

BEFORE THE WELLINGTON CITY COUNCIL

IN THE MATTER OF of the Resource Management Act 1991

AND

IN THE MATTER OF the Wellington City Proposed District Plan

STATEMENT OF EVIDENCE BY KIRSTY O’SULLIVAN

**Hearing Stream 9 - Wellington International Airport Limited Submitter 406,
Further Submission 36**

27 May 2024

INTRODUCTION

Qualifications And Experience

1. My name is Kirsty O’Sullivan.
2. I have appeared before the Independent Hearings Panel with respect to Hearing Streams 5, 6, 7 and 8 of the Proposed Wellington City District Plan (“**Proposed Plan**”) on behalf of Wellington International Airport Limited (“**WIAL**”). Within my brief of evidence for Hearing Stream 5, I set out my qualifications and experience as an expert planning witness. I do not repeat that here.

Code Of Conduct Statement

3. While this is not an Environment Court hearing, I nonetheless confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. I agree to comply with the Code and I am satisfied that the matters which I address in my evidence are within my field of expertise. I am not aware of any material facts that I have omitted which might alter or detract from the opinions I express in my evidence.

Scope of Evidence

4. In this brief of evidence, I will:
 - a. Provide a high-level overview of the statutory planning context as is relevant to WIAL and this hearing stream;
 - b. Discuss the key areas of difference between the section 42A report recommendations and those I recommend in Appendix A, grouping the differences into three key themes as follows:
 - The extent to which the infrastructure chapter applies to airport infrastructure;
 - Incompatible land use and development; and,
 - Provision for WIAL’s seawall renewal project.
 - c. Discuss other discrete matters within the infrastructure chapter;

- d. Provide a high-level summary of WIAL’s submission with respect to the Transport Chapter, the 42A responses to those submissions and my subsequent response where it differs to the section 42A recommendations.
5. I note that I do not address every submission point raised in the submission or further submission in relation to the Infrastructure or Transport chapters of the Proposed Plan. My evidence instead focuses on those key matters which will have the greatest bearing on WIAL’s existing and future operations and therefore warrants further discussion. I also note that an absence of discussion with respect to a particular submission point should not be taken as agreement (tacit or otherwise) with the recommendations set out in the respective section 42A reports.
6. In preparing this statement of evidence, I confirm that I have read the following documents:
 - a. Part 2 – District Wide Matters – Energy, Infrastructure and Transport - Infrastructure chapters as notified;
 - b. WIAL’s submission and further submission;
 - c. The Proposed Plan Hearing Stream 9 reports prepared under section 42A of the Resource Management Act 1991 (“**the section 42A report**”) relating to Infrastructure and Transport and the associated appendices;
 - d. The Section 32 Evaluation Report relating to Infrastructure and Transport (“**the section 32 evaluations**”);
 - e. The key provisions of the Greater Wellington Regional Policy Statement (“**RPS**”) and Natural Resource Plan (“**NRP**”);
 - f. The New Zealand Coastal Policy Statement 2010 (“**NZCPS**”);
 - g. Ms J Lester’s Hearing Stream 7 (Natural Open Space Zone), 8 (Coastal Environment, excluding coastal natural hazards) and 9 (Infrastructure and Transport) Statements of Evidence;

- h. Mr J Kyle’s Hearing Stream 1 (Strategic Directions) and Hearing Stream 3 (Sites and Areas of Significance to Māori) Statements of Evidence;
- i. The Wellington City Council Right of Reply for Hearing Stream 7 (insofar as it relates to the Natural Open Space Zone); and
- j. Mr J Sirl’s supplementary statement of evidence for Hearing Stream 8 (Coastal Environment, excluding coastal natural hazards).

STATUTORY PLANNING CONTEXT

Resource Management Act 1991

- 7. Under Section 2 of the Resource Management Act 1991 (“**RMA**” or “**the Act**”), the definition of infrastructure includes, insofar as it relates to WIAL’s interests:

(i) an airport as defined in section 2 of the Airport Authorities Act 1966:

- 8. Section 2 of the Airport Authorities Act 1966¹ defines an airport as:

any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, movement, or servicing of aircraft; and includes any other area declared by the Minister to be part of the airport; and also includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the airport or its administration.

- 9. Wellington International Airport therefore meets the definition of an “airport” under section 2 of the Airport Authorities Act 1996 and thus the definition of infrastructure under the RMA.

- 10. Section 166 of the RMA identifies a “network utility operator”, insofar as relevant to WIAL’s interests, as:

(g) ... an airport authority as defined by the Airport Authorities Act 1966 for the purposes of operating an airport as defined by that Act; or

- 11. Section 2 of the Airport Authorities Act 1966 defines an airport authority as:

¹ Refer to Ms Lester’s evidence for an overview of the new Civil Aviation Act 2023.

means a local authority for the time being authorized under section 3 to establish, maintain, operate, or manage an airport; and includes any person or association of persons authorised under subsection (3) of that section to exercise the powers of a local authority.

12. I understand, based on advice from Ms Dewar, that WIAL is an “airport authority” for the purposes of this definition and thus, is also a network utility operator for the purposes of section 166 of the RMA.
13. Section 166 also identifies the following entities, insofar as is relevant to WIAL’s interests, as being a “requiring authority”:
 - (c) *a network utility operator approved as a requiring authority under section 167.*
14. As set out by Ms Lester, WIAL achieved its requiring authority status under the Resource Management (Approval of Wellington International Airport Limited as Requiring Authority) order 1992. This status provides WIAL with the ability to designate land for the purposes of a project or works, or to restrict the use of land, water, subsoil or airspace for the safe or efficient functioning or operation of a project or work.
15. WIAL, as a requiring authority, holds five designations in the Operative District Plan.² Under section 176(1)(a) of the RMA, if a designation is included in a district plan, section 9(3) of the RMA does not apply to a work or project undertaken by a requiring authority under the designation.
16. It is important to note for the purposes of this hearing that:
 - WIAL does not hold a designation over all of the land that it owns, leases or maintains.
 - in some instances, the nature of the activities undertaken (or proposed to be undertaken) on land owned, leased or maintained by WIAL goes beyond the scope of its designations (for example does not comply a designation condition).

² Paragraphs 16 to 20, Statement of Evidence of Mr J Kyle, Hearing Stream 1, dated 7 February 2023.

17. In both of these scenarios, section 9(3) of the RMA applies, and the activity must be considered under the relevant District Plan provisions.

New Zealand Coastal Policy Statement

18. The purpose of the NZCPS is to state objectives and policies in order to achieve the overarching purpose of the RMA in relation to the coastal environment.
19. The Proposed Plan must give effect to the provisions of the NZCPS.
20. Policies 13 and 15 of the NZCPS relate to natural character and natural features and landscapes respectively. These policies are particularly relevant to WIAL's submissions regarding the infrastructure chapters, particularly where greater alignment with the NZCPS is sought.³
21. Policy 13 addresses natural character. Policy 13(a) seeks to preserve natural character and protect it from 'inappropriate use and development' by avoiding adverse effects of activities in areas of outstanding natural character. Policy 13(b) requires a different level of protection for natural character areas that are not 'outstanding' and states that significant adverse effects on natural character are to be avoided, and all other effects on natural character are to be avoided, remedied or mitigated.
22. A similar cascading management approach is set out within Policy 15 with respect to natural features and landscapes. Specifically, the cascading approach requires under sub-paragraph (a) that natural features and landscapes (including seascapes) be protected from 'inappropriate use and development' by avoiding adverse effects on areas identified as outstanding natural features and outstanding natural landscapes. Sub-paragraph (b) requires that significant adverse effects on other natural features and landscapes (including seascapes) be avoided, and all other effects on those features and landscapes be avoided, remedied or mitigated.

³ Note that while Policy 11 is also a key provision of relevance, provisions relating to indigenous biodiversity are not being heard as part of this hearing and therefore are not addressed in this statement of evidence.

23. In addition to the above, Policy 6(1)(a) of the NZCPS recognises that within the coastal environment, the provision of infrastructure is important to the social, economic and cultural wellbeing of the people and communities. Sub-paragraph 2(c) also recognises that some activities have a functional need to be located in the coastal marine area and that such activities should be provided for in appropriate places. While I note that the jurisdiction for the Proposed Plan does not extend into the coastal marine area, this is a relevant consideration when dealing with cross boundary issues at the interface with “land”.

Greater Wellington Regional Policy Statement

24. Wellington International Airport is identified as regionally significant infrastructure in the RPS, NRP and the Proposed Plan.
25. I understand that as part of Plan Change 1 (“**PC1**”) to the RPS, it has been recommended that changes are made to the definition of “regionally significant infrastructure” insofar as it relates to the Airport. At the time of writing this statement of evidence, Greater Wellington Regional Council had yet to file its right of reply with respect to the definition (due 30th May 2024).
26. Insofar as relevant to this hearing, three of the key provisions of the RPS that the Proposed Plan needs to give effect to include Objective 10 and Policies 7 and 8. For ease of reference, these replicated in full below.

Objective 10: *The social, economic, cultural, and environmental, benefits of regionally significant infrastructure are recognised and protected.*

Policy 7: *District and regional plans shall include policies and/or methods that recognise:*

(a) *the social, economic, cultural and environmental benefits of regionally significant infrastructure including:*

- (i) *people and goods can travel to, from and around the region efficiently and safely;*
- (ii) *public health and safety is maintained through the provision of essential services: - supply of potable water, the collection and*

transfer of sewage and stormwater, and the provision of emergency services;

(iii) people have access to energy so as to meet their needs; and

(iv) people have access to telecommunication services.

Policy 8: *District and regional plans shall include policies and rules that protect regionally significant infrastructure from incompatible new subdivision, use and development occurring under, over, or adjacent to the infrastructure.*

Proposed District Plan

27. Under the Proposed Plan, Wellington International Airport is zoned “Special Purpose – Airport Zone” (**Airport Zone**). It is also subject to a number of district plan overlays, including:
- a. Two Sites and Areas of Significance to Māori in Schedule 7 of the Proposed Plan;
 - b. The Coastal Environment overlay;
 - c. Low, Medium and High Coastal Hazard Areas associated with both tsunami and coastal inundation;
 - d. Liquefaction Hazard overlay;
 - e. Flood Hazard overlay associated with inundation areas and overland flow paths; and,
 - f. Two areas adjoining the Airport which are identified as “significant natural areas” in Schedule 8 of the Proposed Plan.
28. As outlined by Ms Lester, WIAL hold assets and/or undertakes activities beyond the Airport Zone, including:
- a. within the adjacent “Natural Open Space” zone located between Lyall Bay and Moa Point Road;⁴
 - b. within Medium Density Residential Zone along Bridge Street and Moa Point Road;

⁴ Notably this includes the current western and southern seawalls, on land owned by Wellington City Council and maintained by WIAL.

- c. within Medium Density Residential Zone at Rongotai College; and,
 - d. within Natural Open Space zoned land on Kekerenga Street and within Natural Open Space zoned road reserve on Maupuia Road.
29. As noted in paragraph 16, these areas of land are not currently designated or within the Airport Zone. The development and use of this land therefore requires consideration under the relevant District Plan provisions.
30. Airport related assets owned and operated by third parties, such as meteorological equipment and navigational aids, can also be found within the area identified in paragraph [29] above, as well as other locations throughout the City. For example, navigational aids can be found on various prominent ridges, including Palmer Head, Melrose, and Wrights Hill. While WIAL does not own or operate this third party infrastructure, in some instances WIAL is responsible for the structures on which they sit (i.e the plinths), as well as ongoing electricity supply, security and maintenance.

INFRASTRUCTURE CHAPTER

31. WIAL filed a number of submissions on the Infrastructure chapter and sub chapters of the Proposed Plan. At a high level, these submissions sought:
- a. The retainment of a number of provisions as notified;
 - b. Clarification around the relationship between the infrastructure chapter and other provisions within the Proposed Plan that provide for airport infrastructure;
 - c. The introduction of revised provisions that seek to protect the Airport, as regionally significant infrastructure, from incompatible land use and development;
 - d. The introduction of new provisions that would enable the development, operation, maintenance, renewal and upgrading of infrastructure;
 - e. Various amendments to the notified provisions to ensure the policy framework appropriately qualifies the nature and scale of effects to be managed, consistent with the policy guidance of the NZCPS;

- f. A comprehensive revision of the planning framework insofar as it relates to the seawall between Lyall Bay and Moa Point, to ensure the Proposed Plan provides for its ongoing maintenance, repair, upgrading and renewal;
 - g. Removal of duplication of controls within the coastal environment, that are otherwise provided by the general infrastructure provisions;
 - h. Various amendments to the notified provisions to ensure the operational and functional requirement of infrastructure is afforded appropriate recognition within the policy framework (particularly with respect to natural hazard risk);
 - i. Replacement of terms such as “where possible” with “where practicable”; and,
 - j. Amendments to provisions to address drafting errors.
32. While I generally accept the section 42A report recommendations with respect to a number of the above summarised submission points,⁵ any remaining areas of difference can generally be grouped into one of three categories as follows:
- a. The extent to which the Infrastructure chapter should apply to airport infrastructure;⁶
 - b. How to manage incompatible land use and development;⁷ and,
 - c. The ongoing maintenance, repair, upgrading and renewal of the existing seawall areas located between Lyall Bay and Moa Point (approximately between the formed car park on Lyall Bay and the intersection of Stewart Duff Drive).⁸
33. These key themes are considered in turn below.

⁵ With respect to INF-O2, INF-P1, INF-P3, INF-P5, INF-P6, INF-CE-P14, INF-CE-P18, INF-CE-P24, INF-CE-R27, INF-CE-R30, INF-CE-R33, INF-CE-R34.

⁶ Relates to the introductory text of the Infrastructure Chapter.

⁷ Relates to INF-O3, INF-P7 and proposed new Policy INF-PX.

⁸ Relates to INF-CE-P16, INF-CE-P17, INF-CE-P21, INF-CE-P22, INF-CE-P23, INF-CE-29 and INF-CE-R31.

The extent to which the Infrastructure Chapter applies to airport infrastructure

34. As discussed above in the Statutory Planning Context section of my evidence above, I consider Wellington International Airport comprises “infrastructure” under Section 2 of the RMA. It is also regionally significant infrastructure and for the most part, is subject to a bespoke Airport Zone and Designations as described above.⁹
35. The Airport Zone provisions¹⁰ currently provide for a broad range of airport and airport related activities as a permitted activity. Many of these permitted activities are also captured by the definition of an “airport”, as defined in section 2 of the Airport Authorities Act 1966 and accordingly, also comprise “infrastructure” under section 2 of the RMA.
36. As notified, the Introduction to the Infrastructure chapter states (my emphasis added):
- 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 Infrastructure Chapter does not apply to activities that fall under the definition of airport purposes or airport related activities (which are dealt with in the Airport Zone chapter), or the definition of port or operational port activities (which are dealt with in the Port Zone chapter). Any infrastructure in the airport or port areas that is inconsistent with those definitions is managed by the provisions in this Infrastructure Chapter.*
37. WIAL’s submission with respect to this introductory text generally supported its intent, however sought to ensure the exclusions applying to Infrastructure Chapter only relate to the rules applying to airport and airport related activities occurring within the Airport Zone (i.e. the objective and policy suite will be applicable to airport or airport related activities both within and outside of the zone).¹¹

⁹ Note the Airport Zone is an existing zone in the Operative Plan. It is also a requirement of the NZ Planning Standards that District Plans include an Airport Zone chapter where they exist within the District.

¹⁰ As set out in Wellington City Council’s Right of Reply dated 28 March 2024.

¹¹ Submission 406.82-83 and 406.85.

38. The section 42A report has recommended accepting WIAL’s submission in part.¹²
39. I understand that the introductory text set out in paragraph 36 above is intended to avoid a situation whereby airport and airport related activities that are provided for within the Airport Zone are also inadvertently captured by the Infrastructure Chapter due to the broad definition of “infrastructure”.
40. While I support the intent of the introductory text, I consider that as regionally significant infrastructure, it is appropriate for the Airport to retain the benefit of the policy guidance set out within the Infrastructure Chapter – that is, the objectives and policies should continue to apply to airport infrastructure both within and beyond the Airport Zone. My reasons for this are twofold:
- The objectives and policies provide important policy guidance for larger scale resource consent applications and notices of requirement which may include activities both within and beyond the existing Airport Zone; and,
 - The exclusionary nature of this statement in the introductory text may negatively impact WIAL's ability to effectively address incompatible land use and development, including the management of reverse sensitivity issues pertaining to infrastructure. I discuss this in more detail later in my evidence.
41. I therefore recommend the following further amendments (in blue) to the introductory text as follows:¹³

Further, the Resource Management Act, and therefore the District Plan, share the same broad definition of ‘infrastructure’, which includes airport and port facilities, and renewable electricity generation. Notwithstanding that, the rules within the ~~this~~ Infrastructure Chapter (including the infrastructure sub chapters)

¹² Paragraph 65, 98-99, Infrastructure section 42A Report dated 13 May 2024.

¹³ Red strike outs show deletions and red underlines show additions, as recommended in the section 42A report. Blue strikeouts show deletions and blue underlines show additions recommended in this statement of evidence.

does not apply to activities that fall under the definition of an airport activity purposes or airport related activities ~~(and are located within which are dealt with in the Airport Zone chapter)~~, ~~or~~ the definition of port or operational port activities and are located within (which are dealt with in the Port Zone chapter), or the definition of Renewable Electricity Generation Activity (which are dealt with in the Renewable Electricity Generation chapter). Any infrastructure in the airport or port ~~zones areas~~ that is inconsistent with those definitions is managed by the provisions in this Infrastructure Chapter.

42. In my view, my recommended amendments are an efficient and effective way of giving effect to the relevant higher order documents as outlined above at paragraphs 23 and 26 and the objectives of the Proposed Plan, particularly strategic objectives (SCA-O4 to O6), as the changes:
- a. recognise and provide policy recognition for the airport, as regionally significant infrastructure, both within and beyond the Airport Zone;
 - b. allow for engagement of provisions that seek to manage the effects of incompatible activity on WIAL; and
 - c. allow for engagement of provisions that recognise the operational and functional needs of infrastructure, and its associated economic, social, environmental and cultural benefits, needs to be balance with the management of adverse effects.

Incompatible Land Use and Development

43. WIAL filed a number of submissions on the Proposed Plan seeking to ensure that Wellington International Airport, as regionally significant infrastructure, is appropriately protected from incompatible land use and development (including reverse sensitivity effects).
44. With respect to the Infrastructure Chapter, WIAL's submissions specifically sought to replace Proposed Objective INF-O3¹⁴ and include a new policy¹⁵ as follows:

¹⁴ Submission 406.90 – 406.92.

¹⁵ Submission 406.98-99.

New Objective: ~~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.~~

New Policy: 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.

45. In the alternative, WIAL's submission sought to delete Objective INF-O3.
46. The section 42A report recommends rejecting WIAL's submissions, noting (my paraphrasing):
- a. One method of managing reverse sensitivity effects is to avoid incompatible subdivision. As such, INF-O3 effectively achieves what WIAL has sought in its submission;¹⁶
 - b. There are existing mechanisms in the PDP addressing activities within the Port and Airport noise boundaries, addressing WIAL's concerns with respect to INF-P7;¹⁷
 - c. The RPS also requires that reverse sensitivity for regionally significant infrastructure be addressed in district plans. As such it is appropriate to have a general reverse sensitivity policy, and deletion is not justified.¹⁸
47. When addressing WIAL's submission, the section 42 report focusses primarily on reverse sensitivity effects arising from noise sensitive activities. In my view, this evaluation has been too narrow in its focus. While noise is the predominant reverse sensitivity effect, there are numerous other forms of effects generated by airports beyond aircraft noise that could give rise (individually or cumulatively) to a reverse

¹⁶ Paragraph 122, Infrastructure section 42A Report, dated 13 May 2024.

¹⁷ Paragraph 186, Infrastructure section 42A Report, dated 13 May 2024.

¹⁸ Paragraph 188, Infrastructure section 42A report, dated 13 May 2024.

sensitivity effect, for example, lighting, land based noise, construction, signage, traffic, vibration and landscape and visual effects.

48. In addition, WIAL's submission raised concerns with incompatible land use and development. This concept is much broader than reverse sensitivity, with Ms Lester providing a range of examples where WIAL has been actively involved in development proposals which had the potential to compromise the operation and functioning of the airport. I note that these examples are not unique to Wellington Airport – I have experience assisting a number of airports around New Zealand where they too have been actively involved in resource consent, notice of requirement and/or plan change processes where incompatible land use or development proposals similar to those noted by Ms Lester have been proposed.

49. The RPS sets out, in Policy 8 that:

District and regional plans shall include policies and rules that protect regionally significant infrastructure from incompatible new subdivision, use and development occurring under, over or adjacent to the infrastructure.

50. Importantly, the explanation for the policy goes on to note (my emphasis added) that:

Protecting regionally significant infrastructure does not mean that all land uses or activities under, over, or adjacent are prevented. The Wellington Regional Council and city and district councils will need to ensure that activities provided for in a district or regional plan are compatible with the efficient operation, maintenance, and upgrading (where effects are same or similar in character, intensity, and scale) of the infrastructure and any effects that may be associated with that infrastructure. Competing considerations need to be weighed on a case by case basis to determine what is appropriate in the circumstances.

51. In my view, as currently drafted, the Proposed Plan fails to establish the policy framework that allows “*competing considerations to be weighed on a case-by-case basis to determine what is appropriate in the circumstances.*” This situation arises because INF-P7 focuses solely on reverse sensitivity, and not the broader concept of incompatible land use and development adversely affecting the operation and functioning of

infrastructure, which is recognised as a strategic objective of the Proposed Plan (SCA-O6). Because of this shortfall, the infrastructure provisions lack any “policy hooks” for applications that require resource consent to be rigorously scrutinised before decisions are made.

52. For this reason, I therefore support WIAL’s submission that the Proposed Plan should provide greater policy directive and protection of regionally significant infrastructure from incompatible land use and development, as directed by the RPS. I therefore recommend the following amendments to INF-O3 and INF-P7 and the introduction of a new INF-PX as follows:

INF-O3

Manage the adverse effects, including reverse sensitivity effects or of subdivision use and development on the function and operation of infrastructure.

Protect infrastructure from incompatible subdivision, use and development, that may compromise its efficient and safe operation.

INF-P7 Reverse sensitivity

Manage the establishment or alteration of sensitive activities near existing lawfully established infrastructure, including by:

1. *Requiring subdivision of sites containing the National Grid to:*
2. *Retain the ability for the network utility operator to access, operate, maintain, repair and upgrade National Grid; and*
3. *Ensure that future buildings, earthworks and construction activities maintain safe electrical clearance distances under all building and National Grid operating conditions;*
4. *Managing land disturbance and activities sensitive to gas transmission to avoid or mitigate potential adverse effects of, and on, gas transmission pipelines;*
5. *Requiring subdivision of sites containing a gas transmission **pipeline network** to retain the ability for the network utility operator to access, operate, maintain, repair and upgrade the gas transmission pipeline; and*

6. *Managing the activities of others through methods such as set-backs and design controls where it is necessary to achieve appropriate protection of infrastructure.*

INF-PX Incompatible Land Use and Development

Avoid or where appropriate, manage activities that may compromise the efficient operation, maintenance, repair, replacement, upgrading, renewal or development of regionally significant infrastructure.

53. I note however, that while the above provisions are of some utility when an incompatible land use activity is of a nature or scale that warrants resource consent (i.e. is over the permitted thresholds of the Proposed Plan), it is not a complete package as there are no direct methods that give effect to it.
54. In this respect, I note that WIAL filed submissions seeking the inclusion of new provisions relating to incompatible land use and development and specifically identified a range of activities that were of particular concern to the Airport.
55. These submissions were incorrectly allocated to Hearing Stream 6, which in my view was inappropriate, as their application was intended to apply much wider than the Airport Zone itself. While I noted this in my Hearing Stream 6 evidence, unfortunately the submission point was never formerly reallocated to a later hearing stream, such as Hearing Stream 9.
56. These unheard submissions may be a matter that can be revisited as part of wrap up hearing, with leave of the Panel.

Section 32AA Evaluation

57. In my view, the revised objective more appropriately achieves the purpose of the Act, noting that:
 - 4.1 Section 7(b) of the RMA requires particular regard to be had to the efficient use and development of natural and physical resources. The proposed objective INF-O3 provides an appropriate means of achieve this outcome, through ensuring the functioning and operation of existing infrastructure is not compromised by new incompatible land use or development; and it achieves greater alignment with the

RPS and the overarching strategic objectives of the Proposed Plan (which are intended to also give effect to the purpose of the Act), including SCA-O1(a) and SCA-O6.

58. The new policy (INF-PX) is also a more effective means of achieving both the amended INF-O3 and SCA-O6¹⁹, as it more broadly encompasses the management of incompatible land use and development, rather than singling out a single type of effect (reverse sensitivity). It is also more efficient, as it focuses the consideration of incompatible activities within a single policy rather than distributing such considerations throughout each of the zone or district wide chapters.
59. The environmental, economic, social and cultural effects of the recommended changes are broadly summarised below in terms of their costs and benefits:

Environmental

- 4.1 There are unlikely to be any environmental costs compared to the notified provisions, rather environmental benefits will ensue from enabling the continued safe and efficient operation of infrastructure.

Economic

- 5.1 While the new provisions will require additional assessment of effects, this will only ensue where a statutory approval process (be it plan change, resource consent or notice of requirement) is already in train. The policy will however, allow the economic benefits provided by infrastructure to continue to be realised, through ensuring potentially incompatible activities are avoided, or where appropriate managed to ensure the affected infrastructure is not compromised.

Social

- 6.1 Insofar as it relates to Airport infrastructure, the policy will ensure, for example that appropriate consideration is given to the safe operation

¹⁹ The Independent Hearing Panel decisions version of the objective.

of aircraft, therefore protecting the health and safety of passengers and crew.

Cultural

7.1 There are unlikely to be any social or cultural benefits or costs compared to the notified provisions.

Seawall Renewal

60. As discussed during Hearing Streams 5, 7 and 8, WIAL is in the early investigative phase of a seawall renewal project. This project has been necessitated by the existing seawall along Moa Point Road nearing the end of its design life, the increasing frequency and severity of storm events, and the need to plan for rising sea levels.
61. WIAL has consistently restated its position regarding the seawall on numerous occasions during hearings before the Panel. There are three key reasons for this, and why a “belts and braces” approach has been adopted, including:
- a. The staged nature of the Proposed Plan and the use of two different decision making processes (and timeframes) has created uncertainty of outcomes and difficulties around presenting a “single case” with respect to the seawall;
 - b. It is unclear whether WIAL can engage the Infrastructure Chapter of the Proposed Plan based on the introductory text, as discussed in paragraphs 34 to 43 above; and,
 - c. Potential interpretation differences mean that it is possible that WIAL’s proposed seawall renewal between Lyall Bay and Moa Point Road may constitute “infrastructure” in terms of section 2 of the RMA (and thus engage the infrastructure provisions) or whether the seawall is a “hard engineering hazard mitigation structures” or similar, requiring consideration under the relevant District Wide and zone provisions.
62. As I have previously expressed during Hearing Stream 7, in my view it is imperative that a consenting pathway is available for the ongoing

maintenance, repair and upgrade of the seawall, regardless of whether it can engage the infrastructure provisions or whether WIAL needs to rely on the relevant District Wide and zone provisions. Similarly, it is important that WIAL can continue to establish other forms of necessary airport infrastructure within the area between the Airport Zone and the coast, between Lyall Bay and Moa Point.²⁰

63. During Hearing Stream 7, the reporting officer for the Natural Open Space zone agreed with my observations regarding the disconnect between the highly modified character of the area of Natural Open Space Zone containing the seawalls between Lyall Bay and Moa Point Road and the purpose of the zone itself.²¹ This recognition has been reflected in the reporting officer's recommended further amendments to the Natural Open Space Zone provisions, as well as the Coastal Environment provisions presented during Hearing Stream 8.
64. WIAL's submissions with respect to the Infrastructure Chapter largely seek to ensure this recognition is provided consistently throughout the Proposed Plan, including within the Infrastructure chapter.²² This recognition is largely sought by inserting references to "the area of Natural Open Space Zone between Lyall Bay and Moa Point" within a number of the Infrastructure chapter's policies and methods.²³
65. Given the general acknowledgement that the area of Natural Open Space Zone between Lyall Bay and Moa Point needs to be treated differently to other areas of the Natural Open Space zone due to its highly modified

²⁰ Note that it is anticipated that through the Council's Right of Reply for Hearing Stream 8 (Coastal Environment), the area of "Lyall Bay to Moa Point" referred to throughout WIAL's submissions and throughout the Proposed Plan will be mapped in on the e-Plan. The exact area has yet to be confirmed, however I agree with Ms Webber (Guardians of the Bays) who suggested the area extend from the corner of Lyall Bay through to the intersection of Stewart Duff Drive.

²¹ Paragraph 10, Supplementary Statement of Evidence of Mr J Sirl, Hearing Stream 7, dated 13 March 2024.

²² Submissions 406. 112-117, 119-121, 123-126, 131-134 and 136 to 139.

²³ Note that through Hearing Stream 8, it was proposed that this area would be described using a more refined term that narrows the specific area in question. The revised term will be set out in the Council's Right of Reply for Hearing Stream 8. Until that term has been confirmed, for the sake of consistency with previous statements of evidence, I have continued to use the phrase "the area of Natural Open Space Zone between Lyall Bay and Moa Point", however anticipate it will be replaced with the revised term in due course.

nature, it would seem appropriate and a logical extension that the infrastructure provisions to take a similar approach to that of the Council Officer with respect to Hearing Streams 7 and 8. This is not only due to the seawall but in recognition of other airport infrastructure being located in this area. For this reason, I therefore support WIAL's submission. The extent of changes required to the provisions to give effect to this outcome are set out in my Appendix A.

Section 32AA Evaluation

66. In my view, these amendments provide for a more appropriate means of achieving the purpose of the Act and more efficient and effective method to achieve the objectives of the Proposed Plan than notified provisions. The amendments recognise that the area of Natural Open Space Zone between Lyall Bay and Moa Point is, despite its underlying land use zoning, highly modified and generally not consistent with the purpose of the zone. The reasons for retention of the Zone have been canvassed during Hearing Stream 7, with the proposed amendments to the various policies and methods in my Appendix A being a consequential amendment as a result of the Hearing Stream 7 discussion.

Other matters – Rule INF-R7

67. WIAL filed a submission seeking to amend INF-R7 as follows:

***INF-R7** Structures associated with infrastructure *including*: :....*

68. WIAL cited concerns around the use of the term “including” in this rule as it suggests that the list may not be exhaustive and that to be enforceable, the rule must be clear and concise in its application.²⁴
69. The section 42A report recommends rejecting this submission, citing that the introduction to the Infrastructure chapter it clear that airport infrastructure is not regulated by this chapter.

²⁴ Submission 406.106-107.

70. Notwithstanding whether the Chapter applies to airport infrastructure or not, it is imperative in my view that rules are clear, concise and enforceable. The use of a potentially non-exhaustive list in a rule creates uncertainty which is inappropriate. I also note that there is a “catch all” alternative rule for structures (INF-R15), meaning removal of the term from within INF-R7 will not result in a potential gap or loophole in the provisions. I therefore agree with WIAL’s submission that reference to “including” requires removal from INF-R7.

Section 32AA Evaluation

71. In my view, the recommended amendment provides clarity as to how the rule will be implemented and thus are more effective and efficient at achieving the relevant objectives than the notified rule.

NZCPS and avoiding significant adverse effects

72. WIAL filed a submission with respect to INF-CE-P25 noting that the requirement in clause 2 to avoid significant adverse effects and avoid, remedy or mitigate all other effects goes further than the equivalent provisions of the NZCPS. WIAL therefore proposed that the policy be deleted or refined to ensure greater alignment with the NZCPS.²⁵
73. The section 42A report recommends rejecting WIAL’s submission citing that *“High coastal natural character areas or within coastal margins and riparian margins in the coastal environment are the areas which have been identified and values for natural character purposes. As such, and as per NZCPS Policy 13, the natural character should be preserved.”*²⁶
74. The section 42A report goes on to note that the policy, through setting up an “only allow” circumstance, and requiring resource consent for all new infrastructure in these areas, puts the onus on applicants to convince decision maker that the proposed infrastructure must be located in these

²⁵ Submission 406.128.

²⁶ Paragraph 80, Infrastructure – Part 2: Sub chapters section 42A report dated xx May 2024.

areas, as well as how it will maintain or restore the identified values of areas, where applicable.²⁷

75. Based on my review of the NZCPS, the provisions that seek to avoid significant adverse effects and avoid, remedy or mitigate other adverse effects tend to be qualified. That is, the effects that are trying to be managed specifically relate to natural character, natural features and natural landscapes, as opposed to any adverse effects as INF-CE-P25 clause 2 is currently drafted. In my view, this goes beyond the policy guidance of the NZCPS and fails to give appropriate recognition to other policies, such as Policy 6.
76. Furthermore, this approach is more stringent than the equivalent provisions in the Coastal Environment Chapter (supplementary evidence version) and the Natural Features and Landscapes Chapter (where the provisions relate to the coastal environment), which seek to qualify the effects management approach.²⁸ Infrastructure is therefore being treated on an uneven footing to other forms of activities within the coastal environment despite the role that infrastructure plays in supporting the social, cultural and economic wellbeing of the community. I therefore support WIAL's recommended amendment to INF-CE-P25.
77. I note that the same rationale applies to INF-CE-P23. Whether scope is available to make a similar amendment to INF-CE-P23 is a legal matter. I note that while WIAL made a submission with respect to this policy, it sought to delete the policy but for reasons not related to those expressed above.

Section 32AA evaluation

78. The proposed amendments are more efficient at achieving the purpose of the Act and in particular, the NZCPS as they seek greater alignment with the policy directives within Policies 13 and 15.

²⁷ Paragraph 81, Infrastructure – Part 2: Sub chapters section 42A report dated 13 May 2024.

²⁸ Policies CE-P2, CE-P5 and CE-P7 and NFL-P4.

79. The environmental, economic, social and cultural effects of the recommended changes are broadly summarised below in terms of their costs and benefits:

Environmental

- 4.1 Environmental costs may accrue as a result of the provisions no longer requiring all significant adverse effects from infrastructure within the coastal environment to be avoided and other effects avoided, remedied or mitigated. Such costs are already enabled however, through other provisions of the Coastal Environment chapter (as notified) adopting a more focussed and qualified assessment of natural character and landscape effects (such as CE-P5 and CE-P7). I note that a similar cascade has also been proposed with respect to CE-P2 as part of the Council's Supplementary Evidence for Hearing Stream 8.

Economic

- 5.1 Minor economic benefits will accrue from providing a framework that achieves greater alignment with the NZCPS and also from placing consideration of effects of infrastructure on an even footing with other forms of development.

Social, Cultural

- 6.1 There are unlikely to be any social or cultural benefits or costs compared to the notified provisions.

Other Matters – INF-NH-P56

80. WIAL filed a submission seeking to delete or amend INF-NH-P61 (numbered INF-NH-P56 in the section 42A report) to recognise that infrastructure has a different natural hazard tolerance to other forms of land use a development.

81. The section 42A report recommends rejecting WIAL’s submission, citing that there is no certainty as to what an intolerable level of risk is.²⁹
82. I note that the framing of the coastal natural hazard provisions has changed substantially since the Proposed Plan was originally notified in 2022. As notified, a number of the provisions sought to “not increase” or “reduce” the risks of natural hazards to land use and development. The decisions versions of these provisions now seek to “minimise the risk”. To ensure consistency throughout the Proposed Plan and ensure that infrastructure is treated in a similar manner to other forms of land use development, in my view this change in drafting approach should also be adopted in the Infrastructure Chapter. I therefore recommend that INF-NH-P56 is amended as follows:

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. *Minimise ~~Do not increase~~ the risk from the natural hazard to people, or other property or infrastructure;*
2. *...*

Section 32AA Evaluation

83. In my view, the recommended amendment provides consistency across the Proposed Plan and thus are more effective and efficient at giving effective to the relevant objectives and higher order strategic documents.

Errors

84. Based on my review of the provisions, there appear to be three potential policy cross referencing errors in the Coastal Environment infrastructure provisions. These include:

²⁹ Paragraph 227, Infrastructure – Part 2: Sub chapters section 42A report dated 13 May 2024.

- INF-CE-R29(3) Matter of discretion 1 reads INF-P16 and CE-P6. These should be INF-CE-P17 and INF-CE-P6.
- INF-CE-R31(3) Matter of discretion 1 reads INF-CE-P18. This should be INF-CE-P23
- INF-CE-R32(1) Matter of discretion 1 reads INC-CE-P17. This should be CE-P19 and 20.

85. I have not undertaken any analysis of whether there is scope to amend these references and/or whether they would be considered Clause 16 / 20A amendments.

TRANSPORT CHAPTER

86. WIAL filed a number of submissions on the Transport chapter of the Proposed Plan. At a high level, these submissions:
- a. Opposed the trip generation provisions and standards (TR-P1 and TR-R2) in so far as they relate to the Airport Zone, citing that the management of people to and from the airport and its environs is a role that WIAL oversees and accounts for as its role as airport operator;³⁰ and,
 - b. Supported TR-R1 (relating to on-site cycling and micro mobility paths) as it does not appear to relate to Airport and Airport Related activities due to such activities being omitted from Table 7 and TR-S2 and TR-S3.³¹
87. The section 42A report recommends accepting WIAL's submission in part with respect to the trip generation provisions (i.e. TR-P1 and TR-R2), stating that TR-P1 should not apply to the Airport Zone's core site on Stewart Duff Drive (i.e. the Terminal and East Side Precincts) as traffic effects are managed on site before traffic emerges from Stewart Duff Drive.
88. With respect to the other areas of the Airport Zone, the section 42A report notes that the Airport Zone fronts on to a number of local roads and that

³⁰ Submission 406.186-190 and 193-194.

³¹ Submission 406.195-196,

new activities on these sites could have direct effects on the local transportation network. The section 42A report therefore recommends that Broadway, Miramar South, Rongotai Ridge, South Coast and West Side precincts should be subject to the vehicle trip generation policies and methods.³²

89. Having reviewed the evidence of Ms Woods, I understand and accept the rationale for only limiting the application of the trip generation provisions to Wellington Airport's "core site" on Stewart Duff Drive. I take this area to mean the Terminal Precinct, East Side Area and South Coast Precinct, noting that the none of these areas front onto the roads specifically identified by Ms Woods. I note however that the section 42A report does not recommend that South Coast Precinct is included in this exception.
90. The "South Coast Precinct" is one of the few areas that has available airside and landside access. The use of this area is therefore prioritised by WIAL for tenants that require airside and landside access and is primarily used a cargo hub. This area is currently accessed centrally off Stewart Duff Drive and maintains that core connection to the airport.
91. Given that access onto Stewart Duff Drive appears to be one of Ms Wood's determinative factors for excluding different precincts from the trip generation requirements of the Proposed Plan, in my view the South Coast Precinct is also a worthy candidate for this exclusion. If in future, access were to be considered directly on to Moa Point Road, this would be to facilitate existing activity at the airport, rather than a new trip generation activity. The relevant road connection activities would apply to such activities.
92. With respect to the provisions relating to on site cycling and micro mobility paths, the section 42A report provides some commentary on the interpretation and application of TR-Table 7. I agree with this interpretation, however if scope is available to do so, it would further aid interpretation and consistent implementation of TR-Table7 if it were made clear that

³² Paragraph 314 -315, Transport section 42A Report dated 13 May 2024.

nested terms within the definition of an airport or airport related activity (such as a commercial activity) are not captured by the activities listed in the table. My recommended drafting is set out below and is proposed to be included in the footnote of Table 7:

*** This table does not apply to airport or airport related activities.

CONCLUSION

93. Wellington Airport comprises regionally and nationally significant infrastructure which plays a critical role in providing for the economic and social wellbeing of the Wellington Region. It also comprises “infrastructure” for the purposes of section 2 of the RMA.
94. As notified, the introductory text to the Infrastructure Chapter appears to exclude airport infrastructure from any consideration under the Infrastructure Chapter. While I understand the intent of the exclusion was to avoid duplicating consent requirements in the Airport Zone and Infrastructure Chapter, the exclusion potentially has much broader reach.
95. It is my view that as regionally significant infrastructure, it is appropriate for the Airport to retain the benefit of the policy guidance set out within the Infrastructure Chapter – that is, the objectives and policies should continue to apply to airport infrastructure both within and beyond the Airport Zone. As detailed in my evidence above, my reasons for this are twofold:
- The objectives and policies provide important policy guidance for larger scale resource consent applications and notice of requirements which may include activities both within and beyond the existing Airport Zone; and,
 - The exclusionary nature of this statement in the introductory text may negatively impact WIAL's ability to effectively address incompatible land use and development, including the management of reverse sensitivity issues pertaining to infrastructure.
96. When dealing with incompatible land use and development, the notified Infrastructure Chapter narrowly focuses its attention on reverse sensitivity effects. As set out in my statement of evidence, incompatible land use and

development is a much broader concept than reverse sensitivity for which the policy guidance (and methods) in my view are lacking.

97. In order to ensure that future development proposals give due consideration to the potential adverse effects of incompatible land use and development on the safe and efficient operation and functioning of infrastructure, further amendments are required to the Proposed Plan to ensure such policy guidance is required.
98. With respect to the area of Natural Open Space zoned land between Lyall Bay and Moa Point, there appears to be a general consensus between myself and reporting officer for the Hearing Stream 7 Natural Open Space that there is a disconnect between the highly modified character of the area of Natural Open Space Zone containing the seawalls between Lyall Bay and Moa Point Road and the purpose of the zone itself. This recognition has been reflected in the reporting officer's recommended further amendments to the Natural Open Space Zone provisions, as well as the Coastal Environment provisions presented during Hearing Stream 8.
99. This acknowledgement should, in my view, be carried through to the Infrastructure Chapter to ensure that infrastructure establishing in this area is treated on an even footing to other highly modified areas zones within the Coastal Environment.

Kirsty O'Sullivan

27 May 2024

Appendix A – Marked up Provisions

Red underline and ~~strike-out~~ show additions and deletions to the Tūāhanga Infrastructure and Tūāhanga – Ngā Mōrearea ā-Taiao Infrastructure-Natural Hazards Chapters as recommended in the section 42A report dated 13 May 2024.

Blue underline and ~~strike-out~~ show further additions and deletions recommended by Kirsty O’Sullivan to the section 42A report version of the Tūāhanga Infrastructure and Tūāhanga – Ngā Mōrearea ā-Taiao Infrastructure-Natural Hazards Chapters, dated 13 May 2024.

Grey shading indicate provisions for which WIAL does not have an interest

This entire chapter has been notified using the RMA Part One, Schedule 1 process ([P1 Sch1](#)).

Tūāhanga

Infrastructure

INF

Infrastructure

Introduction

Infrastructure plays a critical role in the successful functioning of Wellington City and the lives of Wellingtonians. Whether it is the provision or disposal of water through the three waters network, facilitating the movement of people and goods through the transport network, or in the provision of infrastructure by network utility operators, infrastructure is central to our daily lives.

This chapter of the District Plan seeks to provide for the operation, maintenance and development of infrastructure within the City. The definition of Infrastructure in the RMA includes “structures for transport on land by cycleways, rail, roads, walkways, or any other means”. Given this, the Infrastructure Chapter includes provisions for the transport network matters concerning the operation, maintenance, repair and renewal, upgrading and development of the transport network and connections to the transport network.

Infrastructure is critical for the economic, social, cultural and environmental wellbeing of people and communities, and to provide for their health and safety at a national, regional and local scale, including through:

1. The effective, safe, secure and efficient transmission or distribution of electricity, gas, fuel or energy;
2. An integrated, efficient and safe transport network for the movement of people and goods by land, air or water, including public transport, walking, cycling, private vehicles;
3. Effective, reliable and future-proofed communications networks and services; and
4. Effective, resilient, efficient and safe water, wastewater and stormwater, networks and services.

However, infrastructure can also give rise to adverse effects on surrounding land uses and the environment which require consideration. Likewise, surrounding land uses can give rise to reverse sensitivity effects on infrastructure. This chapter sets out provisions addressing these effects.

The provisions within this chapter apply on a City-wide basis. As such the [objectives, policies and methods rules](#) in the zone chapters and earthworks chapter do not apply to infrastructure unless specifically stated [within this chapter within an infrastructure rule or standard](#). Likewise, the [objectives, policies and rules](#) in the overlay chapters do not apply to infrastructure. Instead, infrastructure sub-chapters address the requirements particular to the overlays as follows:

- INF-CE (Coastal Environment and Natural Character);
- INF-ECO (Significant Natural Areas);
- INF-NFL (Outstanding Natural Landscapes, Outstanding Natural Features, Special Amenity Landscapes, Ridgelines and Hilltops);
- INF-NH (Natural Hazards); and
- INF-OL (Other Overlays).

The provisions of the overlay sub-chapters apply in addition to the provisions of this chapter. In the case of conflict with any provisions of this chapter and a sub-chapter, the provisions of the sub-chapter will prevail.

Further, the Resource Management Act, and therefore the District Plan, share the same broad definition of ‘infrastructure’, which includes airport and port facilities, and renewable electricity generation. Notwithstanding that, the rules within the this Infrastructure Chapter (including the infrastructure sub chapters) does not apply to activities that fall under the definition of an airport activity purposes or airport related activities ~~(and are located within which are dealt with in the Airport Zone chapter)~~, ~~or~~ the definition of port or operational port activities and are located within (which are dealt with in the Port Zone chapter), or the definition of Renewable Electricity Generation Activity (which are dealt with in the Renewable Electricity Generation chapter). Any infrastructure in the airport or port zones areas that is inconsistent with those definitions is managed by the provisions in this Infrastructure Chapter.

Lastly, the Act and therefore District Plan definition of ‘infrastructure’ includes three waters infrastructure. The Three Waters chapter applies in terms of land development effects on three waters infrastructure, however this chapter applies to the construction, operation and maintenance of the infrastructure itself.

Infrastructure which is proposed to be located within legal road is subject to the provisions of this chapter. All roads have an underlying zoning, and as such the zone based provisions in this chapter apply.

Additional regulatory requirements, separate to the District Plan, are also relevant to infrastructure, including:

1. The National Policy Statement on Electricity Transmission;
2. The Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 (NESETA);
3. The Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016 (NESTF);
4. The National Code of Practice for Utility Operators’ Access to Transport Corridors;
5. The New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001); and
6. Electricity (Hazards from Trees) Regulations 2003.

In the case of conflict with any provision of this plan and any national environmental standard (including the NESETA or the NESTF), under Section 43B of the Act the provisions of the national environmental standards will prevail.

Other relevant District Plan provisions	
<p>It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:</p> <ul style="list-style-type: none"> • Subdivision - The Subdivision Chapter contains provisions which manage subdivision of land. • Light and glare - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas. • Noise - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels). • Signs - The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage. • Contaminated land - The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land. • Hazardous substances - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances. • Trees — The Notable Tree chapter contains specific provisions relating to the management of Notable Trees. • Designations <p>Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.</p>	
Objectives	
INF-01	<p>The benefits of infrastructure</p> <p>The national, regional and local benefits of infrastructure are recognised and provided for.</p>
INF-02	<p>Adverse effects of infrastructure</p> <p>The adverse effects of infrastructure on the environment are managed, while recognising:</p>

	<ol style="list-style-type: none"> 1. The functional and operational need of infrastructure; and 2. That positive effects of infrastructure may be realised locally, regionally or nationally.
INF-O3	<p>Adverse effects on infrastructure</p> <p>Manage the adverse effects, including reverse sensitivity effects or of subdivision use and development on the function and operation of infrastructure.</p> <p><u>Protect infrastructure from incompatible subdivision, use and development that may compromise its efficient and safe operation.</u></p>
INF-O4	<p>Infrastructure availability</p> <p>Safe, effective and resilient infrastructure is available for, and integrated with, existing and planned subdivision, use and development.</p>
INF-O5	<p>Transport network</p> <p>The transport network:</p> <ol style="list-style-type: none"> 1. Improves connectivity, enabling people of all ages and abilities, and goods to move safely and effectively regardless of transport mode; 2. Supports well-functioning urban environments; 3. Supports the health and well-being of people; and 4. Supports development infrastructure, additional infrastructure and green infrastructure.
INF-O6	<p>Amateur radio configurations</p> <p>The adverse effects of amateur radio configurations on the environment are managed.</p>
Policies	
INF-P1	<p>Recognising and providing for infrastructure</p> <p>Recognise the benefits of infrastructure by:</p> <ol style="list-style-type: none"> 1. Enabling the safe, resilient, effective and efficient operation, maintenance, repair, minor upgrade or removal of existing infrastructure; 2. Enabling investigation, monitoring and navigation activities associated with infrastructure operations; 3. Providing for significant upgrades to, and the development of new infrastructure; and 4. Providing for the functions and responsibilities of infrastructure as lifeline utilities during an emergency.
INF-P2	<p>Coordinating infrastructure with land use, subdivision, development and urban growth</p> <p>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.</p>
INF-P3	<p>Technological advances</p> <p>Provide flexibility to adopt new technologies for infrastructure that:</p> <ol style="list-style-type: none"> 1. Allow for the re-use of redundant services and structures; 2. Increase resilience, safety or reliability of networks and services; 3. Result in environmental benefits or enhancements; or 4. Promote environmentally sustainable outcomes.
INF-P4	<p>Undergrounding of infrastructure</p> <p>Encourage the undergrounding of new infrastructure in urban areas where it is practicable and technically feasible.</p>
INF-P5	<p>Adverse effects of infrastructure</p> <p>Manage the adverse effects of upgrades to, or the development of new infrastructure, including effects on:</p> <ol style="list-style-type: none"> 1. Natural and physical resources; 2. Amenity values; 3. Sensitive activities; 4. The identified values of Overlays; 5. The safe and efficient operation of other infrastructure; and 6. The health, well-being and safety of people and communities.
INF-P6	<p>Consideration of the adverse effects of infrastructure</p> <p>When considering the adverse effects of infrastructure on the environment recognise that there may be situations where all adverse effects, including construction effects, cannot be avoided, and as such must be remedied or mitigated through having regard to the following:</p> <ol style="list-style-type: none"> 1. The extent to which adverse effects can be avoided, remedied or mitigated may be constrained by the functional or operational need of the infrastructure; 2. The time, duration, or frequency of adverse effects;

	<ol style="list-style-type: none"> 3. The necessity of the infrastructure including: <ol style="list-style-type: none"> a. The need to quickly repair and restore disrupted services; and b. The impact of not operating, repairing, maintaining, upgrading, removing or developing infrastructure; 4. Existing infrastructure including: <ol style="list-style-type: none"> a. The complexity and connectedness of networks and services; and b. The potential for co-location and shared use of infrastructure corridors; 5. Anticipated outcomes for the receiving environment and the degree to which past modifications have compromised the achievement of those outcomes; 6. The benefits derived from the infrastructure at a local, regional and national scale; and 7. The extent to which the infrastructure is integrated with, and necessary to support, planned urban development.
INF-P7	<p>Reverse sensitivity</p> <p>Manage the establishment or alteration of sensitive activities near existing lawfully established infrastructure, including by:</p> <ol style="list-style-type: none"> 1. Requiring subdivision of sites containing the National Grid to: <ol style="list-style-type: none"> a. Retain the ability for the network utility operator to access, operate, maintain, repair and upgrade National Grid; and b. Ensure that future buildings, earthworks and construction activities maintain safe electrical clearance distances under all building and National Grid operating conditions; 2. Managing land disturbance and activities sensitive to gas transmission to avoid or mitigate potential adverse effects of, and on, gas transmission pipelines; 3. Requiring subdivision of sites containing a gas transmission pipeline network 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 <u>methods such as</u> set-backs and design controls where it is necessary to achieve appropriate protection of infrastructure.
INF-PX	<p><u>Incompatible Land Use and Development</u></p> <p><u>Avoid or where appropriate, manage activities that may compromise the efficient operation, maintenance, repair, replacement, upgrading, renewal or development of regionally significant infrastructure.</u></p>
INF-P8	<p>Amateur radio configurations</p> <p>Design, construct and locate amateur radio configurations to minimise adverse effects on the existing and anticipated amenity of adjoining properties and the surrounding area.</p>
INF-P9	<p>Upgrading and development of the transport network</p> <p>Enable the upgrading and development of the transport network where, as far as practicable, it:</p> <ol style="list-style-type: none"> 1. Integrates with the existing transport network and any other planned network upgrades or development; 2. Does not compromise the safe and effective functioning of the transport network; 3. Responds to site and topographical constraints including opportunities to reduce the effects of earthworks on landscape and ecological values; 4. Provides for high levels of connectivity within and between transport modes; 5. Provides for pedestrian, cycling and micromobility safety and connectivity including access to and usability of public open spaces and access to public transport services; and 6. Provides transport corridors which: <ol style="list-style-type: none"> a. Allocate adequate space in the corridor for walking, cycling, micromobility, public transport (including stops), loading and parking, vehicles, infrastructure and street trees; and b. Include street trees that are suitable for their specific locations in the road reserve, where these: <ol style="list-style-type: none"> i. Are a species appropriate to the site's growing conditions including soil, slope, aspect, wind, drought and salt tolerance; ii. Contribute to high quality public amenity through species diversity, habitat and food source value and appearance (mature height, stem girth and form); iii. Have low maintenance requirements and high tolerance to pruning; iv. Are selected and sited to minimise safety risks for pedestrians, especially at night; v. Are sited to avoid compromising traffic safety sightlines in respect of traffic lights, signs, intersections, bus stops, pedestrian crossings and vehicle crossings; and vi. Are sited and planted to avoid compromising buildings, structures or infrastructure.
INF-P10	<p>Classification of roads</p> <p>Classify roads according to the Waka Kotahi New Zealand Transport Agency's One Network Framework.</p>
INF-P11	<p>Connections to roads</p> <p>Enable safe and effective connections between sites and the transport network by requiring connections to roads to address:</p> <ol style="list-style-type: none"> 1. The One Network Framework classification, characteristics and operating speed of the road and the number and types of vehicles accessing the site; 2. Opportunities to share and minimise the number of connections; 3. Public health and safety including the safe functioning of the transport network and the safety of pedestrians, cyclists and micromobility device users; and 4. Site or topography constraints including reduced visibility.
INF-P1112	<p>Infrastructure within roads</p>

	Encourage the use of roads for other infrastructure, including where it is accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors 2019.
INF-P1213	<p>Infrastructure within riparian margins</p> <p>Provide for infrastructure within riparian margins where:</p> <ol style="list-style-type: none"> 1. Natural character is maintained; and 2. The infrastructure activity is designed to minimise the adverse effects on the natural character.
Rules for Infrastructure - General	
INF-R1	Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> 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; b. Compliance is achieved with INF-S1; and c. Compliance is achieved with the following standards: <ol style="list-style-type: none"> i. In relation to existing underground infrastructure, INF-S2; ii. INF-S3; and iii. INF-S12.
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance with INF-R1.1.a and INF-R1.1.c cannot be achieved. <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters set out in INF-P1, INF-P3, INF-P5 and INF-P6.
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance with INF-R1.1.b cannot be achieved.
INF-R2	New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance is achieved with INF-S1; and b. Compliance is achieved with the following standards: <ol style="list-style-type: none"> i. INF-S2; ii. INF-S3; iii. INF-S7; and iv. INF-S12 <p>Note: Aboveground ancillary structures are provided for in INF-R7.</p>
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance with INF-R2.1.b cannot be achieved. <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters set out in INF-P1, INF-P3, INF-P4, INF-P5 and INF-P1213.
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance with INF-R2.1.a cannot be achieved.
INF-R3	Upgrading of existing aboveground infrastructure
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p>

	<ul style="list-style-type: none"> a. Compliance is achieved with INF-S1; Rand b. Compliance with the following standards is achieved: <ul style="list-style-type: none"> i. INF-S3; ii. INF-S4; and iii. INF-S12.
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with the requirements of INF-R3.1.b cannot be achieved. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5 and INF-P6.
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with INF-R3.1.a cannot be achieved.
INF-R4	New vehicle access tracks for infrastructure
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with INF-S3 and INF-S7.
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with any of the requirements of INF-R4.1 cannot be achieved. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The matters set out in INF-P1, INF-P2, INF-P5, INF-P6 and INF-P1243.
INF-R5	New aboveground customer connection line
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with INF-S5.
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with any of the requirements of INF-R5.1 cannot be achieved. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The matters set out in INF-P1, INF-P5 and INF-P6.
INF-R6	Temporary infrastructure
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. All temporary infrastructure structures cease operating and are removed from the site within 12 months of the work commencing; b. Compliance is achieved with INF-S1; and c. Compliance is achieved with the following standards: <ul style="list-style-type: none"> i. INF-S3; ii. INF-S6; iii. INF-S7; iv. INF-S8; v. INF-S9; vi. INF-S10; vii. INF-S12; and viii. INF-S1445.
All Zones	<p>2. Activity status: Restricted Discretionary</p>

	<p>Where:</p> <p>a. Compliance with the requirements of INF-R6.1.a or INF-R6.1.c cannot be achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P3, INF-P5, INF-P6 and INF-P1243
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-R6.1.b cannot be achieved.</p>
INF-R7	<p>Structures associated with infrastructure including:</p> <ol style="list-style-type: none"> 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 6. <u>Bus Shelters.</u>
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> a. In the <u>General</u> Rural Production, Rural Lifestyle or General Industrial Zones, the maximum building and structure height standard for that Zone is complied with. In all other zones INF-S6 must be complied with; b. Any substation, gas regulation valve and/or takeoff station or energy storage batteries are set back at least 2m from a residential site side or rear boundary (but not a road boundary); c. Compliance is achieved with INF-S7 and INF-S1415; and d. Compliance is achieved with INF-S1.
All Zones	<p>2. Activity Status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-R7.1.a, INF-R7.1.b or INF-R7.1.c cannot be achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5 INF-P6 and INF-P1243.
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-R7.1.d cannot be achieved.</p>
INF-R8	<p>New infrastructure contained within existing buildings</p>
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. Compliance is achieved with INF-S1.</p>
All Zones	<p>2. Activity status: Non-Complying</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-R8.1.a cannot be achieved.</p>
INF-R9	<p>Navigational aids, sensing and environmental monitoring equipment (including air quality and meteorological)</p>
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. Compliance is achieved with the following standards:</p>

	<ul style="list-style-type: none"> i. INF-S3; ii. INF-S6; iii. INF-S7; iv. INF-S8; and v. INF-S12.
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with the requirements of INF-R9.1.a cannot be achieved. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P1243.
INF-R10	New overhead lines and associated support structures that convey <u>telecommunications or</u> electricity below 110kV
<p>General Rural Zone</p> <p>Large Lot Residential Zone</p> <p>General Industrial Zone</p> <p>Light Industrial Zone</p> <p>Airport Zone</p> <p>Hospital Zone</p> <p>Port Zone</p> <p>Stadium Zone</p> <p>Tertiary Education Zone</p>	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with the following standards: <ul style="list-style-type: none"> i. INF-S3; ii. INF-S6; iii. INF-S7; iv. INF-S8; and v. INF-S12.
<p>General Rural Zone</p> <p>Large Lot Residential Zone</p> <p>General Industrial Zone</p> <p>Light Industrial Zone</p> <p>Airport Zone</p> <p>Hospital Zone</p> <p>Port Zone</p> <p>Stadium Zone</p> <p>Tertiary Education Zone</p>	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with any of the requirements of INF-R10.1 cannot be achieved. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The matters set out in INF-P1, INF-P2, INF-P5, INF-P6 and INF-P1243.
All other Zones	3. Activity status: Discretionary
INF-R11	Telecommunications or radiocommunication activities (not otherwise provided for by another rule in this table and not regulated by the NESTF)
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with the following standards: <ul style="list-style-type: none"> i. INF-S6; ii. INF-S7; iii. INF-S8;

	<ul style="list-style-type: none"> iv. INF-S9; v. INF-S10; and vi. INF-S12; and vii. INF-S15. <p>b. Compliance is achieved with INF-S1.</p>
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with the requirements of INF-R11.1 cannot be achieved. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P2, INF-P5, INF-P7 and INF-P1213.
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with the requirements of INF-R11.1.b cannot be achieved.
INF-R12	<p>New telecommunications poles and new antennas (regulated by the NESTF that do not meet the permitted activity standards in those Regulations)</p>
All Zones	<p>1. Activity status: Controlled</p> <p>Where:</p> <ul style="list-style-type: none"> a. The width of any panel antenna does not exceed 0.8m; b. The diameter of any dish antenna located in the road reserve does not exceed: <ul style="list-style-type: none"> i. 0.6m in a residential zone; or ii. 0.9m in all other zones; c. The diameter of any dish antenna not located in the road reserve does not exceed: <ul style="list-style-type: none"> i. 0.6m in a residential zone; or ii. 2.0m in all other zones; d. Compliance is achieved with INF-S8; and e. Compliance is achieved with INF-S1. <p>Matters of control are:</p> <ul style="list-style-type: none"> 1. The functional and operational needs of, and benefits from, the infrastructure, including the potential impact on the levels of service or health and safety if the work is not undertaken; and 2. The amenity values of the relevant zone and the extent to which any adverse visual amenity effects can be managed.
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with any of the requirements of INF-R12.1.a, INF-R12.1.b, INF-R12.1.c and INF-R12.1.d cannot be achieved. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P1213.
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with the requirements of INF-R12.1.e cannot be achieved.
INF-R13	<p>New antenna attached to a building (regulated by the NESTF that do not meet the permitted standards in the NESTF)</p>
All Zones	<p>1. Activity status: Controlled</p> <p>Where:</p> <ul style="list-style-type: none"> a. A new panel antenna does not exceed a maximum face area of 2m²; and b. The antenna does not exceed a height of 5m above the point of attachment to the building; c. In any residential zone, the lowest point at which the antenna is attached to the building is at least 15m above the ground; and d. INF-S1 is complied with. <p>Matters of control are:</p> <ul style="list-style-type: none"> 1. The functional and operational needs of, and benefits from, the infrastructure, including the potential impact on the levels of service or health and safety if the work is not undertaken; and

	2. The amenity values of the relevant zone and the extent to which any adverse visual amenity effects can be managed.
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with any of the requirements of INF-R13.1.a, INF-R13.1.b or INF-R13.1.c cannot be achieved.</p> <p>Matters of discretion are:</p> <p>1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5 and INF-P6.</p>
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-R13.1.d cannot be achieved.</p>
INF-R14	New telecommunications cabinets (regulated by the NESTF that do not meet the permitted standards of the NESTF)
All Zones	<p>1. Activity status: Controlled</p> <p>Where:</p> <p>a. A single, standalone telecommunications cabinet does not exceed a footprint of 2.5m² or a height of 2m;</p> <p>b. A group of telecommunications cabinets do not exceed a footprint of 3m²; and</p> <p>c. Compliance is achieved with INF-S7 and INF-S1445.</p> <p>Matters of control are:</p> <p>1. The functional and operational needs of, and benefits from, the infrastructure, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</p> <p>2. The amenity values of the relevant zone and the extent to which any adverse visual amenity effects can be managed.</p>
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with any of the requirements of INF-R14.1 cannot be achieved.</p> <p>Matters of discretion are:</p> <p>1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and</p> <p>2. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P1243.</p>
INF-R15	Infrastructure buildings and structures not provided for by any other rule in this table
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. Compliance is achieved with all relevant bulk and location standards for the zone in which the building or structure is located;</p> <p>b. Compliance is achieved with INF-S7 and INF-S1445; and</p> <p>c. Compliance is achieved with INF-S1.</p>
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-R15.1.a or INF-R15.1.b cannot be achieved.</p> <p>Matters of discretion are:</p> <p>1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and</p> <p>2. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P1243. P</p>
All Zones	<p>3. Activity status: Non-Complying</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-R15.1.c cannot be achieved.</p>
INF-R16	New electricity lines and associated support structures (including poles and towers) that convey electricity of 110kV or above
All Zones	<p>1. Activity status: Restricted Discretionary</p>

	<p>Matters of discretion are:</p> <ol style="list-style-type: none"> The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P1243.
INF-R17	New aboveground pipelines
All Zones	<ol style="list-style-type: none"> Activity status: Discretionary
INF-R18	New water, wastewater and stormwater pump stations
All Zones	<ol style="list-style-type: none"> Activity status: Permitted <p>Where:</p> <ol style="list-style-type: none"> Compliance is achieved with the following standards: <ol style="list-style-type: none"> INF-S2; INF-S3; INF-S6; INF-S7; INF-S12; and INF-S1415.
All Zones	<ol style="list-style-type: none"> Activity status: Restricted Discretionary <p>Where:</p> <ol style="list-style-type: none"> Compliance with any of the requirements of INF-R18.1 cannot be achieved. <p>Matters of discretion are:</p> <ol style="list-style-type: none"> The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and The matters set out in INF-P1, INF-P3, INF-P5, INF-P6 and INF-P1243.
INF-R19	New water treatment plants
General Rural Zone Large Lot Residential Zone General Industrial Zone Light Industrial Zone Airport Zone Hospital Zone Port Zone Stadium Zone Tertiary Education Zone	<ol style="list-style-type: none"> Activity status: Permitted <p>Where:</p> <ol style="list-style-type: none"> Relevant zone bulk and location standards are complied with; and Compliance is achieved with the following standards: <ol style="list-style-type: none"> INF-S2; INF-S3; INF-S7; INF-S12;and INF-S1415.
General Rural Zone Large Lot Residential Zone General Industrial Zone Light Industrial Zone Airport Zone Hospital Zone Port Zone Stadium Zone Tertiary	<ol style="list-style-type: none"> Activity status: Restricted Discretionary <p>Where:</p> <ol style="list-style-type: none"> Compliance with any of the requirements of INF-R19.1 cannot be achieved. <p>Matters of discretion are:</p> <ol style="list-style-type: none"> The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P1243.

Education Zone	
All other Zones	3. Activity status: Discretionary
INF-R20	New wastewater treatment plants
General Rural Zone Large Lot Residential Zone General Industrial Zone Light Industrial Zone Airport Zone Hospital Zone Port Zone Stadium Zone Tertiary Education Zone	1. Activity status: Restricted Discretionary Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P 1243 .
All other Zones	2. Activity status: Discretionary
INF-R21	Amateur radio configuration
All Zones	1. Activity status: Permitted Where: a. Compliance is achieved with INF-S7 and INF-S11; and b. Compliance is achieved with INF-S1.
All Zones	2. Activity status: Restricted Discretionary Where: a. Compliance with any of the requirements of INF-R21.1.a cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P8 and INF-P 1243 .
All Zones	3. Activity status: Non-Complying Where: a. Compliance with the requirements of INF-R21.1.b cannot be achieved.
INF-R22	Buildings, structures and activities in the National Grid Yard
All Zones	1. Activity status: Permitted Where: a. The activity is not a sensitive activity; b. The building or structure is not used for the handling or storage of hazardous substances (Hazardous Substances (Hazard Classification) Notice 2020) with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic-scale quantities); and c. The structure is a fence not exceeding 2.5m in height; d. 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. 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. An accessory building associated with an existing residential activity that is less than 10m² in footprint and 2.5m in height; g. Infrastructure undertaken by a network utility operator as defined in the Resource Management Act 1991 or any part of electricity infrastructure that connects to the National Grid; and h. Compliance is achieved with INF-S12.
All Zones	2. Activity status: Non-complying

	<p>Where:</p> <p>a. Compliance with INF-R22.1 cannot be achieved.</p> <p>-</p> <p>Notification status:-</p> <p>An application for resource consent made in respect of rule INF-R22.2 is precluded from being publicly notified.</p> <p>-</p> <p>Notice of any application for resource consent under this rule must be served on Transpower New Zealand Limited in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.</p>
INF-R 22 23	<p>Sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission Pipeline Corridor Network</p>
All Zones	<p>1. Activity status: Restricted Discretionary</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 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 pipeline; 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; and 5. Whether the sensitive activity could be located a greater distance from the gas transmission pipeline. <p>Notification status:</p> <p>An application for resource consent made in respect of rule INF-R23 is precluded from being publicly notified.</p> <p>Notice of any application for resource consent under this rule must be served on the owner and operator of the Gas Transmission Pipeline Network in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.</p> <p>Note:</p> <ol style="list-style-type: none"> 1. 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. 2. If a resource consent application is made under this rule, the owner and operator of the Gas Transmission Pipeline will be considered an affected person in accordance with section 95E of the Act and notified of the application, where written approval is not provided.
INF-R24	<p>Connections to roads-</p>
All Zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The connection provides site access for sites with no driveway, on-site parking or loading; and</p> <p>b. Compliance is achieved with INF-S16;</p> <p>or</p> <p>c. The connection provides site access to an Urban Road (except a Transit Corridor) or a Rural Road (except National Highway) as identified in mapped in the road classification overlay; and</p> <p>d. Compliance is achieved with INF-S17.</p>
All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-R24.1 cannot be achieved.</p> <p>-</p> <p>Matters of discretion are:-</p> <p>-</p> <p>1. The matters in INF-P13.</p>
INF-R 23 25	<p>New roads</p>
All Zones	<p>1. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance is achieved with the following standards:</p> <ol style="list-style-type: none"> i. INF-S3; ii. INF-S1618; and iii. Compliance with the requirements of New Zealand Standard NZS6806:2010 Acoustics — Road Traffic Noise — New and Altered Roads. <p>Clause iii shall apply only to new roads predicted to carry at least 2,000 annual average daily traffic (AADT) at the design year. In circumstances where NZS6806:2010 Acoustics — Road Traffic Noise — New and Altered Roads does not apply, as listed in paragraph 1.3.1 of NZS6806:2010 Acoustics — Road</p>

	Traffic Noise — New and Altered Roads.	
	<p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The classification of the proposed road and how the proposed aligns with INF-S1213; and 2. Design of the road. <p>Section 88 information requirements for applications:</p> <ol style="list-style-type: none"> 1. Applications under this rule must provide, in addition to the standard information requirements: <ol style="list-style-type: none"> a. A detailed design road safety audit in accordance with the NZTA Road Safety Audit Procedures for Projects — Guidelines, Transfund New Zealand Manual No. TFM9 2013; and b. A classification assessment of the proposed road(s) against the Waka Kotahi New Zealand Transport Agency One Network Framework 2021. 	
All Zones	<ol style="list-style-type: none"> 2. Activity status: Discretionary <p>Where:</p> <ol style="list-style-type: none"> a. Compliance with the requirements of INF-R25.1 cannot be achieved. <p>Section 88 information requirements for applications:</p> <ol style="list-style-type: none"> 1. Applications under this rule must provide, in addition to the standard information requirements: <ol style="list-style-type: none"> a. A detailed design road safety audit in accordance with the NZTA Road Safety Audit Procedures for Projects — Guidelines, Transfund New Zealand Manual No. TFM9 2013; and b. A classification assessment of the proposed road(s) against the Waka Kotahi New Zealand Transport Agency One Network Framework 2021 	
INF-R2426	Structures <u>and vegetation</u> near railway level crossings	
All Zones	<ol style="list-style-type: none"> 1. Activity status: Permitted <p>Where:</p> <ol style="list-style-type: none"> a. Compliance is achieved with INF-S1514. 	
All Zones	<ol style="list-style-type: none"> 2. Activity status: Discretionary 	
Standards		
INF-S1	Health and safety	
All Zones	<ol style="list-style-type: none"> 1. The maximum exposure levels must not exceed the levels specified in NZS 2772:1999 'Radiofrequency Fields — Maximum exposure levels — 3kHz to 300 GHz.'; and 2. Infrastructure that emits electric and magnetic fields must comply with the International Commission on Non-ionising Radiation Protection Guidelines for limiting exposure to time-varying electric and magnetic fields (1 Hz — 100 Hz), Health Physics 99(6):818-836; 2010, and the recommendations from the World Health Organisation monograph Environmental Health Criteria (No 238, 2007). 	
INF-S2	Underground infrastructure	
All Zones	<ol style="list-style-type: none"> 1. The utility structures must be located underground and must not be on or within a natural waterbody, except where it is: <ol style="list-style-type: none"> a. Attached to and/or incorporated within an existing bridge structure; b. Within an existing attached conduit or duct; or c. Installed beneath a waterbody (without disturbance of the bed). 2. For the installation or upgrading of pipelines, a gauge pressure of 2000 kilopascals must not be exceeded. 	
INF-S3	Earthworks	
All Zones	<ol style="list-style-type: none"> 1. Earthworks must not create a dust nuisance; 2. As soon as practical, but not later than three months after the completion of earthworks or stages of earthworks, the earthworks area must be stabilised with vegetation or sealed, paved, metalled or built over; 3. Trenching must be progressively closed and stabilised such that no more than 120m of continuous trench is exposed to erosion at any one time; 4. Land disturbed for the operation, repair, renewal, upgrading or maintenance of utilities must be stabilised by 	

	<p>re-vegetation, grassing or other suitable means as soon as practicable after completion of the works to avoid erosion and scouring; and</p> <p>5. Works must not result in any instability of land or structures at or beyond the boundary of the property where the land disturbance occurs.</p>	
INF-S4	Upgrading of aboveground infrastructure	
All Zones	<ol style="list-style-type: none"> 1. The realignment, relocation or replacement of a line, pipe (excluding a liquid petroleum or gas transmission pipeline), telecommunication pole, pole, tower, conductor, switch, transformer or ancillary structure must be located within 5m of the existing structure; 2. A pole must not be replaced with a tower; 3. A replacement pole, tower or telecommunication pole must not exceed the height of the replaced pole or tower or telecommunication pole, or the maximum structure height provided for in INF-S8, whichever is higher; 4. The diameter or width of a replacement pole or telecommunications pole: <ol style="list-style-type: none"> 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; 5. A replacement tower's footprint must not exceed the width of the tower by more than 25%; 6. The upgrade must not include additional towers; 7. A maximum of two additional poles may be provided where it is necessary to achieve the conductor clearances required by NZECP 34:2001; and 8. The realignment, relocation or replacement of any other structure or building: <ol style="list-style-type: none"> a. Must be within 5m of the alignment or location of the original structure or building; b. Must not increase the footprint of the structure or building by greater than 30%. 	
INF-S5	New aboveground customer connections	
All Zones	<ol style="list-style-type: none"> 1. The connection must not exceed three additional poles; and 2. The diameter of conductors, lines, pipes or cables must not exceed 30mm43mm. 	
INF-S6	Structures	
All Zones	<ol style="list-style-type: none"> 1. The height of new buildings and structures must not exceed a maximum height of 3.5 metres; or 2. The maximum area of new buildings and structures is: <ol style="list-style-type: none"> a. 20m² in Residential Zones; or b. 30m² in all other Zones. 	
INF-S7	Riparian setbacks	
All Zones	<ol style="list-style-type: none"> 1. No infrastructure shall be located on or in land within 10 metres of the bed of any river. This setback does not apply to infrastructure that is located within formed legal road or crosses a river along a bridge. 	
INF-S8	Height of electricity and telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts	
All Zones	<ol style="list-style-type: none"> 1. Telecommunication poles, associated antennas, lines and single pole support structures, must not exceed a maximum height of the permitted height for the relevant zone, plus 5 metres; 2. A further 5 metres in height is afforded where two or more infrastructure providers are co-located on the same structure; 3. Meteorological masts must not exceed a maximum height of the permitted height for the relevant zone, plus 25 metres, except for a Residential Zone where the maximum height is the zone height; and 4. Where a telecommunication pole and associated antennas, lines and single pole support structure and meteorological masts are located on a site that is not road reserve and adjoins a Residential Zone boundary, the relevant building recession plane standard for that 	

	boundary must be complied with.	
INF-S9	Antenna size	
All Zones	<ol style="list-style-type: none"> 1. A panel antenna: <ol style="list-style-type: none"> a. must not exceed a width of 0.7m; and b. when in a road reserve, must fit within an envelope of 3.5m in length and 0.7m in width; 2. A dish antenna must not exceed a diameter of 1.2m; 3. Omni directional 'whip' or dipole antenna must not exceed: <ol style="list-style-type: none"> a. 1.6m in vertical length; b. 60mm in diameter; and c. 1.5m in horizontal length; 4. A headframe must not exceed: <ol style="list-style-type: none"> a. 2.5m in diameter in Residential Zones (except when located in a road); or b. 6m in diameter in all other zones. 	
INF-S10	Height of antenna attached to buildings	
All Zones	<ol style="list-style-type: none"> 1. If the antenna is attached to a vertical surface, the top of the antenna must not extend more than 5m above the top of that surface, directly above the point at which the antenna is attached to the building; or 2. In all other cases, the top of the antenna must not be more than 5m above the point at which the antenna is attached to the building; and 3. If the building is in a Residential Zone, the lowest point at which the antenna is attached to the building must be at least 15m above the ground. 	
INF-S11	Amateur radio configurations	
All Zones	<ol style="list-style-type: none"> 1. Supporting structures and poles must comply with the following: <ol style="list-style-type: none"> a. Must not exceed 102mm in diameter; or b. A maximum of one support structure greater than 102mm where the maximum height of the supporting structure must not exceed the relevant zone building height, the horizontal diameter of the pole or supporting structure must not exceed 800mm, the structure must be set back 1.5m from any boundary, and any guy wires used to support the pole must not exceed 10mm in diameter; 2. Dish antennas located less than 5m above ground must not exceed a maximum horizontal diameter of 4m and must have a minimum boundary setback of 1m. Dish antennas situated more than 5m above ground have a maximum diameter of 1.2m; and 3. The maximum height of antennas mounted on buildings using a supporting structure less than 102mm diameter shall be 18m in the Residential Zones and 18m or the relevant permitted or actual Building Height plus 5m (whichever is greatest) in all other Zones. 	
INF-S12	Buildings, structures and activities in the National Grid Yard	
All Zones	<ol style="list-style-type: none"> 1. The building or structure must have a minimum vertical clearance of 10m below the lowest point of a conductor under all transmission line and building operating conditions; or 2. Must meet the safe electrical clearance distances required by New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions. 3. The building or structure must be located at least 12m from the outer visible edge of a foundation of a National Grid transmission line tower or pole, except where it: <ol style="list-style-type: none"> a. Is a fence not exceeding 2.5m in height that is located at least: <ol style="list-style-type: none"> 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 	

	<p>transmission line pole that:</p> <ul style="list-style-type: none"> 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 iii. Meets the requirements of clause 2.4.1 of New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663. 	
<p>INF-S1213</p>	<p>Design of roads</p>	
	<ol style="list-style-type: none"> 1. Roads must provide for traffic in accordance with Table 1 — INF: Design of Roads — One Network Framework; 2. Roads must be designed to achieve design speeds in accordance with Table 1 — INF: Design of Roads — One Network Framework; 3. Roads must have at least the minimum widths in accordance with Table 1 — INF: Design of Roads — One Network Framework: <ol style="list-style-type: none"> a. Minimum total, legal width; and b. Minimum width to provide for: <ol style="list-style-type: none"> i. Pedestrians; ii. Cycling; iii. Micromobility; iv. Stationary vehicles including car parking, bus stops, loading areas as well as build outs for traffic calming or additional infrastructure; v. Vehicles; vi. Infrastructure; and vii. Street trees. 4. The maximum gradient of roads must be in accordance with Table 1 — INF: Design of Roads — One Network Framework; 5. Curves in roads must meet the following minimum values: <ol style="list-style-type: none"> a. K Values for crest vertical curves and sag vertical curves must be in accordance with Table 4 — INF: Road Vertical Curves and Horizontal Curves; and b. R Values for horizontal curves must be in accordance with Table 4 — INF: Road Vertical Curves and Horizontal Curves. 6. Street trees must be provided in accordance with: <ol style="list-style-type: none"> a. Table 1 — INF: Design of Roads — One Network Framework; b. Street trees must not be planted in the Infrastructure Berm; c. When street trees are required in accordance with Table 1 — INF: Design of Roads — One Network Framework, they must be provided in accordance with the number of trees per Size Class at Maturity set out in Table 2 — INF: Street Trees and species in accordance with Table 3 — INF: Street Tree Species List; d. Street tree planting must meet the requirements set out in Table 2 — INF: Street Trees for the following: <ol style="list-style-type: none"> i. Horizontal Setback Distances from Underground Infrastructure; ii. Horizontal Setback Distances from Structures; iii. Minimum Berm Width; iv. Minimum Topsoil Depth; and v. Minimum Soil Volume. 7. Each street tree must be provided with a root barrier to a depth of 600mm below the surface; and 8. Streetlighting must be provided in accordance with the following: <ol style="list-style-type: none"> a. Streetlighting must be designed in accordance with NZ Transport Agency document M30 Specification and Guidelines for Road Lighting Design (2014); b. Streetlighting lamps must be on the NZ Transport Agency List of M30 Approved Luminaires (2021); c. Streetlighting columns must be in accordance with the NZ Transport Agency M26:2012 and M26A:2017 Specification for Lighting Columns; and d. Streetlighting columns in Local Street, Activity Street, Main Street, Urban Corridor or Rural Road 	

	must be a minimum of 8m in height.	
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Table 1 — INF: Design of Roads — One Network Framework

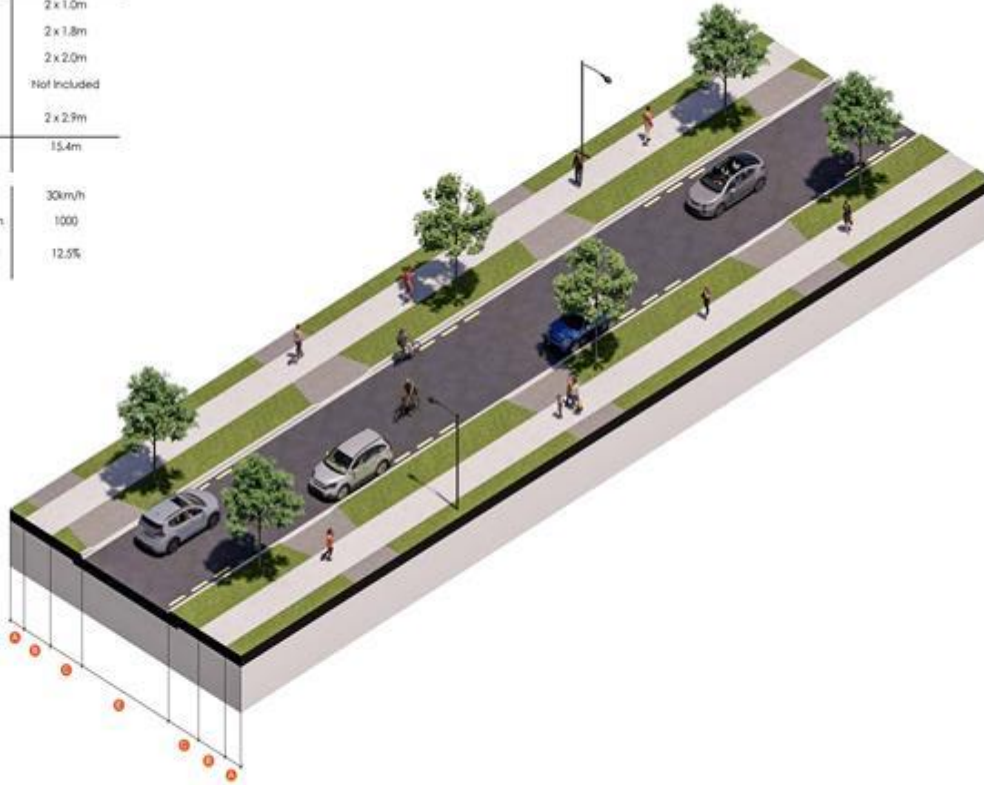
One Network Framework Classification	Expected maximum vehicle volume (vehicles per day)	Target speed (km/h)	Maximum gradient	Minimum width (m)							Number of street trees
				Footpath	Cycles	Traffic (must provide unhindered vehicle access including firetruck access)	Stationary vehicles (parking/bus stop/loading) and Build outs for cycle and micromobility parking, street trees	Infrastructure berm	Street tree berm	Legal width	
Urban											
Local Street M5 P3 No Vehicle Access at Frontage	250	40	12.5%	2 x 1.8	0	1 x 3.5	1 x 2.5 (alternating sides of road)	2 x 1.0	0	11.6	As per Table 2 – INF: Street Trees



Local Street M5 P3	1000	30	12.5%	2 x 1.8	0	2 x 2.9	0	2 x 1.0	2 x 2.0	15.4	As per Table 2 – INF: Street Trees
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Typical Plan and Cross Section

ELEMENT	MINIMUM WIDTH
Infrastructure Berm	2 x 1.0m
Footpath	2 x 1.8m
Street Tree Berm	2 x 2.0m
Stationary Vehicles and Build Out	Not Included
Traffic	2 x 2.9m
Total Width (Legal Width)	15.4m
Target Speed	30km/h
Expected Maximum Vehicles Per Day	1000
Maximum Gradient	12.5%



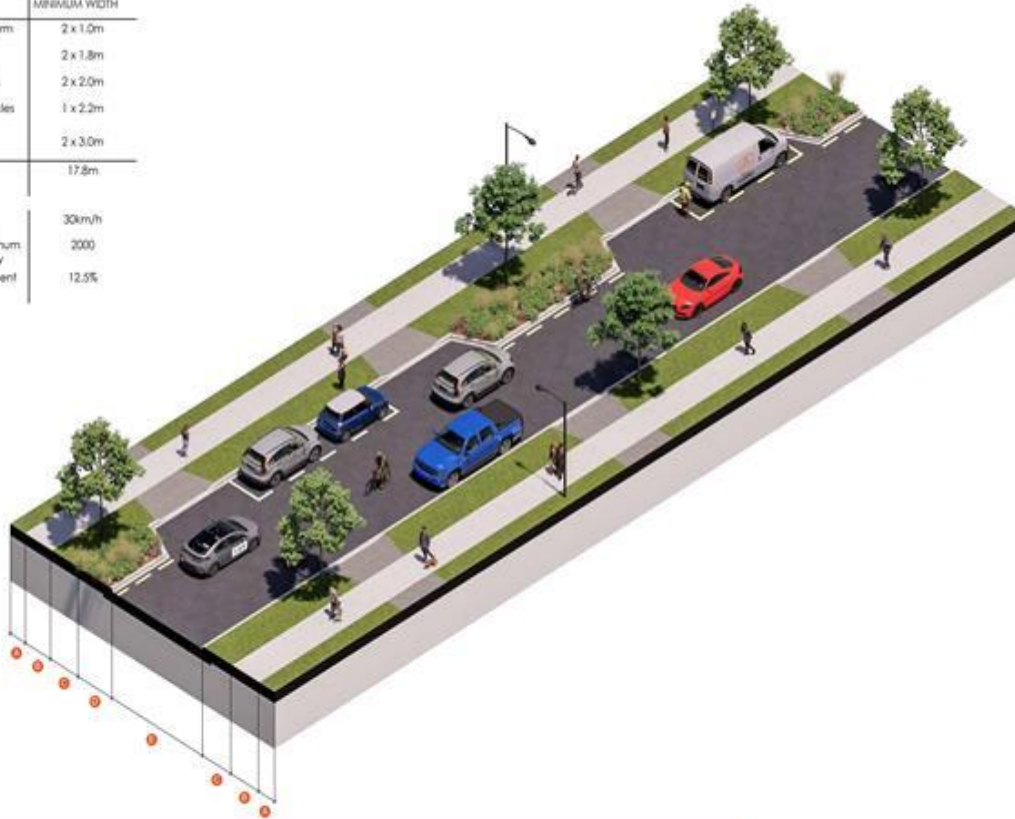
LOCAL STREET M5 P3
NOTE - WCC TRANSPORT PROVISIONS



Local Street M5 P4 [e.g. Bickerton Rise, Churton Park]	2000	30	12.5%	2 x 1.8	0	2 x 3.0	1 x 2.2	2 x 1.0	2 x 2.0	17.8	As per Table 2 – INF: Street Trees
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Typical Plan and Cross Section

ELEMENT	MINIMUM WIDTH
Infrastructure Berm	2 x 1.0m
Footpath	2 x 1.8m
Street Tree Berm	2 x 2.0m
Stationary Vehicles and Build Out	1 x 2.2m
Traffic	2 x 3.0m
Total Width (Legal Width)	17.8m
Target Speed	30km/h
Expected Maximum Vehicles Per Day	2000
Maximum Gradient	12.5%



LOCAL STREET M5 P4
NOTE - WCC TRANSPORT PROVISIONS



Local Street M4 [e.g. Washington Avenue, Brooklyn]	3000	50	12.5%	2 x 1.8	2 x 1.8 (cycle lane)	2 x 3.0	2 x 2.6	2 x 1.0	2 x 2.0	24.4	As per Table 2 – INF: Street Trees
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Typical Plan and Cross Section

ELEMENT	MINIMUM WIDTH
Infrastructure Berm	2 x 1.0m
Footpath	2 x 1.8m
Street Tree Berm	2 x 2.0m
Stationary Vehicles and Build Out	2 x 2.6m
Traffic	2 x 3.0m
Cycles	2 x 1.8m
Total Width (Legal Width)	24.4m
Target Speed	50km/h
Expected Maximum Vehicles Per Day	3000
Maximum Gradient	12.5%



LOCAL STREET M4
NOTE - WCC TRANSPORT PROVISIONS

Civic Space [e.g. Cuba Mall, Civic Square]		Discretionary resource consent required
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Activity Street [e.g. Ottawa Rd, Ngaio]	8000	30-50	5%	2 x 2.4	2 x 1.8 (cycle lane)	2 x 3.2	2 x 2.6	2 x 1.0	2 x 2.0	26.0	As per Table 2 – INF: Street Trees
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Typical Plan and Cross Section

ELEMENT	MINIMUM WIDTH
Infrastructure Berm	2 x 1.0m
Footpath	2 x 2.4m
Street Tree Berm	2 x 2.0m
Stationary Vehicles and Build Out	2 x 2.6m
Traffic	2 x 3.2m
Cycles	2 x 1.8m
Total Width (Legal Width)	26.0m
Target Speed	30-50km/h
Expected Maximum Vehicles Per Day	8000
Maximum Gradient	5%



ACTIVITY STREET
HCRC - WCC TRANSPORT PROVISIONS

Main Street [e.g. Johnsonville Rd, Johnsonville]	8000	30	5%	2 x 3.0	2 x 2.0	2 x 3.2	2 x 2.6	2 x 1.0	2 x 2.0	27.6	As per Table 2 – INF: Street Trees
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Typical Plan and Cross Section

ELEMENT	MINIMUM WIDTH
Infrastructure Berm	2 x 1.0m
Footpath	2 x 3.0m
Street Tree Berm	2 x 2.0m
Stationary Vehicles and Build Out	2 x 2.6m
Traffic	2 x 3.2m
Cycles	2 x 2.0m
Total Width (Legal Width)	27.6m
Target Speed	30km/h
Expected Maximum Vehicles Per Day	8000
Maximum Gradient	5%



MAIN STREET
HCRE - WCC TRANSPORT PROVISIONS

City Hub [e.g. Lambton Quay]	Discretionary resource consent required
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Urban Connector [e.g. Burma Rd, Middleton Rd]	8000	50	12.5%	2 x 1.8	2 x 2.0	2 x 3.2	2 x 2.6	2 x 1.0	2 x 2.0	25.2	As per Table 2 – INF: Street Trees
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Typical Plan and Cross Section

ELEMENT	MINIMUM WIDTH
Infrastructure Berm	2 x 1.0m
Footpath	2 x 1.8m
Street Tree Berm	2 x 2.0m
Stationary Vehicles and Build Out	2 x 2.6m
Traffic	2 x 3.2m
Cycles	2 x 2.0m
Total Width (Legal Width)	25.2m
Target Speed	50km/h
Expected Maximum Vehicles Per Day	8000
Maximum Gradient	12.5%



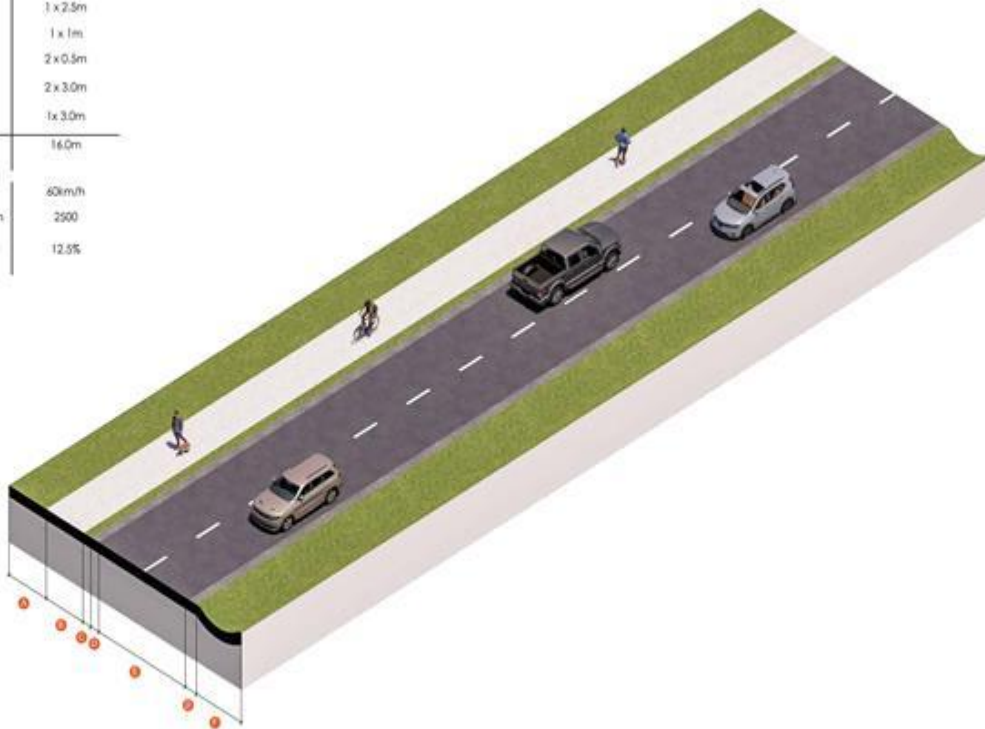
URBAN CONNECTOR
NOTE - WCC TRANSPORT PROVISIONS

Transit Corridor [e.g. Hutt Rd, Wellington]		Discretionary resource consent required
Rural		
Rural Stopping Place		Discretionary resource consent required

Rural Road [e.g. Takarau Gorge Rd]	2500	60	12.5%	1 x 2.5 (shared, separated path)	0	2 x 3.0	2 x 0.5 (sealed shoulder)	1 x 2.5 (between property boundary and path) 1 x 1.0 (between path and road shoulder) 1 x 3.0 (side without path)	NA	16.0	NA
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Typical Plan and Cross Section

ELEMENT	MINIMUM WIDTH
Infrastructure Berm	1 x 2.5m
Shared Path	1 x 2.5m
Infrastructure Berm	1 x 1m
Sealed Shoulder	2 x 0.5m
Traffic	2 x 3.0m
Infrastructure Berm	1 x 3.0m
Total Width (Legal Width)	16.0m
Target Speed	60km/h
Expected Maximum Vehicles Per Day	2500
Maximum Gradient	12.5%



RURAL ROAD
FIGURE - WCC TRANSPORT PROVISIONS

Peri-urban Road		Discretionary resource consent required
Rural Connector		Discretionary resource consent required
National Highway		Discretionary resource consent required

Table 2 — INF: Street Trees

Size class at maturity (Stem diameter at 1.5m)	Height at maturity	Minimum number of trees per 100m of road	Horizontal setback distances from underground infrastructure (m)		Horizontal setback distances from structures (m)			Minimum berm Width (m)	Minimum topsoil depth (m)	Minimum soil volume (m ³)
			• Manholes, drainage catchments, surface	• Transmission gas pipelines; and	• Hard surfaces (footpath etc)	• Pavers; • Lightly loaded	• Street lights			

above ground)			<ul style="list-style-type: none"> openings for underground infrastructure; Trunk water mains; Stormwater pipes >300mm diameter; Sewer pipes >300mm diameter; Distribution gas pipelines; and Distribution or customer connection electricity lines 	<ul style="list-style-type: none"> Transmission electricity lines 	<ul style="list-style-type: none"> Road kerbs; Vehicle crossings; and Masonry walls 	<ul style="list-style-type: none"> structures (bus shelters, garages etc); and Heavily loaded structures (houses etc) 					
<300mm Tree species must be selected from the list in Table 3 — INF: Street Tree Species List	3-8	4	0.50	4.0	0.6	0.7	5.0	1.5	0.5	10.0	
300 - 600mm Tree species must be selected from the list in Table 3 — INF: Street Tree Species List	5-10	4	1.5	4.0	1.0	1.5	5.0	2.0	0.6	12.0	

Table 3 — INF: Street Tree Species List

Botanical name	Common name	Size class	Height (m)
<i>Acer campestre</i>	Field Maple	<300mm	8
<i>Alnus Cordata</i>	Italian Alder	<300mm	8
<i>Arbutus unedo</i>	Strawberry Tree	<300mm	8
<i>Banksia integrifolia</i>	Coast Banksia	<300mm	8
<i>Dodonaea viscosa</i>	Ake Ake	<300mm	3
<i>Fraxinus griffithii</i>	Evergreen Ash	<300mm	5
<i>Leptospermum nitidum</i>	Tea Tree	<300mm	5
<i>Liriodendron Tulipifera Fastigiatum</i>	Upright Tulip Tree	<300mm	8
<i>Melia Azedarach</i>	Persian Lilac	300mm	8
<i>Olea europaea</i>	European Olive	<300mm	5
<i>Parrotia persica</i>	Persian Ironwood	<300mm	5
<i>Sophora microphylla</i>	Kowhai	<300mm	8
<i>Sophora tetraptera</i>	Large-leaved Kowhai	<300mm	8
<i>Sorbus aucuparia</i>	Mountain Ash	<300mm	5
<i>Acer negundo</i>	Box Maple	300 - 600mm	10
<i>Cordyline australis</i>	Cabbage Tree	300 - 600mm	8

Eucalyptus ficifolia	Red Flowering Gum	300 - 600mm	8
Fraxinus oxycarpa	Claret Ash	300 - 600mm	10
Ginkgo biloba	Maidenhair Tree	300 - 600mm	10
Ginkgo biloba "Fastigiata"	Upright Maidenhair Tree	300 - 600mm	10
Knightia excelsa	Rewarewa	300 - 600mm	10
Liquidambar styraciflua	American Sweetgum	300 - 600mm	10
Liriodendron Tulipifera	Tulip Tree	300 - 600mm	10
Platanus Acerifolia	London Plane	300 - 600mm	10
Platanus Orientalis	Oriental Plane	300 - 600mm	10
Taxodium Distichum	Swamp Cypress	300 - 600mm	10
Ulmus carpinifolia	Smooth Leaved Lime	300 - 600mm	10
Ulmus Hollandica	Upright Elm	300 - 600mm	10
Zelkova serrata	Zelkova	300 - 600mm	10

Table 4 — INF: Road Vertical Curves and Horizontal Curves

Operating speed (km/h)	Minimum K value for Crest Vertical Curves	Minimum K value for Sag Vertical Curves	Minimum R value for Horizontal Curves
≤20	15	3	20
21-30	17	3	30
31-40	20	3	40
41-50	33	4	50
51-60	50	6	Specific design
61-70	71	8	Specific design
71-80	100	10	Specific design
INF-S1344	Sight Triangles for Railway Level Crossings		
	Buildings, <u>structures</u> , <u>plantings</u> or other visual obstructions must not be located within the restart sightline areas of railway level crossings as shown in the shaded areas of Figure 1 — INF: Restart Sightlines <u>and Figure 2 – INF: Approach Sightlines</u> below.	Assessment criteria where the standard is infringed: 1. Effects on the safety and efficiency of rail and road transport.	

Figure 1 — INF: Restart Sightlines

Figure 1 – INF: Restart Sightlines

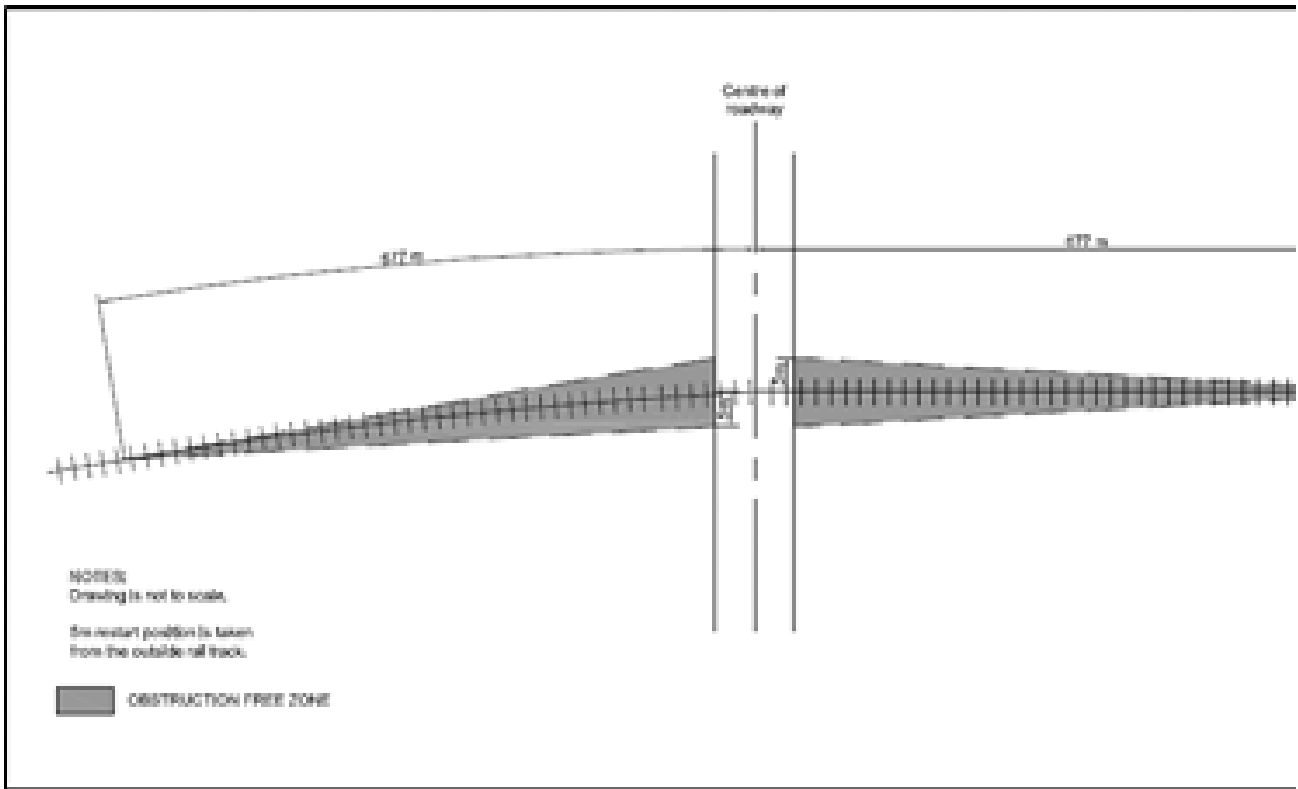
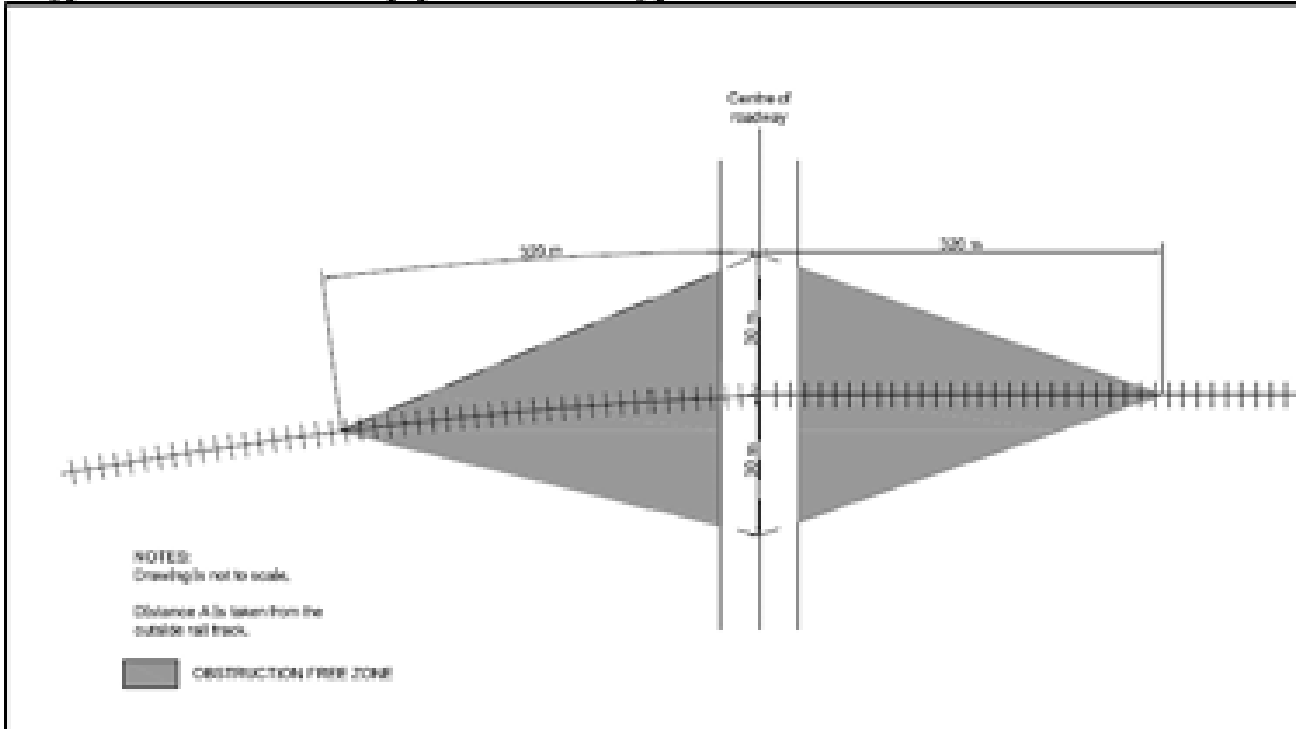


Figure 2 – INF: Approach Sightlines



INF-S1416	Connection to roads - sites with pedestrian, cycling and micromobility site access only	
	1. For sites with frontage to a road:	

	<p>a. The direct legal road frontage must have a width of at least 1.8m.</p> <p>2. For sites with no frontage to a road:</p> <p>a. Access must be provided to a road via an access easement with a width of at least 1.8m.</p>	
INF-S16	Connection to roads – driveways	
-	<p>1. The number of vehicle crossings per site must not exceed one;</p> <p>2. The minimum design vehicle for a vehicle crossing is a 5.20m x 1.94m vehicle (99th percentile vehicle);</p> <p>3. For Urban Roads, the length of a vehicle crossing parallel to the road must be no more than:</p> <p style="padding-left: 20px;">a. 3m for Driveways Level 1; or</p> <p style="padding-left: 20px;">b. 6m for Driveways Level 2 and 3.</p> <p>4. For Rural Roads:</p> <p style="padding-left: 20px;">a. The vehicle crossing must be sealed between the road carriageway and the property boundary; and</p> <p style="padding-left: 20px;">b. The entry and exit turn radius of the vehicle crossing must each be at least 9.0m;</p> <p>5. Where the vehicle crossing incorporates a pedestrian, cycling or micromobility path, the crossfall of the path must meet not exceed 2.5%;</p> <p>6. The vehicle crossing for a site with frontage to two or more roads must connect to the road with the lower number of vehicle movements per day;</p> <p>Vehicle crossings must not be located within 10m of an intersection tangent point as shown as the heavy line between Points A and B in Figure 2 — INF: Vehicle Crossings in Relation to Intersections. In addition, vehicle crossings for Driveways Level 2 and 3 must not be located at the top of a T-intersection as shown as the heavy line between Points C and D in Figure 2 — INF: Vehicle Crossings in Relation to Intersections;</p> <p>7. The distance from vehicle crossings to railway crossings must be at least 30m, measured from the nearest edge of the vehicle crossing to the nearest railway track;</p> <p>8. Connections to the road reserve must provide clear visibility splays for pedestrian safety from 1.0m above ground level as shown in Figure 3 — INF: Driveway Visibility Splays and Sight Distances. Driveways Levels 2 and 3 must provide the visibility splay on the left hand exit side only. For Driveways Level 1 where the driveway is within 2.0m of the adjoining property boundary, the visibility splay is not required if a 75mm high speed hump is installed 1.0m from the road boundary;</p> <p>9. Sight distances from vehicle crossings as shown in Figure 3 — INF: Driveway Visibility Splays and Sight Distances; and</p> <p>10. Must comply with Table 5 — INF: Minimum Sight Distances at Vehicle Crossings.</p> <p>Note: Limited Access Roads may have additional or different requirements under the Government Roading Powers Act 1989.</p>	-

Figure 2 — INF: Vehicle Crossings in Relation to Intersections

Figure 3 — INF: Driveway Visibility Splays and Sight Distances

Table 5 — INF: Minimum Sight Distances at Vehicle Crossings

Frontage speed limit (km/h)	Driveway level 1 Minimum sight distance (m) (see Figure 3 — INF: Driveway Visibility Splays and Sight Distances)	Driveways levels 2 & 3 Minimum sight distance (m) (see Figure 3 — INF: Driveway Visibility Splays and Sight Distances)
30	25	25
40	30	35
50	40	45

60	55	65
70	70	85
80	96	105
INF—S17	Intersections	
-	<ol style="list-style-type: none"> 1. Intersections must be designed to ensure safe connectivity of roads for all road users and must take into account the expected traffic flows once development is complete; 2. Intersections must be formed at 90°; and 3. Minimum sight distances at intersections as shown in Figure 4 — INF: Sight Distances at Intersections must comply with Table 6 — INF: Minimum Sight Distances at New Intersections. 	-

Figure 4 — INF: Sight Distances at Intersections

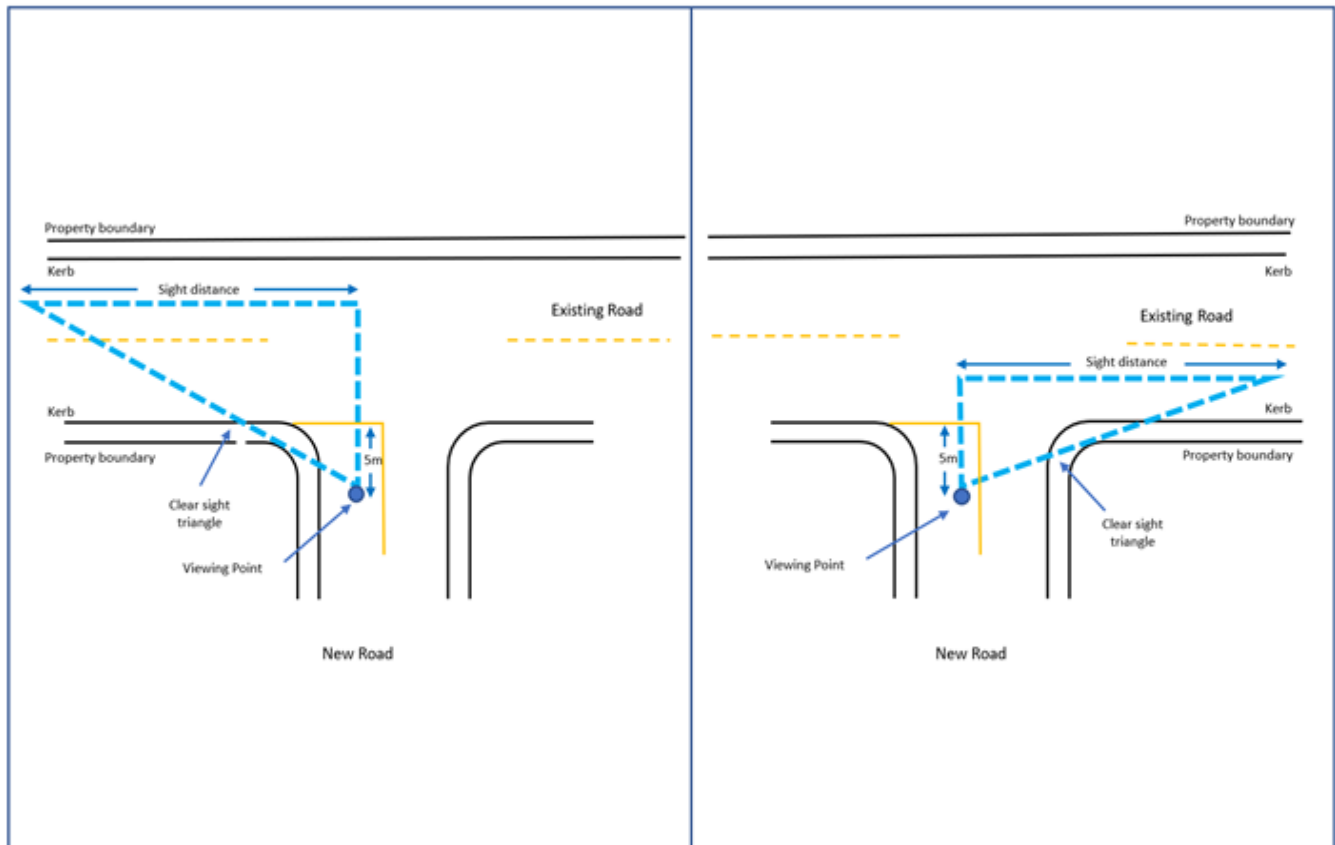


Table 6 — INF: Minimum Sight Distances at New Intersections

Operating speed (km/h) of Existing Road	Minimum sight distance (m) (see Figure 4 — INF: Sight Distances at Intersections)
<30	50
≤31-40	75
41-50	100
51-60	125
61-70	150
71-80	180
INF-S16+8	Cabinets, electric vehicle charging stations, temporary infrastructure and temporary electricity generators and self-contained power units to supply existing infrastructure, bus shelters and any other infrastructure structure or infrastructure building not otherwise provided for that are located within the road reserve or rail corridor

	<p>1. The structure must not exceed:</p> <ul style="list-style-type: none"> a. Maximum height above ground level of 2.5m; and b. Maximum footprint of 6m². 	<p>Assessment criteria where the standard is infringed:</p> <ul style="list-style-type: none"> 1. Local, regional and national benefits of the infrastructure or community facilities; 2. Any adverse effects on the streetscape and the amenity values of the area; 3. The amenity of adjoining sites; 4. Traffic and pedestrian safety including sightlines and visibility of traffic signage; 5. Design and siting of the infrastructure or community facilities; 6. Any operational or functional needs of the infrastructure or community facilities; and 7. Any topographical and other site constraints that make compliance with the permitted standard impracticable.
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This entire chapter has been notified using the RMA Part One, Schedule 1 process ([P1 Sch1](#)).

Tūāhanga — Takutai Moana

Infrastructure — Coastal Environment

INF-CE	Infrastructure — Coastal Environment
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Introduction

This sub-chapter applies to infrastructure within the Coastal Environment. It applies in addition to the principal Infrastructure chapter.

Note: The objectives of the Infrastructure chapter apply.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

Subdivision - The Subdivision Chapter contains provisions which manage subdivision of land.

Light and glare - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas.

Noise - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels).

Signs - The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage.

Contaminated land - The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land.

Hazardous substances - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances.

~~Trees — The Notable Tree chapter contains specific provisions relating to the management of Notable Trees.~~

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Policies - Infrastructure	
Infrastructure — Coastal Environment	
INF-CE-P14	<p>Operation, maintenance and repair of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal and riparian margins. <p>Allow the operation, maintenance, repair and upgrading of existing infrastructure and for new infrastructure within the coastal environment.</p>
INF-CE-P15	<p>Operation, maintenance and repair of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas. <p>Provide for the operation, maintenance and repair of existing infrastructure within high coastal natural character areas where:</p>

	<ol style="list-style-type: none"> 1. Related earthworks are of a scale that maintains or restores the identified values described in SCHED12; 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.
INF-CE-P16	<p>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, <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point.</u></p> <ul style="list-style-type: none"> • Within coastal and riparian margins. <p>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, <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point.</u></p>
INF-CE-P17	<p>Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones (<u>excluding the area of Natural Open Space Zone located between Lyall Bay and Moa Point</u>):</p> <ul style="list-style-type: none"> • Within coastal and riparian margins. <p>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 (<u>excluding the area of Natural Open Space Zone located between Lyall Bay and Moa Point</u>), where:</p> <ol style="list-style-type: none"> 1. Related earthworks are of a scale that maintains or restores 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.
INF-CE-P18	<p>Upgrading of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal and riparian margins. <p>Allow the upgrading of existing infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal and riparian margins.</p>
INF-CE-P19	<p>Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas. <p>Provide for the upgrading of existing infrastructure within high coastal natural character areas where the infrastructure is located underground or within an existing road reserve.</p>
INF-CE-P20	<p>Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas. <p>Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve within high coastal natural character areas where:</p> <ol style="list-style-type: none"> 1. The activity is of a scale that maintains or restores the identified values described in SCHED12¹²⁴³ or the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or operational need for the activity to be undertaken inside a high coastal natural character areas.

<p>INF-CE-P21</p>	<p>Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and, Special Purpose Zones <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point</u>:</p> <ul style="list-style-type: none"> • Within coastal and riparian margins. <p>Allow for the upgrading of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, and Special Purpose Zones <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point</u>.</p>
<p>INF-CE-P22</p>	<p>Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones <u>(excluding the area of Natural Open Space Zone located between Lyall Bay and Moa Point)</u> that is located underground or within an existing road reserve:</p> <ul style="list-style-type: none"> • Within coastal and riparian margins. <p>Provide for the upgrading of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Rural Zones and Open Space and Recreation Zones <u>(excluding the area of Natural Open Space Zone located between Lyall Bay and Moa Point)</u> where the infrastructure is located underground or within an existing road reserve.</p>
<p>INF-CE-P23</p>	<p>Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones <u>(excluding the area of Natural Open Space Zone located between Lyall Bay and Moa Point)</u> that is located aboveground and outside an existing road reserve:</p> <ul style="list-style-type: none"> • Within coastal and riparian margins. <p>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 <u>(excluding the area of Natural Open Space Zone located between Lyall Bay and Moa Point)</u> within riparian margins and coastal margins in the coastal environment where:</p> <ol style="list-style-type: none"> 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, remedied or mitigated; and 3. There is a functional need or operational need for the activity to be undertaken within coastal margins or riparian margins in the coastal environment.
<p>INF-CE-P24</p>	<p>New infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal and riparian margins. <p>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.</p>
<p>INF-CE-P25</p>	<p>New infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas; or • wWithin coastal and riparian margins. <p>Only allow for new infrastructure within high coastal natural character areas <u>or and</u> within coastal margins and riparian margins in the coastal environment, where:</p> <ol style="list-style-type: none"> 1. <u>In SCHED 12 areas, the The</u> activity is of a scale that maintains or restores the identified values described in SCHED12; <u>or</u> 2. <u>In other areas not identified in SCHED 12, the activity is of a scale that maintains or restores where appropriate</u> the natural character; 3. Any significant adverse effects <u>on natural character, natural features and landscape</u> are avoided and any other adverse effects are avoided, remedied or mitigated; and 4. There is a functional or operational need for the activity to be undertaken within these areas.

Rules - Infrastructure activities	
<p>INF-CE-R27</p>	<p>Operation, maintenance, repair of existing infrastructure, <u>and customer connections</u> within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal and riparian margins.
<p>All Zones</p>	<p>1. Activity status: Permitted</p>
<p>INF-CE-R28</p>	<p>Operation, maintenance and repair of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas.
<p>All Zones</p>	<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. Compliance is achieved with INF-S3.</p>
<p>All Zones</p>	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with INF-S3 cannot be achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters in INF-CE-P15 and CE-P5; and 2. The matters in PA-P1 and PA-P2.
<p>INF-CE-R29</p>	<p>Operation, maintenance and repair of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within coastal or riparian margins.
<p>Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones, the area of Natural Open Space Zone located between Lyall Bay and Moa Point</p>	<p>1. Activity status: Permitted</p>
<p>Rural Zones, Open Space and Recreation Zones (excluding the area of</p>	<p>2. Activity status: Permitted</p> <p>Where:</p> <p>a. Compliance is achieved with INF-S3</p>

<p>Natural Open Space Zone located between Lyall Bay and Moa Point</p>	
<p>Rural Zones, Open Space and Recreation Zones (excluding the area of Natural Open Space Zone located between Lyall Bay and Moa Point)</p>	<p>3. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with INF-CE-R29.2 cannot be achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters in INF-P167 and CE-P67; and 2. The matters in PA-P1 and PA-P2.
<p>INF-CE-R30</p>	<p>Upgrading of existing infrastructure and new infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal and riparian margins.
<p>All Zones</p>	<p>1. Activity status: Permitted</p>
<p>INF-CE-R31</p>	<p>Upgrading of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within coastal or riparian margins.
<p>Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones ,the area of Natural Open Space Zone located between Lyall Bay and Moa Point</p>	<p>1. Activity status: Permitted</p>
<p>Rural Zones Open Space and Recreation Zones (excluding the area of</p>	<p>2. Activity status: Permitted</p> <p>Where:</p> <p>a. The infrastructure is located underground; or</p> <p>b. The infrastructure is located within an existing road reserve.</p>

<p>Natural Open Space Zone located between Lyall Bay and Moa Point</p>	
<p>Rural Zones, Open Space and Recreation Zones (excluding the area of Natural Open Space Zone located between Lyall Bay and Moa Point)</p>	<p>3. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with the requirements of INF-CE-R31.2(2) cannot be achieved.</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. The matters in INF-CE-P2348 and CE-P7; and 2. The matters in PA-P1 and PA-P2.
<p>INF-CE-R32</p>	<p>Upgrading of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas.
<p>All Zones</p>	<p>1. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. The infrastructure is located underground; or</p> <p>b. The infrastructure is located within an existing road reserve.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters in INF-CE-P19 and 2047.
<p>All Zones</p>	<p>4. Activity status: Discretionary</p> <p>Where:</p> <p>a. Compliance with any of the requirements of INF-CE-R32.1 cannot be achieved.</p>
<p>INF-CE-R33</p>	<p>New infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal and riparian margins
<p>All Zones</p>	<p>1. Activity status: Permitted</p>
<p>INF-CE-R34</p>	<p>New infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas; or • Within coastal or riparian margins
<p>All Zones</p>	<p>1. Activity status: Discretionary</p>
<p>Policies - National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC)</p>	
<p>INF-CE-P26</p>	<p>Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment</p>

	<p>Allow for the operation, maintenance, repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment.</p>
INF-CE-P27	<p>Upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; or • Outside of coastal margins or riparian margins. <p>Allow for the upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal margins or riparian margins.</p>
INF-CE-P28	<p>Upgrading of existing National Grid (NG) infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas; or • Within coastal and riparian margins. <p>Provide for the upgrading of existing National Grid (NG) infrastructure within high coastal natural character areas or within coastal margins and riparian margins in the coastal environment where:</p> <ol style="list-style-type: none"> 1. The activity is of a scale that maintains or restores the identified values described in SCHED12 for natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or an operational need for the activity to be undertaken inside a high coastal natural character areas or within coastal margins or riparian margins in the coastal environment.
INF-CE-P 28 29	<p>Upgrading of existing Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment that is located underground or within an existing road reserve:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas; or • Within coastal and riparian margins. <p>Provide for the upgrading of existing Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within high coastal natural character areas; or within coastal margins and riparian margins where the infrastructure is located underground or within an existing road reserve.</p>
INF-CE-P 29 30	<p>Upgrading of existing Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment that is located aboveground and outside an existing road reserve:</p> <ul style="list-style-type: none"> • within High Coastal Natural Character Areas; or • within coastal and riparian margins <p>Only allow for the upgrading of existing Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within High Coastal Natural Character Areas; or within coastal margins and riparian margins in the coastal environment that is located above ground or outside an existing road reserve where:</p> <ol style="list-style-type: none"> 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, remedied or mitigated; and

	<p>3. There is a functional need or an operational need for the activity to be undertaken inside a High Coastal Natural Character Area or within coastal margins or riparian margins in the coastal environment.</p>
INF-CE-P3031	<p>New National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; or • Outside of coastal or riparian margins. <p>Allow for new National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal or riparian margins.</p>
INF-CE-P32	<p>New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment:</p> <p>-</p> <ul style="list-style-type: none"> • Within high coastal natural character areas; or • Within coastal and riparian margins. <p>Only allow for new National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within high coastal natural character areas and within coastal margins and riparian margins in the coastal environment where:</p> <p>-</p> <ol style="list-style-type: none"> 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, remedied or mitigated; and 3. There is a functional or operational need for the activity to be undertaken inside a high coastal natural character areas or within coastal margins or riparian margins in the coastal environment.
<p>Rules - National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC)</p>	
INF-CE-R35	<p>Operation, maintenance, repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure:</p> <ul style="list-style-type: none"> • Within the coastal environment.
All Zones	<p>1. Activity status: Permitted</p>
INF-CE-R36	<p>Upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal margins or riparian margins.
All Zones	<p>1. Activity status: Permitted</p>
INF-CE-R37	<p>Upgrading of existing National Grid (NG) infrastructure within the coastal environment:</p> <p>-</p> <ul style="list-style-type: none"> • Within high coastal natural character areas; or • Within coastal or riparian margins.
All Zones	<p>1. Activity status: Restricted Discretionary Matters of discretion are:</p> <p>-</p> <ol style="list-style-type: none"> 1. The matters in INF-CE-P23, CE-P5, CE-P6 and CE-P7; and 2. The matters in PA-P1 and PA-P2.

INF-CE-R 3738	<p>Upgrading of existing Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas; or • Within coastal or riparian margins.
All Zones	<p>1. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. The infrastructure is located underground; or b. The infrastructure is located within an existing road reserve. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The matters in INF-CE-P23, CE-P5, CE-P6 and CE-P7; and 2. The matters in PA-P1 and PA-P2.
All Zones	<p>2. Activity status: Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with INF-CE-R38 cannot be achieved.
INF-CE-R 3839	<p>New National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Outside of high coastal natural character areas; and • Outside of coastal or riparian margins.
All Zones	<p>1. Activity status: Permitted</p>
INF-CE-R 3940	<p>New National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> • Within high coastal natural character areas; or • Within coastal or riparian margins.
All Zones	<p>1. Activity status: Discretionary</p>