

Appendix B - Recommended Decisions on Submissions – Tranche 2 Wrap Up hearing

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officer Recommendation	Changes to PDP?
Meridian Energy Limited	228.14	Interpretation Subpart / Definitions / UPGRADING	Support	Considers the definition accurately describes the scope of upgrading activities anticipated for infrastructure (including of renewable electricity generation activities) but would be improved by referring also to upgraded 'output' (e.g. from the replacement of turbines with those having greater efficiency or power output).	Retain the definition of 'Upgrading' with amendment.	Accept	Yes
Meridian Energy Limited	228.15	Interpretation Subpart / Definitions / UPGRADING	Amend	Considers the definition accurately describes the scope of upgrading activities anticipated for infrastructure (including of renewable electricity generation activities) but would be improved by referring also to upgraded 'output' (e.g. from the replacement of turbines with those having greater efficiency or power output).	Amend the definition of 'Upgrading' as follows: As it applies to infrastructure, means the improvement or increase in carrying capacity <u>or output</u> , operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal.	Accept	Yes
Transpower New Zealand Limited	315.37	Interpretation Subpart / Definitions / UPGRADING	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain the definition of Upgrading as notified.	Accept in part	No
Yvonne Weeber	340.4	Interpretation Subpart / Definitions / UPGRADING	Amend	Considers the term 'upgrading' is too broad a term in relationship to increasing carrying capacity when relating to special purpose zones (e.g. the Airport), namely in INF-CE-P21.	Amend the definition of 'Upgrading' as follows: as it applies to infrastructure, means the improvement or increase in carrying capacity , operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal.	Reject	No
KiwiRail Holdings Limited	FS72.8	Part 1 / Introduction and General Provisions / Definitions / Upgrading	Oppose	<p>Considers that upgrading of infrastructure should include increasing the carrying capacity, operational efficiency, security or safety of existing infrastructure. Without this, infrastructure upgrades would be significantly constrained.</p> <p>Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.</p>	Disallow	Accept	No

Waka Kotahi	370.38	Interpretation Subpart / Definitions / UPGRADING	Support	Supports the definition of upgrading.	Retain the definition of 'Upgrading' as notified.	Accept in part	No
CentrePort Limited	402.32	Interpretation Subpart / Definitions / UPGRADING	Support	Support the intent of this definition.	Retain the definition of 'Upgrading' as notified.	Accept in part	No
Wellington International Airport Ltd	406.45	Interpretation Subpart / Definitions / UPGRADING	Oppose	The definition requires broadening to encapsulate the range of activities that are involved with the upgrade of infrastructure.	Retain definition of "UPGRADING" and seeks amendment.	Reject	No
Guardians of the Bays Inc	FS44.20	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Support	Considers that the proposed plan definition is too broad especially with increased carrying capacity. The WIAL definition reduces the activity to the 'same or similar in character, intensity and scale as the existing structure and activity'.	Allow	Reject	No
Wellington International Airport Ltd	406.46	Interpretation Subpart / Definitions / UPGRADING	Amend	The definition requires broadening to encapsulate the range of activities that are involved with the upgrade of infrastructure.	Amend the definition of "UPGRADING" as follows: As it applies to infrastructure, means the improvement or increase in carrying capacity, operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal. <u>means the use and development to bring existing structures or facilities up to current standards or to improve the functional characteristics of structures or facilities, provided that the effects of the activity are the same or similar in character, intensity and scale as the existing structure and activity.</u>	Reject	No
M&P Makara Family Trust	FS41.3	Interpretation Subpart / Definitions / UPGRADING	Support	Not specified.	Allow	Reject	No
Guardians of the Bays Inc	FS44.21	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Support	Considers that the proposed plan definition is too broad especially with increased carrying capacity. The WIAL definition reduces the activity to the 'same or similar in character, intensity and scale as the existing structure and activity'.	Allow	Reject	No
Meridian Energy Limited	FS101.12	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Oppose	Meridian supports the publicly notified definition of 'Upgrading' but accepts that the suggested refinement may improve the clarity of the definition. Meridian opposes deletion of the text describing increased carrying capacity, operational efficiency, security and safety.	Amend provision to retain the following text: <u>"means the improvement or increase in carrying capacity, operational efficiency, security or safety of existing infrastructure"</u> .	Reject	No

Airways Corporation of New Zealand Limited	FS105.3	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Reject	No
KiwiRail Holdings Limited	408.18	Interpretation Subpart / Definitions / UPGRADING	Support	Supports definition of upgrading which applies to infrastructure but excludes maintenance, repair and renewal.	Retain definition of UPGRADING as notified.	Accept in part	No
Guardians of the Bays	452.3	Interpretation Subpart / Definitions / UPGRADING	Amend	Considers the term upgrading is too broad a term in relationship to increasing carrying capacity when relating to special purpose zones.	Amend definition of 'upgrading' as follows: as it applies to infrastructure, means the improvement or increase in carrying capacity , operational efficiency, security or safety of existing infrastructure, but excludes maintenance, repair and renewal.	Reject	No
Meridian Energy Limited	FS101.13	Part 1 / Interpretation Subpart / Definitions / UPGRADING	Oppose	Considers that inclusion of increased carrying capacity in the definition is essential to allow for improvements in efficiency and new technology that can enhance energy generation output (for example) without introducing new or additional adverse effects	Disallow	Accept	No
M&P Makara Family Trust	159.1	Interpretation Subpart / Definitions / New definition	Amend	Considers that it is unclear what the difference is between "repowering" and "upgrading".	Add a definition for 'Repowering' (if it is different to 'Upgrading').	Reject	No
Wellington International Airport Ltd	406.11	Whole PDP / Whole PDP / Whole PDP	Amend	The Civil Aviation Authority of New Zealand ("CAA") produces guidance on land use activities at or near aerodromes. ¹⁰ The following activities are of particular concern to Airport Operators where located within close proximity to an airport due to their potential bird attracting properties: <ul style="list-style-type: none"> - Refuse dumps and landfills; - Sewage Treatment and Disposal (outdoor); - Certain agricultural activities (cattle feed lots, pig farming); - Fish Processing; - Artificial and natural lakes/waterbodies; and - Abattoirs and freezing works. 	Seeks that a bespoke framework should be established for refuse dumps and landfills, outdoor sewage treatment and disposal, cattle feed lots, pig farming, fish processing, artificial and natural lakes/waterbodies, and abattoirs and freezing works where located within a fixed distance of the Airport. This framework will ensure a consenting pathway is available that requires appropriate consideration of potential increase in bird strike risk. This should include a narrowly framed restricted discretionary activity that restricts discretion to the potential effects of aircraft safety, including the potential risk of bird strike.	Reject	No
Airways Corporation of New Zealand Limited	FS105.1	General / Whole PDP / Whole PDP / Whole PDP	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.11	Whole PDP / Whole PDP / Whole PDP	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No

New Zealand Defence Force	423.1	Interpretation Subpart / Definitions / INFRASTRUCTURE	Oppose in part	<p>Considers that NZDF is undertaking a nationwide project to ensure strategic defence facilities and infrastructure is appropriately recognised and provided for in district plans.</p> <p>Defence facilities are nationally and regionally significant, playing an important role in both military training and civil and/or national defence operations. They are essential in enabling NZDF to meet its obligations under the Defence Act 1990.</p> <p>NZDF therefore requests that any existing and future defence facilities in Wellington City are recognised and provided for in the District Plan as they are in many district plans throughout the country (including the Proposed Selwyn District Plan and the Auckland Unitary Plan Operative in Part).</p>	Opposes the definition of Infrastructure and seeks amendment.	Reject	No
New Zealand Defence Force	423.2	Interpretation Subpart / Definitions / INFRASTRUCTURE	Amend	<p>Considers that NZDF is undertaking a nationwide project to ensure strategic defence facilities and infrastructure is appropriately recognised and provided for in district plans.</p> <p>Defence facilities are nationally and regionally significant, playing an important role in both military training and civil and/or national defence operations. They are essential in enabling NZDF to meet its obligations under the Defence Act 1990.</p>	Seeks amendment of the definition of "Infrastructure" to add "Defence Facilities".	Reject	No
Horokiwi Quarries Ltd	271.13	Interpretation Subpart / Definitions / INFRASTRUCTURE	Not specified	<p>Considers that quarrying activities outside the proposed Quarry Zone have a challenging role in the PDP as despite their location and resource dependence, functional constraints, and that they are essential to enabling growth of the city and enable the construction of key infrastructure (such as providing aggregate for cycleway and road construction, fill material for the repair and maintenance of three waters infrastructure), as well as essential construction material for new dwellings, they are not recognised as 'Infrastructure' within the PDP.</p> <p>Horokiwi appreciates the definition of infrastructure within the PDP reflects that in the RMA.</p>	Not specified.	Reject	No
Transpower New Zealand Limited	315.21	Interpretation Subpart / Definitions / INFRASTRUCTURE	Support	Supports the proposed definition of 'Infrastructure', that reflects that provided in the RMA.	Retain the definition of 'Infrastructure' as notified.	Accept in part	No
Wellington Electricity Lines Limited	355.14	Interpretation Subpart / Definitions / INFRASTRUCTURE	Support	Supports the definition of 'Infrastructure' is supported, as the definition provided under the RMA is considered clean and unambiguous for users of the PDP.	Retain the Definition of 'Infrastructure' as notified.	Accept in part	No
Envirowaste Services Ltd	373.4	Interpretation Subpart / Definitions / INFRASTRUCTURE	Support in part	[No specific reason given beyond decision requested - refer to original submission]	Retain the definition of 'Infrastructure' with amendment.	Accept in part	No

Envirowaste Services Ltd	373.5	Interpretation Subpart / Definitions / INFRASTRUCTURE	Amend	Considers that the definition for infrastructure under the RMA excludes waste processing and disposal facilities, therefore the continuance and expansion of these facilities (where necessary, but particularly recycling) needs to be included as part of the infrastructure definition. The alternative is to ensure that waste facilities are considered alongside infrastructure as stated below.	Amend the definition of 'Infrastructure' as follows: Infrastructure means - ... <u>(m) waste processing and disposal facilities.</u> [Inferred decision requested]	Reject	No
KiwiRail Holdings Limited	408.7	Interpretation Subpart / Definitions / INFRASTRUCTURE	Support	Supports that the definition refers to the RMA definition, noting clause (g) includes rail.	Retain definition of INFRASTRUCTURE as notified.	Accept in part	No
Transpower New Zealand Limited	315.22	Interpretation Subpart / Definitions / LAND DISTURBANCE	Support	Considers the definition reflects that provided in the National Planning Standards and is therefore supported. It is noted the term appears to only be used in INF-P7 and INF-S7.5 and therefore has limited application.	Retain the definition of 'Land Disturbance' as notified.	Accept	No
Waka Kotahi	370.28	Interpretation Subpart / Definitions / OPERATING SPEED	Support	Supports the definition of operating speed.	Retain the definition of 'Operating Speed' as notified.	Accept	No
Ministry of Education	400.3	Interpretation Subpart / Definitions / ADDITIONAL INFRASTRUCTURE	Support	Supports the definition as defined under the National Policy Statement on Urban Development since it includes schools.	Retain the definition of [Additional Infrastructure] as notified.	Accept	No
KiwiRail Holdings Limited	408.5	Interpretation Subpart / Definitions / ADDITIONAL INFRASTRUCTURE	Support	Supports the inclusion of land transport, as defined in the Land Transport Management Act 2003, within this definition. Land transport includes any transport on land and infrastructure facilitating that transport.	Retain definition of ADDITIONAL INFRASTRUCTURE as notified.	Accept	No
Wellington Electricity Lines Limited	355.9	Interpretation Subpart / Definitions / CABINET	Support in part	Supports definition of 'Cabinet' in general, as it explicitly includes casing for the continued use of electrical equipment such as switchgear and transformers. However, an amendment is sought.	Retain the definition of 'cabinet', with amendment.	Accept in part	No
Wellington Electricity Lines Limited	355.10	Interpretation Subpart / Definitions / CABINET	Amend	Considers that the definition of 'Cabinet' should contain the words 'storage batteries' as this equipment is commonly contained within a "Cabinet".	Amend the definition of 'Cabinet' as follows: means a three-dimensional structure that houses radio and telecommunication equipment, traffic operations and monitoring equipment, gas distribution enclosures and electrical equipment associated with the operation of infrastructure, which includes single transformers, <u>storage batteries</u> and associated switching gear distributing electricity at a voltage up to and including 110KV.	Accept	Yes

Director-General of Conservation	385.9	Interpretation Subpart / Definitions / New definition	Not specified	Considers that a definition be provided for "temporary infrastructure" within the Proposed District Plan.	Seeks that definition of "Temporary Infrastructure" is included within the Proposed District Plan	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	FS25.1	Part 1 / Interpretation / Subpart / Definitions	Oppose	A definition is considered to be unnecessary as the 12-month time limit and relevant permitted activity standards adequately determine the effects envelope. [Inferred reference to submission 385.9]	Disallow	Accept	No
KiwiRail Holdings Limited	FS72.2	Part 1 / Introduction and General Provisions / Definitions / Temporary Infrastructure	Support	Supports the definition of 'Temporary infrastructure'. KiwiRail utilises temporary infrastructure within the rail corridor as part of the maintenance, repair, development and upgrade of the rail network. KiwiRail sees value in the definition being defined in the plan to provide for temporary rail infrastructure. Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021 (Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.	Allow	Reject	No
John Bryce	354.2	Open Space and Recreation Zones / Natural Open Space Zone / General NOSZ	Amend	Considers that if SNAs are to be on residential properties, there should be a comprehensive and meaningful strategy to incentivize willing private participation in the rezoning of residential areas to SNA. These properties should have significant natural features and not just be any area observed on an aerial photograph to be covered in native plants, such as serial Mahoe. SNAs originally proposed for private residential property represented less than 2% of Wellington's SNAs. If WCC incentives are sufficient to outweigh loss of property rights caused by the imposition of SNAs on residential property, then "most people" will willingly participate in the SNAs process, while the remaining ratepayers who do not agree with the imposition of SNA designation on their property, would represent a tiny portion of the total SNAs in Wellington. [Refer to original submission for full reason]	Seeks that if Significant Natural Areas are to apply to private residentially zoned land, incentives should be offered to incentivise willing private participation in the rezoning of residential areas to Significant Natural Areas.	Reject	No

John Bryce	354.3	Open Space and Recreation Zones / Natural Open Space Zone / General NOSZ	Support	Considers that natural environmental feature identified as being of genuine "National Significance" on private property should not be designated an SNA without willing consent of the landowner. Private individuals should not be made to bear the cost of the public benefit of SNA against their will.	Supports that Significant Natural Areas do not apply to private residentially zoned land without landowners' consent.	Accept in part	No
John Bryce	354.4	Open Space and Recreation Zones / Natural Open Space Zone / General NOSZ	Amend	[No specific reason given beyond decision requested - refer to original submission].	Seeks that if Significant Natural Areas are to be imposed, site coverage rules be put in place to limit buildings to a maximum allowable percentage of a residential site include any Significant Natural Area in the total area of the site.	Reject	No
Rod Halliday	25.18	Interpretation Subpart / Definitions / New definition	Amend	No definition of 'Gas Transmission Pipeline corridor'. Without a definition, it may capture minor residential supply pipes down to individual stubs to dwellings.	Add new definition for 'Gas Transmission Pipeline Corridor'.	Reject	No
Firstgas Ltd	FS97.1	Part 1 / Interpretation Subpart / Definitions / New definition	Support	Firstgas supports this submission which seeks to add a new definition of 'Gas Transmission Pipeline Corridor'. The inclusion of this definition is required to help implement rules within the Plan which relate to the gas transmission pipeline corridor. The definition would allow buffer/setback areas to be determined and therefore appropriately managing potential reverse sensitivity effects. This definition would provide clarity to the plan user of the extent of the pipeline corridor.	Allow	Reject	No
Waka Kotahi	370.176	Historical and Cultural Values / Notable Trees / New TREE		Amend Proposes a new rule to enable relocation, removal, or destruction of notable trees for maintenance and development of infrastructure. A restricted discretionary activity status is appropriate as it enables Council to assess whether the activity is necessary for the specified purposes, methods, and whether alternatives have been sufficiently explored.	Add a new Rule to the Notable Tree chapter: TREE-RX. Activity status: Restricted Discretionary Where a. The relocation, removal, or destruction of notable trees is for the purposes of maintaining or upgrading infrastructure. Matter of discretion are: a. Methods of relocation, removal, or destruction b. Feasibility of alternatives Public safety and benefit	Reject	No
Transpower New Zealand Limited	315.2	Interpretation Subpart / Definitions / NETWORK UTILITY OPERATOR	Support	Supports proposed definition which reflects that provided in the RMA.	Retain the definition of Network Utility Operator as notified.	Accept	No
Firstgas Ltd	FS97.4	Part 1 / Interpretation Subpart / Definitions / NETWORK UTILITY OPERATOR	Support	Firstgas supports this submission which seeks for the definition of 'Network utility Operator' to retain as notified. The definition reflects that provided in the RMA and provides for Firstgas.	Allow	Accept	No

Waka Kotahi	370.2	Interpretation Subpart / Definitions / NETWORK UTILITY OPERATOR	Amend	The submitter is concerned that this definition of network utility operator (though set by the national planning standard) may exclude operators of the state highway, as roads are often defined as the network managed by the territorial authority [the submitter was neutral on this provision	Delete mentions of "Network Utility Operator" throughout the plan and replace them with "Network Utility Operator and State Highway Network Operator".	Reject	No
KiwiRail Holdings Limited	408.1	Interpretation Subpart / Definitions / NETWORK UTILITY OPERATOR	Support	Supports use of the RMA definition of Network Utility Operator, which includes railway activities in clause (f).	Retain definition of NETWORK UTILITY OPERATOR as notified.	Accept	No
M&P Makara Family Trust	159.1	Interpretation Subpart / Definitions / New definition	Amend	Considers that it is unclear what the difference is between "repowering" and "upgrading".	Add a definition for 'Repowering' (if it is different to 'Upgrading').	Reject	No
Meridian Energy Limited	FS101.1	Part 1 / Interpretation Subpart / Definitions / New definition	Support	Considers that the meaning of 're-powering' is framed by the rules in which the expression is used. Meridian has no opposition to a new definition for 'repowering' but will need to consider the detail of any wording proposed.	Allow / Seeks that definition be circulated prior to hearings and S42a reports.	Reject	No
Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.1	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Supports (b) of the definition, which is consistent with the proposed amended definition of Regionally Significant Infrastructure in regard to telecommunication and radio communications networks in Proposed Change 1 to the Regional Policy Statement.	Retain clause (b) of the Definition of Regionally Significant Infrastructure as notified.	Accept	No
Powerco Limited	127.1	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose in part	Considers that Clause (a) of the definition of "Regionally Significant Infrastructure" relates to pipelines for the distribution or transmission of natural or manufactured gas or petroleum. Powerco prefers the wording in the first bullet point of the proposed amended definition of Regionally Significant Infrastructure in Proposed Change 1 to the Greater Wellington Regional Policy Statement that also recognises pipelines may include ancillary equipment to enable them to function.	Amend clause (a) of the definition of Regionally Significant Infrastructure as follows: a. Pipelines for the distribution or transmission of natural or manufactured gas or petroleum, <u>including any associated fittings, appurtenances, fixtures or equipment.</u>	Accept	Yes

Firstgas Ltd	FS97.2	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Firstgas supports the intent of the submission which is seeking an amendment to the definition of 'Regionally Significant Infrastructure'. The submission seeks to amend the definition so that where it refers to pipelines for the distribution or transmission of natural or manufactured gas or petroleum it specifically includes 'any associated fittings, appurtenances, fixtures or equipment.' This submission aligns with the intent of Firstgas' original submission seeking to amend this definition to specifically refer to 'The Gas Transmission Network'. This is to ensure that clarity is provided that any associated above or below-ground fitting, appurtenance, fixture or equipment required for the conveyance of the product or material in the pipeline is captured within the definition. Firstgas supports the submission in addition to seeking that the Gas Transmission Network is also specifically added to the definition.	Allow	Accept	Yes
Meridian Energy Limited	228.8	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Considers the definition matches the definition in the Proposed Natural Resources Plan (following settlement of appeals) and the proposed RPS change #1 and is supported by the regional community.	Retain the definition of 'Regionally Significant Infrastructure' as notified.	Accept in part	No
Fire and Emergency New Zealand	273.14	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Supports the definition of "regionally significant infrastructure", particularly the inclusion of the water supply network in the definition.	Retain the definition of "regionally significant infrastructure" as notified.	Accept in part	No
Firstgas Limited	304.9	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	Considers that the definition of 'Regionally Significant Infrastructure' should be amended so that it incorporates the wider gas transmission network rather than the pipelines only. The network (which includes the ancillary above and below ground infrastructure), as opposed to solely the pipelines, delivers gas to consumers, thereby providing for their well-being and their health and safety. As such, it is the network, not only the pipelines that should be defined as Regionally Significant Infrastructure. (Option A)	Amend the definition of 'Regionally Significant Infrastructure' as follows: Regionally Significant Infrastructure: means regionally significant infrastructure including: a. Pipelines for the distribution of natural or manufactured gas or petroleum <u>b. The Gas Transmission Network</u> b. c. Facilities and structures necessary for the operation of telecommunications and radiocommunications networks operated by network utility operators; e. <u>d.</u> the National Grid	Accept in part	Yes

Firstgas Limited	304.10	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	Considers that wider gas transmission network be included within the Regionally Significant Infrastructure, rather than the pipelines only. Relief to achieve this submission could be that any associated above or below-ground fitting, appurtenance, fixture or equipment required for the conveyance of the product or material in the pipeline and/or for its safe, efficient or effective operation is included in the definition. (Option B)	Amend the definition of 'Regionally Significant Infrastructure' to include any associated above or below-ground fitting, appurtenance, fixture or equipment required for the conveyance of the product or material in the pipeline and/or for its safe, efficient or effective operation.	Accept in part	Yes
Transpower New Zealand Limited	315.32	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Considers the provision of a definition of Regionally Significant Infrastructure and its use throughout the plan reflects the approach used within the Wellington Regional Policy Statement. While references, policies and methods specific to the National Grid (both within the policy and any rule framework) are supported, the inclusion of the National Grid within the definition of Regionally Significant Infrastructure is supported.	Retain the definition of Regionally Significant Infrastructure as notified.	Accept in part	No
Royal Forest and Bird Protection Society	345.10	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose in part	Seeks that the definition is confined (not including) to the listed matters. As such, we seek the deletion of the word 'including', and the insertion of the word 'means'. Considers paragraph a. needs to be more clearly defined to ensure it doesn't apply to things that are less than regionally significant, for example, piped gas for a subdivision. Considers paragraph j. should refer specifically to the port areas intended to be covered. Further, the following clause should be deleted: 'adjacent land used in association with the movement of cargo and passengers and including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharf lines'. Either these areas are part of the Port, or they should not be included as RSI (just as the Wgtn Airport is defined).	Amend the definition of "regionally significant infrastructure": Means regionally significant infrastructure including: a. regionally significant pipelines for the distribution or transmission of natural or manufactured gas or petroleum; b. facilities and structures necessary for the operation of telecommunications and radiocommunications networks operated by network utility operators; c. the National Grid; d. facilities for the generation and/or transmission of electricity where it is supplied to the National Grid and/or the local distribution network; e. the local authority water supply network and water treatment plants; f. the local authority wastewater and stormwater networks, systems and wastewater treatment plants; g. the Strategic Transport Network, as identified in the operative Wellington Regional Land Transport Plan; h. Wellington City bus terminal and Wellington Railway Station terminus; i. Wellington International Airport; and j. Commercial Port Areas within Wellington Harbour (refine areas) and adjacent land used in association with the movement of cargo and passengers and including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharf lines	Reject	No

Guardians of the Bays Inc	FS44.16	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Support the wording changes and removal of redundant words and areas of land.	Allow	Reject	No
Powerco Limited	FS61.1	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	The proposed change to the definition in regard to gas networks does not align with different changes being sought by Powerco and is unhelpful by referring to regionally significant pipelines (including gas) within the definition whereas the definition is intended to define what is regionally significant infrastructure.	Disallow	Accept	No
KiwiRail Holdings Limited	FS72.6	Part 1 / Introduction and General Provisions / Definitions / Regionally Significant Infrastructure	Oppose	Rejects amendments that result in a departure to the Greater Wellington Regional Policy Statement definition of 'Regionally significant infrastructure'. Considers the relief sought should be declined because it a) will not promote the sustainable management of the natural and physical resources in Wellington City, and is therefore contrary to, or inconsistent with, Part 2 and other provisions of the RMA and the Amendment Act; (b) is inconsistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will not meet the reasonably foreseeable needs of future generations; (d) will not avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will not enable the social, economic and cultural wellbeing of people of Wellington City; and (f) is not the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.	Disallow	Accept	No
Firstgas Ltd	FS97.3	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	Firstgas opposes this submission in part which seeks to amend the definition of 'Regionally Significant Infrastructure' so that it more clearly defined.	Disallow	Accept	No
Meridian Energy Limited	FS101.6	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	Considers that the definition matches the definition in the GWRC Natural Resources Plan which was settled following mediation of appeals. It is widely accepted and does not need the refinement requested.	Disallow	Accept	No

New Zealand Defence Force	FS104.1	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Oppose	Defence facilities are critical for New Zealand's security and for the safety and well-being of the community. Although NZDF does not currently have major facilities in Wellington City, this does not preclude the need for future defence infrastructure in Wellington City and it is appropriate they are included in the definition as requested in NZDF's original submission. Use of the term 'including' in the definition is critical to ensuring regionally significant infrastructure that is not yet captured under this definition is not excluded, should they not be explicitly listed in the definition.	Disallow / Reject submitter's relief and retain definition of infrastructure as notified but with the addition of "defence facilities" as requested in NZDF's original submission.	Accept	No
Wellington Electricity Lines Limited	355.15	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support in part	Supports the definition of 'Regionally Significant Infrastructure' in part and seeks amendment to ensure the WCC definition is consistent with other recent plan reviews in the Wellington Region. In particular, considers that the definition should align with the GWRC Natural Resource Plan, which has been confirmed through a negotiated court order.	Retain the definition of 'Regionally Significant Infrastructure', with amendment.	Accept in part	No
M&P Makara Family Trust	FS41.1	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Removal of "...facilities for the generation (of electricity)..." fits with the definition's intention enable conveyancing: i.e. transmission, flow and movement of electricity, water and people. Generation facilities themselves appear to be an anomalous inclusion. Disallow those submissions that support the definition as notified.	Allow	Accept	No
Wellington Electricity Lines Limited	355.16	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	Considers that the definition of 'Regionally Significant Infrastructure' should be amended to align with the definition in the GWRC Natural Resources Plan. Consider the definition should appropriately differentiate the two distinct elements of the distribution network. Wellington Electricity Lines Limited's distribution network consists of lower voltage electricity supply within the local distribution network. The distribution network also contains higher-voltage transmission lines that takes electricity supply from the National Grid (from Grid Exit Points – GXP) which is then supplied to the lower voltage to service the local distribution network. It is considered important for the 'Regionally Significant Infrastructure' definition in the PDP to be consistent with other recent plan review processes in the Wellington Region– and therefore adopt the same definition as in the GWRC Natural Resource Plan, as well as the decisions version of the Proposed Porirua City District Plan. [Refer to original submission for full reason, including attachment]	Amend the Definition of 'Regionally Significant Infrastructure' as follows: means regionally significant infrastructure including: ... d. facilities for the generation and/or transmission of electricity where it is supplied to the National Grid and/or the local distribution network; <u>d. facilities for the electricity distribution network, where it is 11kV and above. This excludes private connections to the local distribution network.</u> ...	Accept	Yes
Transpower New Zealand Limited	FS29.40	Part 1 / Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Transpower accepts the relief sought on the basis specific reference is retained in the definition to the National Grid.	Allow / Seeks that part of the submission be allowed in so far as consistent with the relief sought in the Transpower submission.	Accept	No

M&P Makara Family Trust	FS41.2	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Removal of "...facilities for the generation (of electricity)..." fits with the definition's intention enable conveyancing: i.e. transmission, flow and movement of electricity, water and people. Generation facilities themselves appear to be an anomalous inclusion. Disallow those submissions that support the definition as notified.	Allow	Accept	No
Waka Kotahi	370.32	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Supports the definition of regionally significant infrastructure.	Retain the definition of 'Regionally Significant Infrastructure' as notified.	Accept in part	No
CentrePort Limited	402.26	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Supports definition, noting that this is the Regional Policy Statement definition (Subject to the definition of Port being amended).	Retain the definition of 'Regionally Significant Infrastructure' as notified.	Accept in part	No
Wellington International Airport Ltd	406.41	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Insofar as it relates to Wellington International Airport, the definition is consistent with the Greater Wellington Regional Policy Statement definition of regionally significant infrastructure.	Retain definition of "REGIONALLY SIGNIFICANT INFRASTRUCTURE" as notified.	Accept in part	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.30	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
KiwiRail Holdings Limited	408.14	Interpretation Subpart / Definitions / REGIONALLY SIGNIFICANT INFRASTRUCTURE	Amend	Supports the inclusion of the Strategic Transport Network within this definition. All railway corridors are included in the Wellington Regional Land Transport Plan 2021 definition of Strategic Transport Network. KiwiRail seeks an addition to clarify that the Interislander ferry terminal is expressly included in this definition. The description of the Strategic Transport Network in Appendix B of the Wellington Regional Land Transport Plan 2021 refers to railway corridors. While the railway corridor extends to the Interislander ferry terminal it is not expressly referenced in the description. KiwiRail seeks to avoid any ambiguity that the ferry terminal is not part of the Strategic Transport Network.	Amend definition of REGIONALLY SIGNIFICANT INFRASTRUCTURE as follows: ... g. the Strategic Transport Network, as identified in the operative Wellington Regional Land Transport Plan; h. <u>Interislander Ferry Terminal</u> , Wellington City bus terminal and Wellington Railway Station terminus; i. Wellington International Airport; and ...	Reject	No

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