sensitive areas. Areas, SCHED11 – Special
Policies, plans and Amenity Landscapes; and
decision makers must the Coastal Margin
take in to account the because of the functional
characteristics of the <u>needs or operational</u>
National Grid, its <u>needs of the National</u>
technical and operational Grid, remedy or mitigate
constraints, and the adverse effects on those
route, site and method values.
selection process when <u>c. Seeking to avoid</u>
considering the adverse significant adverse of new National offsets on:
effects of new National effects on:

	Grid infrastructure on the	i. other areas of natural	
	environment.	character	
		ii. natural attributes and	
	On this basis, the	<u>character of other</u>	
	submitter supports a new	natural features and	
	policy specific to the	natural landscapes	
	development of the	iii. indigenous	
	National Grid. [Refer to	biodiversity values that	
	original submission for	meet the criteria in Policy	
	full reason]	11(b) of the NZCPS 2010	
		d. Avoiding, remedying	
		or mitigating other	
		adverse effects to the	
		extent practicable; and	
		e. Recognising there may	
		be some areas within	
		SCHED10 – Outstanding	
		Natural Features and	
		Landscapes, SCHED12 -	
		High Coastal Natural	
		Character Areas, SCHED8	
		- Significant Natural	
		Areas, SCHED11 – Special	
		Amenity Landscapes; and	
		the Coastal Margin,	
		where avoidance of	
		adverse effects is	
		required to protect the	
		identified values and	
		characteristics.	
		4. Remedy or mitigate	
		any adverse effects from	
		-	
		the operation,	
		maintenance, upgrade,	
		major upgrade or	
		development of the	
		National Grid which	
		cannot be avoided, to the	
		extent practicable; and	
		extern practicable, and	
		5. When considering the	
		adverse effects in respect	
		of 1-3 above;	
		a. Have regard to the	
		extent to which adverse	
		effects have been	
		avoided, remedied or	
		mitigated by the route,	
		site and method	
		selection; and	
		b. Consider the	
		D. CONSIDER THE	

				NPS-ET - Considers Clause 2. and 3. do not apply to the National Grid.	subdivision within the National Grid Subdivision Corridor where it can be demonstrated that the	Accept in part	Yes
				not adequately address Policies 10 and 11 of the	National Grid. 3. Only allowing		
				Grid. Policy INF-P7 does	sensitivity effects on the		
				compromise the National	2. Avoiding reverse		
				activities which may	the National Grid;		
				activities, ignoring other	otherwise compromise		
				only applies to sensitive	may directly affect or		
				- Considers the policy	National Grid Yard that		
				policy	and structures within the		
				the second part of this	activities) and buildings		
				and fails to give effect to	(including sensitive		
				Policy 10 of the NPSET	1. Avoiding land uses		
				relates to one aspect of	<u>by:</u>		
				"Reverse sensitivity" only			
				- Considers policy title	Grid from adverse effects		
				primary concerns are:	development of National		
					upgrading, removal and		
				effect to the NPS-ET. The	efficient operation, maintenance and repair,		
				however considers it does not reflect or give	Grid Protect the safe and		
				principle INF-P7,	effects on the National		
				provisions. Supports in	INF-NG-P4 Adverse		
				specific National Grid	INIE NG DA A I		
			/ New INF	the submitter seeks	follows:		
	Limited		Transport / Infrastructure	give effect to the NPS-ET,	Grid specific policy as		
	Transpower New Zealand	315.53	Energy Infrastructure and Amend	Considers that in order to			
	Tuongan New Zeele	245 52		Considers that its and so to	the operational needs or functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects.		
ĺ					constraints arising from		

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

			in the vicinity of the	
			National Grid;	
			g. The outcome of any	
			consultation with, and	
			technical advice from,	
			Transpower.	
			Transpower.	
			4. Only allowing	
			earthworks within the	
			National Grid Yard where	
			it can be demonstrated	
			that the safe and	
			efficient functioning,	
			operation, maintenance	
			and repair, upgrading	
			and development of the	
			National Grid will not be	
			compromised, taking into	
			account:	
			a. The extent to which	
			the earthworks may	
			compromise the safe	
			access to and operation,	
			maintenance and repair,	
			upgrading and	
			development of the	
			National Grid;	
			b. The stability of land	
			within and adjacent to	
			the National Grid;	
			c. Risks relating to health	
			or public safety, including	
			the risk of property	
			d Tochnical advice	
			d. Technical advice	
			provided by the owner	
			and operator of the	
			National Grid.	
			Should a National Grid	
			specific policy not be	
			provided, Transpower	
			seeks amendment to	
			policy INF-P7 to give	
			effect to the NPSET.	
•	•		•	

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

Natural Areas, SCHED1 - Special America, - Americans, and the Costal Margin. - D. Where it is not and scanes, and the Costal Margin. - D. Where it is not and the areas in Solfield - Outstanding Natural Foctures and Landscapes, SCHED12 - Hight Costal Margin - Hig	1	COUEDO C: 'C' .	1
andersea, and the Constell Moralin. b. where it is not enacticable to avoid advance if first on the values of the areas and subus of the areas and advanced in the areas and the costal Margan and advanced or constrained advanced or constrained advanced and advance advanced effects on those values. c. seeking to avoid similar to devene effects on i. other areas of natural character of other and advanced in the areas of natural character of other and advanced in the areas of natural character of other and advanced in the areas of natural character of other and advanced in the areas of natural character of other and advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of natural character of other advanced in the areas of the areas of natural character of other and the areas of natural character of other and the areas of natural character of ot		SCHED8 - Significant	
Landscapes, and the Coust Margin. b. where it is not proclicable to avoid assesse effects on the values of the areas in SCHEDIO - Outstanding, Natural Features and Landscapes, SCHEDIS - Landscapes, and the Coastal Margin. because of the functional needs or operational needs of other National Grid, remedy or mitigate, assesses and the Coastal Margin. because of the functional needs of other National needs of other National Grid, remedy or mitigate, assesses effects on those, values, Landscapes, and the coastal Margin of the coastal Margin landscapes, and the coastal Margin landscapes Lindscapes of natural character of other natural features and character of other natural features and natural landscapes Lindscapes Lind			
b. where it is not practicable to avoid adverse effects on the values of the areas in SCHEDO - Outstanding Matural Footnates of the Areas in SCHEDO - Outstanding Matural Footnates of the Areas in SCHEDO - Outstanding Matural Footnates of the Areas in SCHEDO - Outstanding Matural Footnates of the Matural Footnates of Footnate			
be, where it is not, practicable to avoid, sudverse effects on the values of the areas in SCHEDO — Outstanding. Natural Features and Lambsones, SCHEDO — Outstanding. Natural Features and Lambsones, SCHEDO — High Constal Natural Constal Co			
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- Significant Natural			
Areas, SCHED11 – Special			
Amenity Landscapes; and			
the Coastal Margin,		the Coastal Margin,	

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			where avoidance of	
			adverse effects is	
			required to protect the	
			identified values and	
			characteristics.	
			4. Remedy or mitigate	
			any adverse effects from	
			the operation,	
			maintenance, upgrade,	
			major upgrade or	
			development of the	
			National Grid which	
			cannot be avoided, to the	
			extent practicable; and	
			5. When considering the	
			adverse effects in respect	
			of 1-3 above;	
			a. Have regard to the	
			extent to which adverse	
			effects have been	
			avoided, remedied or	
			mitigated by the route,	
			site and method	
			selection; and	
			b. Consider the	
			constraints arising from	
			the operational needs or	
			functional needs of the	
			National Grid, when	
			considering measures to	
			avoid, remedy or	
			mitigate any adverse	
			effects.	
		1	<u> </u>	

T N 7l	245 55	Farana Information and	l A	Onners INE NEL DCO		I	I
Transpower New Zealand	315.55	Energy Infrastructure and	Amend	Opposes INF-NFL-P60	Add a new National Grid		
Limited		Transport / Infrastructure		and proposes an	specific policy, in the		
		/ New INF		amended policy	Infrastructure (INF		
				framework specific to the	chapter), as follows:		
				National Grid. Has			
				specific concerns the	INF-NG-P6 Development		
				policy does not give	of the National Grid		
				effect to the NPSET in			
				that:	Provide for the		
				- Specific to clause 1. 2.	development of the		
				and 3., considers the	National Grid:		
				NPSET does not require	1. In urban zoned areas,		
				the activity to be of a	development should		
				scale that protects the	minimise adverse effects		
				identified values for	on urban amenity and		
				ONFL's, not maintains or	should avoid material		
				restores those for SAL's.	adverse effects on the		
				It does not require the	Commercial and Mixed-		
				avoidance of visually	Use zones, and areas of		
				obtrusive structures	high recreational or		
				within ridgelines and	amenity value and		
				hilltops. The ridgelines	existing sensitive		
				and hilltops cover a large	activities.		
				extent of the city and	2. Seek to avoid the		
				given the linear nature of	adverse effects of the		
				the transmission network	National Grid within		
				and the visual element	areas identified in		
				associated with its	SCHED10 – Outstanding		
				support structures,	Natural Features and		
				considers it would not be	Landscapes, SCHED8 -	Accept in part	Yes
				possible or practicable to	Significant Natural Areas,	Treespe in pare	
				'avoid visually obtrusive	and SCHED11 – Special		
				structures.	Amenity Landscapes,		
				- In response to clause 4.	outside the coastal		
				considers the NPSET does			
				not require significant	3. where the National		
				adverse effects be	Grid has a functional		
				avoided.	need or operational need		
				- Considers Clause 5. is	to locate within the		
				acceptable in so far is it	coastal environment,		
				relates to functional or	manage adverse effects		
				operational need.	by:		
				Considers the reference	a. Seeking to avoid		
				to 'reasonably practical	adverse effects on areas		
				alternative locations' is	identified in SCHED10 –		
				not necessary given the	Outstanding Natural		
				definitions of operational	Features and Landscapes,		
				and functional need. Has	SCHED12 - High Coastal		
				concerns with the term	Natural Character Areas,		
				'practical' as it is	SCHED8 - Significant		
				considered to introduce	Natural Areas, SCHED11		
				uncertainty. Considers	– Special Amenity		

			1	1
	the term 'practicable' is	Landscapes, and the		
	more readily understood.	Coastal Margin.		
		b. where it is not		
	[Refer to original	practicable to avoid		
	submission for full	adverse effects on the		
	reason]	values of the areas in		
		SCHED10 – Outstanding		
		Natural Features and		
		Landscapes, SCHED12 -		
		High Coastal Natural		
		Character Areas, SCHED8		
		 Significant Natural 		
		Areas, SCHED11 – Special		
		Amenity Landscapes; and		
		the Coastal Margin		
		because of the functional		
		needs or operational		
		needs of the National		
		Grid, remedy or mitigate		
		adverse effects on those		
		values.		
		c. Seeking to avoid		
		significant adverse		
		effects on:		
		i. other areas of natural		
		<u>character</u>		
		ii. natural attributes and		
		character of other		
		natural features and		
		natural landscapes		
		iii. indigenous		
		biodiversity values that		
		meet the criteria in Policy		
		11(b) of the NZCPS 2010		
		d. Avoiding, remedying		
		or mitigating other		
		adverse effects to the		
		extent practicable; and		
		e. Recognising there may		
		be some areas within		
		SCHED10 – Outstanding		
		Natural Features and		
		Landscapes, SCHED12 -		
		High Coastal Natural		
		Character Areas, SCHED8		
		- Significant Natural		
		Areas, SCHED11 – Special		
		Amenity Landscapes, and		
		the Coastal Margin,		
		where avoidance of		
		adverse effects is		
		required to protect the		
		required to protect the		

					identified values and		
					characteristics.		
					4. Remedy or mitigate		
					any adverse effects from		
					the operation,		
					maintenance, upgrade,		
					major upgrade or		
					development of the		
					National Grid which		
					cannot be avoided, to the		
					extent practicable; and		
					5. When considering the		
					adverse effects in respect		
					of 1-3 above;		
					a. Have regard to the		
					extent to which adverse		
					effects have been		
					avoided, remedied or		
					mitigated by the route,		
					site and method		
					selection; and		
					b. Consider the		
					constraints arising from		
					the operational needs or		
					functional needs of the		
					National Grid, when		
					considering measures to		
					avoid, remedy or		
					mitigate any adverse		
					effects.		
oOh!Media Street	316.2	Energy Infrastructure and	Amend	Considers that a specific	Add a new rule in the		
Furniture New Zealand		Transport / Infrastructure		rule is required to	Infrastructure chapter as		
Limited		/ New INF		provide for 'transport	follows:		
				network' and 'ancillary			
				transport network	INF-R Transport network		
				infrastructure' as a	activities and ancillary		
				permitted activity. There	transport network		
				are no rules which relate	structures in the road		
				to the construction or	reserve.		
				operation of 'ancillary	All Zanas		
				transport network	All Zones		
				infrastructure' or the 'transport network', or	1 Activity status:		
				any other rules or	1. Activity status: Permitted		
				standards which relate to	remitted		
				such activities. However			
				there are rules for other			
				forms of infrastructure			
				and road-based utilities.			
				and road based difficult			
				In the absence of a			
				specific rule for an		Reject	No

Scoter Wellington Regional Council Secreter Wellington Regional Counc		i	į.	i	i	i	i ·
"Infrastructure buildings and structures not provided for by any other rule in this table" at a permitted activity in a permit				activity, Rule INF-R15			
and structures not provided for by any other provided for by any other rule in this table? as a permitted deficitly in all zones, but will result in immunication durations for a structure and advised to the structure of the str				provides for			
provided for by any other rule in this bilds as a permitted activity in all 2010s, but will result in improcited outcomes for small-scale structures within the road reserve, within the road reserve, within the road reserve, within the road reserve, which is inconsistent with enabling the efficient operation of the transport network. The back of specific provisions for transport network infrastructure does not efficiently or effectively implement the objectives and politices of the Introductive Chapter, namely INF-OS and INF-SP. The provisions, as they are prodoced, woold for all the inconsistent with enabling the efficient operation of the University of the Provisions of the Introductive Chapter, namely INF-OS and INF-SP. The provisions, as they are prodoced, woold for all the inconsistent with enabling the efficient operation of the University of the Introductive Chapter, namely INF-OS and INF-SP. The provisions, as they are prodoced, woold for all deliberate to obtain resource consent, which is inconsistent with enabling the efficient operation of the University of the Introductive Chapter. Greater Wellington Regional Council Greater Wellington Regional Council Firesport / Infrastructure / New INF				"Infrastructure buildings			
rule in that staller* as a permitted activity in all zones, but will result in impractical outcomes for small-scale structures within the road reserve, and will result in a resource consent process between transport abstract with the road reserve, which is inconsistent with enabling the efficient operation of the transport network. The lack of specific provisions for transport and the road reserve, which is inconsistent with enabling the efficient operation of the transport network and and large transport network. If network the provisions, as they are proposed, would result in a requirement for all shelters to obtain resource consent, which is inconsistent with enabling the efficient operation of the transport network. [Reter to original solutions of full resould the proposed RPS Change 1 Policies CCL and CC.2) is seek Detaired Bans enable infrastructure and ransport of infrastructure and ransport of infrastructure and ransport network. Selection of the transport network and CC.3) is seek Detaired Bans enable infrastructure required to support study table to develop the original resource consent, which is inconsistent with enabling the efficient operation of the transport network.				and structures not			
rule in this table?" as a permitted activity in all zones, but will result in inspectical outcomes for small-scale structures within the road reserve, and will result in a resource consent process within the road reserve, and will result in a resource consent process within the road reserve, within the road reserve, which is inconsistent with enabling the efficient operation of the transport network. The lack of specific provisions for transport process of the transport network of and ancillary transport network of an ancillary transport network. See the proposed, would result in a requirement of an all shelters to obtain resource consent, which is inconsistent with enabling the efficient operation of the transport network. See the proposed RPS Change 1 [Rollies CC1 and CC2] seek Distance Plans enable the proposed RPS Change 1 [Rollies CC1 and CC2] seek Distance Plans enable the development of infrastructure with the proposed RPS Change 1 [Rollies CC1 and CC2] seek Distance Plans enable the development of infrastructure with the proposed RPS Change 1 [Rollies CC1 and CC2] seek Distance Plans enable the development of infrastructure with the proposed RPS Change 1 [Rollies CC1 and CC2] seek Distance Plans enable the development of infrastructure with the proposed RPS Change 1 [Rollies CC1 and CC2] seek Distance Plans enable the development of infrastructure with the proposed RPS Change 1 [Rollies CC1 and CC2] seek Distance Plans enable the development of infrastructure with the proposed RPS Change 1 [Rollies C				provided for by any other			
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enable infrastructure support zero and low that supports the uptake carbon transport and			/ New INF				
that supports the uptake carbon transport and							
					carbon transport and		
				of zero and low carbon	public transport.		
multi-modal transport Reject No				multi-modal transport		Reject	No

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

						1	1
				requirements on the			
				Proposed Plan, when			
				those provisions have yet			
				to go through the			
				hearings and decision			
				making process.			
N/ 1 // 1 1 N 7	50400.0	2 . 2 / 5			All		
Waka Kotahi NZ	FS103.3	Part 2 / Energy	Support	New types of	Allow		
Transport Agency		Infrastructure and		infrastructure will be			
		Transport / Infrastructure		needed to support NZ's			
		/ New INF		conversion to Electric			
				vehicles.		Reject	No
Greater Wellington	351.90	Energy Infrastructure and	Amend	Considers that the PDP	Seeks to include a new	Reject	140
_	351.90		Amena				
Regional Council		Transport / Infrastructure		should encourage	policy that encourages an		
		/ New INF		greenhouse gas emission	assessment of whole of		
				reductions and ensure	life carbon emissions for		
				decision making	any new or altered		
				contributes towards	transport infrastructure		
				achieving future	and how new or altered		
				greenhouse emissions	transport infrastructure		
				targets. Part of this	would assist in meeting		
				would be the			
					reduction targets.		
				consideration of how			
				new or altered transport			
				infrastructure will			
				operate in a manner			
				which assists in achieving			
				those targets and			
				requiring whole of life			
				carbon emissions			
				assessments. A new			
				policy that encourages			
				consideration of whole of			
				life carbon emissions			
				assessment would have			
				regard to Proposed RPS			
				Change 1 (policy CC.11).		Reject	No
Wellington International	FS36.59	Part 2 / Energy	Oppose	WIAL has filed as	Disallow		
Airport Limited		Infrastructure and	- - -	submission with respect			
, air port Ellillited				to PC1 of the Proposed			
		Transport / Infrastructure		-			
		/ General INF		RPS and the target to			
				achieve net zero carbon			
				emissions by 2050. It			
				would be premature to			
				impose such			
				requirements on the			
				Proposed Plan, when			
				those provisions have yet			
				to go through the			
				hearings and decision		[
				making process.		Reject	No

Waka Kotahi	370.72	Energy Infrastructure and Transport / Infrastructure / New INF	The submitter notes that INF-R3 provides for the "upgrading of existing aboveground infrastructure" as a permitted activity where INF-S1, INF-S3, INF-S4 and INF-S12 are met. It is considered that this rule could be interpreted as applying to the operation, maintenance	Add a rule in the Infrastructure chapter for the operation, maintenance, repair and upgrading of the transport network: INF-RX Operation, maintenance, repair and upgrading of the transport network. Activity status: permitted
			is relevant. INF-S4 is specific to utilities so is irrelevant.	
			INF-S12 is specific to buildings, structures and activities in the National Grid Yard so is irrelevant. INF-S13, S15, S16, S17	
			are specific to roads and transport but are not applicable. INF-S18 applies to bus	
			shelters but is not applicable. "Infrastructure" and "Transport Network" are both defined in the interpretation section, but there are no rules specific to the upgrade of	
			the transport network. INF-O5 specifically recognises the benefits of the transport network, which would include the benefits from upgrades.	Reject No

				INF-P9 specifically enables upgrading of the transport network, but there is not specific corresponding rule. Accordingly, the submitter notes that it could be interpreted that the upgrading of the transport network is not covered by INF-R3 and a resource consent application would not be assessed against the appropriate standards.			
KiwiRail Holdings Limited	FS72.20	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / New INF	Support	Supports a new rule which specifically provides for the operation, maintenance, repair and upgrading of the transport network in the infrastructure chapter. Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021	Allow	Reject	No

1.	1	l l
	nendment Act); (b) is	
	sistent with other	
relev	evant planning	
docu	cuments, including the	
Grea	eater Wellington	
Regi	gional Policy	
State	tement and National	
Polic	icy Statement for	
	pan Development	
	20; (c) will meet the	
	sonably foreseeable	
	eds of future	
	nerations; (d) will	
	oid, remedy or	
	igate actual and	
	ential adverse effects	
	the environment; (e)	
	enable the social,	
	nomic and cultural	
	llbeing of the people	
	Wellington City; and (f)	
	he most appropriate	
	y to achieve the	
	ectives of the	
	posed Plan in terms	
OT SE	section 32 of the RMA.	

Waka Kotahi	370.73	Energy Infrastructure and Support	The submitter notes that	Add a rule in the
vvaka kotalii	370.73	Transport / Infrastructure	INF-R3 provides for the	Infrastructure chapter for
		/ New INF	"upgrading of existing	the operation,
		/ New IIII	aboveground	maintenance, repair and
			infrastructure" as a	upgrading of the
			permitted activity where	transport network:
			INF-S1, INF-S3, INF-S4	a a superior necessaria.
			and INF-S12 are met.	INF-RX Operation,
				maintenance, repair and
			It is considered that this	upgrading of the
			rule could be interpreted	transport network.
			as applying to the	
			operation, maintenance	Activity status: restricted
			and repair of the	discretionary
			transport network,	
			however: INF-S1 is	Where compliance with
			specific to	the requirements of INF-
			radiofrequency so it	S3 and INFS18 cannot be
			irrelevant. INF-S3 is	achieved.
			specific to earthworks so	
			is relevant.	Matters of discretion are:
			INF-S4 is specific to	The matters set out in
			utilities so is irrelevant.	INF-P1 and INF-P3.
			INF-S12 is specific to	
			buildings, structures and	
			activities in the National	
			Grid Yard so is irrelevant.	
			INF-S13, S15, S16, S17	
			are specific to roads and	
			transport but are not	
			applicable.	
			INF-S18 applies to bus	
			shelters but is not	
			applicable.	
			"Infrastructure" and	
			"Transport Network" are	
			both defined in the	
			interpretation section,	
			but there are no rules	
			specific to the upgrade of	
			the transport network.	
			INE OF COST	
			INF-O5 specifically	
			recognises the benefits	
			of the transport network,	
			which would include the	
			benefits from upgrades.	Datast Ale
				Reject No

				INF-P9 specifically enables upgrading of the transport network, but there is not specific corresponding rule. Accordingly, the submitter notes that it could be interpreted that the upgrading of the transport network is not covered by INF-R3 and a resource consent application would not be assessed against the appropriate standards.			
KiwiRail Holdings Limited	FS72.21	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / New INF	Support	Supports a new rule which specifically provides for the operation, maintenance, repair and upgrading of the transport network in the infrastructure chapter. Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021	Allow	Reject	No

				(Amendment Act); (b) is		l l	
				consistent with other			
				relevant planning			
				documents, including the			
				Greater Wellington			
				=			
				Regional Policy			
				Statement and National			
				Policy Statement for			
				Urban Development			
				2020; (c) will meet the			
				reasonably foreseeable			
				needs of future			
				generations; (d) will			
				avoid, remedy or			
				mitigate actual and			
				potential adverse effects			
				on the environment; (e)			
				will enable the social,			
				economic and cultural			
				wellbeing of the people			
				of Wellington City; and (f)			
				is the most appropriate			
				way to achieve the			
				objectives of the			
				Proposed Plan in terms			
				of section 32 of the RMA.			
Wellington International	406.86	Energy Infrastructure and	Amend	Considers that it is	Add new objective to		
Wellington International Airport Ltd	406.86	Transport / Infrastructure	Amend	Considers that it is important that the	Infrastructure chapter as		
_	406.86		Amend	Considers that it is important that the Proposed District Plan			
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises	Infrastructure chapter as follows:		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the	Infrastructure chapter as		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new	Infrastructure chapter as follows: INF-07		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing	Infrastructure chapter as follows: INF-O7 Development, operation,		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance,	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair,		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and	Infrastructure chapter as follows: INF-07 Development, operation, maintenance, repair, replacement, renewal		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and	Infrastructure chapter as follows: INF-07 Development, operation, maintenance, repair, replacement, renewal		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure.	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to.	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to. Note this objective	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to. Note this objective should sit beneath INF-02	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to. Note this objective should sit beneath INF-02 so the plan flows in a	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to. Note this objective should sit beneath INF-02 so the plan flows in a logical order (i.e.	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to. Note this objective should sit beneath INF-02 so the plan flows in a logical order (i.e. recognise and provide for	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		
_	406.86	Transport / Infrastructure	Amend	Considers that it is important that the Proposed District Plan adequately recognises and provides for the establishment of new and the ongoing operation, maintenance, replacement and upgrade of existing infrastructure. New objective is required to ensure there is a clear objective that policies such as Policy INF-P1 give effect to. Note this objective should sit beneath INF-02 so the plan flows in a logical order (i.e.	Infrastructure chapter as follows: INF-O7 Development, operation, maintenance, repair, replacement, renewal and upgrading of		

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

				way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Waka Kotahi NZ Transport Agency	FS103.4	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	Provides a clear objective to be given effect to by lower order provisions.	Allow		
New Zealand Defence Force	FS104.9	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	Support the insertion of new Infrastructure Objective INF-O7 to enable the development, operation, maintenance, repair, replacement, renewal and upgrading of	Allow	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.61	Part 2 / Energy Infrastructure and Transport / Infrastructure / New INF	Support	infrastructure. Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No
Wellington International Airport Ltd	406.87	Energy Infrastructure and Transport / Infrastructure / New INF	Amend	Considers that it is imperative that infrastructure is protected from incompatible land use activities, including reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 and 4.56 to 4.69 for full reason]	Add new Policy to INF chapter as follows: INF-P14 Avoid where practicable, or otherwise remedy or mitigate adverse effects on infrastructure from subdivision, use and development, including reverse sensitivity effects, which may compromise the operation and capacity of existing, consented and planned infrastructure.	Reject	No

KiwiRail Holdings Limited	FS72.23	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / New INF		Supports a policy to protect infrastructure from adverse effects of land use activities. Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021 (Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.		Reject	No
Kāinga Ora – Homes and Communities	FS89.120	Part 2 / Energy Infrastructure and Transport / Infrastructure	Oppose	Kāinga Ora opposes the addition of the proposed policy which is	Disallow		
		/ New INF		considered a duplication of INF-P6.		Reject	No
				51 INI 1 6.		Reject	No

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

			considers that given the national significance of				
			the National Grid and that this significance is				
			recognised in the NPSET,				
			seeks a separate set of				
			provisions for the				
			national grid.				
Wellington Electricity	355.22	Energy Infrastructure and Support	Supports INF-O1 for its	Retain INF-O1 (The			_
Lines Limited		Transport / Infrastructure	intent to recognise and	benefits of			
		/ INF-01	protect the City's	infrastructure) as			
			electricity distribution	notified.			
			network.		Accept	No	
Waka Kotahi	370.74	Energy Infrastructure and Support	Support these objectives	Retain Objective INF-O1	·		_
		Transport / Infrastructure	as they refer to	(The benefits of			
		/INF-O1	infrastructure more	infrastructure) as			
		[broadly and all roads	notified.			
			form part of the				
			infrastructure definition,				
			manage adverse effects				
			on infrastructure,				
			provide for infrastructure				
			availability and support				
			transport network		Accept	No	
BP Oil New Zealand,	372.24	Energy Infrastructure and Support	[No specific reason given	Retain INF-O1 (The	7.1000		
Mobil Oil New Zealand	372.21	Transport / Infrastructure	beyond decision	benefits of			
Limited and Z Energy		/ INF-O1	requested - refer to	infrastructure) as			
Limited (the Fuel		7 111 32	original submission]	notified.			
Companies)			original submission;	metined.	Assess	NI	
	204 407	From Infrastructure and Constant	Object of the Odice	But all obligation INIT Of	Accept	No	
Kāinga Ora Homes and	391.107	Energy Infrastructure and Support	Objective INF-O1 is	Retain Objective INF-O1			
Communities		Transport / Infrastructure	generally supported.	(The benefits of			
		/ INF-O1		infrastructure) as	A	NI.	
A4: :	400.47		6	notified.	Accept	No	
Ministry of Education	400.17	Energy Infrastructure and Support in part	Supports INF-O1 in part.	Retain INF-O1 (The			
		Transport / Infrastructure		benefits of			
		/ INF-O1		infrastructure) as			
				notified, with			
NAI-LILL CELL C	400.40	Francisco de la constanta de l	Cooler that INE Of	amendments.	Accept in part	No	
Ministry of Education	400.18	Energy Infrastructure and Amend	Seeks that INF-O1	Amend INF-O1 (The			
		Transport / Infrastructure	includes reference to	benefits of			
		/ INF-O1	'additional	infrastructure) as follows:			
			infrastructure', as it	The netional control			
			includes educational	The national, regional			
			facilities within the	and local benefits of			
			definition. The definition	infrastructure and			
			of 'infrastructure' does	additional infrastructure			
			not include educational	are recognised and			
			facilities. The submitter	provided for.			
			considers that				
			educational facilities are		D. C. C.		
			a crucial form of social		Reject	No	

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

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

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

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

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

Meridian Energy Limited FS101.27 Part 2, Energy Infrastructure and Transport / Infrastructure / INF-O3 Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt 276.12 Energy Infrastructure and Transport / Infrastructure and Transport / Infrastructure and Transport / Infrastructure / INF-O3 Energy Infrastructure and Transport / Infrastructure / INF-O3 Not specified Considers that "Well functioning urban environment" within the PDD. There is no link road from the development site to Churton Park, Glenside or Transport She and Development area is an isolated area on steep, hilly terrain. The access road from Westchester Drive is flood prone. West Glenside at 395 Middletan Road will not be Climite Change Sustainable and Natural Haard Resultent. [Refer to original submission for full reason] Reject No	Powerco Limited	127.6	Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose in part	Considers that the intent of the objective in regard to managing adverse effects on the function and operation of infrastructure is supported. However a typographical error requires connection.	Amend INF-O3 (Adverse effect on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects or of subdivision use and development on the function and operation of infrastructure.	Accept	Yes	
Heldi Snelson, Aman Hunt, Chia Hunt, Ela Hunt 276.12 Energy Infrastructure INF-03 Energy Infrastructure Not specified Considers that "Well Infracing urban environment" does not comply with points of, 16 g in the definition of "Well Infrastructure and invitorement" within the PDP. There is no link road from the development site to Churton Park, Glenside or Tawa has been planned. Development area is an isolated area on steep, hilly terrain. The access road from Westchester Drive is flood prone. West Glenside at 395 Middeton Road will not be Climate Church Energy Infrastructure and Taransport / Infrastructure No Energy Infrastructure and Transport / Infrastructure Transport / Infrastructure No Energy Infrastructure Refer to original submission for full reason] Retain INF-03 (Adverse effects on infrastructure)	Meridian Energy Limited	FS101.27	Infrastructure and Transport /	Support	spelling error ('or') should be amended (to				
Transport / Infrastructure supported in terms of the effects on infrastructure)			Transport / Infrastructure / INF-O3		functioning urban environment" does not apply to INF-O3 because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP. There is no link road from the development site to Churton Park, Glenside or Tawa has been planned. Development area is an isolated area on steep, hilly terrain. The access road from Westchester Drive is flood prone. West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient. [Refer to original submission for full reason]				
I AUEDINO INC	Firstgas Limited	304.20	Transport / Infrastructure	Support		effects on infrastructure)		No	

			supported, however		Accept in part	No
			and operation of the infrastructure network is			
			effects on the function	amendment.		
		/ INF-O3	management of adverse	infrastructure) with		
Communities		Transport / Infrastructure	partially supported.	(Adverse effects on		
Kāinga Ora Homes and	391.110	Energy Infrastructure and Support in part	Objective INF-O3 is	Retain Objective INF-O3	leave	
Companies)			0		Accept in part	No
Limited (the Fuel		,	original submission]			
Limited and Z Energy		/ INF-O3	requested - refer to	as notified.		
Mobil Oil New Zealand		Transport / Infrastructure	beyond decision	effects on infrastructure)		
BP Oil New Zealand,	372.26	Energy Infrastructure and Support	[No specific reason given	Retain INF-O3 (Adverse		
			transport network		Accept in part	No
			availability and support			
			provide for infrastructure			
			on infrastructure,			
			manage adverse effects			
			infrastructure definition,			
			form part of the	notinea.		
		/ INI -03	broadly and all roads	notified.		
		/ INF-O3	infrastructure more	infrastructure) as		
vvdKd NULdIII	3/0./0	Energy Infrastructure and Support Transport / Infrastructure	Support these objectives as they refer to	Retain Objective INF-O3 (Adverse effects on		
Waka Kotahi	370.76	Energy Infrastructure and Connect	sensitivity.	Potain Objective INF C2	Accept in part	INU
					Accort in part	No
			actual and potential effects of reverse			
			_			
			network against the	notinea.		
		/ IIVI -U3	electricity distribution	notified.		
LINES LIMITEU		/ INF-O3	the need to protect the	infrastructure) as		
Lines Limited	333.24	Transport / Infrastructure	importantly recognises	(Adverse effects on		
Wellington Electricity	355.24	Energy Infrastructure and Support	Supports INF-O3 as it	Retain Objective INF-O3	Ассері	163
				infrastructure.	Accept	Yes
				function and operation of		
				development on the		
				subdivision use and		
				sensitivity effects, of		
				effects, including reverse		
				Manage the adverse		
				on infrastructure		
			differitalificate.	INF-O3 Adverse effects		
		, os	amendment.	minustracture, as follows.		
Limited		/ INF-O3	grammatical	infrastructure) as follows:		
Limited	123.33	Transport / Infrastructure	but seeks a minor	(Adverse effects on		
Transpower New Zealand	315.59	Energy Infrastructure and Amend	Supports the provision	Amend Objective INF-O3		1.00
		,	amendment.		Accept	Yes
Limited		/ INF-O3	grammatical	with amendment.		
Limited	313.30	Transport / Infrastructure	but seeks a minor	effects on infrastructure),		
Transpower New Zealand	315.58	Energy Infrastructure and Support in part	Supports the provision	Retain INF-O3 (Adverse		
			13 mm don dotare.			
			to infrastructure.			
			outcomes it seeks related			

				reverse sensitivity effects should be deleted.			
Kāinga Ora Homes and Communities	391.111	Energy Infrastructure and Transport / Infrastructure / INF-O3	Amend	Considers that INF-O3 should be amended to delete reverse sensitivity effects to prevent a single effect from being singled out.	Amend Objective INF-O3 (Adverse effects on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects or of subdivision use and development on the function and operation of infrastructure.	Accept in part	Yes
Wellington Electricity Lines Limited (WELL)	FS27.11	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose	WELL oppose this submission point for the reasons stated in the original submission. WELL consider that explicit recognition to reverse sensitivity effects is appropriate from an objectives perspective as it provides clear direction to plan users and administrators.	Disallow	Accept in part	No
Transpower New Zealand Limited	FS29.7	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose	Transpower supports the objective as notified, noting that Policy 10 of the NPSET makes specific reference to reverse sensitivity effects. On that basis, the relief sought by the submitter is opposed	Disallow	Accept in part	No
KiwiRail Holdings Limited	FS72.25	Part 2 / District-Wide Matters / Energy, Infrastructure, and Transport / Infrastructure / INF-O3	Oppose	Rejects the deletion of reverse sensitivity effects. KiwiRail considers it is important to list reverse sensitivity effects within the objection as well as adverse effects. Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in	Disallow	Accept in part	No

				Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.			
Meridian Energy Limited	FS101.29	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose	Meridian supports retention of the reference to 'reverse sensitivity' (which is a valid potential adverse effect of concern) but agrees the word 'or' should be 'of'.	Allow	Accept in part	No
New Zealand Defence Force	FS104.7	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose	It is appropriate for the policy direction of the Proposed Plan to manage the adverse effects of reverse sensitivity, subdivision, use or development on infrastructure.	Disallow / Reject submitter's relief and retain Objective INF-O3 as notified.	Accept in part	No
CentrePort Limited	402.47	Energy Infrastructure and Transport / Infrastructure / INF-O3	Support in part	Support with amendment. There is a typographical error.	Retain INF-O3 (Adverse effects on infrastructure), with amendment.	Accept	No

CentrePort Limited	402.48	Energy Infrastructure and Transport / Infrastructure / INF-O3	Amend	There is a typographical error.	Amend INF-O3 (Adverse effects on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects or-of subdivision use and development on the function and operation of infrastructure.	Accept	Yes
Meridian Energy Limited	FS101.28	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Support	Meridian agrees the spelling error ('or') should be amended (to read 'of').	Allow	Accept	Yes
Wellington International Airport Ltd	406.90	Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Opposes INF-O3 and seeks amendment.	Accept in part	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.65	Energy Infrastructure and Transport / Infrastructure / INF-O3	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
Wellington International Airport Ltd	406.91	Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Amend INF-O3 (Adverse effects on infrastructure) as follows: Manage the adverse effects, including reverse sensitivity effects or subdivision use and development on the function and operation of infrastructure. Infrastructure is protected from incompatible subdivision, use and development, including reverse sensitivity effects.	Accept in part	Yes

Kāinga Ora – Homes and Communities	FS89.121	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose	Kāinga Ora opposes the proposed amendment as adverse effects can be managed so infrastructure development, function and operation is not constrained. Use of the term 'incompatible' does not provide sufficient clarity for Plan users and may unnecessarily constrain development opportunities.	Disallow / Kāinga Ora seeks that INF-O3 is retained and amended as per their original submission	Accept in part	No
New Zealand Defence Force	FS104.8	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Support	Support amendment to the objective to adopt a more directive policy intent to protecting infrastructure from incompatible subdivision, use and development, including reverse sensitivity effects	Allow	Accept in part	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.66	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O3	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow		
Wellington International Airport Ltd	406.92	Energy Infrastructure and Transport / Infrastructure / INF-O3	Oppose	Considers that it is important that infrastructure is protected from reverse sensitivity effects. [See original submission paragraphs 4.1 to 4.10, 4.11 to 4.15 for further detail.]	Delete INF-O3 (Adverse effects on infrastructure).	Accept in part Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.67	Energy Infrastructure and Transport / Infrastructure / INF-O3	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow		
KiwiRail Holdings Limited	408.28	Energy Infrastructure and Transport / Infrastructure / INF-O3	Support	Supports that the objective protects infrastructure from adverse effects of	Retain INF-O3 (Adverse effects on infrastructure) as notified.	Reject	No
				subdivision, use and		Accept in part	No

			Westchester Drive is		Reject	No
			hilly terrain. The access road from			
			Development area is an isolated area on steep,			
			Tawa has been planned.			
			Churton Park, Glenside or			
			There is no link road from the development site to			
			Thorois no link read from			
			PDP.			
			environment" within the			
			functioning urban			
			definition of "Well			
			points d, f & g in the			
			it does not comply with			
			apply to INF-O4 because			
,		/ INF-04	environment" does not			
Hunt, Chia Hunt, Ela Hunt		Transport / Infrastructure	functioning urban			
Heidi Snelson, Aman	276.13	Energy Infrastructure and Not specified	Considers that "Well	Not specified.		1.0
			development.		Accept	No
			for subdivision, use and			
		/ 1141 04	resilient infrastructure	avanability) as notified.		
<u> L</u> Calaliu		/ INF-O4	of safe, effective and	availability) as notified.		
Zealand	2/3.23	Transport / Infrastructure	it promotes the provision	(Infrastructure		
Fire and Emergency New	273.29	Energy Infrastructure and Support	Supports the objective as	Retain INF-O4	Accept	INU
			appropriate framework for gas infrastructure.		Accent	No
			workable and			
		/ INF-O4	O2 and INF-O4) set out a	availability) as notified.		
		Transport / Infrastructure	objectives (INF-O1, INF-	(Infrastructure		
Powerco Limited	127.7	Energy Infrastructure and Support	Considers that these	Retain Objective INF-O4		
	427.7	Francisco de la Contraction de	Control of the	Date: Office of the control of	Accept	No
Limited (Vodafone)			astractare.		A	N
Vodafone New Zealand			infrastructure.			
Limited (Spark) and		/ IIVI -04	for telecommunications			
Limited (Chorus), Spark New Zealand Trading		Transport / Infrastructure / INF-O4	sets out a workable and appropriate framework			
Chorus New Zealand	99.14	Energy Infrastructure and Support	INF-O4 is supported as it	Retain INF-O4 as notified.		
			infrastructure.		Accept in part	No
			operation of			
			the function and			
			from development on			
			reverse sensitivity effects			
		/ INF-O3	for the management of	as notified.		
Force		Transport / Infrastructure	appropriate to provide	effects on infrastructure)		
New Zealand Defence	423.10	Energy Infrastructure and Support	Considers that it is	Retain INF-O3 (Adverse		
			reverse sensitivity.			
			development, including			

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

Ministry of Education	400.20	Energy Infrastructure and Transport / Infrastructure / INF-O4	Amend	Seeks that INF-O4 includes reference to 'additional infrastructure', as it includes educational facilities within the definition. The definition of 'infrastructure' does not include educational facilities. The submitter notes that under the	Amend INF-O4 (Infrastructure availability) as follows: Safe, effective and resilient infrastructure and additional infrastructure is available for, and integrated with, existing and planned subdivision, use and		
				NPS-UD Council has an obligation to ensure sufficient additional infrastructure (which includes educational facilities) is provided in development and local authorities must be satisfied that additional infrastructure to service the development capacity is likely to be available	development.		
				[see original submission			
KiwiRail Holdings Limited	408.29	Energy Infrastructure and Transport / Infrastructure / INF-O4	Support	for full reason]. Supports the objective to integrate safe, effective and resilient infrastructure will existing and planned use and development.	Retain INF-O4 (Infrastructure availability) as notified.	Reject Accept	No No
Onslow Residents Community Association	FS80.47	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-O4	Support	Supports the submission that public safety at level crossings is crucial, and protection of sightlines is a key means of ensuring this.	Allow / Seeks to incorporate sightline rule changes as outlined by the submitter.	Accept	No
Tawa Business Group	107.12	Energy Infrastructure and Transport / Infrastructure / INF-O5	Not specified	Considers that currently there is no clear plan for the upgrading of the existing transport network and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the locality.	Seeks that an integrated transport strategy enables improved accessibility to public transport and provision of shared paths to encourage walking, cycling, scooters etc.	Accept	No

Tawa Business Group	107.13	Energy Infrastructure and Transport / Infrastructure / INF-O5	Amend	Considers that INF-O5 should be clarified to better understand Council's role in the active upgrading and development of the existing transport network.	Seeks that INF-O5 (Transport Network) should go further to clarify Council's role in the active upgrading and development of the existing transport network.		
				Considers that currently there is no clear plan for this upgrading and ongoing transport planning is needed in order to ensure the traffic congestion of Main Road is not worsened as a result of increased density within both Tawa and the			
Heidi Snelson, Aman Hunt, Chia Hunt, Ela Hunt	276.14	Energy Infrastructure and Transport / Infrastructure / INF-O5	Not specified	locality. Considers that "Well functioning urban environment" does not apply to INF-O5 because it does not comply with points d, f & g in the definition of "Well functioning urban environment" within the PDP. There is no link road from the development site to Churton Park, Glenside or Tawa has been planned. Development area is an isolated area on steep, hilly terrain. The access road from Westchester Drive is flood prone. West Glenside at 395 Middleton Road will not be Climate Change Sustainable and Natural Hazard Resilient.	Not specified.	Reject	No

				submission for full reason]			
Paihikara Ki Pōneke Cycle Wellington	302.14	Energy Infrastructure and Transport / Infrastructure / INF-O5	Support	INF-O5 is supported as it provides infrastructure that enables people of all ages and abilities to cycle aligns with CW's objectives.	Retain Objective INF-O5 (Transport network) as notified.	Accept	No
Waka Kotahi	370.78	Energy Infrastructure and Transport / Infrastructure / INF-O5	Support	Support these objectives as they refer to infrastructure more broadly and all roads form part of the infrastructure definition, manage adverse effects on infrastructure, provide for infrastructure availability and support transport network	Retain Objective INF-O5 (Transport network) as notified.	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.28	Energy Infrastructure and Transport / Infrastructure / INF-O5	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-O5 (Transport network) as notified.	Account	No
Kāinga Ora Homes and Communities	391.113	Energy Infrastructure and Transport / Infrastructure / INF-O5	Oppose in part	Objective INF-O5 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete Objective INF-O5 (Transport network) and move the objective to the Transport chapter.	Accept	No

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

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

Transpower New Zealand Limited	315.61	Energy Infrastructure and Transport / Infrastructure / INF-P1	amend	Generally supports INF-P1 (Recognising and providing for infrastructure). However, seeks that INF-P1 be amended to make reference to the benefits being "provided for" in addition to being "recognised" so that the Policy also reflects the wording in Policy 1 of the NPS-ET, and reflects INF-O1. Given the NPS-ET is specific to the National Grid, the submitter would prefer the provision of a new 'benefits' policy (as well as other policies) specific to the National Grid as opposed to amendment	Seeks that should a National Grid specific policy not be provided, policy INF-P1 (Recognising and providing for infrastructure)v should be amended to give effect to the NPS-ET.			
				to INF-P1. (Option B)		Accept in part	Yes	
Wellington Electricity	355.26	Energy Infrastructure and S	upport	Supports INF-P1 as it	Retain INF-P1	1 12.5		
Lines Limited		Transport / Infrastructure		broadly meets the	(Recognising and			
		/ INF-P1		requirements for the	providing for			
				submitter in providing	infrastructure) as			
				electricity distribution	notified.			
				and supply functions				
				across the City.		Accept in part	No	
Waka Kotahi	370.79		upport	Support policies as	Retain INF-P1			
		Transport / Infrastructure		worded as they provide	(Recognising and			
		/ INF-P1		for infrastructure, the	providing for			
				coordination of	infrastructure) as			
				infrastructure with land	notified.			
				use, subdivision and				
				development growth,				
				any technological				
				advances and				
				undergrounding of				
				infrastructure in urban areas where feasible.		Accort in nort	Ma	
BP Oil New Zealand,	372.30	Energy Infrastructure and S	upport	[No specific reason given	Retain INF-P1	Accept in part	No	
Mobil Oil New Zealand	372.30	Transport / Infrastructure	аррогс	beyond decision	(Recognising and			
Limited and Z Energy		/ INF-P1		requested - refer to	providing for			
Limited (the Fuel		, · <u>-</u>		original submission]	infrastructure) as			
Companies)					notified.	Accept in part	No	
	391.114	Energy Infrastructure and C	unnort	INE D1 is gonerally	Retain INF-P1	Accept in part	No	
Kāinga Ora Homes and Communities	331.114	Energy Infrastructure and S Transport / Infrastructure	upport	INF-P1 is generally				
Communities		/ INF-P1		supported.	(Recognising and providing for			
		/ IIVI -F I			providing for	Accept in part	No	

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

New Zealand Defence Force	423.11	Energy Infrastructure and Support Transport / Infrastructure	Considers that it is important for the District	Retain INF-P1 (Recognising and		
Force		/ INF-P1	Plan policy framework to	providing for		
		/ IIVIFI	recognise the benefits of	_		
				infrastructure) as		
			infrastructure, including	notified.		
			providing for the			
			functions and			
			responsibilities of			
			infrastructure as lifeline			
			utilities during an			
			emergency.		Accept in part	No
Chorus New Zealand	99.16	Energy Infrastructure and Support	INF-P2 is supported as it	Retain INF-P2		
Limited (Chorus), Spark		Transport / Infrastructure	provides a workable and	(Coordinating		
New Zealand Trading		/ INF-P2	appropriate framework	infrastructure with land		
Limited (Spark) and			for telecommunications	use, subdivision,		
Vodafone New Zealand			infrastructure.	development and urban		
Limited (Vodafone)				growth) as notified.	Accept in part	No
Tawa Business Group	107.14	Energy Infrastructure and Amend	Considers that INF-P2	Seeks that INF-P2		
'		Transport / Infrastructure	should be clarified to	(Coordinating		
		/ INF-P2	better understand	infrastructure with land		
			Council's role in the	use, subdivision,		
			active upgrading and	development and urban		
			development of the	growth) should go		
			existing transport	further to clarify		
			network.	Council's role in the		
			TICEWOTK.	active upgrading and		
			Considers that currently	development of the		
			there is no clear plan for	existing transport		
			this upgrading and	network.		
				Hetwork.		
			ongoing transport planning is needed in			
			order to ensure the			
			traffic congestion of			
			Main Road is not			
			worsened as a result of			
			increased density within			
			both Tawa and the		B. Carl	l Nie
Daviona Linette d	127.0	Francisco Infrastructura and Company	locality.	Datain Daling INIT D2	Reject	No
Powerco Limited	127.9	Energy Infrastructure and Support	Considers that these	Retain Policy INF-P2		
		Transport / Infrastructure	policies (INF-P1 to INF-	Coordinating		
		/ INF-P2	P6, INF-P12 and INF-P13)	infrastructure with land		
			provide a workable and	use, subdivision,		
			appropriate framework	development and urban		
			for gas distribution	growth) as notified.	1	
E. 1	272.24		infrastructure.	D	Accept in part	No
Fire and Emergency New	273.31	Energy Infrastructure and Support	Supports the policy as it	Retain INF-P2		
Zealand		Transport / Infrastructure	seeks the coordination of	(Coordinating		
		/ INF-P2	infrastructure planning	infrastructure with land		
			and delivery with land	use, subdivision,		
			use, subdivision,	development and urban		
			development and urban	growth) as notified.	Accept in part	No

Firstgas Limited	304.23	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	growth. Feedback points on the necessity for specific rules and standards to provide the necessary connections to three waters infrastructure where subdivision consent is not expressly required is set out in each relevant zone INF-P2 is generally supported in terms of the outcomes they seek related to infrastructure.	infrastructure with land use, subdivision, development and urban		
Bruce Rae	334.3	Energy Infrastructure and Transport / Infrastructure / INF-P2	Support	INF-P2 is supported, as it considers transport networks as one of the components of infrastructure and matches the intensity of land use to the public transport infrastructure serving them. The draft plan did this on a fairly consistent basis for all the stations within WCC boundaries served by Wellington's electrified train network.	growth) as notified. Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) as notified.	Accept in part Accept in part	No
Wellington Electricity Lines Limited	355.27	Energy Infrastructure and Transport / Infrastructure / INF-P2	1	Supports INF-P2 for its	Retain INF-P2 (Coordinating infrastructure with land use, subdivision, development and urban growth) with amendment.	Accept in part	No

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

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

						Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.32	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	[No specific reason given beyond decision requested - refer to original submission]	(Technological advances) as notified.	Accent	No
DD Oil Nove Zeeleed	272.22		Support	infrastructure with land use, subdivision and development growth, any technological advances and undergrounding of infrastructure in urban areas where feasible.	Retain INF-P3	Accept	No
Waka Kotahi	370.81	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	Support policies as worded as they provide for infrastructure, the coordination of	Retain INF-P3 (Technological advances) as notified.		
				provided by the electricity distribution network. It is agreed that in order to adapt to new technologies the PDP should contain appropriate flexibility — with such flexibility being reflected throughout the rule and standards sections of the PDP.		Accept	No
				experienced throughout the life of the PDP. As New Zealand advances toward a more decarbonised society, the use of technology (i.e., EV and associated infrastructure) will change and thus have an impact on the services			
Wellington Electricity Lines Limited	355.29	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	Supports INF-P1 as it correctly acknowledges that technical advances in the supply and use of electricity will be	Retain INF-P3 (Technological advances) as notified.		
Transpower New Zealand Limited	315.62	Energy Infrastructure and Transport / Infrastructure / INF-P3	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-P3 (Technological advances) as notified.	Accept	No
				for gas distribution infrastructure.			

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

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

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

İ	1	1	1		1	
				development of the		
				National Grid must be		
				managed to ensure the		
				potential for adverse		
				effects is appropriately		
				managed while		
				recognising the		
				significance of the		
				National Grid and the		
				constraints under which		
				it operates. The NPS-ET		
				requires the District Plan		
				to include objectives and		
				policies that:		
				– Allow for the		
				consideration of the		
				technical constraints and		
				operational requirements		
				under which the National		
				Grid operates, for		
				example the linear		
				nature of the		
				transmission lines.		
				Have regard to the		
				extent to which adverse		
				effects have been		
				avoided, remedied or		
				mitigated through the		
				route, site and method selection.		
				- Ensure new planning		
				and development seeks		
				to avoid adverse effects		
				on more sensitive areas.		
				Policies, plans and		
				decision makers must		
				take in to account the		
				characteristics of the		
				National Grid, its		
				technical and operational		
				constraints, and the		
				route, site and method		
				selection process when		
				considering the adverse		
				effects of new National		
				Grid infrastructure on the		
				environment.		
				On this basis, the		
				submitter supports a new		
				policy specific to the		
				development of the		

1	1		ı	la		1	j i
				National Grid. [Refer to			
				original submission for			
				full reason]			
Transpower New Zealand	315 66	Energy Infrastructure and	Amend	Considers that in order to	Ontion 2: Seeks that		
Limited	313.00	Transport / Infrastructure	7 illiella	give effects to the NPS-	should a National Grid		
Limited		/ INF-P5		ET, the submitter seeks	specific policy not be		
		/ IIVI -1 3		specific National Grid	provided, INF-P6		
					(Consideration of the		
				provisions. Supports in	adverse effects of		
				principle INF-P6,			
				however considers it	intrastructure) is		
				does not reflect or give	amended to give effect		
				effect to the NPS-ET and	to the NPS-ET.		
				is not specific to the			
				National Grid. Considers			
				it also does not provide a			
				'seek to avoid' approach			
				for the more sensitive			
				environments and the			
				policy framework in the			
				INF sub chapters for new			
				development of the			
				National Grid within such			
				environments also does			
				not give effect to the			
				'seek to avoid' policy			
				approach within Policy 8			
				of the NPS-ET. Considers			
				the provision of a			
				National Grid specific			
				policy provides a comprehensive policy		Accept in part	Yes

approach that gives
effect to the NPS-ET.
Check to the W 3 E1.
Considers the
development of the
National Grid must be
managed to ensure the
potential for adverse
effects is appropriately
managed while
recognising the
significance of the
National Grid and the
constraints under which
it operates. The NPS-ET
requires the District Plan
to include objectives and
policies that:
– Allow for the
consideration of the
technical constraints and
operational requirements
under which the National
Grid operates, for
example the linear
nature of the
transmission lines.
– Have regard to the
extent to which adverse
effects have been
avoided, remedied or
mitigated through the
route, site and method
selection.
– Ensure new planning
and development seeks
to avoid adverse effects
on more sensitive areas.
Policies, plans and
decision makers must
take in to account the
characteristics of the
National Grid, its
technical and operational
constraints, and the
route, site and method
selection process when
considering the adverse
effects of new National
Grid infrastructure on the
environment.
On this basis, the

				submitter supports a new policy specific to the development of the National Grid. [Refer to original submission for full reason]			
Poval Forest and Bird	245.40	Enorgy Infrastructure and	Onnoco in nort	Considers the nalian	Amond INF DE /Advares		
Royal Forest and Bird Protection Society	345.40	Energy Infrastructure and Transport / Infrastructure	Oppose in part	Considers the policy should also apply to the	Amend INF-P5 (Adverse effects of infrastructure)		
		/ INF-P5		operation, maintenance,	to:		
				repair and removal of			
				infrastructure. It also	- also apply to operation,		
				needs amendment to	maintenance, repair, and		
				include direction that	removal of		
				effects are not only to be	infrastructure; and		
				managed, but that	- include direction that		
				certain areas, including	effects are not only to be		
				overlays, need to be protected. This includes	managed, but that in certain areas needs to be		
				values in the coastal	protected; and		
				environment. Remove	- remove reference to		
				reference to 'identified'	"identified" values.		
				values		Reject	No
Transpower New Zealand	FS29.19	Part 2 / Energy	Oppose	Notwithstanding the	Disallow		
Limited		Infrastructure and		relief sought in the			
		Transport / Infrastructure / INF-P5		Transpower submission for a National Grid			
		/ INI 13		specific policy,			
				Transpower opposes the			
				relief sought in the			
				submission on the basis it			
				ignores the operating			
				nature of existing			
				infrastructure and would			
				result in uncertainly in		Accept	no

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

			upgraded infrastructure			
Force		Transport / Infrastructure / INF-P5	appropriate to acknowledge that new or	effects of infrastructure) as notified.		
New Zealand Defence	423.12	Energy Infrastructure and Support	Considers that it is	Retain INF-P5 (Adverse		
No. 7. d. 15.6	422.42		infrastructure.	Data to INTEREST (A.)	Accept	no
			development of new			
		/ INF-P5	effects of upgrades to, or	as notified.		
		Transport / Infrastructure	managing the adverse	effects of infrastructure)		
KiwiRail Holdings Limited	408.34	Energy Infrastructure and Support	Supports policy for	Retain INF-P5 (Adverse		
			4.1 to 4.10, 4.11 to 4.15.]		Accept	no
			submission paragraphs			
		/ INF-P5	requested - see original	as notified.		
Airport Ltd		Transport / Infrastructure	beyond decision	effects of infrastructure)		
Wellington International	406.95	Energy Infrastructure and Support	[No specific reason given	Retain INF-P5 (Adverse		
					Reject	No
				effects on:		
				infrastructure, including		
				the development of new		
				effects of upgrades to, or		
			decision makers.	or mitigate the adverse		
			limited assistance to	Manage Avoid, remedy		
		/ INI 13	interpretation and is of	as ionows.		
		/ INF-P5	policy is open to	as follows:		
Centrer of Chimited	402.33	Transport / Infrastructure	the word managed in the	effects of infrastructure)		
CentrePort Limited	402.53	Energy Infrastructure and Amend	Considers that the use of	Amend INF-P5 (Adverse	Accept in part	IIU
			decision makers.		Accept in part	no
			limited assistance to			
		/ IIVI -1 J	interpretation and is of	with amenument.		
		/ INF-P5	policy is open to	with amendment.		
CentrePort Limited	402.52	Energy Infrastructure and Support in part Transport / Infrastructure	Considers that the use of the word managed in the	Retain INF-P5 (Adverse effects of infrastructure),		
ControDort Limited	402.52	· ·	Considers that the use of		Accept	no
Communicies		/ INF-P5	supported.	as notified.	Accont	l no
Kāinga Ora Homes and Communities	231.110	Energy Infrastructure and Support Transport / Infrastructure	supported.	effects of infrastructure)		
	391.118	Energy Infractructure and Support	INF-P5 is generally	Retain INF-P5 (Adverse	Accept	no
Companies)			original submission;		Accept	
Limited (the Fuel		,	original submission]			
Limited and Z Energy		/ INF-P5	requested - refer to	as notified.		
Mobil Oil New Zealand	372.37	Transport / Infrastructure	beyond decision	effects of infrastructure)		
BP Oil New Zealand,	372.34	Energy Infrastructure and Support	[No specific reason given	Retain INF-P5 (Adverse	Ассері	110
			areas where feasible.		Accept	no
			undergrounding of infrastructure in urban			
			advances and			
			any technological			
			development growth,			
			use, subdivision and			
			infrastructure with land			
			coordination of			
		/ INF-P5	for infrastructure, the	as notified.		
		Transport / Infrastructure	worded as they provide	effects of infrastructure)		
Waka Kotahi	370.83	Energy Infrastructure and Support	Support policies as	Retain INF-P5 (Adverse		

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

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

ı	1		1	i	i	
			use, subdivision and			
			development growth,			
			any technological			
			advances and			
			undergrounding of			
			infrastructure in urban			
			areas where feasible.			
			INF-P6 manages the			
			effects of upgrades or			
			development of new			
			infrastructure on			
			sensitive activities.			
BP Oil New Zealand,	372.35	Energy Infrastructure and Support	[No specific reason given	Retain INF-P6		
Mobil Oil New Zealand	372.33	Transport / Infrastructure	beyond decision	(Consideration of the		
		/ INF-P6	requested - refer to	adverse effects of		
Limited and Z Energy		/ INF-FO	-			
Limited (the Fuel			original submission]	infrastructure) as		
Companies)				notified.	Accept	no
Kāinga Ora Homes and	391.119	Energy Infrastructure and Support	INF-P6 is generally	Retain INF-P6		
Communities		Transport / Infrastructure	supported.	(Consideration of the		
		/ INF-P6		adverse effects of		
				infrastructure) as		
				notified.	Accept	no
CentrePort Limited	402.54	Energy Infrastructure and Support	Support the intent of this	Retain INF-P6		
		Transport / Infrastructure	policy.	(Consideration of the		
		/ INF-P6	position.	adverse effects of		
		,		infrastructure) as		
				notified.	Accept	no
Wellington International	406.96	Energy Infrastructure and Amend	Considers that it is not	Amend INF-P6		
Airport Ltd	133.33	Transport / Infrastructure	always possible or	(Consideration of adverse		
7 por e 2ea		/ INF-P6	practicable for	effects of infrastructure)		
		7 111 10	infrastructure to avoid,	as follows:		
			remedy or mitigate all			
			environmental effects.			
			Cityiroiiiicitai circets.			
			Considers that it is not	When considering the		
			appropriate for the policy	adverse effects of		
			framework to require	infrastructure on the		
			that all adverse effects,			
			1	environment recognise		
			irrespective of their	that there may be		
			significance, be avoided,	situations where all		
			remedied or mitigated.	adverse effects, including		
			This is particularly	construction effects,		
			relevant in the context of	cannot be avoided,		
			regionally significant	remedied or mitigated		
			infrastructure.	and as such must be		
				remedied or mitigated		
			[See original submission	through having regard to		
			paragraphs 4.1 to 4.10,	the following:		
			4.11 to 4.15 for further			
			detail.]		Reject	No

	Î.		sensitive activities	i disturbance and the	Reject	No
			sensitive activities	disturbance and the		
			of land disturbance and	4. Managing land		
		/ IINI -F /	reverse sensitivity effects	sensitivity) as follows.		
		/ INF-P7	infrastructure from	sensitivity) as follows:		
rowerco Limited	127.14	Transport / Infrastructure	provision protecting	INF-P7 (Reverse		
Powerco Limited	127.14	Energy Infrastructure and Oppose in part	Considers that the	Amend Clause 4 of Policy	Accept in part	no
Limited (Vodafone)			asti detai Ci		Accept in part	no
Vodafone New Zealand			infrastructure.			
New Zealand Trading Limited (Spark) and		/ INF-P7	appropriate framework for telecommunications			
Limited (Chorus), Spark		Transport / Infrastructure	provides a workable and	sensitivity) as notified.		
Chorus New Zealand	99.21	Energy Infrastructure and Support	INF-P7 is supported as it	Retain INF-P7 (Reverse		
Chama Nama Zarland	00.24	Francisco de frantesia de la Constantina del Constantina de la Constantina del Constantina de la Constantina de la Constantina de la Const	assessment.	Datain INE DZ /D	Accept	no
			infrastructure in this			
			operational need of the			
			functional and			
			recognition of the			
			KiwiRail support			
			effects. In particular,			
			mitigation of these			
			and remediation or			
			effects of infrastructure,			
			consideration of adverse			
			framework for the	notified.		
			the inclusion of a policy	infrastructure) as		
		/ INF-P6	always be avoided and	adverse effects of		
		Transport / Infrastructure	infrastructure cannot	(Consideration of the		
KiwiRail Holdings Limited	408.35	Energy Infrastructure and Support	Supports that effects of	Retain INF-P6	-y	
			detail.]		Reject	No
			4.11 to 4.15 for further			
			paragraphs 4.1 to 4.10,			
			[See original submission			
			וווו מטנו עננעו ב.			
			infrastructure.			
			regionally significant			
			This is particularly relevant in the context of			
			remedied or mitigated.			
			significance, be avoided,			
			irrespective of their			
			that all adverse effects,			
			framework to require			
			appropriate for the policy			
			Considers that it is not			
			environmental effects.			
			remedy or mitigate all			
			infrastructure to avoid,			
r /-		/ INF-P6	practicable for	effects of infrastructure)		
Airport Ltd		Transport / Infrastructure	always possible or	(Consideration of adverse		
Wellington International	406.97	Energy Infrastructure and Amend	Considers that it is not	Delete INF-P6		

				locating in close proximity to network utilities (other than electricity transmission and gas transmission) is unclear. Further clarity is needed to ensure that such infrastructure is protected from reverse sensitivity effects.	activities sensitive to of others network utilities through set- backs and design controls where it is necessary to achieve appropriate protection of infrastructure		
Firstgas Ltd	FS97.6	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-P7	Support	In addition to seeking more explicit reference to the Gas Transmission Network within Provision INF-P7, Firstgas supports the intent of this submission which seeks for more clarity within Clause 4 of Policy INF-P7. This is essential so that it is clear that those activities sensitive to network utilities are	Allow		
Firstgas Limited	304.27	Energy Infrastructure and Transport / Infrastructure / INF-P7	Support in part	appropriately managed. INF-P7 is generally supported but more explicit reference to the Gas Transmission Network within the policy is requested.	Retain INF-P7 (Reverse sensitivity) with amendment.	Reject Accept	Yes
Firstgas Limited	304.28	Energy Infrastructure and Transport / Infrastructure / INF-P7		INF-P7 is generally supported but more explicit reference to the Gas Transmission Network within the policy is requested.	Seeks that INF-P7 (Reverse sensitivity) is amended as follows: 2. Managing land disturbance and activities sensitive to gas transmission to avoid or mitigate potential adverse effects of, and on, the Gas Transmission Network gas transmission pipelines; 3. Requiring subdivision of sites containing the Gas Transmission Network a gas transmission pipeline to retain the ability for the network utility operator	Accept	Yes

•				,	
				to access, operate,	
				maintain, repair and	
				upgrade the <u>Gas</u>	
				Transmission Network-	
				the gas transmission	
				pipeline ; and	
Transparent Nav. Zaaland	215 67	Francis Infrastructura and America	Considers that in order to	Seeks that should a	
Transpower New Zealand	315.67	Energy Infrastructure and Amend			
Limited		Transport / Infrastructure	give effect to the NPS-ET,	National Grid specific	
		/ INF-P7	the submitter seeks	policy not be provided,	
			specific National Grid	INF-P7 (Reverse	
			provisions. Supports in	sensitivity) should be	
			principle INF-P7,	amended to give effect	
			however considers it	to the NPS-ET.	
			does not reflect or give		
			effect to the NPSET. The		
			primary concerns are:		
			primary concerns are.		
			- Considers policy title		
			"Reverse sensitivity" only		
			relates to one aspect of		
			Policy 10 of the NPSET		
			and fails to give effect to		
			the second part of this		
			policy		
			- Considers the policy		
			only applies to sensitive		
			activities, ignoring other		
			activities which may		
			compromise the National		
			Grid. Policy INF-P7 does		
			not adequately address		
			Policies 10 and 11 of the		
			NPS-ET		
			- Considers Clause 2. and		
			3. do not apply to the		
			National Grid.		
			- Considers Clause 1. of		
			the policy is limited to		
			subdivision, ignoring that		
			land use and other		
			development activities		
			(such as earthworks) can		
			compromise the National		
			Grid.		
			- Considers Clause 4. is		
			general in nature and		
			insufficiently directive to		
			give effect the NPS-ET.		
			There is no reference to	Accept in part	No
	1			/ coope in part	

				sensitive activities, or to			
				ensure the National Grid			
				is not compromised.			
				- Considers earthworks			
				are not referenced in the			
				policy, noting there are			
				specific earthworks rules.			
				- Considers given the			
				national significance of			
				the National Grid and			
				non-complying activity			
				status where standards			
				are not complied with, a			
				more directive policy			
				framework is required.			
				As proposed, the policy			
				does not give effect to			
				NPS-ET policies 10 and			
				11. Use of the word			
				'manage' within INF-P7 is			
				not sufficiently directive.			
				,			
				On this basis Transpower			
				seeks a separate policy			
				framework for the			
				National Grid.			
				[Refer to original			
				submission for full			
				reason]			
Wellington Electricity	355.33	Energy Infrastructure and	Support in part	Supports INF-P7 in part,	Retain INF-P7 (Reverse		
Lines Limited		Transport / Infrastructure		but seeks amendment to	sensitivity) with		
		/ INF-P7		include new	amendment.		
				requirements for			
				scaffolding that encroach			
				and breach prescribed			
				electrical safety			
				distances.		Accept in part	No
Wellington Electricity	355.34	Energy Infrastructure and	Amend	Considers that INF-P7	Amend INF-P7 (Reverse		
Lines Limited		Transport / Infrastructure		should be amended to	sensitivity) as follows:		
		/ INF-P7		include industry Codes of			
				Practice. Council (and the	Manage the		
				PDP) should be aware of	establishment or		
				not only building	alteration of sensitive		
				setbacks from	activities near existing		
				infrastructure, but also to	lawfully established		
				include new	infrastructure, including		
				requirements for	by:		
				scaffolding which			
				encroaches and breaches	4. Managing the activities		
				prescribed electrical	of others through set-		
				safety distances.	backs and design controls		
					and industry Codes of	Reject	No

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

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

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

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

						1	1
				transmission and could			
				arguably apply to			
				activities such as			
				structures near railway			
				level crossings (INF-R26).			
				As such the			
				appropriateness of the			
				text sought by the			
				submitter requires			
				consideration.			
KiwiRail Holdings Limited	FS72.30	Part 2 / District-Wide	Oppose	Rejects narrowing the	Disallow		
3		Matters / Energy,	• •	scope of this policy to the			
		Infrastructure, and		National grid and gas			
				transmission. Other			
		Transport / Infrastructure					
		/ INF-P7		infrastructure networks			
				are susceptible to			
				reverse sensitivity			
				effects. Clause 4 is			
				interpreted to be applied			
				to all infrastructure,			
				including the rail network			
				and KiwiRail supports			
				this.			
				Considers the relief			
				sought should be			
				declined because it a) will			
				not promote the			
				sustainable management			
				of the natural and			
				physical resources in			
				Wellington City, and is			
				therefore contrary to, or			
				inconsistent with, Part 2			
				and other provisions of			
				the RMA and the			
				Amendment Act; (b) is			
				inconsistent with other			
				relevant planning			
				documents, including the			
				Greater Wellington			
				Regional Policy			
				Statement and National			
				Policy Statement for			
				Urban Development			
				2020; (c) will not meet			
				the reasonably			
				foreseeable needs of			
				future generations; (d)			
				will not avoid, remedy or			
				mitigate actual and			
				potential adverse effects		Reject	No

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

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

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

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

BP Oil New Zealand,	372.39	Energy Infrastructure and Support	[No specific reason given	Retain INF-P10		1
Mobil Oil New Zealand	372.39		[No specific reason given	(Classification of roads)		
		Transport / Infrastructure / INF-P10	beyond decision	as notified.		
Limited and Z Energy		/ INF-P10	requested - refer to	as notined.		
Limited (the Fuel			original submission]			
Companies)					Accept in part	No
Kāinga Ora Homes and	391.122	Energy Infrastructure and Support in part	INF-P10 is generally	Retain INF-P10		
Communities		Transport / Infrastructure	supported but the	(Classification of roads)		
		/ INF-P10	division of transport	with amendment.		
			related provisions			
			between the transport			
			and infrastructure			
			chapters is inconsistent			
			with best practice and			
			makes navigation of the			
			plan difficult for users.		Accept in part	No
Waka Kotahi	370.88	Energy Infrastructure and Support	INF-P11 enables safe and	Retain INF-P11	P. C.	
Trans Notalli	0.00	Transport / Infrastructure	effective connections	(Connections to roads) as		
		/ INF-P11	between sites and the	notified.		
		/ 111	transport network	notined.	Accept in part	No
BP Oil New Zealand,	372.40	Energy Infrastructure and Support	[No specific reason given	Retain INF-P11	Accept in part	110
Mobil Oil New Zealand	372.40	Transport / Infrastructure	beyond decision	(Connections to roads) as		
		/ INF-P11	1	notified.		
Limited and Z Energy		/ INF-P11	requested - refer to	notined.		
Limited (the Fuel			original submission]			
Companies)					Accept in part	No
Kāinga Ora Homes and	391.123	Energy Infrastructure and Support in part	INF-P11 is generally	Retain INF-P11		
Communities		Transport / Infrastructure	supported but the	(Connection to roads)		
		/ INF-P11	division of transport	with amendment.		
			related provisions			
			between the transport			
			and infrastructure			
			chapters is inconsistent			
			with best practice and			
			makes navigation of the			
			plan difficult for users.		Accept in part	Yes
KiwiRail Holdings Limited	408.38	Energy Infrastructure and Support	Supports policy that	Retain INF-P11		
Ü		Transport / Infrastructure	enables the safe	(Connections to roads) as		
		/ INF-P11	functioning of the	notified.		
			transport network.			
			Enabling safe and			
			effective connections			
			between sites and the			
			transport network is			
			important to KiwiRail,			
			particularly where			
			vehicle crossings are			
			located near rail level			
			crossings.		Accept in part	No
		1		The state of the s		1311.1

Chorus New Zealand	99.22	Energy Infrastructure and Support	INF-P12 is supported as it	Retain INF-P12	1	
Limited (Chorus), Spark		Transport / Infrastructure	provides a workable and	(Infrastructure within		
New Zealand Trading		/ INF-P12	appropriate framework	roads) as notified.		
Limited (Spark) and			for telecommunications			
Vodafone New Zealand			infrastructure.			
Limited (Vodafone)					Accept	No
Powerco Limited	127.15	Energy Infrastructure and Support	Considers that these	Retain Policy INF-P12		
		Transport / Infrastructure	policies (INF-P1 to INF-	(Infrastructure within		
		/ INF-P12	P6, INF-P12 and INF-P13)	roads) as notified.		
			provide a workable and			
			appropriate framework			
			for gas distribution			
			infrastructure.		Accept	No
Wellington Electricity	355.35	Energy Infrastructure and Support	Supports INF-P12 as it	Retain INF-P12		
Lines Limited		Transport / Infrastructure	references the National	(Infrastructure within		
		/ INF-P12	Code of Practice for	roads) as notified.		
			Utility Operators' Access			
			to Transport Corridors			
			2019 for electricity			
			infrastructure contained			
			or constructed within			
			road reserve.		Accept	No
Waka Kotahi	370.89	Energy Infrastructure and Support	Support this policy as this	Retain INF-12		
		Transport / Infrastructure	is common for other	(Infrastructure within		
		/ INF-P12	infrastructure to be	roads) as notified.		
			included in state highway			
			road reserves.		Accept	No
BP Oil New Zealand,	372.41	Energy Infrastructure and Support	[No specific reason given	Retain INF-P12		
Mobil Oil New Zealand		Transport / Infrastructure	beyond decision	(Infrastructure within		
Limited and Z Energy		/ INF-P12	requested - refer to	roads) as notified.		
Limited (the Fuel			original submission]			
Companies)					Accept	No
Chorus New Zealand	99.23	Energy Infrastructure and Support	INF-P13 is supported as it	Retain INF-P13		
Limited (Chorus), Spark		Transport / Infrastructure	provides a workable and	(Infrastructure within		
New Zealand Trading		/ INF-P13	appropriate framework	riparian margins) as		
				notified.		
			infrastructure.			
Limited (Vodafone)					Accept	No
Powerco Limited	127.16	Energy Infrastructure and Support	Considers that these	Retain Policy INF-P13		
		Transport / Infrastructure	policies (INF-P1 to INF-	(Infrastructure within		
		/ INF-P13	P6, INF-P12 and INF-P13)	riparian margins) as		
			provide a workable and	notified.		
			appropriate framework			
			for gas distribution			
			infrastructure.		Accept	No
Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	127.16	Energy Infrastructure and Support Transport / Infrastructure	for telecommunications infrastructure. Considers that these policies (INF-P1 to INF-P6, INF-P12 and INF-P13) provide a workable and appropriate framework for gas distribution	notified. Retain Policy INF-P13 (Infrastructure within riparian margins) as	Accept	

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

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

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

BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.43	Energy Infrastructure and Transport / Infrastructure / INF-R1	Support	INF-R1 is supported as it enables the operation, maintenance, repair and removal of existing above ground and underground infrastructure, and provision of new underground infrastructure, as permitted activities subject to compliance with standards.	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks) as notified.	Accept in part	No
Wellington International Airport Ltd	406.100	Energy Infrastructure and Transport / Infrastructure / INF-R1	Support in part	Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15	Supports INF-R1 (Operation, maintenance and repair) and seeks amendment.	Ассерсиграт	NO NO
Wellington International Airport Ltd	406.101	Energy Infrastructure and Transport / Infrastructure / INF-R1	Amend	for full reason] Supports the inclusion of rules listed as they create an appropriate consenting pathway for infrastructure. Considers that some of the conditions included in these rules will require consequential changes to account for the proposed new objectives and policies identified by the submitter. [See original submission paragraphs 4.11 to 4.15 for full reason]	Seeks that INF-R1 (Operation, maintenance and repair) is amended to include reference to submitters proposed new objectives and policies within the relevant matters of discretion. [Inferred decision requested]	Accept in part Reject	No
KiwiRail Holdings Limited	408.40	Energy Infrastructure and Transport / Infrastructure / INF-R1	1	Supports the permitted activity status of the operation, maintenance, repair, and removal of	Retain INF-R1 (Operation, maintenance and repair, or removal of existing above and underground	Accept in part	No

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

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

				for gas distribution networks.				
Avryl Bramley	202.13	Energy Infrastructure and Transport / Infrastructure / INF-R3	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R3 (Upgrading of existing aboveground infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No	
Powerco Limited	FS61.26	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R3	Oppose	Not a relevant Resource Management Act consideration.	Disallow			
Firstgas Ltd	FS97.8	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R3	Oppose	Firstgas opposes this submission which seeks to amend INF-R3 so that the upgrading of existing aboveground infrastructure is not Permitted and seeks that notification is mandatory to relevant homeowners for upgrading infrastructure. Firstgas seek for this activity to remain Permitted to allow Firstgas to undertake upgrades where the permitted standards are achieved. In relation to notifying homeowners, this is a legal matter that is dealt with outside of the District Plan/planning framework. Where an activity is Permitted within the District Plan, it does not specifically allow for access over private land.	Disallow	Accept	No	
Firstgas Limited	304.31	Energy Infrastructure and Transport / Infrastructure	Support	INF-R3 is generally supported.	Retain INF-R3 (Upgrading of existing aboveground	лосерс	110	
		/ INF-R3				Accept in part	No	

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

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

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

					and upgrading of existing underground infrastructure) as per the separate submission point on that rule.		
Avryl Bramley	202.15	Energy Infrastructure and Transport / Infrastructure / INF-R5	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R5 (New aboveground customer connection line) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No
Powerco Limited	FS61.28	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R5	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.47	Energy Infrastructure and Transport / Infrastructure / INF-R5	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R5 (New aboveground customer connection line) as notified.	Accept in part	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.29	Energy Infrastructure and Transport / Infrastructure / INF-R6	Support	INF-R6 is supported as it appears to be satisfactory for telecommunications networks.	Retain INF-R6 (Temporary infrastructure) as notified.	Accept in part	No
Powerco Limited	127.22	Energy Infrastructure and Transport / Infrastructure / INF-R6	Support	Considers that these rules (INF-R3, INF-R4, INF-R6 and INF-R8) appear to be satisfactory for gas distribution networks.	Retain Rule INF-R6 (Temporary infrastructure) as notified.	Accept in part	No
Avryl Bramley	202.16	Energy Infrastructure and Transport / Infrastructure / INF-R6	Amend	Considers that large companies acquire the right to trespass without notification.	Amend INF-R6 (Temporary infrastructure) so that it is not a permitted activity and that notification is mandatory to relevant home owners for upgrading an infrastructure.	Reject	No
Powerco Limited	FS61.29	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R6	Oppose	Not a relevant Resource Management Act consideration.	Disallow		
		/ 1141 -140				Accept	No

Transpower New Zealand	215 72	Energy Infrastructure and Support	[No specific reason	Retain INF-R6	I	1
Limited	313.72	Transport / Infrastructure	provided beyond	(Temporary		
Limited		/ INF-R6	decision requested -	infrastructure) as		
		/ IIVI -NO	refer to original	notified.		
			submission]	notined.	Accept in part	No
BP Oil New Zealand,	372.48	Energy Infrastructure and Support	[No specific reason given	Retain INF-R6	Accept in part	NO
Mobil Oil New Zealand	372.48	Transport / Infrastructure	beyond decision			
		/ INF-R6	requested - refer to	(Temporary infrastructure) as		
Limited and Z Energy Limited (the Fuel		/ IIVF-NO	original submission]	notified.		
Companies)			original subinission]	notinea.		
					Accept in part	No
Wellington International	406.104	Energy Infrastructure and Support in part	Supports the inclusion of	Supports INF-R6		
Airport Ltd		Transport / Infrastructure	rules listed as they create	(Temporary		
		/ INF-R6	an appropriate	infrastructure) and seeks		
			consenting pathway for	amendment.		
			infrastructure.			
			Considers that some of			
			the conditions included			
			in these rules will require			
			consequential changes to			
			account for the proposed			
			new objectives and			
			policies identified by the			
			submitter.			
			[See original submission			
			paragraphs 4.11 to 4.15			
			for full reason]		Accept in part	No
Wellington International	406.105	Energy Infrastructure and Amend	Supports the inclusion of	Seeks that INF-R6		
Airport Ltd		Transport / Infrastructure	rules listed as they create	(Temporary		
		/ INF-R6	an appropriate	infrastructure) is		
			consenting pathway for	amended to include		
			infrastructure.	reference to submitters		
				proposed new objectives		
			Considers that some of	and policies within the		
			the conditions included	relevant matters of		
			in these rules will require	discretion.		
			consequential changes to			
			account for the proposed	[Inferred decision		
			new objectives and	requested]		
			policies identified by the			
			submitter.			
			[See original submission			
			paragraphs 4.11 to 4.15			
			for full reason]		Reject	No
KiwiRail Holdings Limited	408.44	Energy Infrastructure and Support	Supports the ability to	Retain INF-R6	-	
		Transport / Infrastructure	install, operate and	(Temporary		
		/ INF-R6	remove temporary	infrastructure) as		
]	infrastructure as a	notified.		
			permitted activity.		Accept in part	No
<u> </u>	I.	<u> </u>	1 1 - 1	1	1 b b	1 -

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

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

Wellington Electricity Lines Limited	355.36	Energy Infrastructure and Transport / Infrastructure / INF-R7	Supports INF-R7 in part and seeks amendment.	Retain INF-P12 (Structures associated with infrastructure including: 1. Substations (including switching stations); 2. Transformers; 3. Gas transmission and distribution structures; 4. Energy storage batteries not enclosed by a building; and 5. Communications kiosks), with amendment.	Accept in part	No
Wellington Electricity	355.37	Energy Infrastructure and Amend	Considers that INF-R7	Amend INF-R7.1	/ recept in part	140
Lines Limited	333.37	Transport / Infrastructure	should be amended so	(Structures associated		
Lines Linnea		/ INF-R7	that equipment located	with infrastructure		
		,	within the road reserve is			
			included and so that) as follows:		
			front boundaries be	,		
			exempt from the 2m	Structures and		
			setback.	equipment associated		
			It is considered that the	with infrastructure		
			2m residential boundary	including:		
			setback will not easily be			
			achieved for batteries,			
			transformers, pillars or	1. Activity Status:		
			switchgear that is	Permitted		
			contained within	Where:		
			cabinets (i.e., common			
			1	a. In the Rural		
			especially in from	Production, Rural		
			boundaries.	Lifestyle or General		
			Furthermore, the rule	Industrial Zones, the		
			should clearly include	maximum building and		
			associated equipment (i.e., transformers or	structure height standard for that Zone is complied		
			1 -	with. In all other zones		
			energy storage batteries) that may be pole-	INF-S6 must be complied		
			mounted or otherwise	with;		
			contained within the	b. Any substation, gas		
			road reserve.	regulation valve and/or		
			To keep electricity prices	takeoff station or energy		
			as low as possible while	storage batteries are set		
			achieving the above;	back at least 2m from a		
			consequently, the WCC	residential site side or		
			should work with	<u>rear</u> boundary;		
			infrastructure providers	c. Compliance is achieved		
			to ensure an efficient	with INF-S7 and INF-S15;		
			long term strategy and	and	Accept in part	No

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

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

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

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

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

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

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

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

Transpower New Zealand Limited	315.79	Energy Infrastructure and Transport / Infrastructure / INF-R22	Support in part	Supports INF-R22 on the basis that it gives effect to Policy 10 and Policy 11 of the NPSET. Considers activities established in close proximity to lines and structures can generate reverse sensitivity effects on existing infrastructure. Considers that the provisions sought in relation to the National Grid Yard are intended to allow for the reasonable use of land inside the transmission line corridor. Specific to the 10-12 m 'National Grid Yard', the submitter considers that there are some activities within the National Grid Yard that will not compromise the operation, maintenance or any upgrade of the network, due to their nature and small scale. Conversely, considers	Supports INF-R22 (Buildings, structures and activities in the National Grid Yard) with amendments.		
				that there are examples of development that should be avoided in the			
				National Grid Yard. Considers that of particular relevance in			
				terms of the effects of activities on the National Grid are NPS-ET Policies 10 and 11.			
				Considers that notwithstanding support			
				for the rule, amendments are sought as follows: - Insertion of a list of			
				non-complying activities to make it clear to Plan users those activities that are not permitted. This			
				will assist with plan interpretation and		Accept in part	Yes

	application and given the
	national significance of
	the National Grid and
	non-complying activity
	status for those activities
	which are not
	appropriate in the
	National Grid Yard, will
	provide certainty for plan
	users.
	- On the basis of the
	sought non-complying
	activity clause b.,
	permitted activities a.
	and b. relating to
	sensitive activities and
	hazardous substances
	can be removed as they
	are more appropriately
	addressed and framed as
	non-complying activities.
	[Refer to original
	submission for full
	reason]

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Transpower New Zealand	315.80	Energy Infrastructure and	Amend	Supports INF-R22 on the	Amend INF-R22	
Limited		Transport / Infrastructure		basis that it gives effect	(Buildings, structures and	
		/ INF-R22		to Policy 10 and Policy 11	activities in the National	
				of the NPS-ET.	Grid Yard) as follows:	
				Considers activities	INF-R22 Buildings,	
				established in close	structures and activities	
				proximity to lines and	in the National Grid Yard	
				structures can generate	All Zones	
				reverse sensitivity effects	1. Activity status:	
				on existing	Permitted	
				infrastructure. Considers	Where:	
				that the provisions	a. The activity is not a	
				sought in relation to the	sensitive activity;	
				National Grid Yard are	b. The building or	
				intended to allow for the	structure is not used for	
				reasonable use of land	the handling or storage	
				inside the transmission	of hazardous substances	
				line corridor. Specific to	(Hazardous Substances	
				the 10-12 m 'National	(Hazard Classification)	
				Grid Yard', the submitter	Notice 2020) with	
				considers that there are	explosive or flammable	
					· ·	
				some activities within the	intrinsic properties	
				National Grid Yard that	(except this does not	
				will not compromise the	apply to the accessory	
				operation, maintenance	use and storage of	
				or any upgrade of the	hazardous substances in	
				network, due to their	domestic-scale	
				nature and small scale.	quantities); and	
				Conversely, considers		
				that there are examples	All Zones	
				of development that	2. Activity status: Non-	
				should be avoided in the	complying	
				National Grid Yard.		
				Considers that of	Where:	
				particular relevance in	a. Compliance with INF-	
				terms of the effects of	R22.1 cannot be	
				activities on the National	achieved.	
				Grid are NPS-ET Policies	b. The following activity,	
				10 and 11.	building or structure:	
					i. A change of use to a	
				Considers that	sensitive activity within	
				notwithstanding support	existing buildings or	
				for the rule, amendments	structures;	
				are sought as follows:	ii. The establishment of a	
				- Insertion of a list of	sensitive activity;	
					iii. Used for the handling	
				non-complying activities		
				to make it clear to plan	or storage of hazardous	
				users those activities that	substances (Hazardous	
				are not permitted. This	Substances (Hazard	
				will assist with plan	Classification) Notice	
				interpretation and	2020) with explosive or	Accept in part

				application and given the national significance of the National Grid and non-complying activity status for those activities which are not appropriate in the National Grid Yard, will provide certainty for plan users. On the basis of the sought non-complying activity clause b., permitted activities a. and b. relating to sensitive activities and hazardous substances can be removed as they are more appropriately addressed and framed as non-complying activities. [Refer to original submission for full reason]	flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic- scale quantities); v. Wintering barns, Commercial greenhouses, Immovable protective canopies, Produce packing facilities, or Milking Sheds; or vi. Any building or structure not otherwise provided for under INF- R22.1		
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.64	Energy Infrastructure and Transport / Infrastructure / INF-R22	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R22 (Buildings, structures and activities in the National Grid Yard) as notified.	Accept in part	No
Kāinga Ora Homes and Communities	391.125	Energy Infrastructure and Transport / Infrastructure / INF-R22	Support in part	INF-R22 is partially supported but an amendment is sought to remove the establishment of new sensitive activities from the National Grid Yard as a permitted activity.	Retain INF-R22 (Buildings, structures and activities in the National Grid Yard) with amendment.	Accept in part Reject	No
Transpower New Zealand Limited	FS29.9	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R22	Oppose	The intent of the relief sought is not clear. In its submission Transpower sought amendment to R22 to make it clear that sensitive activities are a non-complying activity within the National Grid Yard. The relief sought by Kainga Ora is opposed if	Disallow	Accept	No

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

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

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

Firstgas Limited	304.33	Energy Infrastructure and Transport / Infrastructure / INF-R23		Considers that INF-R23 should be amended to implement a separation distance of 60m from the gas transmission network, so as to provide a reasonably practicable solution to achieving the safe operation of the network and mitigation of risk for the wellbeing and health and safety of people and communities. The NZ/AS2885 framework and international advice in respect of the New Zealand context should be considered. Consideration has been given to sensitive activities (excluding residential activities) where the consequences of a pipeline failure may be increased because it is developed for use by sectors of the community who may be unable to protect themselves. Sensitive activities have a higher population density than residential activities and therefore greater separation distances are sought.	Amend INF-R23 (Sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission Pipeline Corridor) as follows: Sensitive activities (excluding residential activities), including the erection of buildings for sensitive activities, within 60m of the Gas Transmission Network. Matters of discretion are: 1. The extent to which the proposed activities are likely to compromise the stability and integrity of the gas transmission pipeline network and the operation, maintenance and upgrading of the Gas Transmission Network-pipeline network; 2. The risk of hazards affecting public or individual safety, and the risk of property damage; 3. Measures proposed to avoid or mitigate potential adverse effects on the Gas Transmission pipeline Network; 4. The outcome of any consultation with the owner and operator of the Gas Transmission pipeline Network; and Gas Transmission Pipeline Network; and Whether the sensitive activity could be located a greater distance from the Gas Transmission Pipeline Network Gas Tran	Accept in part	Yes
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					under this rule must be served on the owner and operator of the Gas Transmission Pipeline Network in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003. Note: This rule also applies to the establishment of a sensitive activity in an existing building, or any change of land use to a sensitive activity. If a resource consent application is made under this rule, the owner and operator of the Gas Transmission Network Pipeline-will be considered an affected person in accordance with section 95E of the Act and notified of the application, where written approval is not		
Kāinga Ora – Homes and Communities	FS89.63	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-R23	Oppose	Kāinga Ora opposes the changes sought. It is unclear where the spatial application of this rule will apply and as such a cost benefit analysis cannot be undertaken. Kāinga Ora opposes the amendments and introduction of the rule.	provided. Disallow	Reject	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.65	Energy Infrastructure and Transport / Infrastructure / INF-R23	Support	[No specific reason given beyond decision requested - refer to original submission]	Retain INF-R23 (Sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission Pipeline Corridor) as notified.	Accept in part	Yes

Firstgas Ltd	FS97.11	Part 2 / Energy	Support	Firstgas supports this	Allow	1	
Thougas Lea	1337.11	Infrastructure and	Зарроге	submission which seeks	711000		
		Transport / Infrastructure		to retain Rule INF – R23			
		/ INF-R23		as notified.			
		,		Rule INF – R23 provides			
				for sensitive activities,			
				including the erection of			
				buildings for sensitive			
				activities, within the Gas			
				Transmission Pipeline			
				Corridor as a Restricted			
				Discretionary Activity.			
				The requirement for			
				consent as a Restricted			
				Discretionary Activity			
				allows for the proposed			
				activity to be assessed			
				against the relevant			
				matters of discretion.			
				This ensures that the			
				activity is appropriately			
				managed in relation to			
				the potential effects			
				associated with the Gas			
				Transmission Pipeline.			
				Firstgas as the owner and			
				operator of the Gas			
				Transmission Pipeline will			
				be notified of an			
				application under this rule where written			
				approval has not been			
				provided.		Accort in part	Yes
Wellington City Council	266.64	Energy Infrastructure and	Amend	Considers that Rule INF-	Amend matters of	Accept in part	163
Weinington City Council	200.04	Transport / Infrastructure	Amena	R24.2 (Connections to	discretion under INF-		
		/ INF-R24		roads) states that the	R24.2 (Connections to		
		, <u>.</u>		matters of discretion are	roads) as follows:		
				"The matters in INF-P13."			
				However, INF-P13 relates	a. The matters in INF-		
				to Infrastructure within	P13 P11.		
				riparian margins. This			
				should instead reference			
				(INF-P11 Connections to			
				roads).		Accept in part	Yes
Fire and Emergency New	273.34	Energy Infrastructure and	Support in part	Supports the rule as it	Retain INF-R24		
Zealand		Transport / Infrastructure		requires connections to	(Connections to roads) as		
		/ INF-R24		roads to comply with a	notified.		
				list of standards.			
				Considers it necessary to			
				ensure that connections			
				to roads accommodate			
				access for fire appliances		Accept in part	No

							_
				in situations where the			
				site is located in an			
				unreticulated area, or the			
				length of the driveway			
				exceeds hose run			
				distances. Therefore			
				supports INF-R24, subject			
				to the relief sought under			
DD O'I Nie - Zeeleed	272.66	Frank Information	C	INF-S16.	Data in INIE DO4		
BP Oil New Zealand,	372.66	Energy Infrastructure and	Support	[No specific reason given	Retain INF-R24		
Mobil Oil New Zealand		Transport / Infrastructure		beyond decision	(Connections to roads) as		
Limited and Z Energy		/ INF-R24		requested - refer to	notified.		
Limited (the Fuel				original submission]			
Companies)						Accept in part	Yes
Kāinga Ora Homes and	391.128	Energy Infrastructure and	Oppose in part	INF-R24 is opposed as it	Delete INF-R24		
Communities		Transport / Infrastructure	- 1-1	divides transport related	(Connections to roads)		
		/ INF-R24		provisions between the	and move the Rule to the		
		, N.2 .		transport and	Transport chapter.		
				infrastructure chapters.	Transport chapter.		
				-			
				This is inconsistent with			
				best practice and makes			
				navigation of the plan			
				difficult for users.		Accept in part	Yes
Waka Kotahi NZ	FS103.8	Part 2 / Energy	Oppose	The transport network is	Disallow		
Transport Agency		Infrastructure and		a type of infrastructure.			
		Transport / Infrastructure		There are matters that			
		/ INF-R24		are common to transport			
				and other types of			
				infrastructure and there			
				are matters specific to			
				transport. It is sensible			
				and appropriate to group			
				them as drafted in the			
				proposed plan.		Reject	Yes
Survey & Spatial New	439.21	Energy Infrastructure and	Amend	Considers there may be a	Amend INF-R24	neject	163
Zealand Wellington	+33.21	Transport / Infrastructure	Ameria	reference error in this	(Connections to roads)		
Branch		/ INF-R24		rule - it refers to INF-S16	· ·		
Branch		/ INF-R24			to:		
				and INF-S17, but should	4 4 3 2 2 3 3 3 3		
				instead refer to INF-15	1. Activity status:		
				and INF-16.	Permitted		
					Where:		
					a. The connection		
					provides site access for		
					sites with no driveway,		
					on-site parking or		
					loading; and		
					b. Compliance is		
					achieved with INF-S16		
					INF-S15; Or		
					c. The connection		
					provides site access to an	Accept in part	Yes
		1			p. o video oite decess to dir	, loocpt iii pai t	100

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

	1		distribution networks.	i	Accept	No
			and INF-S7) are all workable for gas	notified.		
		Transport / Infrastructure / INF-S2	standards (INF-S2, INF- S3, INF-S4, INF-S5, INF-S6	(Underground infrastructure) as		
Powerco Limited	127.26	Energy Infrastructure and Support	Considers that these	Retain standard INF-S2	Λιιεμι	INU
Limited (Vodafone)			networks.		Accept	No
Vodafone New Zealand			networks.	nouneu.		
New Zealand Trading Limited (Spark) and		/ INF-52	telecommunications	infrastructure) as notified.		
Limited (Chorus), Spark		Transport / Infrastructure / INF-S2	workable for	(Underground		
Chorus New Zealand	99.40	Energy Infrastructure and Support	INF-S2 is supported as it is considered to be	Retain INF-S2		
Chama Nava Zaala al	00.40	En outre Infrareture and Course	submission]	Detain INF C2	Accept	No
			refer to original			
		/ INF-S1	decision requested -			
Limited		Transport / Infrastructure	provided beyond	safety) as notified.		
Transpower New Zealand	315.81	Energy Infrastructure and Support	[No specific reason	Retain INF-S1 (Health and		
Limited (Vodafone)					Accept	No
Vodafone New Zealand			networks.			
Limited (Spark) and			telecommunications			
New Zealand Trading		/ INF-S1	workable for			
Limited (Chorus), Spark		Transport / Infrastructure	is considered to be	safety) as notified.		
Chorus New Zealand	99.39	Energy Infrastructure and Support	INF-S1 is supported as it	Retain INF-S1 (Health and		
			in INF-S14.		Accept in part	Yes
			just structures, as listed			
			visual obstructions, not	with INF-S14.		
			applies to all potential	a. Compliance is achieved		
			to this rule to ensure it	vvileie.		
			crossings. KiwiRail seek amendment	Where:		
			triangles for railway level	Permitted		
			standard for sight	1. Activity status:		
			inclusion of a rule and	at railway level crossings		
			therefore support the	Structures near Sightlines		
			of ensuring this. KiwiRail			
			sightlines is a key means	follows:		
		/ INF-R26	crucial, and protection of	level crossings) as		
		Transport / Infrastructure	safety at level crossings is	(Structures near railway		
KiwiRail Holdings Limited	408.47	Energy Infrastructure and Amend	Considers that public	Amend INF-R26		
Companies)					Accept in part	No
Limited (the Fuel			original submission]	notified.		
Limited and Z Energy		/ INF-R26	requested - refer to	level crossings) as		
Mobil Oil New Zealand		Transport / Infrastructure	beyond decision	(Structures near railway		
BP Oil New Zealand,	372.68	Energy Infrastructure and Support	[No specific reason given	Retain INF-R26		
			difficult for users.			
			navigation of the plan			
			best practice and makes			
			This is inconsistent with			
			infrastructure chapters.			
			transport and			

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

Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.42	Energy Infrastructure and Transport / Infrastructure / INF-S4	1 7 7	INF-S4 relates to upgrading above ground infrastructure. Whilst it enables the upgrade of telecommunications poles to the greater of the existing height or standards in INF-S8, it does not include any provision for replacement of antennas, or making changes to the width of an antenna support headframe (only the support pole itself). Changes to address this are requested.	Amend Standard INF-S4 (Upgrading of aboveground infrastructure) as follows: 4. The diameter or width of a replacement pole or telecommunications pole or telecommunications pole or telecommunications pole antenna support headframe: a. Must not exceed twice that of the replaced pole at its widest point; or b. Where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed 4.2m; 4.A. The size of any antenna attached to a telecommunications pole shall not exceed the standards in INF-S9.	Reject	No
Powerco Limited	127.28	Energy Infrastructure and Transport / Infrastructure / INF-S4	Support	Considers that these standards (INF-S2, INF-S3, INF-S4, INF-S5, INF-S6 and INF-S7) are all workable for gas distribution networks.	Retain standard INF-S4 (Upgrading of aboveground infrastructure) as notified.	Accept in part	No
Transpower New Zealand Limited	315.85	Energy Infrastructure and Transport / Infrastructure / INF-S4	Support	Considers that specific to the National Grid, the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 ("NESETA") provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, considers INF-S4 is of limited relevance to	Retain INF-S4 (Upgrading of aboveground infrastructure) as notified.	Accept in part	No

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

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

•		/	arra is a quam y g	100000000000000000000000000000000000000		
Limited		Transport / Infrastructure / INF-S12	basis that the National Grid is a qualifying	other amendments sought by the submitter		
Transpower New Zealand	315.88	Energy Infrastructure and Amend	Considers that, on the	Seeks that, subject to		
Limited (Vodafone)					Accept	No
Limited (Spark) and Vodafone New Zealand			telecommunications networks.			
New Zealand Trading		/ INF-S10	workable for	buildings) as notified.		
Limited (Chorus), Spark		Transport / Infrastructure	is considered to be	antenna attached to		
Chorus New Zealand	99.48	Energy Infrastructure and Support	INF-S10 is supported as it	Retain INF-S10 (Height of		
Limited (Vodafone)					Accept	No
Vodafone New Zealand			networks.			
New Zealand Trading Limited (Spark) and		/ IIVE-29	telecommunications			
Limited (Chorus), Spark		Transport / Infrastructure / INF-S9	is considered to be workable for	size) as notified.		
Chorus New Zealand	99.47	Energy Infrastructure and Support	INF-S9 is supported as it	Retain INF-S9 (Antenna		
<u> </u>	00.47		1115.00	meteorological masts.	Accept	Yes
ı				support structures and		
ı				lines and single pole		
ı				and associated antennas,		
ı				telecommunication poles		
ı			poles.	Height of <u>electricity</u> and		
ı			Telecommunication			
ı			only apply to	follows:		
ı			made that the standards	meteorological masts) as		
ı			interpretation could be	support structures and		
ı			As currently worded an	lines and single pole		
ı		/ INF-S8	that it applies to electricity infrastructure.	telecommunication poles and associated antennas,		
Lines Limited		Transport / Infrastructure	should be clarified so	(Height of		
Wellington Electricity	355.46	Energy Infrastructure and Amend	Considers that INF-S8	Amend the title of INF-S8		
	255.46			with amendment.	Accept in part	No
ı				meteorological masts)		
ı				support structures and		
ı				lines and single pole		
ı		/ INF-S8	clarify the standard.	and associated antennas,		
Lines Limited		Transport / Infrastructure	but seeks amendment to	telecommunication poles		
Wellington Electricity	355.45	Energy Infrastructure and Support in part	Supports INF-S8 in part,	Retain INF-S8 (Height of	1 12	
Limited (Voudione)				notified.	Accept in part	No
Limited (Vodafone)			iletworks.	meteorological masts) as		
Limited (Spark) and Vodafone New Zealand			networks.	lines and single pole support structures and		
New Zealand Trading		/ INF-38	telecommunications			
Limited (Chorus), Spark		Transport / Infrastructure / INF-S8	is considered to be workable for	telecommunication poles and associated antennas,		
Chorus New Zealand	99.46	Energy Infrastructure and Support	INF-S8 is supported as it	Retain INF-S8 (Height of		
Chama Nava Zaala ad	00.46	From the front week was and the second	INF CO is some of the P	Detain INF CO (Hartala and		
ı				<u>river</u> .		
ı				beneath the bed of the		
ı				river along a bridge or		
1				legal road or crosses a		

1	1	ı	1		1	1	,
				be included part of the	structures and activities		
				ISPP process.	in the National Grid		
					Yard), the standard be		
					included within the IPI		
					and made subject to the		
					ISPP process.		
Transpower New Zealand	315.89	Energy Infrastructure and	Support in part	Supports standard INF-	Supports Standard INF-		
Limited	313.89		Support in part				
Limited		Transport / Infrastructure		S12 which supports INF-	S12 (Buildings, structures		
		/ INF-S12		R22 on the basis it gives	and activities in the		
				effect to Policy 10 and	National Grid Yard), with		
				Policy 11 of the NPS-ET.	amendment.		
				Seeks amendment to the			
				standard as follows:			
				- Replacement of clause 1			
				and 2 with a reference to			
				general compliance with			
				the New Zealand			
				Electrical Code of			
				Practice for Safe			
				Electrical Distances			
				(NZECP 34:2001).			
				-			
				Considers This ensures all			
				the safety distances are			
				complied with for all			
				activities (and not just			
				clearance distances).			
				- Insertion of a new			
				clause 2. relating to			
				ensuring vehicular access			
				is maintained to support			
				structures. Considers			
				access is an important			
				component of the			
				electricity transmission			
				network and planning			
				framework. Considers			
				physical access to			
				transmission lines			
				achieves NPS-ET policies			
				•			
				2 and 10. Considers the			
				rule is appropriate in the			
				district plan as while			
				Transpower has the legal			
				right under the Electricity			
				Act 1992 to access the			
				lines, the physical ability			
				to access the lines also			
				needs to be protected			
				and ensure the NPS-ET is			
				given effect to, and the			
				line is able to be		Accept in part	Yes
L	<u> </u>	1	<u> </u>		<u> </u>		

				operated and			
				maintained. Resource			
				consent at the land use			
				stage is an appropriate			
				time and mechanism in			
				which to manage the			
				effects			
				- Renumbering of clause			
				3.c. to make it a subset of			
				the exemption within			
				clause 3.b. Considers this			
				means that compliance			
				with clause 2.4.1 of			
				NZECP as an exception,			
				only applies to artificial			
				crop and support			
				structures as opposed to			
				fences or any other			
				activity.			
				activity.			
				[Refer to original			
				submission for full			
				reason]			
Transpower New Zealand	315.90	Energy Infrastructure and	Amend	Supports standard INF-	Amend Standard INF-S12		
Limited	313.90	Transport / Infrastructure	Amena	S12 which supports INF-			
Lillited		/ INF-S12		R22 on the basis it gives	(Buildings, structures and activities in the National		
		/ INF-312		_			
				effect to Policy 10 and	Grid Yard) as follows:		
				Policy 11 of the NPS-ET.	INE C12 Duildings		
				Seeks amendment to the	INF-S12 Buildings,		
				standard as follows:	structures and activities in the National Grid Yard		
				- Replacement of clause 1			
				and 2 with a reference to			
				general compliance with	structures in the National		
				the New Zealand	Grid Yard must comply		
				Electrical Code of	with the New Zealand		
				Practice for Safe	Electrical Code of		
				Electrical Distances	Practice for Safe		
				(NZECP 34:2001).	<u>Electrical Distances</u>		
				Considers This ensures all	(NZECP 34:2001) ISSN		
				the safety distances are	01140663 under all		
				complied with for all	transmission line and		
				activities (and not just	building operating		
				clearance distances).	conditions. The building		
				- Insertion of a new	or structure must have a		
				clause 2. relating to	minimum vertical		
				ensuring vehicular access	clearance of 10m below		
				is maintained to support	the lowest point of a		
				structures. Considers	conductor under all		
				access is an important	transmission line and		
				component of the	building operating		
				electricity transmission	conditions; or	Accept in part	Yes

network and planning	2. Must not result in the
framework. Considers	loss of vehicular access to
physical access to	a National Grid support
transmission lines	structure. Must meet the
achieves NPS-ET policies	safe electrical clearance
2 and 10. Considers the	distances required by
rule is appropriate in the	New Zealand Electrical
district plan as while	Code of Practice for Safe
Transpower has the legal	Electrical Distances
right under the Electricity	(NZECP 34:2001) ISSN
Act 1992 to access the	01140663 under all
lines, the physical ability	transmission line and
to access the lines also	building operating
needs to be protected	conditions.
and ensure the NPS-ET is	3.
given effect to, and the	5.
line is able to be	
operated and	e. iii. Meets the requirements of clause
maintained. Resource	2.4.1 of New Zealand
	Electrical Code of
consent at the land use	
stage is an appropriate	Practice for Safe
time and mechanism in	Electrical Distances
which to manage the	(NZECP 34:2001) ISSN
effects	01140663.
- Renumbering of clause	
3.c. to make it a subset of	
the exemption within	
clause 3.b. Considers this	
means that compliance	
with clause 2.4.1 of	
NZECP as an exception,	
only applies to artificial	
crop and support	
structures as opposed to	
fences or any other	
activity.	
[Pofor to original	
[Refer to original	
submission for full	
reason]	

391.144	Energy Infrastructure and Transport/Infrastructure/ INF-S12	Amend	Considers that INF-S12 should be amended to have less specific requirements.	Amend INF-S12 (Buildings, structures and activities in the National Grid Yard) as follows: 1. The building or structure must have a minimum vertical clearance of 10m below the lowest point of a conductor under all transmission line and building operating conditions; or 2. Must meet the safe electrical clearance distances required by New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN		
				National Grid transmission line tower or pole, except where it: a. Is a fence not exceeding 2.5m in height that is located at least: i. 6m from the outer visible edge of a foundation of a National Grid transmission line tower; or ii. 5m from the outer visible edge of a		
				foundation of a National Grid transmission line pole. b. Is an artificial crop protection structure or crop support structure not exceeding 2.5m in height and located at least 8m from a National Grid transmission line	Reject	No

Kāinga Ora Homes and Communities	391.130	Energy Infrastructure and Transport / Infrastructure	Oppose in part	INF-S12 is opposed as it provides specific	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. Opposes INF-S12 (Buildings, structures and		
		/ INF-S12		requirements regarding the National Grid and amendments to the package of the provisions is sought.	activities in the National Grid Yard) and seeks amendment.	Reject	No
Transpower New Zealand Limited		Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S12	Oppose	The submission is not clear as to why INF-S12 is opposed and the reasoning for the amendments sought. Subject to amendment as sought in its submission, Transpower supports INF-S12 on the basis it gives effect to policies 10 and 11 of the NPSET.	Disallow	Accept in part	No
Avryl Bramley	202.20	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Considers that cycles have different speeds and should be classified differently.	Amend Table 1 of the Infrastructure chapter (Design of roads) to remove requirements for Footpath and Cycles until further work is undertaken to classify different types of cycles.	Reject	No
Powerco Limited	FS61.33	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S13	Oppose	Not a relevant Resource Management Act consideration.	Disallow	Accept in part	No

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

Fire and Emergency New Zealand	273.38	Energy Infrastructure and Transport / Infrastructure	Support in part	Notes that a fire appliance requires, as a	Supports Table 1 - INF: Design of Roads - One		
Zealallu		/ INF-S13			Network Framework,		
		/ INF-313		minimum, access which	with amendment.		
				is 4 metres in width and	with amendment.		
				4 metres in height			
				clearance, with a			
				maximum gradient of 1			
				in 5 (and accompanying			
				transition ramps). Within			
				urban areas, Table 1			
				states that roads			
				classified as 'Local Street			
				M5 P3' are only required			
				to have a minimum of			
				one lane with a traffic			
				width of 3.5m which			
				would be insufficient for			
				fire appliances. Local			
				Street M5 P3 applies to			
				roads with no vehicle			
				access to frontage and			
				may result in the full			
				length of a single lane			
				road being used for			
				parking (with no breaks			
				usually achieved with			
				vehicle accesses). Street			
				design, including beautification features			
				such as street trees and			
				furniture, can further			
				hinder the ability for			
				FENZ to efficiently and			
				effectively respond to			
				emergency call outs.		Reject	No
Fire and Emergency New	273.39	Energy Infrastructure and	Amond	Notes that a fire	Amend Table 1 - INF:	Reject	INO
Zealand	273.39	Transport / Infrastructure	Amena	appliance requires, as a	Design of Roads - One		
Zedianu		/ INF-S13		minimum, access which	Network Framework:		
		/ IIVI -313		is 4 metres in width and	Network Hamework.		
				4 metres in height	Local Street M5 P3: 1 x		
				clearance, with a	3.5 1 x 4		
				maximum gradient of 1	3.5 <u>1 X 4</u>		
				in 5 (and accompanying			
				transition ramps). Within			
				urban areas, Table 1			
				states that roads			
				classified as 'Local Street			
				M5 P3' are only required			
				to have a minimum of			
				one lane with a traffic			
				width of 3.5m which			
				would be insufficient for		Reject	No

				fire appliances. Local Street M5 P3 applies to roads with no vehicle access to frontage and may result in the full length of a single lane road being used for parking (with no breaks usually achieved with vehicle accesses). Street design, including beautification features such as street trees and furniture, can further hinder the ability for			
				FENZ to efficiently and effectively respond to			
				emergency call outs.			
Waka Kotahi	370.90	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Definition of target speed has been removed from this chapter but Table 1	Seeks to remove target speed from table 1 of INF-13 (Design of roads).	Accent	Yes
Waka Kotahi	370.91	Energy Infrastructure and	Amend	still has target speed. Considers that roads	Seeks for the policy to	Accept	162
		Transport / Infrastructure / INF-S13		should be designed to suit the desired form and function (under the One Network Framework), with the posted speed limit being an output of that process, rather than an input and aligned with the current speed management review.	align existing posted speed limits with the One Network Framework and current speed management review.	Accept	Yes
Kāinga Ora Homes and Communities	391.131	Energy Infrastructure and Transport / Infrastructure / INF-S13	Oppose in part	INF-S13 is opposed as it divides transport related provisions between the transport and infrastructure chapters. This is inconsistent with best practice and makes navigation of the plan difficult for users.	Delete INF-S13 (Design of roads) from the Infrastructure Chapter and move the Standard to the Transport chapter.	Reject	No
Living Streets Aotearoa	482.32	Energy Infrastructure and Transport / Infrastructure / INF-S13	Amend	Supports the use of native Wellington species as street trees.	Seeks that Table 3 - INF: Street Tree Species List is amended to have more native Wellington tree species used as street trees. [Inferred decision requested]	Accept in part	Yes

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

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

				appliances, which may			
				need to include access to			
				on-site firefighting water			
				supply maximum			
				gradient of 15% (and			
				accompanying transition			
				ramps). It is considered			
				therefore that an			
				exclusion to maximum			
				driveway access widths,			
				for the full length of any			
				driveway, ought to be			
				included for driveways			
				which are enquired to			
				provide access for fire			
				appliances, which may			
				need to include access to			
				on-site firefighting water			
				supply.			
Pukepuke Pari Residents	FS37.25	Part 2 / Energy	Support	Support the Fire Service	Allow		
Incorporated		Infrastructure and		access requirements and			
·		Transport / Infrastructure		note that this is relevant			
		/ INF-S16		to health and safety			
		7 525		issues raised in their			
				September 2022			
				submission as Qualifying			
				Matters relating to Hay			
				Street and the 'Hay			
				Street Extension'. The			
				narrowness of Hay St and			
				the Hay St Extension in			
				particular make high			
				density intensification			
				inappropriate.		Accept in part	Yes
Don MacKay	FS94.25	Part 2 / Energy	Support	Supports the Fire Service	Allow		
		Infrastructure and		access requirements and			
		Transport /		note that this is relevant			
		Infrastructure / INF-S16		to health and safety			
				issues raised above as			
				Qualifying Matters			
				relating to Wilkinson			
				Street. The steepness			
				and narrowness of			
				Wilkinson Street make			
				high density			
				intensification			
				inappropriate.		Accept in part	Yes
				тарргорпасе.		Accept iii part	163

Fire and Emergency New	273.41	Energy Infrastructure and Amend	Considers a 3m	Amend INF-S16		
Zealand		Transport / Infrastructure	driveways are insufficient	(connections to roads -		
		/ INF-S16	where driveway lengths	driveways) as follows:		
			are such that fire			
			appliances could not			
			tackle property or			
			vegetation fires from an	10. Any access to a site		
			accessible, legal road. A	located in an area where		
			fire appliance requires, as	no fully reticulated water		
			a minimum, access which	supply system is		
			is 4 metres in width and	available, or having a		
			4m in height clearance,	length greater than 50		
			with a required to	metres when connected		
			provide access for fire	to a road that has a fully		
			appliances, which may	reticulated water supply		
			need to include access to	system including		
			on-site firefighting water	hydrants, must be		
			supply maximum	designed to		
			gradient of 15% (and	accommodate a fire		
			accompanying transition	appliance design vehicle		
			ramps). It is considered	of at least 2.5 metres		
			therefore that an	wide and 13 metres long		
			exclusion to maximum	and with a minimum		
			driveway access widths,	gross mass of 25 tonne		
			for the full length of any	including:		
			driveway, ought to be			
			included for driveways	a. a gradient of no more		
			which are enquired to	than 15% at any point;		
			provide access for fire	and		
			appliances, which may	b. a minimum clear		
			need to include access to	passageway and/or		
			on-site firefighting water	vehicle crossing of at		
			supply.	least 3.5 metres width at		
				the site entrance,		
				internal entrances and		
				between buildings; and		
				c. a minimum formed		
				carriageway width of 4		
				metres; and		
				d. a height clearance of		
				at least 4 metres; and		
				e. a design that is free of		
				obstacles that could		
				hinder access for		
				emergency service		
				vehicles.		
				f. The provision of		
				hardstand and		
				turnaround areas with		
				maximum gradient of 5%		
				in all directions	Reject	No
				in an an ections	Nejeet	

The Retirement Villages Association of New Zealand Incorporated	FS126.33	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S16	Oppose	The RVA opposes the relief sought in this submission as matters relating to fire-fighting servicing are already provided for under the Building Act and it is inappropriate to duplicate controls under the Proposed Pan.	Disallow	Reject	No
Ryman Healthcare Limited	FS128.33	Part 2 / Energy Infrastructure and Transport / Infrastructure / INF-S16	Oppose	Ryman opposes the relief sought in this submission as matters relating to fire-fighting servicing are already provided for under the Building Act and it is inappropriate to duplicate controls under the Proposed Pan.	Disallow	Reject	No
Rimu Architects Ltd	318.16	Energy Infrastructure and Transport / Infrastructure / INF-S16	Amend	Considers that INF-S16 should be amended due to the following reasons: At 1, The section does not allow for ROW from another site creating what is apparently a second vehicle crossing for a site. At 2, The section requiring a 99th percentile vehicle is in not consistent with the TR-S6 requirement that the minimum design vehicle for driveways must be a 4.91m x 1.87m vehicle (85th percentile vehicle). At 3, level 1, 2 and 3 Driveways listed are described in the transport section at Table 8- TR (setting out the vehicle movements each category allows for) and Table 9- TR (setting out the design requirements foreach of the categories.	level 1 b. 6m for driveways level 2 and 4 c. 6m for a crossing leading to a double		

ı	1	1	•	1 .		ì	1
				have been useful the	<u>boundary</u>		
				requirements of Table 9 -	d. where meeting the		
				TR mean that a driveway	requirements of Table 9-		
				may need to approach	TR means a driveway		
				the carriageway at an	perpendicular to the		
				angle rather than	carriageway is not		
				perpendicularly. The	possible, the maximum		
				proposed wording at d.	vehicle crossing length		
				addresses this.	increases to 6m for		
				There is also no mention	driveways level 1 and 9m		
				of the TR-R3 1b)	for driveways level 2 and		
				requirement that 'the	2		
					(See Table 9, TD for the		
				access is not to a state	(See Table 8 -TR for the		
				highway.'	classification of		
					driveways and Table 9 -		
				Apart from this, it is	TR for the design of		
				common for houses to	<u>driveways)</u>		
				have a double garage or	4. For Rural Roads:		
				double carport facing the			
				street. this situation			
				should also be allowed			
				for. The proposed			
				wording at c. addresses			
				this.			
Waka Kotahi	370.92	Energy Infrastructure and	Amend	Considers that longer	Amend to include a		
		Transport / Infrastructure		setback for driveways on	standard requiring that		
		/ INF-S16		local roads that intersect	roads intersecting a state		
		,		with a state highway, in	highway intersection		
				accordance with New	comply with the New		
				Zealand Transport	Zealand Transport		
				Agency Planning Policy	Agency Planning Policy		
				Manual: Appendix 5B –	Manual: Appendix 5B –		
				• •			
				Accessway standards and			
				guidelines, Table	guidelines, Table		
				App5B/3. [See original	App5B/3 – Guidelines for		
				submission Appendix A]	minimum accessway		
					spacing requirements		
					.		
					[see original submission		
					Appendix A].	Accept	Yes
Waka Kotahi	370.93	Energy Infrastructure and	Amend	Considers that longer	Amend to standards in		
		Transport / Infrastructure		sight distances, especially	alignment with New		
		/ INF-S16		for the higher speeds, in	Zealand Transport		
				alignment with New	Agency Planning Policy		
				Zealand Transport	Manual: Appendix 5B		
				Agency Planning Policy	Accessway standards and		
				Manual: Appendix 5B –	guidelines, Section 5B/1		
				Accessway standards and	Sight distances.		
				guidelines, Table	8		
				App5B/1. [See original	[see original submission		
				submission Appendix B.]	_	Accent	Yes
				submission Appendix B.]	Appendix B].	Accept	162

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

•	1	1	1	<u>,</u>	1	1	1
				are entirely	character in the coastal		
				inappropriate for	environment.		
				renewable electricity			
				generation activities and			
				structures and should not			
				be construed as a			
				'permitted baseline' for			
				renewable electricity			
				generation activities			
				there, and particularly			
				not for existing wind			
				farms.			
Maridian Energy Limited	228.26	Energy Infrastructure and	Amand	Considers the expression	Amend the Introduction		
Meridian Energy Limited	228.26	Energy Infrastructure and	Amend	· ·			
		Transport / Infrastructure		'infrastructure'	to the Infrastructure		
		Coastal Environment /		potentially captures	Coastal Environment		
		General INF-CE		regionally significant	Rules chapter, by		
				infrastructure, including	inserting the following		
				renewable electricity	(or similar) clarification		
				generation activities.	note:		
				Meridian understood the			
				intention of the Plan to	The rules applicable to		
				be that the rules for	renewable electricity		
				renewable electricity	generation activities in		
				generation activities,	the coastal environment,		
				structures and buildings	including in areas of high		
				would be wholly	and very high coastal		
				contained in the REG	natural character, are		
				chapter.	contained in Chapter REG		
					Renewable Electricity		
				Considers the note in the	Generation. The rules in		
				preamble is not entirely	Chapter INF-CE		
				helpful in clarifying this in	Infrastructure Coastal		
				relation to regionally	Environment do not		
				significant infrastructure	apply to renewable		
				such as renewable	electricity generation		
				electricity generation	activities in the coastal		
				activities. The standards	environment, including in		
				listed for general	areas of high and very		
				infrastructure activities in			
				the coastal environment	character in the coastal		
				are entirely	environment.		
				inappropriate for	environment.		
				renewable electricity			
				generation activities and			
				structures and should not			
				be construed as a			
				'permitted baseline' for			
				renewable electricity			
				generation activities			
				there, and particularly			
				not for existing wind			
				farms.		Accept in part	No

Transpower New Zealand	315.91	Energy Infrastructure and	Amend	The submitter has	Amend the introduction		
Limited	313.31	Transport / Infrastructure	7	existing assets within the	to the Infrastructure		
		Coastal Environment /		coastal environment,	Coastal Environment		
		General INF-CE		including the	(INF-CE) chapter as		
		deneral IIII ez		Kaiwharawhara Supply	follows:		
				Point substation	Tollows.		
				(designation TPR6) and	This sub-chapter applies		
				underground cable,	to infrastructure within		
				Oteranga Bay	the Coastal Environment.		
				(designation TPR4) and	It applies in addition to		
				associated lines, and Te	the principal		
				Hikowhenua Shore	Infrastructure Chapter.		
				Electrode Station	illiastructure chapter.		
				(designation TPR5) and	Included within the sub-		
				associated lines. Both the	chapter are provisions		
				Oteranga Bay	specific to the National		
				(designation TPR4) and	Grid (NG) and Gas		
				Te Hikowhenua Shore	Transmission Pipelines		
				Electrode Station	Corridor (GTPC). For the		
				(designation TPR5) are	avoidance of doubt,		
				within areas of "High	other sub-chapter		
				Coastal Natural	policies and rules within		
				Character" noting there	this sub-chapter do not		
				are no existing assets	apply to the National		
				within the identified	Grid.		
				"High Coastal Natural	<u> </u>		
				Character" outside the	Note: The objectives of		
				designations.	the Infrastructure		
				3	Chapter apply.		
				Transpower has no			
				existing assets in area of			
				"Very High Coastal			
				Natural Character".			
				Supports the			
				introductory text but			
				seeks clarification that			
				the National Grid is			
				subject to specific			
				policies and rules within			
				the sub-chapter and the			
				general sub-chapter			
				provisions do not apply.			
				[see original submission			
				for images supplied]		Accept in part	Yes

Royal Forest and Bird Protection Society	345.43	Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Support in part	Considers the provisions should be no less protective than those in the Coastal Environment chapter. The provisions in this chapter should mirror the Coastal Environment provisions, with the amendments made as sought by F&B in respect of that chapter. We also repeat the submissions made in respect of the Coastal Environment chapter. Provisions that only protect areas of high natural character, and do not also protect other areas of natural character in the coastal environment, do not give effects to policy 13 Zipser therefore seek that any provisions in this chapter that apply to high natural character apply to all areas of natural character in the coastal environment.	Amend the INF-CE chapter to be as protective as the Coastal Environment chapter and align with direction set out in Policy 13 of the NZ Coastal Policy Statement.	Accept in part	No
Transpower New Zealand Limited	FS29.20	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	Given the general nature of the relief sought, Transpower opposes the submission point.	Disallow / Seeks that submission is disallowed in part in so far as the relief sought is inconsistent with that sought in Transpower's submission.	Accept in part	No
Wellington International Airport Limited	FS36.62	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Oppose	WIAL submits that there are numerous provisions within the NZCPS that need to be considered and balanced within the Proposed Plan, not just Policy 13. Furthermore, the Coastal Environment has been broadly defined in the Proposed Plan, meaning that broadly drafted provisions could have perverse outcomes for existing, built up,	Disallow	Accept in part	No

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

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

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

Transpower New Zealand	315.92	Energy Infrastructure and Amend	Considers that	Option 2: Add new
Limited		Transport / Infrastructure	Transpower has existing	National Grid specific
		Coastal Environment /	assets within the coastal	policy as follows:
		New INF-CE	environment, including	
			the Kaiwharawhara	INF-NG-P2 Operation,
			Supply Point substation	and maintenance and
			(designation TPR6) and	minor upgrade of the
			underground cable,	National Grid
			Oteranga Bay	
			(designation TPR4) and	Provide for the
			associated lines, and Te	operation, maintenance
			Hikowhenua Shore	and minor upgrade of the
			Electrode Station	National Grid while
			(designation TPR5) and	managing the adverse
			associated lines.	effects of these activities.
			Considers the existing	
			assets are regulated by	
			the designations and the	
			NESETA, noting that s43D	
			RMA prescribes the	
			relationship between	
			designations and the	
			NESETA. Policy P26	
			relates to existing	
			National Grid assets	
			within the Coastal	
			Environment, and	
			recognises the existing	
			assets. The policy	
			approach within P26 is	
			supported and gives	
			effect to Policies 2 and 5	
			of the NPS-ET. A minor	
			amendment is sought to	
			include "minor upgrade",	
			in recognition of the	
			existing assets. A minor	
			upgrade may be	
			something like increasing	
			the height of a pole	
			support structure, or	
			moving the same	
			dimensioned pole within	
			5m of its existing	
			location, or adding on an	
			additional insulator.	Accept in part Yes

Transpower New Zealand	315.93	Energy Infrastructure and Amend	Opposes INF-CE-P32 and	Add a new National Grid		
Limited		Transport / Infrastructure	proposes an amended	specific in the		
		Coastal Environment /	policy framework specific	Infrastructure Coastal		
		New INF-CE	to the National Grid.	Environment chapter		
				policy as follows:		
			Considers that the policy	INE NG BG Barata and		
			does not give effect to	INF-NG-P6 Development		
			the NPS-ET (noting the	of the National Grid		
			NPS-ET also applies to	Provide for the		
			the coastal environment)	development of the		
			in that:	National Grid		
			- The directive wording	4 1		
			"only allow' within the	1. In urban zoned areas,		
			policy does not reflect	development should		
			the enabling wording	minimise adverse effects		
			used in the NPS-ET.	on urban amenity and		
			- The NPS-ET does not	should avoid material		
			require that natural	adverse effects on the		
			character be maintained	Commercial and Mixed-		
			or restored. Rather Policy	Use zones, and areas of		
			8 of the NPS-ET requires	high recreational or		
			a 'seek to avoid'	amenity value and		
			approach with policies 3	existing sensitive	Accept in part	Yes
			and 4 prescribing the	activities.	Accept in part	163
			matters to consider and	2. Seek to avoid the		
			have regard to.	adverse effects of the		
			- The NPS-ET does not	National Grid within		
			require significant	areas identified in		
			adverse effects be	SCHED10 – Outstanding		
			avoided, rather policy 8	Natural Features and		
			prescribes a seek to	<u>Landscapes, SCHED8 -</u>		
			avoid approach.	Significant Natural Areas,		
				and SCHED11 – Special		
			It is also noted that	Amenity Landscapes,		
			although the National	outside the coastal		
			Grid is recognised of	environment.		
			national significance	3. where the National		
			within the NPS-ET (being	Grid has a functional		
			a higher order policy	need or operational need		
			document) it is afforded	to locate within the		
			the exact same policy	coastal environment,		
			framework as other	manage adverse effects		
			infrastructure (as	by:		
			provided in INF-CE P25).	a. Seeking to avoid		
			This further reinforces	adverse effects on areas		
			Transpower's concerns	identified in SCHED10 –		
			the PDP does not give	Outstanding Natural		
			effect to the NPS-ET.	Features and Landscapes,		
				SCHED12 - High Coastal		
				Natural Character Areas,		
				SCHED8 - Significant		
				Natural Areas, SCHED11		

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		Special Amenity		
		Landscapes, and the		
		Coastal Margin.		
		b. where it is not		
		practicable to avoid		
		adverse effects on the		
		values of the areas in		
		SCHED10 – Outstanding		
		Natural Features and		
		Landscapes, SCHED12 -		
		High Coastal Natural		
		Character Areas, SCHED8		
		- Significant Natural		
		Areas, SCHED11 – Special		
		Amenity Landscapes; and		
		the Coastal Margin		
		because of the functional		
		needs or operational		
		needs of the National		
		Grid, remedy or mitigate		
		adverse effects on those		
		values.		
		c. Seeking to avoid		
		significant adverse		
		effects on:		
		i. other areas of natural		
		<u>character</u>		
		ii. natural attributes and		
		character of other		
		natural features and		
		natural landscapes		
		iii. indigenous		
		biodiversity values that		
		meet the criteria in Policy		
		11(b) of the NZCPS 2010		
		d. Avoiding, remedying		
		or mitigating other		
		adverse effects to the		
		extent practicable; and		
		e. Recognising there may		
		be some areas within		
		SCHED10 – Outstanding		
		Natural Features and		
		<u>Landscapes, SCHED12 -</u>		
		High Coastal Natural		
		Character Areas, SCHED8		
		- Significant Natural		
		Areas, SCHED11 – Special		
		Amenity Landscapes; and		
		the Coastal Margin,		
		where avoidance of		
		adverse effects is		

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

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

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

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

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

Yvonne Weeber	340.18	Energy Infrastructure and Amend	Considers INF-CE-P16	Amend INF-CE-P16	I	I
TVOITTE Weebei	340.16	= :	should be amended to			
		Transport / Infrastructure		(Operation, maintenance		
		Coastal Environment /	include the maintenance and restoration of the	and repair of existing		
		INF-CE-P16		infrastructure within the		
			natural character and	coastal environment in		
			avoid any significant	the Residential Zones,		
			adverse effects on the	Commercial and Mixed		
			natural character in the	Use Zones, Industrial		
			same way as INF-CE-P19.	Zones, Airport and Port		
				Zones) as follows:		
				- Within coastal and		
				riparian margins.		
				Allow for the operation,		
				maintenance and repair		
				of existing infrastructure		
				within areas of coastal		
				margins and riparian		
				margins in the coastal		
				environment in the		
				Residential Zones,		
				Commercial and Mixed		
				Use Zones, Industrial		
				Zones, Airport and Port		
				Zones- where:		
				1. Related earthworks		
				are of a scale that		
				consider the		
				maintenance and		
				restoration the natural		
				character; and		
				2. Any significant adverse		
				effects on the natural		
				character are avoided		
				and any other adverse		
				effects on the natural		
				character are avoided,		
				remedied or mitigated.		
				3. Any significant adverse		
				effects on the natyral		
				character are avoided		
				and any adverse effects		
				on the natural character		
				are avoided, remedied or		
				mitigated.	Reject	No
				magacca.	neject	110

Wellington International Airport Limited	FS36.65	Part 2/ Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE-P16	Oppose	The proposed amendments seek to replicate provisions of the NZCPS. This does not assist plan users as it provides no further direction than that set out in higher order documents. Furthermore, it is inappropriate to apply the NZCPS to riparian	Disallow / Seeks that part of the submission be disallowed.	Accont	No
Royal Forest and Bird Protection Society	345.47	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Oppose in part	(river) margins. Considers this policy does not give effect to policy 13 of NZCPS.	Amend INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones) to require protection of natural character regardless of zoning.	Accept	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.4	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Oppose	Operation and maintenance and repair of existing infrastructure in urban zones in the coastal environment should have a permissive regulatory regime supported by Policy INF-CE-P16 as notified.	Disallow	Accept	No
Wellington International Airport Limited	FS36.67	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE-P16	Oppose	WIAL opposes the submission as the amendments over simplify the management approach set out in the NZCPS nor do they consider the broadly defined area of the District that is included within the Coastal Environment. Furthermore, no specific drafting has been provided, thus it is difficult to evaluate the appropriateness of such	Disallow	Accept	No

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

Wellington International	406.112	Energy Infrastructure and	Support in part	Supports INF-CE-P16 in	and riparian margins) as notified. [Not specified]		
Airport Ltd		Transport / Infrastructure Coastal Environment / INF-CE-P16		part.			
Wellington International Airport Ltd	406.113	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Amend	Supports this policy in part as relates to activities within the coastal environment that are not otherwise managed in the general infrastructure provisions. Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment). [See paragraphs 4.30 to 4.31 and 4.46 to 4.49 of original submission for full reason]	Amend INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones) as follows: Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport, and Port Zones and the area of Natural Open Space Zone located between Lyall Bay and Moa Point: Allow for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport, and Port Zones and the area of Natural Open Space Zone located between Lyall Bay and Moa Point Road.	Accept in part	Yes

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

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

Wellington International Airport Ltd	406.115	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Oppose in part	Opposes INF-CE-P17 to the extent that it places an unduly onerous constraint on the use of the highly modified area of Natural Open Space zone between Lyall Bay and Moa Point. [See paragraphs 4.40 to 4.45 of original submission for full	Opposes INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones) and seeks amendment.		
Wellington International Airport Ltd	406.116	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Amend	reason] Opposes INF-CE-P17 to the extent that it places an unduly onerous constraint on the use of the highly modified area of Natural Open Space zone between Lyall Bay and Moa Point. [See paragraphs 4.40 to 4.45 of original submission for full reason]	Amend INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones) as follows: Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones (excluding the area located between Lyall Bay and Moa Point): • Within coastal and riparian margins. Provide for the operation, maintenance and repair of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Rural Zone and Open Space and Recreation Zones (excluding the area located between Lyall Bay and Moa Point), where: 1	Accept in part	Yes

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

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

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

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No

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

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

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

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

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

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

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

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

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

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

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

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

				been included in the Proposed District Plan.			
Powerco Limited	FS61.11	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Oppose	No revised policy wording has been proposed to determine the impact of any change. We reserve our position on any amendments to this policy pending ensuring any revised wording does not seek a threshold more restrictive than avoiding significant adverse effects in areas in the coastal environment given that no areas of outstanding natural character have been included in the Proposed Plan.	Disallow	Accept	No
Meridian Energy Limited	FS101.39	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE- P23	Oppose	Considers that the policy INF-CE-P24 applies outside areas of high natural character and outside riparian margins and does not conflict with NZCPS Policy 13.	Disallow	Accept	No
Greater Wellington Regional Council	351.91	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	1 7 7	Considers that the New Zealand Coastal Policy Statement (NZCPS) Policy 13(1)(a) requires that for areas of outstanding natural character, adverse effects are avoided. NZCPS Policy 13(1)(b) requires that for natural character in all other areas of the coastal environment, significant adverse effects are avoided, and all other adverse effects are avoided, remedied or mitigated.	submission points.	Accept in part	No

Greater Wellington Regional Council	351.92	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Amend	Considers that In order to give effect to Policy 13 of the NZCPS and to achieve the outcomes sought by CE-O1, the wording of this policy needs to be strengthened to apply to all other areas of the coastal environment.	P24 (New infrastructure within the coastal environment) as follows: New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins. Allow for new infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal margins and riparian margins. Only allow for new infrastructure in the coastal environment where any significant adverse effects on natural character are avoided and other adverse effects on natural character are avoided, remedied or		
Meridian Energy Limited	FS101.40	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE- P24	Support	Meridian agrees that the 'avoid significant adverse effects' and 'avoid, remedy or mitigate other effects' is appropriate. However, Meridian also considers it remains valid to consider functional and operational needs in the circumstances covered by Policy INF-CE-P24.	mitigated. Amend / Amend provision to insert a reference to considering the functional needs and operational needs of the proposed infrastructure.	Reject Accept in part	No
Waka Kotahi	370.104	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P24 (New infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and	Accept	No

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

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

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

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

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

KiwiRail Holdings Limited	408.58	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Supports recognition that there are specific circumstances in which new infrastructure may be appropriate within coastal margins, is supported. In particular, KiwiRail support that these policies link to functional and operational needs of infrastructure.	Retain INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins) as notified.	Accept	No
Transpower New Zealand	315.94	Energy Infrastructure and Amend	Considers that	Option 1: Retain INF-CE-	·	
Limited		Transport / Infrastructure	Transpower has existing	P26 (Operation,		
		Coastal Environment /	assets within the coastal	maintenance and repair		
		INF-CE-P26	environment, including	of existing National Grid		
			the Kaiwharawhara	(NG) & Gas Transmission		
			Supply Point substation	Pipeline Corridor (GTPC)		
			(designation TPR6) and	infrastructure within the		
			underground cable,	coastal environment)		
			Oteranga Bay	with an amendment as		
			(designation TPR4) and	follows:		
			associated lines, and Te Hikowhenua Shore	INE CE D26 Operation		
			Electrode Station	INF-CE-P26 Operation,		
			(designation TPR5) and	maintenance, and repair and minor upgrade of		
			associated lines.	existing National Grid		
			associated lines.	(NG) & Gas Transmission		
			Considers the existing	Pipeline Corridor (GTPC)		
			assets are regulated by	infrastructure within the		
			the designations and the	coastal environment		
			NESETA, noting that s43D			
			RMA prescribes the	Allow for the operation,		
			relationship between	maintenance, repair <u>and</u>		
			designations and the	minor upgrade of existing		
			NESETA. Policy P26	National Grid (NG) & Gas		
			relates to existing	Transmission Pipeline		
			National Grid assets	Corridor (GTPC)		
			within the Coastal	infrastructure within the		
			Environment, and	coastal environment.		
			recognises the existing			
			assets. The policy			
			approach within P26 is			
			supported and gives			
			effect to Policies 2 and 5			
			of the NPSET. A minor			
			amendment is sought to include "minor upgrade",			
			in recognition of the			
			existing assets. A minor			
			upgrade may be			
			something like increasing		Accept in part	No

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

character areas and
potentially the coastal
margin are within the
designations, given the
relationship between
designations and the
NESETA (as prescribed by
s43D of the RMA), works
to the existing lines and
cables within the
designation subject to
the NESETA, and that
that trigger consent
under the NESETA, would
be subject to the PDP
policies. Considers as
such P27 and P28 have
implications for
Transpower. Transpower
supports P27 noting that
while the coastal margin
is defined, given the CMA
line is not identified, it is
not clear where the 10m
margin area is located.
This is particularly the
case for more dynamic
coastal environments
where the CMA is not
readily identifiable. Given
the policy implications of
defining the coastal
margin, considers clarity
is required (and sought in
the submission to the
definition) as to the
physical application of
the defined Coastal
margin to enable
efficient and effective
plan implementation.

Transpower New Zealand	315.96	Energy Infrastructure and Amend	Considers that	Amend INF-CE-P28		
Limited		Transport / Infrastructure	Transpower has existing	(Upgrading of existing		
		Coastal Environment /	assets within the coastal	National Grid (NG)		
		INF-CE-P28	environment, including	infrastructure within the		
			the Kaiwharawhara	coastal environment:)		
			Supply Point substation	as follows:		
			(designation TPR6) and			
			underground cable,	INF-CE-P28 Upgrading of		
			Oteranga Bay	existing National Grid		
			(designation TPR4) and	(NG) infrastructure		
			associated lines, and Te	within the coastal		
			Hikowhenua Shore	environment: • Within		
			Electrode Station	high coastal natural		
			(designation TPR5) and	character areas; or •		
			associated lines. Both the			
			Oteranga Bay	riparian margins.		
			(designation TPR4) and	riparian margins.		
			Te Hikowhenua Shore	Provide for the upgrading		
			Electrode Station	of existing National Grid		
			(designation TPR5) are	(NG) infrastructure		
			within areas of "High	within high coastal		
			Coastal Natural	natural character areas		
			Character" and there are	or within coastal margins		
			no existing assets within	and riparian margins in		
			the identified "High	the coastal environment		
			Coastal Natural	where:		
			Character" outside the	1. The <u>upgrade</u> activity is		
			designations. Transpower	of a scale that maintains		
			has no existing assets in	or restores the identified		
			area of "Very High	values described in		
			Coastal Natural	SCHED12 for natural		
			Character". Given the	character;		
			nature of the existing	2. Any significant adverse		
			assets (which at	effects of the upgrade		
			Oteranga Bay are	are avoided and any		
			underground within the	other adverse effects are		
			coastal margin and the	avoided, remedied or		
			High Natural Character	mitigated; and		
			Area and at Te	3. There is a functional		
			Hikowhenua, are	need or an operational		
			underground in the	need for the activity to		
			coastal margin and a	be undertaken inside a		
			single line for a small	high coastal natural		
			portion in the High	character areas or within		
			Natural Character Area),	coastal margins or		
			that they are designated,	riparian margins in the		
			and that the policy is	coastal environment.		
			specific to upgrades			
			which are provided for			
			and regulated under the			
			NESETA, Transpower is			
			comfortable with the		Reject	No

				policy. However, it reserves its position depending on the outcome of other submission points and relief sought as many of the National Grid provisions cannot be considered in isolation. Some minor amendments are sought to reflect that the policy considerations relate to the upgrade, thereby recognising existing assets.			
Avryl Bramley	202.23	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P30	Amend	Considers the rule too permissive. Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	Amend INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) so that it is not a permitted activity and that notification is mandatory.	Reject	No
Wellington International Airport Limited	FS36.68	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P30	Oppose	Considers that it is inappropriate to require resource consent and notification for all infrastructure activities, regardless of their nature, scale or extent, within the coastal environment. Furthermore, such controls are not imposed on other activities within the District.	Disallow	Accept	No
Avryl Bramley	202.24	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P31	Amend	Considers the rule too permissive. Access to the coastline is highly prized even rocky outcrops and small beaches. We have	AmendINF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: Within coastal or riparian margins) so that it is not a permitted activity and	Reject	No

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

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

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

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Wellington International	FS36.70	Part 2 / Energy	Oppose	Considers that it is	Disallow		
Airport Limited		Infrastructure and		inappropriate to require			
		Transport / Infrastructure		resource consent and			
		Coastal Environment /		notification for all			
		INF-CE-P29		infrastructure activities,			
				regardless of their			
				nature, scale or extent,			
				within the coastal			
				environment.			
				Furthermore, such			
				controls are not imposed			
				on other activities within			
				the District.		Accept	No
Meridian Energy Limited	FS101.46	Part 2 / Energy	Oppose	Considers that the rule	Disallow	- I i i i i i i i i i i i i i i i i i i	
Wieriaian Energy Enimed	13131.10	Infrastructure and	Оррозс	applies to existing	Disanow		
		Transport /		established			
		Infrastructure Coastal		infrastructure (not new			
		Environment / INF-CE-		infrastructure). The			
		R29		terms on which such			
		N23		infrastructure is able to			
				be established and			
				operate within the			
				coastal environment will			
				be determined by			
				consent conditions or the			
				permitted activity rule			
				under which it is			
				established. In this			
				respect, the rule may not			
				be strictly necessary in			
				any event. The request			
				by the submitter to			
				require notification is not			
				relevant (or appropriate).		Accept	No
Waka Kotahi	370.108	Energy Infrastructure and	Support	These provisions provide	Retain INF-CE-R29		
		Transport / Infrastructure		clear guidance in how to	(Operation, maintenance		
		Coastal Environment /		balance different	and repair of existing		
		INF-CE-R29		interests where	infrastructure within the		
				infrastructure overlaps	coastal environment:		
				with other areas and	- Within coastal or		
				values.	riparian margins.) as		
					notified.	Accept in part	No
CentrePort Limited	402.66	Energy Infrastructure and	Support	Support the intent of this	Retain INF-CE-R29		
		Transport / Infrastructure	-	policy.	(Operation, maintenance		
		Coastal Environment /		, ,	and repair of existing		
		INF-CE-R29			infrastructure within the		
					coastal environment:		
					Within coastal or riparian		
					margins) as notified.	Accept in part	No
			l .	1			

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

a. Compliance is		Amend INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) as follows: INF-CE-R29 Operation, maintenance and repair of existing infrastructure within the coastal environment: • Within coastal or riparian margins. Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones, and the area of Natural Open Space Zone located between Lyall Bay and Moa Point 1. Activity Status: Permitted Rural Zones, Open Space and Recreation Zones (excluding the area between Lyall Bay and Moa Point) 2. Activity Status: Permitted Where:	Considers that that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment). [See paragraphs 4.11 to 4.15 of original submission for further detail]	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	406.132	Wellington International Airport Ltd
		(excluding the area between Lyall Bay and Moa Point) 2. Activity Status: Permitted Where:				
Rural Zones, Open Space and Recreation Zones_ (excluding the area between Lyall Bay and Moa Point) Accept in part Yes		achieved with INF-S3. Rural Zones, Open Space and Recreation Zones_ (excluding the area between Lyall Bay and				

Airways Corporation of New Zealand Limited	FS105.13	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.133	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Amend	Considers that that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment). [See paragraphs 4.11 to 4.15 of original submission for further	Delete INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) in its entirety.		
				detail]		Reject	No
Airways Corporation of New Zealand Limited	FS105.14	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Support	This submission point is consistent with Airways' operations and its core functions.	Allow		
						Reject	No
Wellington International Airport Ltd	406.134	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45 of the covering submission), therefore consequential changes may be required to this policy to address the zoning of the site. [See paragraphs 4.11 to 4.15 of original submission for further detail]	If INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) is not amended: Seeks that INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) is amended to give relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.	Accept in part	Yes

Liza an ad tradation of the trade	1 400 60	Francisco Infrastructions and Control	Comments that the	Detain INE CE 220	I	1
KiwiRail Holdings Limited	408.60	Energy Infrastructure and Support	Supports that the	Retain INF-CE-R29		
		Transport / Infrastructure	operation, maintenance	(Operation, maintenance		
		Coastal Environment /	and repair of existing	and repair of existing		
		INF-CE-R29	infrastructure is provided	infrastructure within the		
			for as a permitted activity	coastal environment:		
			within coastal margins,	Within coastal or riparian		
			subject to standards.	margins) as notified.	Accept in part	No
Waka Kotahi	370.109	Energy Infrastructure and Support	These provisions provide	Retain INF-CE-R30		
		Transport / Infrastructure	clear guidance in how to	(Upgrading of existing		
		Coastal Environment /	balance different	infrastructure and new		
		INF-CE-R30	interests where	infrastructure within the		
			infrastructure overlaps	coastal environment:		
			with other areas and	- Outside of high coastal		
			values.	natural character areas;		
				and		
				- Outside of coastal and		
				riparian margins.) as		
				notified.	Accept in part	No
CentrePort Limited	402.67	Energy Infrastructure and Support	Support the intent of this	Retain INF-CE-R30	T Prof	
00.10.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0	102.07	Transport / Infrastructure	policy.	(Upgrading of existing		
		Coastal Environment /	policy.	infrastructure and new		
		INF-CE-R30		infrastructure within the		
		IN CE 100		coastal environment:		
				Outside of high coastal		
				natural character areas;		
				and Outside of coastal		
				and riparian margins) as		
				notified.	Accept in part	No
Mallington International	400 125	Constructive and Oppose	Opposes INF CF B20		Accept in part	NO
Wellington International	406.135	Energy Infrastructure and Oppose	Opposes INF-CE-R30.	Delete INF-CE-R30		
Airport Ltd		Transport / Infrastructure	[Can manage 4 20 to	(Upgrading of existing		
		Coastal Environment /	[See paragraph 4.30 to	infrastructure and new		
		INF-CE-R30	4.31 and 4.47 to 4.48 of	infrastructure within the		
			original submission for	coastal environment) in		
			full reason]	its entirety.	Reject	No
KiwiRail Holdings Limited	408.61	Energy Infrastructure and Support	Supports the permitted	Retain INF-CE-R30		
		Transport / Infrastructure	activity status of	(Upgrading of existing		
		Coastal Environment /	upgrading existing	infrastructure and new		
		INF-CE-R30	infrastructure within the	infrastructure within the		
			coastal environment.	coastal environment:		
				Outside of high coastal		
				natural character areas;		
				and Outside of coastal		
				and riparian margins) as		
				notified.	Accept in part	No
Waka Kotahi	370.110	Energy Infrastructure and Support	These provisions provide	Retain INF-CE-R31		
		Transport / Infrastructure	clear guidance in how to	(Upgrading of existing		
		Coastal Environment /	balance different	infrastructure within the		
		INF-CE-R31	interests where	coastal environment:		
			infrastructure overlaps	- Within coastal or		
			with other areas and	riparian margins.) as		
			values.	notified.	Accept in part	No
<u> </u>	I	I L				_ 1

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

		INF-CE-R31		appropriateness of this zoning (refer to	environment) is not amended:		
Wellington International Airport Ltd	406.139	Energy Infrastructure and Transport / Infrastructure Coastal Environment /	Amend	Submitter also has a submission filed with respect to the	If INF-CE-R31 (Upgrading of existing infrastructure within the coastal		
Wellington International Airport Ltd	406.138	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Amend	[See paragraph 4.11 to 4.15 of original submission for full reason]	Delete INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) in its entirety.	Reject	No
Airways Corporation of New Zealand Limited	FS105.16	Part 2 / Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31		This submission point is consistent with Airways' operations and its core functions.	Allow	Accept in part	Yes
				and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment). [See paragraph 4.11 to 4.15 of original submission for full reason]	Use Zones, Industrial Zones, Special Purpose Zones and the area of Natural Open Space Zone located between Lyall Bay and Moa Point. Rural Zones, Open Space and Recreation Zones (excluding the area between Lyall Bay and Moa Point) Rural Zones, Open Space and Recreation Zones (excluding the area between Lyall Bay and Moa Point)	Accept in part	Yes
Wellington International Airport Ltd	406.137	Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Amend	Supports INF-CE-R31 in part. Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified	(Upgrading of existing infrastructure within the coastal environment) as follows: Residential Zones, Commercial and Mixed		
Wellington International	406 137	Energy Infrastructure and	Amend	Supports INF_CF_P21 in	Amend INF-CE-R31		

		<u>.</u>				<u>.</u>
			of the original	Seeks that INF-CE-R31		
			submission), therefore	(Upgrading of existing		
			consequential changes	infrastructure within the		
			may be required to this	coastal environment) is		
			policy to address the	amended to give relief to		
			zoning of the site.	a similar effect if the area		
				of Natural Open Space		
			[See paragraph 4.40 to	zoned land is rezoned to		
			4.45 of original	an alternative zoning.		
			submission for full			
			reason]			
KiwiRail Holdings Limited	408.62	Energy Infrastructure and Support	Supports the permitted	Retain INF-CE-R31		
Kiwikan Holangs Emilea	100.02	Transport / Infrastructure	activity status of	(Upgrading of existing		
		Coastal Environment /	upgrading existing	infrastructure within the		
		INF-CE-R31	infrastructure within	coastal environment:		
		11VI -CL-1(31	coastal margins, subject	Within coastal or riparian		
			to standards.	margins) as notified.	Accort in part	No
Waka Kotahi	370.111	Energy Infrastructure and Cuppert		Retain INF-CE-R32	Accept in part	INO
waka kotani	3/0.111	Energy Infrastructure and Support	These provisions provide			
		Transport / Infrastructure	clear guidance in how to	(Upgrading of existing		
		Coastal Environment /	balance different	infrastructure within the		
		INF-CE-R32	interests where	coastal environment:		
			infrastructure overlaps	- Within high coastal		
			with other areas and	natural character areas.)		
			values.	as notified.	Accept in part	No
Waka Kotahi	370.112	Energy Infrastructure and Support	These provisions provide	Retain INF-CE-R33 (New		
		Transport / Infrastructure	clear guidance in how to	infrastructure within the		
		Coastal Environment /	balance different	coastal environment:		
		INF-CE-R33	interests where	- Outside of high coastal		
			infrastructure overlaps	natural character areas;		
			with other areas and	and		
			values.	- Outside of coastal and		
				riparian margins) as		
				notified.	Accept	No
CentrePort Limited	402.69	Energy Infrastructure and Support	Support the intent of this	Retain INF-CE-R33 (New		
		Transport / Infrastructure	policy.	infrastructure within the		
		Coastal Environment /		coastal environment:		
		INF-CE-R33		Outside of high coastal		
				natural character areas;		
				and Outside of coastal		
				and riparian margins) as		
				notified.	Accept	No
Wellington International	406.140	Energy Infrastructure and Oppose	Opposes INF-CE-R33.	Delete INF-CE-R33 (new	1/ -	1.5
Airport Ltd		Transport / Infrastructure	5 p p 5 5 5 1 1 5 2 1 1 5 5 1	infrastructure within the		
		Coastal Environment /	[See paragraph 4.30 to	coastal environment) in		
		INF-CE-R33	4.31, 4.47 - 4.48 of	its entirety.		
		62 1.03	original submission for	its characty.		
			full reason]		Reject	No
	1		run reasonj		Nejeet	INO

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

			controls on when infrastructure should be allowed within these areas. These matters better lend themselves			
			to a restricted			
			discretionary activity			
			status.			
			[See paragraph 4.46 -			
			4.49 of original			
			submission for full reason]			
Wellington International	406.142	Energy Infrastructure and Amend	Opposes INF-CE-R34.	Amend INF-CE-R34 (New		
Airport Ltd	100.112	Transport / Infrastructure	opposes in ce no i.	infrastructure within the		
·		Coastal Environment /	Considers that a	coastal environment) as		
		INF-CE-R34	discretionary activity is	follows:		
			unduly onerous and			
			notes that the rationale	New infrastructure		
			for establishing rules	within the coastal		
			within "coastal margins"	environment:		
			is premised on Policy	• Within high coastal		
			6(1)(i) of the NZCPS. There are other limbs	Within high coastal natural character areas;		
			within Policy 6 that need	or		
			to be considered. A	Within coastal or		
			restricted discretionary	riparian margins		
			activity achieves a			
			greater balancing of	All Zones:		
			these provisions.			
				Activity Status: Restricted		
			Policy INF-CE-P25 also	Discretionary		
			identifies specific	Matters of discusting and		
			controls on when infrastructure should be	Matters of discretion are: 1. The matters in INF-P6		
			allowed within these	and INF-P25.		
			areas. These matters	did iivi 125.		
			better lend themselves			
			to a restricted			
			discretionary activity			
			status.			
			[Coo paragraph 4.40			
			[See paragraph 4.46 - 4.49 of original			
			submission for full			
			reason]		Reject	No
KiwiRail Holdings Limited	408.64	Energy Infrastructure and Support	Supports that new	Retain INF-CE-R34 (New		
		Transport / Infrastructure	infrastructure is provided	infrastructure within the		
		Coastal Environment /	for as a permitted activity	coastal environment:		
		INF-CE-R34	within coastal margins,	Within high coastal		
			subject to standards.	natural character areas;		
				or Within coastal or	Accept	No

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

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

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

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

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

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

[Inferred reference to submission point 142.5]	
Matthew Wells, Adelina FSS0.2 Fart 2 / Natural and Environmental Value / Natural Features and Landscapes / General NFL Support Supports Millington's landscape and landscapes / General NFL Support Supports Millington's landscape and like and landscapes / General NFL Support Supports Millington's landscape and like dentified ridgelines in the General Robust Mellington's landscape and like dentified ridgelines in the Proposed District Plan, as It is also in the Operative District Plan. The submitter seeks that number 22 Alexandra Rod must remain within the identified Mount Victoria ridgeline as it is in the Operative District Plan. The submitter seeks that number 22 Alexandra Rod must remain within the identified Mount Victoria Rogeline as it is in the Operative Plan, rather than be removed from it as is proposed District Plan. The submitter seeks that number 24 reposed District Plan. The submitter also considers that the intention to even the removed from the assignment of the proposed District Plan. The submitter also considers that the intention to even the removed from the proposed District Plan. The submitter also considers that the intention to even the removed from the proposed District Plan. The submitter also considers that the intention to even the removed from the removed proposed District Plan. Quen Space configuration that the removed proposed in the Proposed District Plan. Quen Space configuration that the Proposed District Plan. Quen Space configuration that the Proposed District Plan. Quen Space configuration that Proposed District Plan. Quen Space configuration that Proposed District Plan. Quen Space configur	

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

Churton Park Community Association	189.5	Energy Infrastructure and Transport / Infrastructure	Amend	Considers that the Northern Reserves	Seeks that all city ridgelines remain free of		
		Natural Features and		Management Plan 2008	any development.		
		Landscapes / General		(NRMP) reflects and			
		INF-NFL		guides how the Council			
				values its landscape			
				features including the			
				approach to protection.			
				[Inferred reason			
				provided].			
				Considers that the PDP			
				facilitates development			
				as a priority instead of			
				protecting ridgelines,			
				setting aside any adverse			
				effects which harm			
				community and amenity			
				values.			
				The NRMP adopts a			
				philosophy that			
				ridgelines, and associated			
				open spaces, are			
				significantly important to			
				communities and the			
				landscape must be			
				protected accordingly.			
				Continuing this approach			
				would be consistent with			
				precepts set out by			
				Council over the last			
				twenty years.			
				Any protections provided			
				are couched in terms of			
				development effects			
				being mitigated,			
				minimised, remedied,			
				minor, or carefully			
				designed and managed.			
				All these terms are			
				subjective and fail to			
				address the harm done			
				by any intrusion on a			
				ridgeline.			
				As the city continues to			
				grow, landscape values			
				on a local and			
				community scale assume			
				greater importance to		Reject	No

				many without easy access to open space and the enjoyment of views of preserved areas such as the Town Belt and Outer Green Belt. Ridgelines across the city must enjoy protection to benefit their respective communities. [Refer to original submission for full reasons].			
Roseneath Residents' Association	FS49.4	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Support	in seeking to change the Proposed District Plan to more fully protect and enhance the City's natural landscapes including Outstanding Natural Landscapes, Special Amenity Landscapes and Ridgelines and Hilltops, and request that all the CPCA proposals are adopted. It is the view of the submitter that the only new activities to be allowed in these areas should be those essential pieces of infrastructure that cannot be located anywhere else. Housing development should not be allowed. [Inferred reference to submission point 189.5]	Allow	Reject	No

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

Maridian Engravilimited	228.29	Energy Infractructure and Connece in part	Considers the	Retain the preamble to
Meridian Energy Limited	228.29	Energy Infrastructure and Oppose in part		Retain the preamble to
		Transport / Infrastructure	Introduction to the INF-	Chapter INF-NFL
		Natural Features and	NFL chapter should	Infrastructure Natural
		Landscapes / General	include, under the	Features and Landscapes
		INF-NFL	heading 'Other relevant	with amendment.
			District Plan provisions', a	
			statement that seeks to	
			clarify the interaction	
			between the INF-NFL	
			chapter and other Plan	
			chapters.	
			Meridian understood the	
			intention of the Plan to	
			be that the rules for	
			renewable electricity	
			generation activities,	
			structures and buildings	
			would be wholly	
			contained in the REG	
			chapter. Meridian	
			supports this approach.	
			Considers the note in the	
			preamble is not entirely	
			helpful in clarifying this.	
			Meridian accepts that	
			the objectives and	
			policies of the NFL	
			Natural Features and	
			Landscapes chapter are	
			applicable to renewable	
			electricity generation	
			activities. However,	
			considers the standards	
			listed for general	
			infrastructure activities in	
			the INF-NFL chapter are	
			entirely inappropriate for	
			renewable electricity	
			generation activities and	
			structures and should not	
			be construed as a	
			'permitted baseline' for	
			renewable electricity	
			generation activities	
			there, and particularly	
			not for existing wind	
				Accept in part Yes
			farms.	Accept in part Yes

Meridian Energy Limited	228.30	Energy Infrastructure and Amend	Considers the	Amend the preamble to
mendan zheig, zhinea		Transport / Infrastructure	Introduction to the INF-	Chapter INF-NFL
		Natural Features and	NFL chapter should	Infrastructure Natural
		Landscapes / General	include, under the	Features and Landscapes,
		INF-NFL	heading 'Other relevant	under the heading 'Other
		1111	District Plan provisions', a	relevant District Plan
			statement that seeks to	provisions', by inserting
			clarify the interaction	the following (or similar)
			between the INF-NFL	clarification note:
			chapter and other Plan	clarification note.
			chapters.	The rules applicable to
			chapters.	renewable electricity
			Meridian understood the	generation activities in
			intention of the Plan to	the coastal environment
			be that the rules for	
			renewable electricity	are contained in Chapter REG Renewable
			generation activities,	Electricity Generation.
			structures and buildings	The rules in Chapter
			would be wholly	INFNFL Natural Features
			contained in the REG	and Landscapes do not
			chapter. Meridian	apply to renewable
			supports this approach.	electricity generation
			Considers the note in the	
			preamble is not entirely	activities.
			helpful in clarifying this.	
			Meridian accepts that the objectives and	
			policies of the NFL	
			Natural Features and	
			Landscapes chapter are	
			applicable to renewable	
			electricity generation	
			activities. However,	
			considers the standards	
			listed for general	
			infrastructure activities in	
			the INF-NFL chapter are	
			entirely inappropriate for	
			renewable electricity generation activities and	
			structures and should not	
			be construed as a	
			'permitted baseline' for	
			•	
			renewable electricity	
			generation activities	
			there, and particularly	
			not for existing wind	Account in most
			farms.	Accept in part Yes

Transpower New Zealand Limited	315.120	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Amend	As a general comment, Transpower notes there are ten policies within the INF-NFL sub-chapter that are exclusive to the National Grid and the Gas Transmission Pipeline Corridor. Considers the number of policies is excessive and they could be	Seeks to rationalise the number of policies in the Infrastructure - Natural Features and Landscapes (INF-NFL) chapter specific to the National Grid in the form of a revised set of National Grid specific policies.	Accept in part	Vos
Transpower New Zealand Limited	315.121	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Amend	rationalised. Supports the introductory text to the INF-NFL chapter but seeks clarification that the National Grid is subject to specific policies and rules (P51 – P60 and R53. R54, R56 and R57) and the general sub-chapter provisions do not apply.	Amend the introduction the Infrastructure - Natural Features and Landscapes chapter as follows: This sub-chapter applies to infrastructure within Natural Features and Landscape Overlays. It applies in addition to the principal Infrastructure Chapter. Included within the sub-chapter are provisions specific to the National Grid (NG) and Gas Transmission Pipelines Corridor (GTPC). For the avoidance of doubt, other sub-chapter policies and rules within this sub-chapter do not apply to the National Grid. Note: The objectives of the Infrastructure Chapter apply.	Accept in part	Yes
Royal Forest and Bird Protection Society	345.78	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / General INF-NFL	Not specified	Considers that the provisions for this chapter should be no less protective than those in the Natural Features and Landscape chapter. The provisions (objectives, policies and rules) in this chapter should mirror the Natural Features and Landscape provisions, with the	Amend the chapter to mirror the Natural Features and Landscapes, and be as protective as that chapter.	Reject	No

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

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

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

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

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

Transpower New Zealand	315.124	Energy Infrastructure and	Amend	Transpower has existing	Add a new National Grid		
Limited		Transport / Infrastructure		assets within identified	specific policy for		
		Natural Features and		areas of significant	Outstanding Natural		
		Landscapes / New INF-		amenity landscapes.	Features and Landscapes		
		NFL		Considers the activity	and Significant Amenity		
				status for upgrades is	Landscapes as follows:		
				regulated by the NESETA.	,		
				Supports that component	NF-NFL-XX Upgrade of		
				of the policy to "provide	existing National Grid		
				for the upgrading of	(NG) infrastructure		
				existing National Grid	within special amenity		
				infrastructure" on the	landscapes, and		
				basis it gives effect to the	outstanding natural		
				NPS-ET and in particular	features and		
				policy 2 and 5. However,	outstanding landscapes		
				submitter opposes the	(including within the		
				matters within the policy	coastal environment)		
				for the following reasons:			
				- Clause 1. Considers the	In providing for the		
				term 'at a scale' is	upgrade of existing		
				subjective and does not	National Grid (NG))		
				recognise the	infrastructure within		
				characterises and	special amenity		
				technical and operational	landscapes, and		
				requirements and	outstanding natural		
				constraints of the	features and outstanding		
				National Grid. The NPS-	landscapes (including		
				ET does not require the	within the coastal		
				activity to be of a scale	environment):		
				that protects the			
				identified values.	1. Seek to avoid adverse		
				Considers the identified	effects on special		
				values in the scheduled	amenity landscapes, and		
				areas are very broad and	outstanding natural		
				it is unclear what aspects	features and outstanding		
				of the values are to be	landscapes		
				maintained or restored.	2. When considering		
				- Clause 3. Considers this	major upgrades, have		
				is not applicable to the	regard to the extent to		
				National Grid in that	which adverse effects		
				there are no assets	have been avoided,		
				within SAL's with the	remedied or mitigated by		
				coastal environment.	the route, site and		
				Transpower has concerns	method selection;		
				the policy does not give	3. Recognise the		
				effect to the NPS-ET and	constraints arising from		
				therefore opposes INF-	the operational needs		
				NFL-P57 and proposes an	and functional needs of		
				amended policy	the National Grid, when		
				framework (to apply to	considering measures to		
				SALs and ONFL's) specific	avoid, remedy or		
				to the National Grid. The	mitigate any adverse	Accept in part	Yes
				to the National Grid. The	initigate any auverse	Accept iii part	163

proposed approach has a 'seek to avoid' directive, considers this reflects policy 8 of the NPS-ET and provides a more proposed approach has a 'seek to avoid' directive, and effects; and 4. Recognise the potential benefits of upgrades to the National Grid to people and
considers this reflects potential benefits of upgrades to the National
policy 8 of the NPS-ET upgrades to the National
and provides a more Grid to people and
appropriate and <u>communities.</u>
comprehensive policy
framework that
recognises the existing
assets. Considers that
utilisation and upgrading
of existing National Grid
assets should be
facilitated in that it
makes use of existing
assets and will generally
have less adverse
environmental effect
than that associated with
the creation of new
assets.
Transpower New Zealand 315.125 Energy Infrastructure and Amend Transpower has existing Add a new National Grid
Limited assets within identified specific policy for
Natural Features and areas of significant Outstanding Natural
Landscapes / New INF- amenity landscapes. Features and Landscapes
NFL Considers the activity and Significant Amenity
status for upgrades is Landscapes as follows:
regulated by the NESETA.
Supports that component INF-NFL-XX Upgrade of
of the policy to "provide existing National Grid
for the upgrading of (NG) infrastructure
existing National Grid within special amenity
infrastructure" on the landscapes, and
basis it gives effect to the outstanding natural
NPS-ET and in particular features and outstanding
policy 2 and 5. However, landscapes
submitter opposes the <u>(including within the</u>
matters within the policy coastal environment)
for the following reasons: In providing for the
- Clause 1. Considers the upgrade of existing
term 'at a scale' is National Grid (NG))
subjective and does not infrastructure within
recognise the <u>special amenity</u>
characterises and landscapes, and
technical and operational outstanding natural
requirements and features and outstanding
constraints of the landscapes (including
National Grid. The NPS- within the coastal
ET does not require the environment):
activity to be of a scale 1. Seek to avoid adverse
identified values. <u>amenity landscapes, and</u> Accept in part Yes
that protects the effects on special

	1	1	1	I	1
		Considers the identified	outstanding natural		
		values in the scheduled	features and outstanding		
		areas are very broad and	landscapes.		
		it is unclear what aspects	2. When considering		
		of the values are to be	major upgrades, have		
		maintained or restored.	regard to the extent to		
		- Clause 3. Considers this	which adverse effects		
		is not applicable to the	have been avoided,		
		National Grid in that	remedied or mitigated by		
		there are no assets	the route, site and		
		within SAL's with the	method selection.		
		coastal environment.	3. Recognise the		
		Transpower has concerns	constraints arising from		
		the policy does not give	the operational needs		
		effect to the NPS-ET and	and functional needs of		
		therefore opposes INF-	the National Grid, when		
		NFL-P57 and proposes an	considering measures to		
		amended policy	avoid, remedy or		
		framework (to apply to	mitigate any adverse		
		SALs and ONFL's) specific	effects.		
		to the National Grid. The	4. Recognise the		
		proposed approach has a	potential benefits of		
		'seek to avoid' directive,	upgrades to the National		
		considers this reflects	Grid to people and		
		policy 8 of the NPS-ET	communities; and		
		and provides a more	5. Remedy or mitigate		
		appropriate and	any adverse effects from		
		comprehensive policy	the operation,		
		framework that	maintenance, upgrade,		
		recognises the existing	major upgrade or		
		assets. Considers that	development of the		
		utilisation and upgrading	National Grid which		
		of existing National Grid	cannot be avoided.		
		assets should be			
		facilitated in that it			
		makes use of existing			
		assets and will generally			
		have less adverse			
		environmental effect			
		than that associated with			
		the creation of new			
		assets.			
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Royal Forest and Bird Protection Society	345.81	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF-NFL	Amend	Seeks new policy to give effect to policy 11 of NZCPS.	Add new policy INF-NFL-PX (All infrastructure activities in ridgelines and hilltops, special amenity landscapes, outstanding natural features and landscapes): Only allow activities within a significant natural area in the coastal environment where it can be demonstrated that they: 1. Avoid adverse effects on the matters in Policy 11(a) of the New Zealand Coastal Policy Statement 2010; 2. Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on the matters in Policy 11(b) of the New Zealand Coastal Policy Statement 2010; 21(b) of the New Zealand Coastal Policy Statement 2010; and 3. Protect other indigenous biodiversity		
Chorus New Zealand	FS25.18	Part 2 / Energy	Oppose	Adding a policy in regard	values in accordance with ECO-P1. Disallow	Reject	No
Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)		Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INF- NFL		to Policy 11 of the NZCPS (indigenous biodiversity) in the INF-NFL sub chapter is opposed. This matter should be addressed in the INF-ECO sub chapter.		Accept	No
Transpower New Zealand Limited	FS29.35	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / New INFNFL	Oppose	In its submission Transpower seeks a specific National Grid policy approach to give effect to the NPSET.	Disallow / Seeks that submission is disallowed in part in so far as the relief sought is inconsistent with that sought in Transpower's submission.	Accept	No

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

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

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

Waka Kotahi	370.126	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P39	Support	Inferred reference to submission point 345.83 not 345.82] These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P39 (Operation, maintenance and repair of existing infrastructure within special amenity landscapes (including within the coastal environment)) as		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.53	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P40	Oppose in part	INF-NFL-P40 relates to Outstanding Natural Features and Outstanding Natural Landscapes and incorrectly refers to SCHED 11 and should refer to SCHED 10. It does correctly hyperlink to SCHED 10 in the ePlan.	notified. Amend Policy INF-NFL-P40 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment)) to refer to SCHED 10 rather than SCHED 11.	Accept in part	Yes
Royal Forest and Bird Protection Society	345.84	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P40	Oppose in part	Oppose blanket 'allow' direction for operation of existing infrastructure in ONFLs. We seek clearer direction to enable assessment of effects at the time of reconsenting. We oppose 'identified' values. This policy needs to give effect to policy 11 of the NZCPS. We also point out the drafting error in this policy as it should refer to SCHED10, rather than SCHED11.	Amend INF-NFL-P40 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment)): Allow for the operation, maintenance and repair of existing infrastructure located within outstanding natural features and outstanding natural landscapes where: 1. Associated earthworks and vegetation removal are of a scale that protects the identified values described in	Accept in part	Yes

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

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

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

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

				ground and outside an existing legal road within a special amenity landscape where: 1. The activity is of a scale that maintains or restores the identified values as described in SCHED11; SCHED12;
Royal Forest and Bird Protection Society	345.87	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Considers it inappropriate to apply a 'provide for' direction to activities in the coastal environment, particularly for upgrading as it an cause significant adverse effects. Considers the matters for consideration don't provide for the protection of biodiversity and need to include relevant ECO and NFL provisions. Opposes 'identified' values and seeks deletion of point 4.	within the coastal environment) that is located aboveground and outside an existing legal road):

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

KiwiRail Holdings Limited	FS72.39	Part 2 / District-Wide	Opposo	Seeks the retention of	Disallow		l I
Kiwikali Holdings Limited	F3/2.39		Oppose		Disallow		
		Matters / Energy,		the assessment criteria			
		Infrastructure, and		as notified which			
		Transport / Infrastructure		recognises the			
		Natural Features and		operational or functional			
		Landscapes / INF-NFL-		needs of infrastructure.			
		P43					
				Considers the relief			
				sought should be			
				declined because it a) will			
				not promote the			
				sustainable management			
				of the natural and			
				physical resources in			
				Wellington City, and is			
				therefore contrary to, or			
				inconsistent with, Part 2			
				and other provisions of			
				the RMA and the			
				Amendment Act; (b) is			
				inconsistent with other			
				relevant planning			
				documents, including the			
				Greater Wellington			
				Regional Policy			
				Statement and National			
				Policy Statement for			
				Urban Development			
				2020; (c) will not meet			
				the reasonably			
				foreseeable needs of			
				future generations; (d)			
				will not avoid, remedy or			
				mitigate actual and			
				potential adverse effects			
				on the environment; (e)			
				will not enable the social,			
				economic and cultural			
				wellbeing of people of			
				Wellington City; and (f) is			
				not the most appropriate			
				way to achieve the			
				objectives of the			
				Proposed Plan in terms		A	NI -
				of section 32 of the RMA.		Accept	No

Meridian Energy Limited	FS101.73	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P43	Oppose	Considers that the relevant values are (only) those that give rise to the identification of the area in the Schedule. Functional and operational need are relevant considerations. The proposed additional clause 4 is not necessary because the objectives and policies of the referenced chapters are applicable in any event.	Disallow	Accept	No
Waka Kotahi	370.130	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P43	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P43 (Upgrading of existing infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road) as notified.	Accept Accept in part	No
Royal Forest and Bird Protection Society	345.88	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P44	Oppose in part	Considers a blanket "allow" policy is inappropriate as it gives no direction as to whether the effects of undergrounding may be appropriate. Considers the policy needs to be conditional on considering other policies such as ECO-P1, NFL-P5 & P6 as well as the additional ECO and NFL policies sought by Forest & Bird to maintain biodiversity.	Amend INF-NFL-P44 (Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located underground or within an existing legal road): Provide for the upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes where the infrastructure is located underground or within an existing legal road with consideration given to the appropriateness of effects as set out in ECO-P1, NFL-P5, NFL-P6 [and any other relevant ECO and NFL policies]	Reject	No

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

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

Protection Society		Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P45		to give effect to policies 11 and 15 of the NZCPS. Considers activities should be subject to consideration of NFL-P5 and P6, the INF-NFL-PXX policy sought below and all relevant ECO provisions. Opposes the use of "identified" values given the shortcomings of SCHED10, and seeks deletion of point 4.	(Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located above ground and outside an existing legal road): Only allow for the upgrading of existing infrastructure that is located outside an existing legal road and above ground within outstanding natural features and outstanding natural landscapes where: 1. The activity is of a scale that protects the identified values described in SCHED10; 2. If located outside the coastal environment any significant adverse effects on the identified values can be avoided and any other adverse effects on the identified values can be avoided, remedied or mitigated; 3. If located within the coastal environment any adverse effects on the identified values can be avoided, remedied or mitigated; 3. If located within the coastal environment any adverse effects on the identified values can be avoided, remedied or operational need for the activity to be undertaken within the outstanding natural features and outstanding natural features and outstanding natural features and outstanding natural features and outstanding natural features set out in NFL-P5, NFL-P6, INF-NFL-PX, and ECO-P1. Reject	No
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					[Amend overall policy to give effect to Policies 11 and 15 of NZ Coastal Policy Statement]		
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.22	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P45	Oppose	Operational need and functional need are relevant considerations to determine if infrastructure is appropriate in outstanding natural landscapes and features, particularly as the policy has broader application than the coastal environment, and accordingly should not be deleted from the policy. Reference to other NFL chapter policies is not supported as the intent is for the INF chapter to be generally self-contained to properly consider infrastructure specific issues.		Accept	No
Powerco Limited	FS61.22	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P45	Oppose	Operational need and functional need are relevant considerations to determine if infrastructure is appropriate in outstanding natural landscapes and features, particularly as the policy has broader application than the coastal environment, and	Disallow	Accept	No

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

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

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

			usually preferable,			
			considers a blanket	Provide for the		
			"provide for" policy is	installation of new		
			inappropriate as it does	infrastructure within		
			not give direction as to	special amenity		
			whether the effects are	landscapes where the		
			appropriate. Considers	infrastructure is located		
			the matters for	underground or within		
			consideration don't	an existing legal road		
			provide for the	[with consideration given		
			protection of biodiversity	to the appropriateness of		
			and need to include	effects in reference to		
			relevant ECO and NFL	relevant ECO and NFL		
			provisions.	provisions].		
Waka Kotahi	370.134	Energy Infrastructure and Support	These provisions provide	Retain INF-NFL-P47 (New		
		Transport / Infrastructure	clear guidance in how to	infrastructure within a		
		Natural Features and	balance different	special amenity		
		Landscapes / INF-NFL-	interests where	landscape (including		
		P47	infrastructure overlaps	within the coastal		
			with other areas and	environment) that is		
			values.	located underground or		
				within an existing legal		
				road) as notified.	Accept	No
Royal Forest and Bird	345.92	Energy Infrastructure and Oppose in part	Considers the policy fails	Amend INF-NFL-P48		
Protection Society		Transport / Infrastructure	to give effect to policy 11	(New infrastructure		
,		Natural Features and	of the NZCPS. Activities	within a special amenity		
		Landscapes / INF-NFL-	should be subject to	landscape (including		
		P48	consideration of NFL-P3	within the coastal		
			& P4, ECO-P1 and the	environment) that is		
			INF-NFL-PXX policy	located above ground		
			sought below. Opposes	and outside and existing		
			the use of 'identified'	legal road):		
			values and seeks deletion			
			of point 4.	Only allow for new infrastructure that is		
				located outside an		
				existing legal road and		
				above ground within a		
				special amenity		
				landscape where:		
				1. The activity is of a		
				scale that maintains or		
				restores the identified		
				values as described in		
				SCHED11;		
				2. If located outside the		
				coastal environment any		
				adverse effects on the		
				identified values can be		
				avoided, remedied or		
				mitigated;		
				3. If located within the	Reject	No
				J. A located Within the	,	140

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

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

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

Chorus New Zealand	99.56	Energy Infrastructure and	Onnose	This policy applies to new	Amend Policy INF-NEL-	1	
Limited (Chorus), Spark	33.30	Transport / Infrastructure	Ορρούς	Infrastructure within	P49 (New infrastructure		
New Zealand Trading		Natural Features and		Outstanding Natural	within outstanding		
Limited (Spark) and		Landscapes / INF-NFL-		Features and	natural features and		
Vodafone New Zealand		P49		Outstanding Natural	outstanding natural		
Limited (Vodafone)		149		Landscapes outside of	landscapes outside the		
Limited (vodarone)				the Coastal Environment.	1		
					coastal environment) as follows:		
				Clause 1 of the policy has	Tollows.		
				a requirement that the	Only allow nove		
				activity is of a scale that	Only allow new		
				protects the identified	infrastructure within		
				values in SCHED10. This	outstanding natural		
				could have the effect of	features and outstanding		
				being treated as an	natural landscapes when		
				"avoid" provision and	located outside the		
				appears to go beyond	coastal environment,		
				RPS Policy 26 which	where;		
				requires policies, rules or			
				methods to protect	1. Having regard to the		
				outstanding natural	matters in Policy INF-P6,		
				features and outstanding	the activity is of a scale		
				natural landscapes from	that protects the		
				<u>inappropriate</u>	identified values		
				subdivision, use or	described in SCHED10		
				development. For	from inappropriate		
				functional and	development;		
				operational reasons			
				some infrastructure such			
				as telecommunications			
				infrastructure may need			
				to be located in these			
				environments (e.g. for			
				line of sight radio links).			
				Therefore, it is important			
				that the policy			
				framework allows for this			
				is appropriate			
				circumstances,			
				particularly where a			
				facility may have			
				significant community			
				benefits, cannot be			
				reasonably located			
				elsewhere and adverse			
				effects are mitigated to		Dainet	N
				the extent practicable.		Reject	No

Wellington Electricity Lines Limited (WELL)	FS27.4	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P49	Support	WELL agree with the submitter to the same extent as expressed above in the previous submission point (99.55). The PDP needs to be consistent with the RPS, consequently, provision in the PDP should be provided for appropriate development within the Outstanding Natural Features and Outstanding Natural Landscapes policy areas.	Allow	Reject	No
Royal Forest and Bird Protection Society	345.93	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P49	Oppose in part	Considers activities should be subject to consideration of NFL-P5 and P6, the new INF-NFL-PXX policy (sought in below submission point) and ECO-P1. We oppose the use of "identified" and seek deletion of point 3	Amend INF-NFL-P49 (New infrastructure within outstanding natural features and outstanding natural landscapes outside the coastal environment): Only allow new infrastructure within outstanding natural features and outstanding natural landscapes when located outside the coastal environment, where: 1. The activity is of a scale that protects the identified values described in SCHED10; 2. Any significant adverse effects are avoided and any other adverse effects are avoided or mitigated; and 3. There is a functional need for the activity to be undertaken within an outstanding natural feature or outstanding natural feature or outstanding natural feature or outstanding natural landscape in the coastal environment. 3. It aligns with the matters set out in NFL-P5, NFL-P6, INF-NFL-PX, and ECO-P1.	Reject	No

Kind Dail Hald on the t	FC72 42	Doub 2 / District 14/14	0	Coolea the a material transfer	Disalla]	l l
KiwiRail Holdings Limited	FS72.42	Part 2 / District-Wide	Oppose	Seeks the retention of	Disallow		
		Matters / Energy,		the assessment criteria			
		Infrastructure, and		as notified which			
		Transport / Infrastructure		recognises the			
		Natural Features and		operational or functional			
		Landscapes / INF-NFL-		needs of infrastructure.			
		P49					
				Considers the relief			
				sought should be			
				declined because it a) will			
				not promote the			
				sustainable management			
				of the natural and			
				physical resources in			
				Wellington City, and is			
				therefore contrary to, or			
				inconsistent with, Part 2			
				and other provisions of			
				the RMA and the			
				Amendment Act; (b) is			
				inconsistent with other			
				relevant planning			
				documents, including the			
				Greater Wellington			
				Regional Policy			
				Statement and National			
				Policy Statement for			
				Urban Development			
				2020; (c) will not meet			
				the reasonably			
				foreseeable needs of			
				future generations; (d)			
				will not avoid, remedy or			
				mitigate actual and			
				=			
				potential adverse effects			
				on the environment; (e)			
				will not enable the social,			
				economic and cultural			
				wellbeing of people of			
				Wellington City; and (f) is			
				not the most appropriate			
				way to achieve the			
				objectives of the			
				Proposed Plan in terms			
				of section 32 of the RMA.		Accept	No

Meridian Energy Limited	FS101.76	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P49	Oppose	Considers that the relevant values are (only) those that give rise to the identification of the area in the Schedule. Functional and operational need are relevant considerations. The proposed additional clause 4 is not necessary because the objectives and policies of the referenced chapters are applicable in any event.	Disallow	Accept	No
Waka Kotahi	370.136	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P49	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-P49 (New infrastructure within outstanding natural features and outstanding natural landscapes outside the coastal environment) as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.94	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P50	Support in part	Opposes the use of "identified" values. Sports the avoidance of new infrastructure within ONFLs within the coastal environment.	Amend INF-NFL-P50 (New infrastructure within outstanding natural features and outstanding natural landscapes within the coastal environment): Avoid new infrastructure within outstanding natural features and outstanding natural landscapes within the coastal environment, unless it can shown that any adverse effects on the identified values can be avoided.	Reject	No
Wellington Electricity Lines Limited (WELL)	FS27.25	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P50	Oppose	WELL oppose this submission point as the intention is to essentially prohibit infrastructure locating and operating within Natural Features and Landscapes areas.	Disallow	Accept	No

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

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

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

,		1	1	
	- Clause 1. requires that	hilltops, and specific to		
	"activities is compliant	the Gas Transmission		
	with the underlying	Pipeline Corridor (GTPC),		
	infrastructure	where:		
	provisions". Considers	1. The activities is		
	the policy directive is	compliant with the		
	unclear in that it is not	underlying infrastructure		
	known what are the	provisions; and		
	specific infrastructure	2. Any adverse effects on		
	provisions to which the	the visual amenity and		
	directive relates and	landscape values can be		
	what is meant by the	managed.		
	term 'complaint with'.			
	- Clause 2. considers that			
	the directive has wide			
	implication in that it			
	requires any adverse			
	effects be manged,			
	regardless of scale.			
	Ridgeline and Hilltop			
	values are not defined or			
	described in the PDP and			
	therefore considers it is			
	unclear what outcomes			
	are sought but the policy.			
	Considers that ridgelines			
	and hilltops are not a			
	section 6 RMA matter,			
	and are distinct from			
	section 7 RMA significant			
	amenity landscapes.			
	Considers that given the			
	national significance of			
	the National Grid, the			
	enabling policy			
	framework within the			
	NPSET, that ridgelines			
	and hilltops have no			
	higher order policy			
	support, and that the			
	policy relates to the			
	upgrade of existing			
	National Grid assets,			
	seeks amendment to			
	exclude the qualifiers			
	from applying to the			
	National Grid. Considers			
	the policy does not give			
	effect to the NPS-ET, and			
	therefore opposes INF-			
	NFL-P54 and instead			

				proposes an amended policy framework specific to the National Grid. [Refer to original submission for full reason]			
Transpower New Zealand Limited	315.131	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P55		Considers Transpower has no existing assets in a significant amenity landscape that is located underground or within an existing legal road. As such considers the policy is not applicable to the National Grid and references to the Grid shall be deleted.	Opposes reference to the National Grid in policy INF-NFL-P55 (Upgrading of existing National Grid (NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road).	Accept	Yes
Transpower New Zealand Limited	315.132	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- P55	Amend	Considers Transpower has no existing assets in a significant amenity landscape that is located underground or within an existing legal road. As such the policy is not applicable to the National Grid and references to the Grid shall be deleted.	Delete reference to the National Grid from policy INF-NFL-P55 (Upgrading of existing National Grid	Accept	Yes

ı	i	1	1		i	1	i
					INF-NFL-P55 Upgrading of existing National Grid-(NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road		
					Allow for the upgrading of existing National Grid-(NG) or Gas Transmission Pipeline Corridor (GTPC) infrastructure within a special amenity landscape where the infrastructure is located underground or within an existing legal road.		
Transpower New Zealand Limited	315.133	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P56	Oppose	Considers the relationship between P55 and P56 is not clear (noting that P55 includes the proviso within the coastal environment and P56 relates to outside the coastal environment). Transpower has no existing assets in a significant amenity landscape that is located underground or within an existing legal road. As such considers the policy is not applicable to the National Grid and references to the Grid shall be deleted.	Opposes reference to the National Grid in (Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within special amenity landscapes (outside of the coastal environment) that is located underground or within an existing legal road)	Accept	Yes

Transpower New Zealand Limited	315.134	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P56	Amend	Considers the relationship between P55 and P56 is not clear (noting that P55 includes the proviso within the coastal environment and P56 relates to outside the coastal environment). Transpower has no existing assets in a significant amenity landscape that is located underground or within an existing legal road. As such considers the policy is not applicable to the National Grid and references to the Grid shall be deleted.	Delete reference to the National Grid from policy INF-NFL-P56 (Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within special amenity landscapes (outside of the coastal environment) that is located underground or within an existing legal road) as follows: INF-NFL-P56 Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within special amenity		
					=		
					_		
					Tollows.		
					INE-NEL-P56 Ungrading		
					_		
				Silan de deletedi			
					special amenity		
					landscapes (outside of		
					the coastal environment)		
					that is located		
					underground or within		
					an existing legal road		
					Provide for the upgrading		
					of existing infrastructure		
					(outside CE) where the		
					infrastructure is located		
					underground or within		
					an existing legal road.	Accept in part	Yes

1_		1	1 _		l	1	I
Transpower New Zealand	315.135	Energy Infrastructure and	Oppose	Transpower has existing	Opposes reference to the		
Limited		Transport / Infrastructure		assets within identified	National Grid in policy		
		Natural Features and		areas of significant	INF-NFL-P57 (Upgrading		
		Landscapes / INF-NFL-		amenity landscapes.	of existing National Grid		
		P57		Considers the activity	(NG) or Gas Transmission		
				status for upgrades is	Pipeline Corridor (GTPC)		
				regulated by the NESETA.	infrastructure within a		
				Supports that component	special amenity		
				of the policy to "provide	landscape (including		
				for the upgrading of	within the coastal		
				existing National Grid	environment) that is		
				infrastructure" on the	located aboveground and		
				basis it gives effect to the	outside an existing legal		
				NPS-ET and in particular	road).		
				policy 2 and 5. However,			
				submitter opposes the	[And add new policy		
				matters within the policy	specific to the National		
				for the following reasons:	Grid for Outstanding		
				- Clause 1. Considers the	Natural Features and		
				term 'at a scale' is	Landscapes and		
				subjective and does not	Significant Amenity		
				recognise the	Landscapes]		
				characterises and			
				technical and operational			
				requirements and			
				constraints of the			
				National Grid. The NPS-			
				ET does not require the			
				activity to be of a scale			
				that protects the			
				identified values.			
				Considers the identified			
				values in the scheduled			
				areas are very broad and			
				it is unclear what aspects			
				of the values are to be			
				maintained or restored.			
				- Clause 3. Considers this			
				is not applicable to the			
				National Grid in that			
				there are no assets			
				within SAL's with the			
				coastal environment.			
				Transpower has concerns			
				the policy does not give			
				effect to the NPS-ET and			
				therefore opposes INF-			
				NFL-P57 and proposes an			
				amended policy			
				framework (to apply to			
				SALs and ONFL's) specific			
				to the National Grid. The		Accept in part	Yes

			activity to be of a scale that protects the			
			activity to be of a scale			
1			does not require the			
			National Grid. The NPSET			
			constraints of the			
			requirements and			
			technical and operational			
			characterises and			
			recognise the	Landscapes]		
			subjective and does not	Significant Amenity		
			term 'at a scale' is	Landscapes and		
			- Clause 1. Considers the	Natural Features and		
			for the following reasons:	Grid for Outstanding		
			matters within the policy	specific to the National		
			submitter opposes the	[And add new policy		
			policy 2 and 5. However,			
			NPSET and in particular	road).		
			basis it gives effect to the	outside an existing legal		
			infrastructure" on the	located aboveground and		
			existing National Grid	environment) that is		
			for the upgrading of	within the coastal		
			of the policy to "provide	landscape (including		
			regulated by the NESETA. Supports that component	special amenity		
			status for upgrades is	Pipeline Corridor (GTPC) infrastructure within a		
		r5/	Considers the activity	(NG) or Gas Transmission		
		Landscapes / INF-NFL- P57	amenity landscapes.	of existing National Grid		
		Natural Features and	areas of significant	INF-NFL-P57 (Upgrading		
Limited		Transport / Infrastructure	assets within identified	National Grid from policy		
Transpower New Zealand	315.136	Energy Infrastructure and Amend	Transpower has existing	Delete reference to the		
Transparent No. 7:1:1	245 426	Francisco de la fina et usa esta de la fina esta de la fina et usa esta de la fina esta de l	assets.	Doloto vofanana ta tha		
			the creation of new			
			than that associated with			
			environmental effect			
			have less adverse			
			assets and will generally			
			makes use of existing			
			facilitated in that it			
			assets should be			
			of existing National Grid			
			utilisation and upgrading			
			assets. Considers that			
			recognises the existing			
			framework that			
			comprehensive policy			
			appropriate and			
			and provides a more			
			policy 8 of the NPS-ET			
			considers this reflects			
			'seek to avoid' directive,			
	I		proposed approach has a		I	

Considers the identified	
values in the scheduled	
areas are very broad and	
it is unclear what aspects	
of the values are to be	
maintained or restored.	
- Clause 3. Considers this	
is not applicable to the	
National Grid in that	
there are no assets	
within SAL's with the	
coastal environment.	
Transpower has concerns	
the policy does not give	
effect to the NPSET and	
therefore opposes INF-	
NFL-P57 and proposes an	
amended policy	
framework (to apply to	
SALs and ONFL's) specific	
to the National Grid. The	
proposed approach has a	
'seek to avoid' directive,	
considers this reflects	
policy 8 of the NPSET and	
provides a more	
appropriate and	
comprehensive policy	
framework that	
recognises the existing	
assets. Considers that	
utilisation and upgrading	
of existing National Grid	
assets should be	
facilitated in that it	
makes use of existing	
assets and will generally	
have less adverse	
environmental effect	
than that associated with	
the creation of new	
assets.	

Transpower New Zealand Limited	315.137	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-P58	Oppose	Transpower has existing assets within identified areas of significant amenity landscapes. Considers the activity status for upgrades is regulated by the NESETA. Supports that component of the policy to "provide for the upgrading of existing National Grid infrastructure" on the basis it gives effect to the NPS-ET and in particular policy 2 and 5. However, submitter opposes the matters within the policy for the following reasons: - Clause 1. Considers the term 'at a scale' is subjective and does not recognise the characterises and technical and operational requirements and constraints of the National Grid. The NPS-ET does not require the activity to be of a scale that protects the identified values. Considers the identified values in the scheduled areas are very broad and it is unclear what aspects of the values are to be maintained or restored. - Clause 3. Considers this is not applicable to the National Grid in that there are no assets within SAL's with the coastal environment.	Opposes reference to the National Grid in policy INF-NFL-P58 (Upgrading of existing National Grid (NG) and Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes (including within the coastal environment). [And add new policy specific to the National Grid for Outstanding Natural Features and Landscapes and Significant Amenity Landscapes]		
				maintained or restored Clause 3. Considers this is not applicable to the National Grid in that			
				within SAL's with the coastal environment. Transpower has concerns			
				the policy does not give effect to the NPS-ET and therefore opposes INF- NFL-P57 and proposes an amended policy			
				framework (to apply to SALs and ONFL's) specific to the National Grid. The		Accept in part	Yes

			constraints of the National Grid. The NPSET does not require the activity to be of a scale that protects the			
			National Grid. The NPSET does not require the activity to be of a scale			
			National Grid. The NPSET does not require the			
			National Grid. The NPSET			
	1		requirements and			
1			technical and operational			
			characterises and			
			recognise the			
			subjective and does not	Landscapes]		
			term 'at a scale' is	Significant Amenity		
			- Clause 1. Considers the	Landscapes and		
			for the following reasons:	Natural Features and		
			matters within the policy	Grid for Outstanding		
			submitter opposes the	specific to the National		
			policy 2 and 5. However,	[And add new policy		
			NPSET and in particular	,		
			basis it gives effect to the	environment).		
			infrastructure" on the	within the coastal		
			existing National Grid	landscapes (including		
			for the upgrading of	features and outstanding		
			of the policy to "provide	outstanding natural		
			Supports that component	infrastructure within		
			regulated by the NESETA.	Corridor (GTPC)		
		1.30	status for upgrades is	Transmission Pipeline		
		P58	Considers the activity	(NG) and Gas		
		Landscapes / INF-NFL-	amenity landscapes.	of existing National Grid		
Littlicu		Natural Features and	areas of significant	INF-NFL-P58 (Upgrading		
Limited	313.130	Transport / Infrastructure	assets within identified	National Grid from policy		
Transpower New Zealand	215 128	Energy Infrastructure and Amend	assets. Transpower has existing	Delete reference to the		
			than that associated with the creation of new			
			environmental effect			
			have less adverse			
			assets and will generally			
			makes use of existing			
			facilitated in that it			
			assets should be			
			of existing National Grid			
			utilisation and upgrading			
			assets. Considers that			
			recognises the existing			
			framework that			
			comprehensive policy			
			appropriate and			
			and provides a more			
			policy 8 of the NPS-ET			
			considers this reflects			
			'seek to avoid' directive,			
			proposed approach has a			1

Considers the identified	
values in the scheduled	
areas are very broad and	
it is unclear what aspects	
of the values are to be	
maintained or restored.	
- Clause 3. Considers this	
is not applicable to the	
National Grid in that	
there are no assets	
within SAL's with the	
coastal environment.	
Transpower has concerns	
the policy does not give	
effect to the NPSET and	
therefore opposes INF-	
NFL-P57 and proposes an	
amended policy	
framework (to apply to	
SALs and ONFL's) specific	
to the National Grid. The	
proposed approach has a	
'seek to avoid' directive,	
considers this reflects	
policy 8 of the NPSET and	
provides a more	
appropriate and	
comprehensive policy	
framework that	
recognises the existing	
assets. Considers that	
utilisation and upgrading	
of existing National Grid	
assets should be	
facilitated in that it	
makes use of existing	
assets and will generally	
have less adverse	
environmental effect	
than that associated with	
the creation of new	
assets.	

Transpower New Zealand	315.139	Energy Infrastructure and Oppose	Considers that it is not	Delete policy INF-NFL-
Limited	013.103	Transport / Infrastructure	clear why INF-NFL-P59 is	P59 (New National Grid
		Natural Features and	within the NFL chapter	(NG) & Gas Transmission
		Landscapes / INF-NFL-	given it relates to the CE	Pipeline Corridor (GTPC)
		P59	and not NFL's. As with	infrastructure within the
			other INF-NFL policies,	coastal environment) in
			Transpower opposes INF-	its entirety.
			NFL-P59. Considers policy	its criticity.
			INF-NFL-P59 has	[And add new policy
			implications for any new	specific to the National
			Cook Strait cables at	Grid in the Infrastructure
			Oteranga Bay, and other	(INF) chapter]
			new National Grid assets	(may enapter)
			within the CE. Considers	
			the avoid directive within	
			the policy does not give	
			effect to the NPS-ET,	
			including Policy 8, noting	
			that it applies to the	
			entire coastal	
			environment and not	
			only the higher values	
			areas. Considers the	
			higher order policy	
			support for the policy is	
			not clear noting the	
			NZCPS does not impose a	
			blanket avoid	
			requirement for the	
			coastal environment,	
			within Policy 6(1)(a)	
			recognising the provision	
			of infrastructure and the	
			transmission of	
			electricity. Seeks a new	
			policy that provides a	
			comprehensive policy	
			approach that gives	
			effect to and reconciles	
			the NPS-ET and NZCPS.	
			Considers given the	
			comprehensive nature of	
			the policy sought, it is	
			proposed to be located in	
			the INF chapter rather	
			than sub chapters.	Accept in part Yes

Transpower New Zealand	315.140	Energy Infrastructure and Oppose	Opposes INF-NFL-P60	Delete INF-NFL-P60 (New
Limited		Transport / Infrastructure	and proposes an	National Grid (NG) & Gas
		Natural Features and	amended policy	Transmission Pipeline
		Landscapes / INF-NFL-	framework specific to the	Corridor (GTPC)
		P60	National Grid. Has	infrastructure within
			specific concerns the	outstanding natural
			policy does not give	features and outstanding
			effect to the NPSET in	landscapes, special
			that:	amenity landscapes or
			- Specific to clause 1. 2.	identified landscapes or
			and 3., considers the	identified ridgelines and
			NPS-ET does not require	hilltops, outside the
			the activity to be of a	coastal environment).
			scale that protects the	Coastal environmenty.
			identified values for	[And add a new National
			ONFL's, not maintains or	
				Grid specific policy in the
			restores those for SAL's.	Infrastructure chapter]
			It does not require the avoidance of visually	
			-	
			obtrusive structures	
			within ridgelines and	
			hilltops. The ridgelines	
			and hilltops cover a large	
			extent of the city and	
			given the linear nature of	
			the transmission network	
			and the visual element	
			associated with its	
			support structures,	
			considers it would not be	
			possible or practicable to	
			'avoid visually obtrusive	
			structures.	
			- In response to clause 4.	
			considers the NPS-ET	
			does not require	
			significant adverse	
			effects be avoided.	
			- Considers Clause 5. is	
			acceptable in so far is it	
			relates to functional or	
			operational need.	
			Considers the reference	
			to 'reasonably practical	
			alternative locations' is	
			not necessary given the	
			definitions of operational	
			and functional need. Has	
			concerns with the term	
			'practical' as it is	
			considered to introduce	
			uncertainty. Considers	Accept in part Yes

				the term 'practicable' is more readily understood. [Refer to original submission for full reason			
Firstgas Limited	304.34	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- R48	Support	INF-NFL-R48 is supported as it provides for the operation, maintenance, repair and upgrading of infrastructure within the special amenity landscapes or identified ridgelines and hilltops.	Retain INF-NFL-R48 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment)) as notified.	Accept in part	No
Waka Kotahi	370.138	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- R48	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-NFL-R48 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment)) as notified.	Accept in part Accept in part	No
KiwiRail Holdings Limited	408.75	Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL- R48	Support	Supports this rule which allows for the operation, maintenance and repair of existing infrastructure within identified ridgelines and hilltops, subject to earthworks standards.	Retain INF-NFL-R48 (Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and	Accept in part	No

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

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

		1		.	1	1	•
				Hilltops across the city.	amenity landscapes or		
				The existing assets within	identified ridgelines and		
				the Boom Rock/Pipinui	hilltops (including within		
				Point Escarpment	the coastal		
				Outstanding Natural	environment).		
				Features overlay are	,		
				within the Transpower Te			
				Hikowhenua Shore			
				Electrode Station			
				Designation (ID: TPR5)			
				and are therefore no			
				subject to any rule.			
				Considers the NESETA			
				provides prevailing			
				provisions for			
				maintenance,			
				reconductoring,			
				increasing voltage,			
				structure addition or			
				replacement, and			
				removal, for the National			
				Grid. Considers that INF-			
				NFL-R53 for existing			
				National Grid structures			
				captured by the NESETA			
				is of no relevance to			
				Transpower in respect of			
				rule application and only			
				adds confusion and			
				potential errors in the			
				application of rules.			
Transpower New Zealand	315.142	Energy Infrastructure and	Amend	Considers existing	Delete reference to the		
Limited		Transport / Infrastructure		National Grid assets	National Grid from Rule		
		Natural Features and		traverse Outstanding	INF-NFL-R53 (Operation,		
		Landscapes / INF-NFL-		Natural Landscapes (at	maintenance and repair		
		R53		Oteranga Bay noting that	of existing National Grid		
				while some of the assets	(NG) & Gas Transmission		
				are within the Oteranga	Pipeline Corridor (GTPC)		
				Bay designation, others	infrastructure within		
				are not), Special Amenity	outstanding natural		
				Landscapes across the	features and outstanding		
				city, and Ridgelines and	landscapes, special		
				Hilltops across the city.	amenity landscapes or		
				The existing assets within	identified ridgelines and		
				_	_		
				the Boom Rock/Pipinui	hilltops (including within		
				Point Escarpment	the coastal environment)		
				Outstanding Natural	as follows:		
				Features overlay are	INF NEL DES O		
				within the Transpower Te	-		
				Hikowhenua Shore	maintenance and repair		
				Electrode Station	of existing National Grid		
				Designation (ID: TPR5)	(NG) & Gas Transmission	Accept in part	Yes

				and are therefore no	Pipeline Corridor (GTPC)		
				subject to any rule.	infrastructure within		
				Considers the NESETA	outstanding natural		
				provides prevailing	features and outstanding		
				provisions for	landscapes, special		
				maintenance,	amenity landscapes or		
				reconductoring,	identified ridgelines and		
				increasing voltage,	hilltops (including within		
				structure addition or	the coastal environment)		
				replacement, and	,		
				removal, for the National	All Zones		
				Grid. Considers that INF-	7 III Zones		
				NFL-R53 for existing	1. Activity status:		
				National Grid structures	Permitted		
					Permitted		
				captured by the NESETA			
				is of no relevance to			
				Transpower in respect of			
				rule application and only			
				adds confusion and			
				potential errors in the			
				application of rules.			
Transpower New Zealand	315.143	Energy Infrastructure and	Oppose	Considers that existing	Delete rule INF-NFL-54		
Limited		Transport / Infrastructure		National Grid assets	(Upgrading of existing		
		Natural Features and		traverse Outstanding	National Grid (NG)		
		Landscapes / INF-NFL-		Natural Landscapes (at	infrastructure within		
		R54		Oteranga Bay noting that	outstanding natural		
				while some of the assets	features and outstanding		
				are within the Oteranga	landscapes, special		
				Bay designation, others	amenity landscapes, or		
				are not), Special Amenity	identified ridgelines and		
				Landscapes across the	hilltops) in its entirety.		
				city, and Ridgelines and	, , , , , , , , , , , , , , , , , , , ,		
				Hilltops across the city.			
				Considers the existing			
				assets within the Boom			
				Rock/Pipinui Point			
				Escarpment Outstanding			
				Natural Features overlay			
				are within the			
				Transpower Te			
				Hikowhenua Shore			
				Electrode Station			
				Designation (ID: TPR5)			
				and are therefore no			
				subject to any rule.			
				Considers the NESETA			
				provides prevailing			
				provisions for the			
				upgrading of the National			
				Grid. The NESETA			
				provides a Discretionary			
				activity status under		Accept	Yes

			Regulations 39 of the			
			NESETA for those			
			activities subject to the			
			NESETA but not			
			otherwise captured			
			under other regulations			
			in the NESETA. Considers			
			INF-NFL-R54 for existing			
			National Grid structures			
			captured by the NESETA			
			is of no relevance to			
			Transpower in respect of			
			rule application and adds			
			confusion and potential			
			errors in the application			
			of rules.			
Tueneneurau Neur Zeelend	215 144	Francis Infrastructura and Compart in part	I .	Datain INE NEL DEC (Nov.		
Transpower New Zealand	315.144	Energy Infrastructure and Support in part	Considers that the	Retain INF-NFL-R56 (New		
Limited		Transport / Infrastructure	NESETA does not apply to			
		Natural Features and	new National Grid assets.	Transmission Pipeline		
		Landscapes / INF-NFL-	On this basis, Transpower	Corridor (GTPC)		
		R56	supports the default	infrastructure within		
			discretionary activity rule	outstanding natural		
			as it provides a robust	features and outstanding		
			consenting framework	landscapes, special		
			whilst still recognising	amenity landscapes or		
			the national significance	identified ridgelines and		
			of the National Grid.	hilltops), with		
			Notwithstanding its	amendment.		
			support for a			
			discretionary activity			
			status, Transpower does			
			query whether a			
			discretionary activity			
			status is appropriate for			
			Ridgelines and Hilltops			
			and seeks a restricted			
			discretionary activity			
			status for Ridgelines and			
			Hilltops. Transpower is			
			concerned Ridgelines and			
			Hilltops are afforded the			
			same policy framework			
			as ONFL's even they are			
			not section 6 RMA			
			matters. The rationalise			
			and even need for the			
			Ridgelines and Hilltops is			
			not evident given the			
			identification of ONFLs			
			and SALs.	Accept in p	oart	Yes

Transpower New Zealand Limited Transpower New Zealand		Energy Infrastructure and Transport / Infrastructure Natural Features and Landscapes / INF-NFL-R56	Oppose	Considers that the NESETA does not apply to new National Grid assets. On this basis, Transpower supports the default discretionary activity rule as it provides a robust consenting framework whilst still recognising the national significance of the National Grid. Notwithstanding its support for a discretionary activity status, Transpower does query whether a discretionary activity status is appropriate for Ridgelines and Hilltops and seeks a restricted discretionary activity status for Ridgelines and Hilltops. Transpower is concerned Ridgelines and Hilltops are afforded the same policy framework as ONFL's even they are not section 6 RMA matters. The rationalise and even need for the Ridgelines and Hilltops is not evident given the identification of ONFLs and SALs.	Amend the activity status under INF-NFL-R56 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops) insofar as it relates to ridgelines and hilltops to Restricted Discretionary as follows: INF-NFL-R56.1 New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, and special amenity landscapes or identified ridgelines and hilltops. 1. Activity Status: Discretionary INF-NFL-R56.2 New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops. 2. Activity Status: Restricted Discretionary	Accept in part	Yes
Limited	313.140	Transport / Infrastructure Natural Features and Landscapes / INF-NFL- R57	Оррозе	southern and western coastline is identified as an ONFL [see original submission for supplied image]. Opposes the noncomplying activity status on the basis it does not	complying activity status for the new National Grid infrastructure within Rule INF-NFL-R57 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within outstanding natural	Accept	Yes

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

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

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

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

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

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

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

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

			with other areas and values.			
402.73	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-P61	Support in part	Supports policy INF-NH-P61 but considers that for ease of plan usage it should instead be included in the overarching Natural Hazard Overlays chapter.	Retain INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) at notified, but relocate to the Natural Hazards Chapter.	Reiect	No
402.74	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-P61	Amend	Considers that for ease of plan usage policy INF-NH-P61 should instead be included in the overarching Natural Hazard Overlays chapter.	Seeks that INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) is relocated to the Natural		No
406.151	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-P61	Oppose	Opposes INF-NH-P61. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) and seeks amendment.	Reject	No
406.152	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-P61	Amend	Opposes INF-NH-P61. [See paragraphs 4.85 to 4.91 in original submission for full reason]	Opposes INF-NH-P61 (Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays) and seeks amendment. Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays Only allow for new		
				infrastructure, and any associated structures in the Natural Hazard Overlays and Coastal Hazard Overlays where the infrastructure or associated structures: 1. Do not create an intolerable level of increase the risk from the		
	402.74	Transport / Infrastructure Natural Hazards / INF- NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-P61 Energy Infrastructure and Transport / Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-P61 Energy Infrastructure Natural Hazards / INF- NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-	Transport / Infrastructure Natural Hazards / INF- NH-P61 402.74 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-P61 Coppose Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-P61 Coppose Energy Infrastructure Natural Hazards / INF- NH-P61 Amend Transport / Infrastructure Natural Hazards / INF- NH-P61 Amend Transport / Infrastructure Natural Hazards / INF-	402.73 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61 Energy Infrastructure Amend Opposes INF-NH-P61	402.73 Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-P61	402.73 Energy Infrastructure and Transport / Infrastructure and NH-P61 Winfrastructure and Support in part Feb but considers that for ease of plan usage it should instead be overarching Natural Hazards and Coastal Hazard Overlays Chapter. 402.74 Energy Infrastructure and Transport / Infrastructure and Shirt Hazard Overlays Chapter. 402.74 Energy Infrastructure and Transport / Infrastructure All Hazard Overlays Chapter. 405.151 Energy Infrastructure All Hazard Overlays Chapter. 406.151 Energy Infrastructure All Hazard Overlays Chapter. 406.152 Energy Infrastructure and Transport / Infrastructure and Submission for full Read of Overlays Infrastructure and Transport / Infrastructure and Submission for full Read of Overlays Infrastructure and Submission for full Read Overlays Where Tube Infrastructure and Submission for full Read Overlays Where Tube Infrastructure and Submission for full Read Overlays Where Tube Infrastructu

	1	1	1	1		,	
					infrastructure;		
					2. Incorporate design		
					measures to reduce the		
					potential for damage to		
					the infrastructure		
					following a natural		
					hazard or coastal hazard		
					event to the extent		
					reasonably practicable;-		
					and		
					3. Have an operational or		
					functional need to locate		
					within Natural Hazard		
					Overlays and Coastal		
					Hazard Overlays; and		
					2 4 Whan beet of the co		
					3. <u>4.</u> When located in an		
					overland flowpath,		
					stream corridor, or high		
					coastal hazard area, have		
					a functional need or		
					operational need that means the		
					infrastructure's location		
					cannot be avoided and		
					there are no reasonabl <u>y</u> e		
					practicable alternatives.		
KiwiRail Holdings Limited	FS72.43	Part 2 / District-Wide	Support	Supports recognition that			
	100000	Matters / Energy,	Саррама	there is, in some			
		Infrastructure, and		instances, an operational			
		Transport / Infrastructure		or functional need to			
		Natural Hazards / INF-		locate infrastructure			
		NH-P61		within a natural hazard			
				overlay.			
				Considers the relief			
				sought should be allowed			
				because it will (a) will			
				promote the sustainable			
				management of the			
				natural and physical			
				resources in Wellington			
				City, and is therefore			
				consistent with Part 2			
				and other provisions of			
				the Resource			
				Management Act 1991			
				(RMA) and the Enabling			
				Housing Supply			
				Amendment Act 2021		Accept in part	Yes

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

Victoria University of Wellington Students' Association	123.15	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-R58	Support	Supports INF-NH-R58 in its entirety. Supports the increased restrictions on building in areas that are deemed at higher risk of natural hazards.	Retain INF-NH-R58 (New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays) as notified.	Accept	No
Powerco Limited	127.36	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF-NH-R58	Oppose	Stated that Powerco has existing gas distribution network in the road running along the coastal margins of the Island Bay area. This road along with several adjacent properties who may require connection to the gas network are located within the High Hazard Area of the Coastal Hazard Overlay. Considers that under this proposed rule maintenance and repair of the existing gas distribution infrastructure or providing a customer connection to an adjacent customer would require resource consent. Amendments to the rule are requested to reflect that existing gas distribution network in this hazard area may need to be maintained or upgraded, and adjacent properties if already established should be able to have a connection from this network. [refer to image in original submission]		Reject	Yes

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

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

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

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				in respect of rule			
				application. It is noted			
				the NESETA provides a			
				Discretionary activity			
				status under Regulations			
				39 of the NESETA for			
				those activities subject to			
				the NESETA but not			
				otherwise captured			
				under other regulations			
				in the NESETA. Considers			
				that notwithstanding the			
				application of the			
				NESETA, the			
				maintenance and			
				upgrade of the existing			
				underground assets			
				would be able to comply			
				with the permitted			
				activity standards.			
				Supports the restricted			
				discretionary activity			
				status for the assets as			
				coupled with the policy			
				framework, considers the			
				rule provides a robust			
				but pragmatic framework			
				in which to consider			
				infrastructure in hazard			
				areas.			
Waka Kotahi	370.145	Energy Infrastructure and	Support	Considers these	Retain INF-NH-R58 (New		
		Transport / Infrastructure		provisions provide clear	underground		
		Natural Hazards / INF-		guidance in how to	infrastructure (including		
		NH-R58		balance different	customer connections),		
				interests where	and maintenance or		
				infrastructure overlaps	upgrading of existing		
				with other areas and	underground		
				values.	infrastructure in Natural		
				values.	Hazard and Coastal		
					Hazard Overlays) as		
					notified.	Accept in part	No
CentrePort Limited	402.75	Enorgy Infrastructure and	Opposo	Onnocos that resource	Seeks that the Special	Accept in part	No
CentrePort Limited	402.73	Energy Infrastructure and	1 7 7	Opposes that resource			
		Transport / Infrastructure		consent for new	Purpose Port Zone is		
		Natural Hazards / INF-		underground	excluded from INF-NH-		
		NH-R58		infrastructure within the	R58 (New underground		
				Special Port Zone is	infrastructure (including		
				required. While new	customer connections),		
				underground	and maintenance or		
				infrastructure is	upgrading of existing		
				permitted outside of the	underground		
				high coastal inundation	infrastructure in Natural		
				overlay three parts of the		Reject	No

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

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

Toka Tū Ake EQC	FS70.88	Part 2 / Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-R59	Oppose	The coast between Lyall Bay and Moa Point is subject to multiple coastal hazards, particularly coastal inundation, erosion and tsunami. This area is also at risk from liquefaction in the event of an earthquake. Coastal hazard risk will increase in the near future due to sea level rise and other effects of climate change. Limiting restriction on infrastructure development in this area may allow for development in inappropriate areas which are not sustainable in the long term.	Disallow	Accept	No
Wellington International Airport Ltd	406.156	Energy Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-R59	Amend	Opposes INF-NH-R59. [See paragraphs 4.85 to 4.91 in original	Delete INF-NH-R59 (Temporary infrastructure in Natural Hazard Overlays and		
				submission for full	Coastal Hazard Overlays)	Daiast	No
Toka Tū Ake EQC	FS70.89	Part 2 / Energy	Oppose	reason] The coast between Lyall	in its entirety. Disallow	Reject	No
TORG TO ARE LCC	1370.69	Infrastructure and Transport / Infrastructure Natural Hazards / INF- NH-R59	Оррозе	Bay and Moa Point is subject to multiple coastal hazards, particularly coastal inundation, erosion and tsunami. This area is also at risk from liquefaction in the event of an earthquake. Coastal hazard risk will increase in the near future due to sea level rise and other effects of climate change. Limiting restriction on infrastructure development in this area may allow for development in inappropriate areas which are not sustainable in the long term.		Accept	No

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

•							
				A. Within 20 m of the	damage from natural		
				Hazard Overlays of faults	<u>hazards</u>		
				with recurrence intervals			
				of 5000 years or lower;			
				or,			
				B. Within the high hazard			
				area of the Coastal			
				Hazard Zone			
				Considers that if this			
				infrastructure is severely			
				damaged due to			
				placement on a fault			
				rupture, they can cause			
				cascading additional			
				hazards such as fire or			
				waste contamination.			
				Additionally, damage to			
				key infrastructure due to			
				its placement on the fault			
				rupture reduces the city's			
				resilience and continued			
				functionality in the event			
				of an earthquake.			
Chorus New Zealand	FS25.26	Part 2 / Energy	Oppose	Amendments to the	Disallow		
Limited (Chorus), Spark		1 . C 1					
		Infrastructure and		permitted activity			
New Zealand Trading		Transport / Infrastructure		standards to require			
New Zealand Trading Limited (Spark) and				standards to require demonstration that			
New Zealand Trading		Transport / Infrastructure		standards to require			
New Zealand Trading Limited (Spark) and		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported.			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre.			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be appropriate or practical			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be appropriate or practical in all instances for			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be appropriate or practical in all instances for routine works.			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be appropriate or practical in all instances for routine works. Infrastructure in the city			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be appropriate or practical in all instances for routine works. Infrastructure in the city centre is necessary to			
New Zealand Trading Limited (Spark) and Vodafone New Zealand		Transport / Infrastructure Natural Hazards / INF-		standards to require demonstration that infrastructure does not increase a natural hazard event in the central city zone is not supported. This may lead to unnecessary investigations or regulation via rules for business as usual works in the city centre. Further, the requirement to include resilience features may not be appropriate or practical in all instances for routine works. Infrastructure in the city		Accept	No

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

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

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

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

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

Transpower New Zealand	315.153	Energy Infrastructure and	Amend	Considers, in terms of	Amend INF-OL-P62	
Limited		Transport / Infrastructure		existing National Grid	(Adverse effects of	
		Other Overlays / INF-OL-		assets, in addition to	infrastructure on: 1.	
		P62		single sites and features,	Historic heritage; 2.	
				the National Grid	Notable trees; 3. Sites	
				traverses the heritage	and areas of significance	
				area at Wilton (being the	to Māori; and 4.	
				Otari Native Botanic	Viewshafts) as follows:	
				Garden), the Old Coach		
				Road in Johnsonville, a	INF-OL-P62 Adverse	
				number of Sites of	effects of infrastructure	
				Significance to Māori	on:	
				(lines), Sites of	1. Historic heritage;	
				Significance to Maori	2. Notable trees;	
				(Extent) including	3. Sites and areas of	
				Kumuhore Ngakingaan	significance to Māori;	
				and Ohariu-the Ika a	and A Viewshafts	
				Maru Takiwā, and a Site	4. Viewshafts.	
				and Area of Significance	In the overlays identified	
				to Maori at Oteranga	in clauses 1-4 above:	
				Bay. Considers that,	a. Give priority Seek to	
				while Transpower	avoid ing the adverse	
				endeavours to avoid the	effects of substantial	
				overlay areas identified	upgrades to, or the	
				in INF-OL-P62, given the	development of new	
				linear nature of the	infrastructure, on the	
				National Grid and its	values and attributes of	
				associated operational	the above overlays; and	
				and technical constraints,	b. where the avoidance	
				avoidance is not always	of adverse effects under	
				practicable. Supports	clause a. is not -possible	
				reference within the	practicable, the	
				policy to INF-P6.	appropriateness of the	
					substantial upgrades to,	
				In terms of the specific	or the development of,	
				wording of the policy,	new infrastructure will	
				Transpower makes the	be determined by having	
				following comments:	regard to the matters	
					listed in INF-P6.	
				- Considers the term 'give		
				priority' is not a common		
				planning term and may		
				give rise to interpretation		
				issues. If the term in		
				effect means avoid		
				submitter is opposed.		
				Recommends instead		
				that the term be		
				amended to 'Seek"		
				- Does not support the		
				term 'where possible' as		
				considers it sets a very	Accept in part Yes	!S

			high bar. Considers the term 'practicable' is more widely understood and has been agreed through consent order in the Greater Wellington Regional Council Proposed Natural Resource Plan. Transpower would support this term.			
Waka Kotahi	370.148	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL- P62	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-P62 (Adverse effects of infrastructure on: 1. Historic heritage; 2. Notable trees; 3. Sites and areas of significance to Māori; and 4. Viewshafts.) as notified.	Accept in part	No
CentrePort Limited	402.78	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL- P62	Support the intent of this policy.	Retain INF-OL-P62 (Adverse effects of infrastructure on: Historic heritage; Notable trees; Sites and areas of significance to Māori; and Viewshafts) as notified.	Accept in part	No
Wellington International Airport Ltd	406.160	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL- P62	 Opposes INF-OL-P62. Considers that use of the term "possible" within limb b should be amended to "practicable". "Possible" is defined as "able to be done or achieved". This sets a unreasonably high threshold, as it may be "possible" to avoid and effect, but is not "practicable" due to siting, design and costing constraints (for example).	Opposes INF-OL-P62 (Adverse effects of infrastructure) and seeks amendment.	Accept in part	Yes

			[See paragraphs 4.81 to 4.84 of original				
			submission for full				
			reason]				
Wellington International	406.161	Energy Infrastructure and Amend	Opposes INF-OL-P62.	Amend INF-OL-P62			
Airport Ltd		Transport / Infrastructure	Constitution that are aftition	(Adverse effects of			
		Other Overlays / INF-OL- P62	Considers that use of the term "possible" within	infrastructure) as follows:			
		1 02	limb b should be				
			amended to				
			"practicable". "Possible"	In the overlays identified			
			is defined as "able to be	in clauses 1-4 above:			
			done or achieved". This				
			sets a unreasonably high				
			threshold, as it may be "possible" to avoid and	b. Where the avoidance			
			effect, but is not	of adverse effects under			
			"practicable" due to	clause a. is not possible			
			siting, design and costing	reasonably practicable,			
			constraints (for example).	the appropriateness of			
				the substantial upgrades			
			[See paragraphs 4.81 to	to, or the development			
			4.84 of original	of, new infrastructure			
			submission for full reason]	will be determined by having regard to the			
			reasonj	matters listed in INF-P6.			
MACHER LANGUAGE	400.402	Samuel Control of the Control	O INF OL DC2		Accept in part	Yes	
Wellington International Airport Ltd	406.162	Energy Infrastructure and Amend Transport / Infrastructure	Opposes INF-OL-P62.	Delete INF-OL-P62 (Adverse effects of			
All port Ltu		Other Overlays / INF-OL-	Considers that use of the	infrastructure) in its			
		P62	term "possible" within	entirety.			
			limb b should be	,			
			amended to				
			"practicable". "Possible"				
			is defined as "able to be				
			done or achieved". This				
			sets a unreasonably high threshold, as it may be				
			"possible" to avoid and				
			effect, but is not				
			"practicable" due to				
			siting, design and costing				
			constraints (for example).				
			[See paragraphs 4.81 to				
			4.84 of original		Accept in part	Yes	

			submission for full			
			reason]			
KiwiRail Holdings Limited	408.82	Energy Infrastructure and Support	Supports policy where if	Retain INF-OL-P62		
		Transport / Infrastructure	avoidance of adverse	(Adverse effects of		
		Other Overlays / INF-OL-	effects on values and	infrastructure on:		
		P62	attributes of the other	Historic heritage; Notable		
			overlays isn't possible,	trees; Sites and areas of		
			assessment against	significance to Māori;		
			matters listed in INF-P6	and Viewshafts) as		
			will determine whether	notified.		
			the infrastructure is			
			appropriate.		Accept in part	No
Chorus New Zealand	99.59	Energy Infrastructure and Oppose	Maintenance and	Amend Rule INF-OL-R61		
Limited (Chorus), Spark	33.33	Transport / Infrastructure	upgrading of	(Maintenance or		
New Zealand Trading		Other Overlays / INF-OL-	underground	upgrading of existing		
Limited (Spark) and		R61	infrastructure is	underground		
Vodafone New Zealand		NOT	permitted subject to	infrastructure in Other		
Limited (Vodafone)			conditions. Aside from	Overlays) as follows:		
Limited (Vodarone)			viewshafts, earthworks	Overlays) as follows.		
			are only permitted to the	1. Activity status:		
				Permitted Where:		
			extent they are not			
			located in areas	a. The infrastructure is		
			undisturbed by the	located on <u>a</u> site within a		
			infrastructure. Further	viewshaft listed in		
			allowances where the	SCHED5; and/ or		
			ground has been	b. The maintenance or		
			disturbed by other	upgrading does not		
			infrastructure or road	involve earthworks on		
			transport infrastructure	ground previously		
			is sought to this rule.	undisturbed by the		
				infrastructure, or is		
				located within a formed		
				road corridor; or		
				c. In the case of works		
				within the protected root		
				zone of a notable tree,		
				complies with [new rule		
				reference on Overlays		
				Sub-Chapter for TREE-S4]	Accept in part	Yes
	l		l	223 Chapter for Title 54		. 55

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

Transpower New Zealand	315 154	Energy Infrastructure and	Support	Supports the rule and	Retain Rule INF-OL-R61		
Limited	313.134	Transport / Infrastructure		accompanying activity	(Maintenance or		
Littited		Other Overlays / INF-OL-		status, noting the	upgrading of existing		
		R61		NESETA applies to	underground		
		1101		existing National Grid	infrastructure in Other		
				assets and there are no	Overlays) as notified.		
				existing underground	Overlays) as notined.		
				National Grid assets			
				within the Other Overlay			
				areas (noting the cable at			
				Oteranga Bay that is			
				within a Site of			
				Significance to Māori is in			
				the CMA and therefore			
				outside the jurisdiction of			
				the District Plan). The			
				cable is also within the			
				substation designation.		Accept in part	No
Waka Kotahi	370.149	Energy Infrastructure and	Support	Considers these	Retain INF-OL-R61	Accept in part	110
Waka Kotam	370.143	Transport / Infrastructure	Зарроге	provisions provide clear	(Maintenance or		
		Other Overlays / INF-OL-		guidance in how to	upgrading of existing		
		R61		balance different	underground		
		NOI		interests where	infrastructure in Other		
				infrastructure overlaps	Overlays) as notified.		
				with other areas and	Overlays) as notinea.		
				values.		Accept in part	No
CentrePort Limited	402.79	Energy Infrastructure and	Support	Support the intent of this	Retain INF-OL-R61	Accept in part	140
Centrer of t Limited	402.73	Transport / Infrastructure	Зирроге	rule.	(Maintenance or		
		Other Overlays / INF-OL-		rule.	upgrading of existing		
		R61			underground		
		NOI			infrastructure in Other		
					Overlays) as notified.	Accept in part	No
KiwiRail Holdings Limited	408.83	Energy Infrastructure and	Support	Supports the ability to	Retain INF-OL-R61	Accept in part	INO
Kiwinali Holulligs Lillilleu	400.03	Transport / Infrastructure		maintain or upgrade	(Maintenance or		
		Other Overlays / INF-OL-		existing underground	upgrading of existing		
		R61		infrastructure as a	underground		
		1.01		permitted activity.	infrastructure in Other		
				permitted activity.	Overlays) as notified.	Accept in part	No
				1	overiays) as nothieu.	Accept iii part	INU

Chorus New Zealand	99.60	Energy Infrastructure and Oppose	New underground	Amend Rule INF-OL-R62		
Limited (Chorus), Spark		Transport / Infrastructure	infrastructure is only	(New underground		
New Zealand Trading		Other Overlays / INF-OL-	permitted in view shafts.	infrastructure in Other		
Limited (Spark) and		R62	This could have	Overlays) as follows:		
Vodafone New Zealand			unintended			
Limited (Vodafone)			consequences in regard	1. Activity status:		
, ,			to routine work in road	Permitted		
			corridors, or customer			
			connections other than in	Where:		
			regard to scheduled			
			archaeological sites or	a. The infrastructure is		
			Category A or B SASM.	located on <u>a</u> site		
			<i>.</i>	identified in SCHED5		
				(viewshafts) <u>or</u>		
				· · · · · · ·		
				b. The infrastructure		
				does not involve		
				earthworks on ground		
				previously undisturbed		
				by the infrastructure, or		
				is located within a		
				formed road corridor; or		
				c. In the case of works		
				within the protected root		
				zone of a notable tree,		
				complies with [new rule		
				reference on Overlays		
				Sub-Chapter for TREE-		
				<u>S4]; or</u>		
				d. Is a customer		
				connection and the site is		
				not an archaeological site		
				identified in SCHED4 or a		
				Category A or B Site of		
				Significance to Māori		
				identified in SCHED7.		
				and any consequential		
				changes to the restricted		
				discretionary activity		
				clause.	Accept in part	Yes

Powerco Limited	127.39	Energy Infrastructure and Oppose	Considers that new	Amend Rule INF-OL-R62
		Transport / Infrastructure	underground	(New underground
		Other Overlays / INF-OL-	infrastructure only being	infrastructure in other
		R62	permitted in view shafts	overlays) are follows:
			could have unintended	
			consequences in regard	1. Activity status:
			to routine work in road	Permitted
			corridors, or customer	
			connections other than in	Where:
			regard to scheduled	
			archaeological sites or	a. The infrastructure is
			Category A or B SASM.	located on <u>a</u> site
			category / tor 2 o/ torm	identified in SCHED5
				(viewshafts)-; or
				b. The infrastructure
				does not involve
				earthworks on ground
				previously
				undisturbed by
				infrastructure, or is
				located within a formed
				road corridor; or
				c. In the case of works
				within the protected
				root zone of a notable
				tree,
				complies with TREE-S4;
				or
				d. Is a customer
				connection (including the
				above ground connection
				to the
				customer premises) and
				the site is not an
				archaeological site
				identified in
				SCHED 4 or a Category A
				or B Site of Significance
				to Māori identified in
				SCHED 7. and any
				consequential changes to
				the restricted_
				discretionary activity
				clause.
				And any consequential
				changes to the Restricted
				Discretionary activity
				rule. Accept in part Yes
				/ Accept in part 103

Wellington Electricity Lines Limited (WELL)	FS27.16	Part 2 / Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL- R62	Support	WELL consider that the Submitters amendments to INF-OL-R62 are sensible in regard to enabling standard network utility operator activities to occur within Outstanding Landscape areas which will not cause an adverse effect on the environment. WELL agree that enabling such activities within the road reserve as a permitted activity will help ensure that adverse environmental effects will be avoided given the already modified environment. WELL agree that the current wording of OL-R62 could result in unintended consequences which could frustrate the operation and maintenance of infrastructure located within protected areas.	Allow	Accept in part	Yes
Transpower New Zealand Limited	315.155	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL- R62	Support	Supports the activity status and framework for new underground infrastructure within the defined Other Overlay areas. While Transpower endeavours to avoid the Overlay areas identified in INF-OL-P62, given the linear nature of the National Grid and its associated operational and technical constraints, avoidance is not always practicable.	Retain Rule INF-OL-R62 (New underground infrastructure in Other Overlays) as notified.	Accept in part	No
Waka Kotahi	370.150	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL- R62	Support	Considers these provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-OL-R62 (New underground infrastructure in Other Overlays) as notified.	Accept in part	No

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

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

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

			applies to Category A Sites and areas of significance to Māori. Supports INF-OL-R65, subject to submitters			
			proposed amendments			
			to INF-OL-P62 being			
			accepted.			
Wellington International	406.166	Energy Infrastructure and Amend	Considers that both limbs	Seeks that INF-OL-R65		
Airport Ltd	400.100	Transport / Infrastructure	1 and 2 reference	(Upgrading of existing		
All port Eta		Other Overlays / INF-OL-	Category A of the	aboveground		
		R65	Schedule 7. It is therefore	infrastructure in Other		
		NOS	not clear which rule			
				Overlays) is amended to		
			applies to Category A Sites and areas of	refer to either Category A or Category B areas (not		
			significance to Māori.	both).		
			Supports INF-OL-R65,			
			subject to submitters			
			proposed amendments			
			to INF-OL-P62 being			
			accepted.		Reject	No
Wellington International	406.167	Energy Infrastructure and Amend	Considers that both limbs	If INF-OL-R65 (Upgrading		
Airport Ltd		Transport / Infrastructure	1 and 2 reference	of existing aboveground		
		Other Overlays / INF-OL-	Category A of the	infrastructure in Other		
		R65	Schedule 7. It is therefore	Overlays) is not amended		
			not clear which rule	to refer to either		
			applies to Category A	Category A or Category B		
			Sites and areas of	areas (not both):		
			significance to Māori.			
				Seeks that INF-OL-R65 is		
			Supports INF-OL-R65,	amended to refine the		
			subject to submitters	matters of discretion to		
			proposed amendments	reflect that operational		
			to INF-OL-P62 being	and functional		
			accepted.	constraints of		
				infrastructure mean that		
				adverse effects cannot		
				always be avoided,		
				remedied or mitigated.	Reject	No
KiwiRail Holdings Limited	408.86	Energy Infrastructure and Support	Supports the ability to	Retain INF-OL-R65		
		Transport / Infrastructure	upgrade existing	(Upgrading of existing		
		Other Overlays / INF-OL-	infrastructure as a	aboveground		
		R65	permitted activity and	infrastructure in Other		
			construct new	Overlays) as notified.		
			infrastructure as a			
			restricted discretionary			
			activity within other			
			overlays.		Accept in part	No

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

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

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

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

					are not adopted:		
					Seeks that INF-OL-R66 is amended to refine the matters of discretion to reflect that operational and functional constraints of infrastructure mean that adverse effects cannot always be avoided, remedied or mitigated.		
KiwiRail Holdings Limited	408.87	Energy Infrastructure and Transport / Infrastructure Other Overlays / INF-OL- R66	1 7 7	Supports the ability to upgrade existing infrastructure as a permitted activity and construct new infrastructure as a restricted discretionary activity within other overlays.	Retain INF-OL-R66 (New aboveground infrastructure and temporary infrastructure in Other Overlays not otherwise provided for) as notified.	Accept	No
Kāinga Ora Homes and Communities	391.134	Energy Infrastructure and Transport / Transport / General TR	Oppose in part	The submitter does not believe that public or limited notification is necessary.	Opposes in part and requests amendment so that all Rules in the Infrastructure chapter are to include a notification preclusion statement for activities under Restricted Discretionary	Reject	No
Onslow Residents Community Association	FS80.28	Part 2 / Energy Infrastructure and Transport / Transport / General TR	Oppose	Considers that the notification and preclusion required in the notified District Plan must be retained to give it teeth and make it effective.	Disallow	Accept	No
Meridian Energy Limited	228.14	Interpretation Subpart / Definitions / UPGRADING	Support	Considers the definition accurately describes the scope of upgrading activities anticipated for infrastructure (including of renewable electricity generation activities) but would be improved by referring also to upgraded 'output' (e.g. from the replacement of turbines with those having greater efficiency or power output).	Retain the definition of 'Upgrading' with amendment.	Accept	Yes

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

KiwiRail Holdings Limited	FS72 8	Part 1 / Introduction and	Oppose	Considers that upgrading	Disallow	Accept	No
Kiwikan Holdings Limited	13/2.8	General Provisions /	Оррозе	of infrastructure should	Disallow	Αυτορί	INO
		Definitions / Upgrading		include increasing the			
		Deminions / Opgrading		carrying capacity,			
				operational efficiency,			
				security or safety of			
				existing infrastructure.			
				Without this,			
				infrastructure upgrades			
				would be significantly			
				constrained.			
				Constrained.			
				Considers the relief			
				sought should be			
				declined because it a) will			
				not promote the			
				sustainable management			
				of the natural and			
				physical resources in			
				Wellington City, and is			
				therefore contrary to, or			
				inconsistent with, Part 2			
				and other provisions of			
				the RMA and the			
				Amendment Act; (b) is			
				inconsistent with other			
				relevant planning			
				documents, including the			
				Greater Wellington			
				Regional Policy			
				Statement and National			
				Policy Statement for			
				Urban Development			
				2020; (c) will not meet			
				the reasonably			
				foreseeable needs of			
				future generations; (d)			
				will not avoid, remedy or			
				mitigate actual and			
				potential adverse effects			
				on the environment; (e) will not enable the social,			
				economic and cultural			
				wellbeing of people of			
				Wellington City; and (f) is			
				not the most appropriate			
				way to achieve the			
				objectives of the			
				Proposed Plan in terms			
				of section 32 of the RMA.			

Waka Kotahi	370.38	Interpretation Subpart / Definitions / UPGRADING	Support	Supports the definition of upgrading.	Retain the definition of 'Upgrading' as notified.	Accept in part	No
CentrePort Limited	402.32	Interpretation Subpart / Definitions / UPGRADING	Support	Support the intent of this definition.	Retain the definition of 'Upgrading' as notified.	Accept in part	No
Wellington International Airport Ltd	406.45	Interpretation Subpart / Definitions / UPGRADING	Oppose	The definition requires broadening to encapsulate the range of activities that are involved with the upgrade of infrastructure.	Retain definition of "UPGRADING" and seeks amendment.	Accept in part	Yes
Guardians of the Bays Inc	FS44.20	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Support	Considers that the proposed plan definition is to broad especially with increased carrying capacity. The WIAL definition reduces the activity to the 'same or similar in character, intensity and scale as the existing structure and activity'.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.46	Interpretation Subpart / Definitions / UPGRADING	Amend	The definition requires broadening to encapsulate the range of activities that are involved with the upgrade of infrastructure.	Amend the definition of "UPGRADING" as follows: As it applies to infrastructure, means the improvement or increase in carrying capacity, operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal. means the use and development to bring existing structures or facilities up to current standards or to improve the functional characteristics of structures or facilities, provided that the effects of the activity are the same or similar in character, intensity and	Accept in part	Yes

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

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

				- Fish Processing; - Artificial and natural lakes/waterbodies; and - Abattoirs and freezing works.	framed restricted discretionary activity that restricts discretion to the potential effects of aircraft safety, including the potential risk of bird strike.		
Airways Corporation of New Zealand Limited	FS105.1	General / Whole PDP / Whole PDP / Whole PDP	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Accept	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.11	Whole PDP / Whole PDP / Whole PDP	Support	Support WIAL's submission for the reasons set out in WAIL's submission.	Allow	Accept	No
New Zealand Defence Force	423.1	Interpretation Subpart / Definitions / INFRASTRUCTURE	Oppose in part	Considers that NZDF is undertaking a nationwide project to ensure strategic defence facilities and infrastructure is appropriately recognised and provided for in district plans. Defence facilities are nationally and regionally significant, playing an important role in both military training and civil and/or national defence operations. They are essential in enabling NZDF to meet its obligations under the Defence Act 1990. NZDF therefore requests that any existing and future defence facilities in Wellington City are recognised and provided for in the District Plan as	Opposes the definition of Infrastructure and seeks amendment.	Reject	No

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

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

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

Wellington Electricity Lines Limited	355.10	Interpretation Subpart / Definitions / CABINET	Amend	Considers that the definition of 'Cabinet' should contain the words 'storage batteries' as this equipment is commonly contained within a "Cabinet".		Accept	Yes
Director-General of Conservation	385.9	Interpretation Subpart / Definitions / New definition	Not specified	Considers that a definition be provided for "temporary infrastructure" within the Proposed District Plan.	Seeks that definition of "Temporary Infrastructure" is	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.1	Part 1 / Interpretation / Subpart / Definitions	Oppose	A definition is considered to be unnecessary as the 12-month time limit and relevant permitted activity standards adequately determine the effects envelope. [Inferrerd reference to submission 385.9]	Disallow	Accept	No

KiwiRail Holdings Limited FS72.2 Part 1 / Intro	oduction and Support	Supports the definition of	Allow	Reject	No
General Pro		'Temporary	7.110.00	Neject	110
Definitions /		infrastructure'. KiwiRail			
Infrastructu		utilises temporary			
Initastructu		infrastructure within the			
		rail corridor as part of the			
		maintenance, repair,			
		development and			
		upgrade of the rail			
		network. KiwiRail sees			
		value in the definition			
		being defined in the plan			
		to provide for temporary			
		rail infrastructure.			
		Considers the relief			
		sought should be allowed			
		because it will (a) will			
		promote the sustainable			
		management of the			
		natural and physical			
		resources in Wellington			
		City, and is therefore			
		consistent with Part 2			
		and other provisions of			
		the Resource			
		Management Act 1991			
		(RMA) and the Enabling			
		Housing Supply			
		Amendment Act 2021			
		(Amendment Act); (b) is			
		consistent with other			
		relevant planning			
		documents, including the			
		Greater Wellington			
		Regional Policy			
		Statement and National			
		Policy Statement for			
		Urban Development			
		2020; (c) will meet the			
		reasonably foreseeable needs of future			
		generations; (d) will			
		avoid, remedy or			
		mitigate actual and			
		potential adverse effects			
		on the environment; (e)			
		will enable the social,			
		economic and cultural			
		wellbeing of the people			
		of Wellington City; and (f)			
		is the most appropriate			

				way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.				
Rod Halliday	25.18	Interpretation Subpart / Definitions / New definition	Amend	No definition of 'Gas Transmission Pipeline corridor'. Without a definition, it may capture minor residential supply pipes down to individual stubs to dwellings.	Add new definition for 'Gas Transmission Pipeline Corridor'.	Reject	No	
Firstgas Ltd	FS97.1	Part 1 / Interpretation Subpart / Definitions / New definition	Support	Firstgas supports this submission which seeks to add a new definition of 'Gas Transmission Pipeline Corridor'. The inclusion of this definition is required to help implement rules within the Plan which relate to the gas transmission pipeline corridor. The definition would allow buffer/setback areas to be determined and therefore appropriately managing potential reverse sensitivity effects. This definition would provide clarity to the plan user of the	Allow	Reject	No	

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

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

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

				Considers the definition		Accept in part	No
				matches the definition in			
				the Proposed Natural			
				Resources Plan (following			
		_		settlement of appeals)			
		Interpretation Subpart /		and the proposed RPS	Retain the definition of		
		Definitions / REGIONALLY		change #1 and is	'Regionally Significant		
		SIGNIFICANT		supported by the	Infrastructure' as		
Meridian Energy Limited	228.8	INFRASTRUCTURE	Support	regional community.	notified.		
				Supports the definition of		Accept in part	No
				"regionally significant			
		Interpretation Subpart /		infrastructure",	Retain the definition of		
		Definitions / REGIONALLY		particularly the inclusion	"regionally significant		
Fire and Emergency New		SIGNIFICANT		of the water supply	infrastructure" as		
Zealand	273.14	INFRASTRUCTURE	Support	network in the definition.	notified.		
Zedidila	273.14	INTIVISTRUCTURE	Зарроге	Considers that the	Amend the definition of	Accept in part	Yes
				definition of 'Regionally	'Regionally Significant	/ Accept in part	103
				Significant Infrastructure	Infrastructure' as follows:		
				should be amended so	illiastructure as follows.		
				that it incorporates the	Regionally Significant		
				wider gas transmission	Infrastructure: means		
				network rather than the			
					regionally significant		
				pipelines only. The	infrastructure including:		
				network (which includes	a. Pipelines for the distribution of natural or		
				the ancillary above and			
				below ground	manufactured gas or		
				infrastructure), as	petroleum		
				opposed to solely the	b. The Gas Transmission		
				pipelines, delivers gas to	Network		
				consumers, thereby	b. c. Facilities and		
				providing for their well-	structures necessary for		
				being and their health	the operation of		
				and safety. As such, it is	telecommunications and		
				the network, not only the			
		Interpretation Subpart /		pipelines that should be	networks operated by		
		Definitions / REGIONALLY		defined as Regionally	network utility operators;		
		SIGNIFICANT		Significant Infrastructure.	e. d. the National Grid		
Firstgas Limited	304.9	INFRASTRUCTURE	Amend	(Option A)			\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
				Considers that wider gas		Accept in part	Yes
				transmission network be	Amend the definition of		
				included within the	'Regionally Significant		
				Regionally Significant	Infrastructure' to include		
				Infrastructure, rather	any associated above or		
				than the pipelines only.	below-ground fitting,		
				Relief to achieve this	appurtenance, fixture or		
				submission could be that	equipment required for		
				any associated above or	the conveyance of the		
		Interpretation Subpart /		below-ground fitting,	product or material in		
		Definitions / REGIONALLY		appurtenance, fixture or	the pipeline and/or for its		
		SIGNIFICANT		equipment required for	safe, efficient or effective		
Firstgas Limited	304.10	INFRASTRUCTURE	Amend	the conveyance of the	operation.		

		Interpretation Subpart / Definitions / REGIONALLY		should refer specifically to the port areas intended to be covered. Further, the following clause should be deleted:	radiocommunications networks operated by network utility operators; c. the National Grid; d. facilities for the		
		Interpretation Subpart /		to the port areas intended to be covered.	networks operated by network utility operators;		
				to the port areas intended to be covered.	networks operated by network utility operators;		
				should refer specifically	radiocommunications		
					I .		
				Considers paragraph j.	telecommunications and		
				subdivision.	operation of		
				example, piped gas for a	necessary for the		
				regionally significant, for	b. facilities and structures		
				that are less than	petroleum;		
				doesn't apply to things	or manufactured gas or		
				defined to ensure it	transmission of natural		
				needs to be more clearly	distribution or		
				Considers paragraph a.	pipelines for the		
				'means'.	a. <u>regionally significant</u>		
				insertion of the word	including:		
				word 'including', and the	significant infrastructure		
				seek the deletion of the	Means regionally		
				matters. As such, we	וווומסנועננעופ .		
				is confined (not including) to the listed	"regionally significant infrastructure":		
				Seeks that the definition	Amend the definition of		
Limited	315.32	INFRASTRUCTURE	Support	supported.	Infrastructure as notified.		
Transpower New Zealand	245 22	SIGNIFICANT	Cupport	Infrastructure is	Regionally Significant		
Tuenen euren Nieur Zeele eile		Definitions / REGIONALLY		Regionally Significant	Retain the definition of		
		Interpretation Subpart /		within the definition of	Datain the deficition of		
				of the National Grid			
				supported, the inclusion			
				rule framework) are			
				within the policy and any			
				National Grid (both			
				methods specific to the			
				references, policies and			
				Policy Statement. While			
				Wellington Regional			
				used within the			
				reflects the approach			
				throughout the plan			
				Infrastructure and its use			
				Regionally Significant			
				of a definition of		, recept in part	
				Considers the provision		Accept in part	No
				the definition. (Option B)			
				operation is included in			
				safe, efficient or effective			
				the pipeline and/or for its			
				product or material in			

				movement of cargo and passengers and including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharf lines'. Either these areas are part of the Port, or they should not be included as RSI (just as the Wgtn Airport is defined).	where it is supplied to the National Grid and/or the local distribution network; e. the local authority water supply network and water treatment plants; f. the local authority wastewater and stormwater networks, systems and wastewater treatment plants; g. the Strategic Transport Network, as identified in the operative Wellington Regional Land Transport Plan; h. Wellington City bus terminal and Wellington Railway Station terminus; i. Wellington International Airport; and j. Commercial Port Areas within Wellington		
					the operative Wellington Regional Land Transport Plan;		
					h. Wellington City bus terminal and Wellington Railway Station terminus; i. Wellington		
					j. Commercial Port Areas within Wellington Harbour <u>(refine areas)</u>		
					and adjacent land used in association with the movement of cargo and passengers and including bulk fuel supply		
					infrastructure, and storage tanks for bulk liquids, and associated wharflines		
		Part 1 / Interpretation					
Guardians of the Bays Inc	ECAA 16	Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Support the wording changes and removal of redundant words and areas of land.	Allow	Reject	No
Guardians of the bays file	F344.10	INTRASTRUCTURE	Support	The proposed change to the definition in regard to gas networks does not	Allow	neject	INO
		Part 1 / Interpretation Subpart / Definitions / REGIONALLY		align with different changes being sought by Powerco and is unhelpful by referring to regionally			
Powerco Limited	FS61.1	SIGNIFICANT INFRASTRUCTURE	Oppose	significant pipelines (including gas) within the	Disallow	Accept	No

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

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

1		1			1	I] I
				with other recent plan			
				reviews in the Wellington			
				Region. In particular,			
				considers that the			
				definition should align			
				with the GWRC Natural			
				Resource Plan, which has			
				been confirmed through			
				a negotiated court order.			
				Removal of "facilities			
				for the generation (of			
				electricity)" fits with			
				the definition's intention			
				enable conveyancing: i.e.			
				transmission, flow and			
				movement of electricity,			
				water and people.			
				Generation facilities			
				themselves appear to be			
		Interpretation Subpart /		an anomalous inclusion.			
		Definitions / REGIONALLY		Disallow those			
M&P Makara Family		SIGNIFICANT		submissions that support			
	FS41.1	INFRASTRUCTURE	Support	the definition as notfied.	Allow	Accept	No
Trust	F341.1	INFRASTRUCTURE	Support	Considers that the	Allow	Accept	INU
				definition of 'Regionally			
				Significant Infrastructure			
				should be amended to			
				align with the definition			
				in the GWRC Natural	A second the Deficition of		
				Resources Plan.	Amend the Definition of		
					'Regionally Significant		
				Consider the definition	Infrastructure' as follows:		
				should appropriately			
				differentiate the two	means regionally		
				distinct elements of the	significant infrastructure		
				distribution network.	including:		
				Wellington Electricity			
				Lines Limited's	d.facilities for the		
				distribution network	generation and/or		
				consists of lower voltage	transmission of electricity		
				electricity supply within	where it is supplied to		
				the local distribution	the National Grid and/or		
				network. The distribution	the local distribution		
				network also contains	network;		
				higher-voltage	d. facilities for the		
				transmission lines that	electricity distribution		
				takes electricity supply	network, where it is 11kV		
				from the National Grid	and above. This excludes		
		Interpretation Subpart /		(from Grid Exit Points –	private connections to		
		Definitions / REGIONALLY		GXP) which is then	the local distribution		
Wellington Electricity		SIGNIFICANT		supplied to the lower	<u>network.</u>		
Lines Limited		INFRASTRUCTURE	Amend	voltage to service the		Accept	Yes

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

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

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