

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Simon Ross	37.2	Amend	Considers that the definition of walkable catchments and low walking speeds are restrictive and inappropriate around the city centre, train, and other mass transit stations.	Seeks that walkable catchments are extended to be 1200m or 15 minutes walking distance (whichever is greater) in locations around the city centre, train, and other mass transit stations.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Simon Ross	37.3	Support	[No specific reason given beyond decision requested - refer to original submission].	Seeks that NPS-UD provisions along the probable Lets Get Wellington Moving mass transit routes are applied.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Stephen Pause	64.1	Amend	Supports the designation of the Johnsonville Line (JVL) as rapid transit for the following reasons: The JVL is capable of providing high-capacity, reliable, and quick service directly to the CBD from four major suburbs. [Refer to original submission for full reasons]. The argument that a rapid transit service is not provided due to the current lack of development along the JVL is circular because higher density development and greater commercial activity is not currently encouraged/allowed.	Seeks that the Johnsonville Line is classified as rapid transit as per the NPS-UD Policy 3.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Stephen Pause	64.2	Amend	Considers that the removal of the JVL as rapid transit removes the requirements for walking catchments along the JVL (except Johnsonville station) and the possibilities for six-storey development (except at Johnsonville station). Not designating the JVL as rapid transit does not appear to meet National Policy Statement - Urban Development (NPS-UD) Policy 3. [Refer to original submission for full reasons].	Seeks that the Johnsonville Line is classified as rapid transit as per the NPS-UD Policy 3.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Generation Zero Inc	254.10	Amend	Considers that a 10-minute walkable catchment is inconsistent with the policy direction of the NPS-UD and the approach of other Tier 1 local authorities and not supported by a robust section 32 assessment, rather decisions by Councillors which the submitter does not agree with.	Seeks that the area of the walkable catchment around the edge of the Metropolitan centre zone where 6 storey development must be enabled be increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Generation Zero Inc	254.11	Amend	Considers that a 10-minute walkable catchment is inconsistent with the policy direction of the NPS-UD and the approach of other Tier 1 local authorities and not supported by a robust section 32 assessment, rather decisions by Councillors which the submitter does not agree with.	Seeks that the area of the walkable catchment around existing and planned rapid transit stop where 6 storey development must be enabled be increased to 15 minutes.

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National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Generation Zero Inc	254.12	Amend	<p>Considers that the Johnsonville Rail Line meets the definition and criteria of rapid transit in the NPS-UD.</p> <p>Considers that the NPS-UD is intended to align new higher density development along places with existing infrastructure. The Johnsonville Rail Line is underused and has spare capacity.</p> <p>Considers that the Greater Wellington Regional Council identification of the Johnsonville line as rapid transit in the RLTP 2021 as the best available source of information for the matter.</p> <p>Considers that failure to identify Johnsonville Rail Line as rapid transit will make the Proposed District Plan inconsistent with the requirements of Policy 3 of the NPS-UD.</p> <p>Considers that identifying the Johnsonville rail line as a rapid transit service and intensifying around it will support reductions in greenhouse gas emissions.</p> <p>Considers that MfE guidance references Wellington's commuter rail services as an example of existing rapid transit stops as supporting Johnsonville Rail Line to be designated a rapid transit service.</p> <p>[Refer to original submission for full reason]</p>	Seeks that Johnsonville Rail Line is designated a rapid transit service in the Proposed District Plan and the stops along it as rapid transit stops.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Generation Zero Inc	254.13	Amend	<p>Considers that the Johnsonville Rail Line meets the definition and criteria of rapid transit in the NPS-UD.</p> <p>Considers that the NPS-UD is intended to align new higher density development along places with existing infrastructure. The Johnsonville Rail Line is underused and has spare capacity.</p> <p>Considers that the Greater Wellington Regional Council identification of the Johnsonville line as rapid transit in the RLTP 2021 as the best available source of information for the matter.</p> <p>Considers that failure to identify Johnsonville Rail Line as rapid transit will make the Proposed District Plan inconsistent with the requirements of Policy 3 of the NPS-UD.</p> <p>Considers that identifying the Johnsonville rail line as a rapid transit service and intensifying around it will support reductions in greenhouse gas emissions.</p> <p>Considers that MfE guidance references Wellington's commuter rail services as an example of existing rapid transit stops as supporting Johnsonville Rail Line to be designated a rapid transit service.</p> <p>[Refer to original submission for full reason]</p>	Seeks that High Density Residential Zone is applied to all residential sites within a 15-minute walkable catchment of the rapid transit stops on the Johnsonville Rail line except where a justifiable qualifying matter applies.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Royal Forest and Bird Protection Society	345.19	Support	Generally supports these provisions as drafted.	Retain "National Direction Instruments" section as notified.

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National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	KiwiRail Holdings Limited	408.19	Amend	Considers that given the increased building height and reduced height to boundary controls enabled under the MDRS which increase the risk of potential interference with the rail corridor from maintenance and other activities being undertaken on sites adjoining the rail corridor, KiwiRail considers 5m is an appropriate distance for setbacks	Seeks that the rail corridor be identified as a qualifying matter to incorporate provisions which are necessary for the safe and efficient operation of the rail corridor. Specifically, this qualifying matter needs to be applied in the Proposed Plan to require a "no-build" setback within 5m of the railway corridor for new buildings or structures in all relevant zones adjacent to the railway.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	The Urban Activation Lab of Red Design Architects	420.10	Not specified	Considers that the RMA Schedule 3B requirements for maximising development are incompatible with some of the strategic objectives of the PDP as expressed in the section on Urban Form and Development RMA Schedule 3A Clause 6. [See original submission for full reasons]	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Direction Instruments General	Anita Gude and Simon Terry	461.15	Amend	Considers that the NPS-UD is divorced from actual need because it requires councils to deliver a great deal of new development capacity all at once above the amount required at the time. This includes raising height limits irrespective of need. [See original submission for full reasons]	Seeks that the Council applying an integrated set of qualifying matters that act together to hold height limits at a level the community seeks in the inner suburbs and review as additional capacity is shown to be required.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jack Chu	4.1	Support	Rapid transit routes are fully capable of supporting growth.	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jack Chu	4.2	Amend	Rapid transit routes are fully capable of supporting growth.	Seeks that the Johnsonville Line should be classified as a Mass Rapid Transit Line. [Inferred from submission]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jack Chu	4.3	Amend	Town centre areas e.g. Johnsonville are perfectly suited to allow for high density allocation.	Amend walkable catchment areas to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Gareth Morgan	18.2	Support	Extending Walkable catchments further than 10 minutes may lead to more densification, forcing more people to walk in rough Wellington conditions. Lack of private transport in the city makes it less liveable. If further densification leads to more public transport and less private, it will lead to a less liveable city. 10 minute walkable catchment is less damaging than a 15 minute definition because the process to define walkable catchment was poor. 10 minutes limits densification to areas better suited for it.	Retain Walkable Catchments (at 10 minutes) as notified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Joanne Morgan	19.2	Support	Wellington can be challenging to navigate by foot or bike due to its incremental weather. Except for good days, private vehicle transport is a must. The wind (specifically around the corner of Hay St and Oriental Parade) can make walking dangerous especially for older people.	Retain Walkable Catchments (at 10 minutes) as notified.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Simon Ross	37.4	Amend	Considers that the Johnsonville Line should be classified as rapid transit and as such apply full NPS-UD provisions.	Seeks that the Johnsonville Line be classified as a mass rapid transit line.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Simon Ross	37.5	Amend	Considers that the current zoning disregards the NPS-UD direction. The Johnsonville Line should be classified as rapid transit and as such it should apply full NPS-UD zoning (six-storey).	Rezoning the Johnsonville line from MRZ to HRZ. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Lilias Bell	50.1	Support	Supports the Johnsonville Line not being classified as rapid transit under the NPS-UD.	Retain Johnsonville Line as not being classified as rapid transit.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Noelle Pause	55.1	Amend	Opposes that the classification of the Johnsonville Line (JVL) is not rapid transit for the following reasons: The JVL is capable of providing high-capacity, reliable, and quick service directly to the CBD from four major suburbs. [Refer to original submission for full reasons]. The removal of JVL as rapid transit will limit future development of much-needed higher-density housing and commercial services that could be frequented by the four suburbs combined 27,000+ residents (2018 census). The argument that a rapid transit service is not provided due to the current lack of development along the JVL is circular because higher density development and greater commercial activity is not currently encouraged/allowed. Not encouraging multi-family development will only drive up house prices while the quality of aging homes declines.	Seeks that the Johnsonville Line is classified as a Mass Rapid Transit Line as per the NPS-UD Policy 3.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Noelle Pause	55.2	Amend	Considers that the removal of the JVL as rapid transit removes the requirements for walking catchments along the JVL (except Johnsonville station) and the possibilities for six-storey development (except at Johnsonville station). Not designating the JVL as rapid transit does not appear to meet National Policy Statement - Urban Development (NPS-UD) Policy 3. [Refer to original submission for full reasons].	Seeks that the Johnsonville Line is classified as a Mass Rapid Transit Line as per the NPS-UD Policy 3.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Noelle Pause	55.3	Not specified	Considers that single-family homes should not be expected or promoted within a 5-minute walking catchment of a frequent and reliable rail service that brings residents directly to the country's capital within 10-25 minutes.	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Coronation Real Estate Ltd	62.2	Support	Considers that zoning the site at 9 Comber Place as MRZ aligns with the NPS-UD as it provides for residential use and enables additional housing supply.	Rezoning 9 Comber Place from Natural Open Space Zone to Medium Density Residential Zone .

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.5	Not specified	Considers that the Council isn't meeting their obligations under the NPS-UD, specifically Objective 2 as there is not enough land rezoned to create a competitive land market.	Seeks that there is far more greenfield development as part of the District Plan.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.6	Not specified	Considers that the Council isn't meeting their obligations under the NPS-UD, Policy 1(a)(i) because the plan will not bring housing prices down to \$300k.	[Not specified]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.7	Not specified	Considers that the Council isn't meeting their obligations under the NPS-UD, Policy 1(b) because the PDP does not provide enough commercial zoning in most suburbs.	Seeks that at least one quarter of Wellington evenly spread should have ground floor zoned commercially.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.8	Not specified	Considers that the Council isn't meeting their obligations under the NPS-UD, Policy 2 as not enough land is zoned to provide for sufficient development capacity for housing and business.	[Not specified]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.9	Not specified	Considers that the Council isn't meeting their obligations under the NPS-UD, Policy 3a as the provisions for the City Centre Zones will not achieve the requirement to provide as much development potential as necessary.	Seeks that height limits are removed in the City Centre Zone.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.10	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically Policy 3(c)(i) by not zoning 6 stories around the Johnsonville Line.	Seeks that the Johnsonville Line is included as a Mass Transit Line
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.11	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically Policy 3(c)(i) by not planning to zone 6 stories along the two planned rapid transit lines East and South.	Seeks that planned East and South Mass Transit Lines are added.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.12	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically Policy 3(c)(i) as the walkable catchments around the Kapiti Line are inconsistent.	Amend walkable catchment areas around planned rapid transit stops to the East and South to 20 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.13	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically policy 3(c)(ii) because the PDP has walkable catchments wrong. Considers that most Wellingtonians who walk to work walk further than 20 minutes. Notes that their daughter's school is zoned more than 20 minutes away.	Seeks that walkable catchment from the edge of the CCZ (City Centre Zone) is extended to 20 minutes and that development of at least 6 storeys is enabled in this catchment.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.14	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically policy 3(c)(iii) (Metropolitan Centre Zone walkable catchments) and the walkable catchment here should be 20 minutes.	Seeks that walkable catchment extended to 20 minutes from the edge of Kilbirnie and that development of at least 6 storeys is enabled in this catchment.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.15	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically policy 3(c)(iii) (Metropolitan Centre Zone walkable catchments) and the walkable catchment here should be 20 minutes.	Seeks that walkable catchment extended to 20 minutes from the edge of Johnsonville and that development of at least 6 storeys is enabled in this catchment.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.16	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically policy 3(c)(iii) (Metropolitan Centre Zone walkable catchments) and the walkable catchment here should be 20 minutes.	Seeks that walkable catchment extended to 20 minutes from the edge of Tawa and that development of at least 6 storeys is enabled in this catchment.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.17	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically policy 3(c)(iii) (Metropolitan Centre Zone walkable catchments) and the walkable catchment here should be 20 minutes.	Seeks that walkable catchment extended to 20 minutes from the edge of Newtown and that development of at least 6 storeys is enabled in this catchment.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.18	Oppose	Considers that the PDP has walkable catchments wrong. Considers that most Wellingtonians who walk to work walk further than 20 minutes. Notes that their daughter's school is zoned more than 20 minutes away.	Seeks that all walkable catchments are extended to 20 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.19	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically policy 3(d) has been ignored.	Seeks that walkable catchments extended to 10 minutes from local and town centres.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.20	Amend	Considers that Council isn't meeting their obligations under the NPS-UD, specifically policy 3(d) has been ignored.	Seeks that local and town centres should be allowed development of 6 storeys, or if not, then the proposed District Plan should allow an unlimited number of homes per section in those places.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.21	Amend	Considers that Wadestown as an example has reasonable infrastructure to be zoned with more mixed use to meet the requirements of policy 3(d) of the NPS-UD.	Seeks that Wadestown should be zoned for development of 6 storeys and have more provisions that enable more mixed use activities.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Conor Hill	76.22	Not specified	Considers that Council isn't meeting their obligations under the NPS-UD, specifically Part 3.2(1)(a), as there has been very little new land zoned as required.	[Not specified].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ann Mallinson	81.2	Support	Considers that Wellington weather conditions limit walkability and 10 minutes is appropriate.	Retain Walkable Catchments around the City Centre Zone (CCZ) as notified (at 10 minutes).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	David Stephen	82.2	Support	Supports Johnsonville Line not being classified as a Mass Rapid Transit line.	Retain Johnsonville Line as not being classified as rapid transit.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	David Stephen	82.3	Amend	Considers that 3-waters infrastructure is a qualifying matter under NPS-UD subpart 6, clause 3.32.	Seeks that 3-waters infrastructure is interpreted as a qualifying matter under the NPS-UD subpart 6, clause 3.32.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Hugh Good	90.1	Amend	Considers that the Johnsonville Line should be classified as rapid transit.	Seeks that the Johnsonville Line should be classified as a Mass Rapid Transit Line.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ian Law	101.2	Support	Supports Johnsonville Line not being classified as rapid transit.	Retain Johnsonville Line as not being classified as rapid transit.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ian Law	101.3	Amend	Considers that 3-waters infrastructure is a qualifying matter under NPS-UD subpart 6, clause 3.32.	Seeks that 3-waters infrastructure is interpreted as a qualifying matter under the NPS-UD subpart 6, clause 3.32.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Julie Patricia Ward	103.3	Support	Supports Johnsonville Line not being classified as rapid transit. Considers that is not a quick, frequent, reliable and high-capacity public transport service to which the NPS-UD applies.	Retain Johnsonville Line as not being classified as rapid transit (as notified).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	292 Main Road Limited	105.2	Amend	Considers that the WCC definition of walking speed at 4.86km/hr is slow and determined by a small sample size. Waka Kotahi has a much larger amount of data and their walking speeds should be respected.	Seeks that the PDP interpretation of Policy 3 of the UPS-UD (Walkable Catchments) assumes a 4.8km/hr to 5km/hr as recommended by Waka Kotahi.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Oliver Sangster	112.7	Amend	Considers that the Johnsonville trainline is a good commuter route into the city and this will give young people an opportunity to purchase new, smaller homes within rail commute distance from the city	Amend the plan to enable higher density development around train stations along the Johnsonville Rail Line regardless of whether or not the rail line technically/legally meets the NPS-UD definition of "rapid transit service".
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Pam Wilson	120.2	Support	Supports the Johnsonville Line no longer being classified as a Rapid Transit System.	Retain the Johnsonville Line classification as notified (not Rapid Transit).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Pam Wilson	120.3	Amend	Considers that 3-waters infrastructure should be qualifying matter that governs where development takes place.	Seeks that 3-waters infrastructure is interpreted as a qualifying matter under the NPS-UD. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development	121.3	Oppose	Considers that the PDP does not adequately provide for housing supply as required by the NPS-UD, specifically due to the constraints imposed by 1. The character precinct provisions 2. The reduction in the size of the walkable catchment from the CCZ, from 15 minutes in the Draft District Plan to 10 minus in the PDP 3. The absence of the identification of the Johnsonville train line as a mass rapid transit line.	Not specified.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development	121.4	Amend	Considers that failing to identify the Johnsonville train line as a mass rapid transit in the PDP is contrary to other planning documents and would have significant negative impacts with respect to provision of housing.	Seeks to identify the Johnsonville train line as rapid transit and adjust the zoning around the relevant stops accordingly.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Oriental Bay Residents Association Inc	128.1	Support	Supports the adoption of 10 minutes (800) for the CBD "walkable catchment" under NPS-UD Policy 3. Considers that it would be unreasonable to expect Oriental Bay residents, many of whom are elderly, to walk more than 10 minutes to services. Exposure to extreme winds and sea conditions along the only practicable route (Oriental Parade), without shelter, means walking is frequently not practicable for many residents, nor is cycling or use of e-scooters.	Retain 10 minute walkable catchment as notified. Or, reduce it to 5 minutes (400m).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Zoe Ogilvie-Burns	131.4	Not specified	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Zoe Ogilvie-Burns	131.5	Not specified	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Zoe Ogilvie-Burns	131.6	Amend	Considers that the plan should enable larger more comprehensive developments in centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Anne Lian	132.3	Not specified	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Anne Lian	132.4	Not specified	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Anne Lian	132.5	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ingo Schommer	133.4	Not specified	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested]

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ingo Schommer	133.5	Not specified	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ingo Schommer	133.6	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Olivier Reuland	134.4	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Olivier Reuland	134.5	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Olivier Reuland	134.6	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ella Patterson	138.2	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are made larger and increased to 15 minutes. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ella Patterson	138.3	Amend	Supports larger walking catchments for intensification around Centres zones.	Seeks that walking catchments around Centres zones are made larger and increased to 15 minutes. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Janice Young	140.4	Support	Supports the Johnsonville train line not being a rapid transit line.	Retain Johnsonville Line as not being classified as rapid transit.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Grant Buchan	143.7	Amend	Considers that all inconsistencies between the NPS-UD and MDRS should be removed (in favour of NPS-UD directions).	Seeks that 15 minute walking catchments are applied to all mass transit stops.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Grant Buchan	143.8	Amend	Considers that all inconsistencies between the NPS-UD and MDRS should be removed (in favour of NPS-UD directions).	Seeks that a 15 minute walking catchment is applied to the City Centre Zone.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Grant Buchan	143.9	Amend	Supports the Johnsonville Line being classified as rapid transit. Considers that the line has the capacity that clearly supports any reasonable definition of mass transit. [Refer to original submission for full reasons].	Amend Johnsonville Line to be classified as rapid transit (as per NPS-UD (National Policy Statement on Urban Development)).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Grant Buchan	143.10	Amend	Considers that the NPS-UD dictates that qualifying matters should be applied on a site-by-site basis, not by broad areas.	Seeks that qualifying matters are applied on a site-by-site basis, not by broad areas. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Braydon White	146.5	Support	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Braydon White	146.6	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Braydon White	146.7	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jennifer Mary Gyles	147.1	Support	Supports the adoption of 10 minutes (800) for the CBD "walkable catchment" under NPS-UD Policy 3. Considers that it would be unreasonable to expect Oriental Bay residents, many of whom are elderly, to walk more than 10 minutes to services. Exposure to extreme winds and sea conditions along the only practicable route (Oriental Parade), without shelter, means walking is frequently not practicable for many residents, nor is cycling or use of e-scooters.	Retain 10 minute walkable catchment as notified. Or, reduce it to 5 minutes (400m).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Matthew Gibbons	148.3	Amend	Considers there should be increased densification along the Johnsonville Railway Line. Considers, as an economist, that improved infrastructure (better railway lines and more frequent bus services) will follow intensification. Currently most of my students are paying almost all their income in rent, and this is not good for their health or education. Increased density will make Wellington a more attractive place to live and will be good for the economy.	Seeks that there is densification along the Johnsonville Railway Line.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	David Stevens	151.6	Support	Supports Johnsonville Line (JVL) not being classified as rapid transit (RTS). Considers that the JVL cannot achieve better than four trains per hour, which does not meet the GWRC criteria for RTS of ten trains per hour. Together with limited bus service, this lack of frequency means that the Broadmeadows to Crofton Downs corridor is unsuitable for any substantial residential development without increasing carbon emissions. There is no planned major investment from GWRC or Kiwirail to double track this route.	Retain Johnsonville Line as not being classified as rapid transit.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Cameron Vannisselroy	157.1	Amend	Supports larger walking catchments for intensification around centres. The fact that some people are not willing to walk 15-20 minutes does not mean that others who are willing to should not receive the benefits of intensification.	Seeks that walking catchments around centres are increased, in general, to 15-20 minutes. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Cameron Vannisselroy	157.2	Amend	Supports larger walking catchments for intensification around mass transit hubs. The fact that some people are not willing to walk 15-20 minutes does not mean that others who are willing to should not receive the benefits of intensification.	Seeks that walking catchments around mass transit hubs are increased, in general, to 15-20 minutes. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Cameron Vannisselroy	157.3	Amend	Considers that the plan should enable larger more comprehensive developments in centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Cameron Vannisselroy	157.4	Amend	Considers that the Johnsonville Line should be classified as Rapid Transit.	Amend the Johnsonville Line to be classified as Rapid Transit and up zoned in accordance with the NPS-UD (National Policy Statement on Urban Development).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	James and Karen Fairhall	160.2	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Karen and Jeremy Young	162.2	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jill Ford	163.2	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jill Ford	163.3	Amend	Supports larger walking catchments for intensification around Centres.	Seeks that walking catchments around Centres are increased. [Inferred decision requested].

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Tore Hayward	170.1	Support	Supports the adoption of 10 minutes (800) for the CBD "walkable catchment" under NPS-UD Policy 3. Wind conditions have an important bearing on people's willingness to walk, and for how long/far. Wellington averages 198 days per year with gale force winds, and 52 with storm force winds (based on a table from a NIWA publication). This reality supports a shorter walking time for Wellington than may be appropriate for some other cities. [Refer to original submission for full reasons, including table].	Retain 10 minute walkable catchment as notified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Scott Galloway & Carolyn McLean	171.1	Support	Supports the adoption of 10 minutes (800) for the CBD "walkable catchment" under NPS-UD Policy 3. Considers that it would be unreasonable to expect Oriental Bay residents, many of whom are elderly, to walk more than 10 minutes to services. Exposure to extreme winds and sea conditions along the only practicable route (Oriental Parade), without shelter, means walking is frequently not practicable for many residents, nor is cycling or use of e-scooters.	Retain 10 minute walkable catchment as notified. Or, reduce it to 5 minutes (400m).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Amos Mann	172.11	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Amos Mann	172.12	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Amos Mann	172.13	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that MRZ height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Patrick Wilkes	173.5	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Patrick Wilkes	173.6	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Patrick Wilkes	173.7	Amend	Considers the declassification of the Johnsonville train line and change of decisions from the spatial plan as disappointing.	Seeks that the Johnsonville train line be classified as a 'rapid transit service' under the National Policy Statement on Urban Development 2020. [Inferred decision requested].

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Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Patrick Wilkes	173.8	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that MRZ (Medium Density Residential Zone) height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Kane Morison and Jane Williams	176.2	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Pete Gent	179.4	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Pete Gent	179.5	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Pete Gent	179.6	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Historic Places Wellington	182.7	Amend	Considers that a Qualifying Matter exists that should exempt areas within Policy 3 of the NPS-UD from upzoning. [See original submission for full reasons].	Seeks that areas subject to National Policy Statement Urban Development (NPSUD) Policy 3 "upzoning" a qualifying matter of "the aggregation of pre-1930s buildings embodies the historical and cultural values of historic, physical, social, rarity and representativeness and should have special procedural care before they are demolished." apply to exempt them from mandatory 6-storey plus intensification otherwise required.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Athena Papadopoulos	183.1	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Lara Bland	184.1	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Emma Baines	185.4	Support	Supports the Johnsonville train line not being classified as rapid transit under the NPS-UD. Considers that the total travel time, due to often arriving late or being delayed on track, highlights that it cannot be considered rapid transit.	Retain Johnsonville train line as notified (not classified as rapid transit).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Geoff Palmer	188.1	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.

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Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Peter Nunns	196.6	Not specified	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Peter Nunns	196.7	Not specified	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Peter Nunns	196.8	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Andrew Flanagan	198.1	Not specified	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Andrew Flanagan	198.2	Not specified	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Andrew Flanagan	198.13	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Antony Kitchener and Simin Littschwager	199.3	Support	Supports the Johnsonville Rail Line no longer being classified as rapid transit. The train line is vulnerable to incremental weather and climate change. It is not frequent or reliable enough for people to rely on. It only works for people who work in walking distance of the railway station.	Retain the Johnsonville Rail Line as notified (not being classified as rapid transit).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Antony Kitchener and Simin Littschwager	199.4	Oppose	Considers that increased densification along the Johnsonville Rail Line will not necessarily automatically result in increased usage of public transport and less car usage. All the increased densification will result in increased traffic density as people will opt for the more convenient form of personal transport. Considers that densification will likely result in a large number of family vehicles parked on the street, making them difficult to navigate. [Refer to original submission for full reasons].	Seeks that densification is not concentrated in suburbs along the Johnsonville Rail Line. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Angus Hodgson	200.4	Support	Supports the National Policy Statement on Urban Development as a coherent tool supporting city councils in planning for denser urban forms across New Zealand.	Not specified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wellington City Youth Council	201.18	Amend	<p>Considers that housing 10-20 minutes from the central city is still a relatively desirable distance from the city where many people commute to for work.</p> <p>Considers that transport options are very important, and these distances are highly conducive towards active or public transport which can shelter residents from the cost of lengthy commutes.</p> <p>Considers that character precincts would still be exempt from these provisions so it is important that the higher-density provisions go far enough.</p> <p>Considers that it inconsistent to now have 10 minute walking catchments from the CBD and mass rapid transit hubs given the additional time required to travel on mass rapid transit compared to when walking is the only aspect of the transport journey.</p>	Amend walkable catchment areas around the city centre zone where high density residential development is enabled to 20 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wellington City Youth Council	201.19	Amend	<p>Considers that housing 10-20 minutes from the central city is still a relatively desirable distance from the city where many people commute to for work.</p> <p>Considers that transport options are very important, and these distances are highly conducive towards active or public transport which can shelter residents from the cost of lengthy commutes.</p> <p>Considers that character precincts would still be exempt from these provisions so it is important that the higher-density provisions go far enough.</p> <p>Considers that it inconsistent to now have 10 minute walking catchments from the CBD and mass rapid transit hubs given the additional time required to travel on mass rapid transit compared to when walking is the only aspect of the transport journey.</p>	<p>Amend walkable catchment areas around rapid transit stops where high density residential development is enabled to 20 minutes.</p> <p>[Inferred decision requested]</p>
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wellington City Youth Council	201.20	Amend	<p>Opposes Reversing the removal of high-density walking catchments along the Johnsonville train line.</p> <p>Opposes carving out suburbs to exclude from development without compelling justification.</p>	Seeks that the Johnsonville Line is classified as rapid transit.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wellington City Youth Council	201.21	Amend	[No specific reason given beyond decision requested - refer to original submission]	Seeks that existing public transport corridors should be improved and utilised to promote climate-friendly housing development.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Dougal and Libby List	207.2	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Craig Forrester	210.2	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.

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Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Anna Jackson	222.8	Amend	Considers that the Johnsonville Line should be classified as rapid transit. The use of trains should be encouraged.	Seeks that the Johnsonville Line should be classified as a Mass Rapid Transit Line.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Nick Humphries	223.2	Amend	[No specific reason given beyond decision requested - refer to original submission]	Seeks that the PDP should do the minimum required by legislation with regards to housing intensification.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ruapapa Limited	225.1	Support	Considers that it would be unreasonable to expect local residents, many of whom are elderly, to walk more than 10 minutes (800m) to services. Weather conditions also make a larger walking catchment impractical.	Retain Walkable Catchments (at 10 minutes) from the edge of the city centre zone as notified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ruapapa Limited	225.2	Amend	Considers steep side streets and lack of access for emergency vehicles among other matters mean that residential side streets should be a qualifying matter [refer to original submission for further reason]	Seeks that 'Residential Side Streets' are recognised as a qualifying matter.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Lorraine and Richard Smith	230.10	Amend	[No specific reason given beyond decision requested - refer to original submission]	Seeks that the Proposed District Plan is amended to use a comprehensive, holistic definition of character as a qualifying matter under the National Policy Statement-Urban Development.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Richard W Keller	232.6	Amend	[No specific reason given beyond decision requested - refer to original submission]	Seeks that walkable catchments to rapid transit are increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Richard W Keller	232.7	Amend	Considers that walkable catchments should be extended around centres.	Seeks that walkable catchments are extended around centres and mass transit hubs.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Richard W Keller	232.8	Amend	Considers that walkable catchments should be extended around mass transit hubs.	Seeks that walkable catchments are extended around mass transit hubs.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wellington's Character Charitable Trust	233.7	Support	Supports Johnsonville Line not being classified as a Mass Rapid Transit line. Considers that the Johnsonville Line does not meet the NPS-UD's definition of rapid transit. [Refer to original submission for full reason]	Retain Johnsonville Line as not being classified as rapid transit as notified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wellington's Character Charitable Trust	233.8	Support	Considers that 10 minutes is an appropriate walkable distance in the context of Wellington's demographics, topography, climate and culture.	Retain Walkable Catchments around the City Centre Zone at 10 minutes as notified.

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Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wellington's Character Charitable Trust	233.9	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wellington's Character Charitable Trust	233.10	Amend	Supports larger walking catchments for intensification around centres .	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Victoria Stace	235.1	Support	Supports a 10 minute walkable catchment. Due to Wellingtons weather and topography, walking for more than 10 minutes to a commercial area is not practicable. [Refer to original submission for full reason]	Retain Walkable Catchments (at 10 minutes) as notified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Pukepuke Pari Residents Incorporated	237.1	Support	Supports a 10 minute walkable catchment. Due to Wellingtons weather and topography, walking for more than 10 minutes to a commercial area is not practicable. Considers that there are already many areas within the 10 minute catchment for development so increasing is unnecessary. Due to the town belt and propensity to walk lowering over distance, extending walking catchment has diminishing returns. [Refer to original submission for full reason]	Retain Walkable Catchments (at 10 minutes) as notified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Pukepuke Pari Residents Incorporated	237.2	Not specified	Considers that there are qualifying matters that apply to Hay Street and limit its development potential.	Seeks that development in Hay Street is restricted due to qualifying matters.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Regan Dooley	239.6	Amend	Opposes the decision from Pūrora Āmua Planning & Environment Committee meeting on 23 June 2022 the council voted to reduce walking catchments from 15 minutes' walking distance of areas around the central city and metropolitan areas to just 10 minutes.	Seeks that walking catchments around centres are increased.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Regan Dooley	239.7	Amend	Opposes the decision from Pūrora Āmua Planning & Environment Committee meeting on 23 June 2022 the council voted to reduce walking catchments from 15 minutes' walking distance of areas around the central city and metropolitan areas to just 10 minutes.	Seeks that walking catchments around centres are increased.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Regan Dooley	239.8	Amend	Opposes the decision from Pūrora Āmua Planning & Environment Committee meeting on 23 June 2022 the council voted to excluded the Johnsonville line from the definition of rapid transit.	Seeks an amendment to make the Johnsonville Line considered Rapid Transit for the purposes of the NPS-UD.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Richard Martin	244.1	Support	Supports a 10 minute walking catchment as 15 minutes is not workable in Oriental Bay due to topography and existing settlement styles. [Refer to original submission for full reason]	Retain walkable catchments as notified (at 10 minutes).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Paul Ridley-Smith	245.1	Support	Supports a 10 minute walkable catchment. Due to Wellingtons weather, geography and demographics, walking for more than 10 minutes to a commercial area is not practicable. [Refer to original submission for full reason]	Retain Walkable Catchments (at 10 minutes) as notified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Generation Zero Inc	254.14	Amend	Considers that a 10-minute walkable catchment is inconsistent with the policy direction of the NPS-UD and the approach of other Tier 1 local authorities and not supported by a robust section 32 assessment, rather decisions by Councillors which the submitter does not agree with.	Seeks that the area of the walkable catchment around the edge of the City Centre Zone where 6 storey development must be enabled be increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Claire Nolan, James Fraser, Bidy Bunzl, Margaret Franken, Michelle Wolland, and Lee Muir	275.7	Support	Supports the fact that character precincts (MRZ-PREC-01 and MRZ-PREC-02) serves as a qualifying matter, and thus also potentially limits the pressure on Three Waters (THW) Infrastructure .	Retain National Policy Statements and New Zealand Coastal Policy Statement chapter as notified ((With regards to Character Precincts being Qualifying Matters).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Claire Nolan, James Fraser, Bidy Bunzl, Margaret Franken, Michelle Wolland, and Lee Muir	275.8	Amend	Considers that this allows a suburb specific response to assessing the ability of the THW Infrastructure to accommodate impacts on wastewater, water supply and storm water can be taken.	Seeks that the current state of Three Waters Infrastructure in Newtown be regarded as a qualifying matter.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Onslow Residents Community Association	283.5	Support	Supports using NPS-UD Policy 3 (d) along the Johnsonville Railway Line. Considers that Wellington City Council defined Johnsonville Line as rapid transit without defining explicit criteria and relied on definitions used for other purposes that exclude the required characteristics of the NPSD-UD. The "Review of the designation of the Johnsonville Railway Line as a Rapid Transit System "paper showed that Johnsonville Line is not rapid transit, and if it was classified as so, would not provide sufficient capacity, increase in carbon emissions and congestion, and degrade the wellbeing along the catchment. The GWRC paper "WELLINGTON RAIL PROGRAMME BUSINESS CASE" excludes the Johnsonville Line and defines criteria for Rapid Transit Stops that the Johnsonville Line cannot meet. [Refer to original submission for full reason]	Retain the Johnsonville Line classification as notified (not Rapid Transit).

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Onslow Residents Community Association	283.6	Oppose	<p>Opposes any attempt to reinstate NPS-UD Policy 3 (c) (i) along the Johnsonville Railway Line.</p> <p>Considers that Wellington City Council defined Johnsonville Line as rapid transit without defining explicit criteria and relied on definitions used for other purposes that exclude the required characteristics of the NPS-UD.</p> <p>The "Review of the designation of the Johnsonville Railway Line as a Rapid Transit System "paper showed that Johnsonville Line is not rapid transit, and if it was classified as so, would not provide sufficient capacity, increase in carbon emissions and congestion, and degrade the wellbeing along the catchment.</p> <p>The GWRC paper "WELLINGTON RAIL PROGRAMME BUSINESS CASE" excludes the Johnsonville Line and defines criteria for Rapid Transit Stops that the Johnsonville Line cannot meet.</p> <p>[Refer to original submission for full reason]</p>	Retain the Johnsonville Line classification as notified (not Rapid Transit).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Steve Dunn	288.4	Oppose	Considers the provisions of the National Policy Statement on Urban Development (NPS-UD) is a blunt instrument when considering inner city housing for Newtown.	Not specified
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Priscilla Williams	293.4	Amend	[No specific reason given beyond decision requested - see original submission for further reason]	Seeks that the houses that display character in the area spanning Wesley Road, Aurora Terrace and Bolton Street are considered a qualifying matter.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Dawid Wojasz	295.4	Amend	<p>Considers that Johnsonville Rail line should be considered as rapid transit for the purposes of its impact of Zoning and walkable catchments.</p> <p>It is a significant rail corridor and high density housing should be encouraged along its route to allow efficient access to public transport.</p>	<p>Seeks that a 15 minute walkable catchment be applied around stations along the Johnsonville rail line to enable high density residential zone.</p> <p>[Inferred decision requested].</p>
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Paihikara Ki Pōneke Cycle Wellington	302.10	Amend	<p>Supports the PDP subject to amendments to ensure that the intensification outcomes required by the Resource Management Act 1991, as amended by the RM (Enabling Housing Supply and Other Matters) Act 2021 and the NPS-UD 2020 are enabled.</p> <p>Considers that walkable catchments around the City Centre Zone and Metropolitan Centres Zones should be defined as those within a distance which appropriately reflects the provision and frequency of public transport, the draw of the services and amenity within the city centre, the connectivity of the city centre and the Wellington topography, being 15 minutes.</p>	Seeks that walkable catchments around the City Centre Zone are increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Paihikara Ki Pōneke Cycle Wellington	302.11	Amend	<p>Supports the PDP subject to amendments to ensure that the intensification outcomes required by the Resource Management Act 1991, as amended by the RM (Enabling Housing Supply and Other Matters) Act 2021 and the NPS-UD 2020 are enabled.</p> <p>Considers that walkable catchments around the City Centre Zone and Metropolitan Centres Zones should be defined as those within a distance which appropriately reflects the provision and frequency of public transport, the draw of the services and amenity within the city centre, the connectivity of the city centre and the Wellington topography, being 15 minutes.</p>	Seeks that walkable catchments around the Metropolitan Centres Zones are increased to 15 minutes.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Paihikara Ki Pōneke Cycle Wellington	302.12	Amend	Supports the PDP subject to amendments to ensure that the intensification outcomes required by the Resource Management Act 1991, as amended by the RM (Enabling Housing Supply and Other Matters) Act 2021 and the NPS-UD 2020 are enabled. Considers that walkable catchments around the City Centre Zone and Metropolitan Centres Zones should be defined as those within a distance which appropriately reflects the provision and frequency of public transport, the draw of the services and amenity within the city centre, the connectivity of the city centre and the Wellington topography, being 15 minutes.	Seeks that walkable catchments around mass rapid transit stops are increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Paihikara Ki Pōneke Cycle Wellington	302.13	Amend	Supports the PDP subject to amendments to ensure that the intensification outcomes required by the Resource Management Act 1991, as amended by the RM (Enabling Housing Supply and Other Matters) Act 2021 and the NPS-UD 2020 are enabled.	Seeks that the Johnsonville Rail Line is classified as a rapid transit route.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Roland Sapsford	305.26	Amend	Considers that the NPS-UD requires the Council to take a place-based approach to setting District Plan rules, and this should be applied to Aro Valley, which is a suburb with unique characteristics. Considers that full use should be made of the NPS-UD qualifying matters and statutory framework to ensure that intensification in Aro Valley maintains and enhances the amenity and environment of Aro Valley, and the lived experience of new and existing residents. Considers that the NPS-UD and Wellington Spatial Plan require interpretation in a local context in order to enable sustainable development. [Refer to original submission for details/contextual information]	Seeks that further consideration is given to the unique characteristics of Aro Valley, including through the use of qualifying matters. [Inferred decision sought]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wilma Sherwin	306.2	Support	Supports Johnsonville Line not being classified as a Mass Rapid Transit line. The Johnsonville Line is a suburban commuter line with many stops, steep and winding tracks and few passing bays that cannot accommodate faster, longer or more trains. It has limited capacity. It is not a Rapid Transit System.	Retain Johnsonville Line as not being classified as a Mass Rapid Transit line.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Wilma Sherwin	306.3	Amend	Considers that 3-waters infrastructure is a qualifying matter under NPS-UD subpart 6, clause 3.32.	Seeks that 3-waters infrastructure is interpreted as a qualifying matter under the NPS-UD subpart 6, clause 3.32.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Svend Heeselholt Henne Hansen	308.2	Not specified	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Svend Heeselholt Henne Hansen	308.3	Not specified	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Rod Bray	311.1	Oppose	Walkable Catchments under the NPS-UD should be reverted back to 15 minutes instead of 10 minute, as a large portion of city edge residents walk to work. The Auckland Council's walkable catchments analysis found that an excess of 50% of commuters walked further than 800m to their busway station. Although 'walkability' varies between individuals, a 15 minute walk remains realistic for a significant proportion of commuters. WCC should fall in line with the NPS to increase housing supply around CBD.	Opposes 10 minute walkable catchments as notified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Rod Bray	311.2	Amend	Walkable Catchments under the NPS-UD should be reverted back to 15 minutes instead of 10 minute, as a large portion of city edge residents walk to work. The Auckland Council's walkable catchments analysis found that an excess of 50% of commuters walked further than 800m to their busway station. Although 'walkability' varies between individuals, a 15 minute walk remains realistic for a significant proportion of commuters. WCC should fall in line with the NPS to increase housing supply around CBD.	Reinstate walkable catchments at 15 minutes in High Density Residential Zone in accordance with Policy 3 of the NPS-UD.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Moir Street Collective - Dougal List, Libby List, Karen Young, Jeremy Young, James Fairhall, Karen Fairhall, Craig Forrester, Sharlene Gray	312.2	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Richard Murcott	322.11	Amend	Considers that 'qualifying matters' for Character Precinct Areas have only been applied in a very limited way, leaving many high character value residential areas out in the cold and exposed; all unnecessarily. Greater protection of character areas is needed through the application of qualifying matters. The character in Thorndon (NZ's oldest suburb) makes a significant contribution to Wellington's identity, and what makes this city attractive, liveable and different from others in NZ.	Seeks that qualifying matters in the Medium Density Residential Chapter be more inclusive of character values.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Trevor Farrer	332.1	Amend	Considers that the walking catchment around the central city, which would allow buildings up to six storeys within it, should be reinstated at 15 minutes rather than 10 minutes. Walking catchments of 10 minutes will reduce land available for density and housing supply around the city centre. Many successful cities around the world are climate-friendly, liveable and walkable, with good urban planning.	Amend walkable catchment areas to 15 minutes.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Bruce Rae	334.2	Amend	<p>Considers that the walkable catchment for Johnsonville should be 5 minutes. It is appreciated that the walkable catchments took the effects of topography into account, rather than pretending Wellington was flat. A significant amount has been spent fairly recently on the Johnsonville line to ensure it is capable of using the same trains/electric units as the rest of the network.</p> <p>Given the above, it appears inconsistent that while the proposed plan set the tawa walkable catchments at 5 minutes (down from 10) it has deleted the 10 minute Johnsonville line walkable catchments completely, rather than also cutting them down to 5 minutes. Maps should be revised to include 5 minute walkable catchments associated with Johnsonville line stations areas of High density residential, as has been done with the Kapiti line stations in Tawa.</p> <p>It is also noted that territorial authorities are able to decide how they will implement the national policy statement on Urban Development 2020 . Thwart is not a synonym for implement, nor is the implementation task 'whether' rather than 'how'.</p>	Amend maps to include 5 minute walkable catchments associated with the Johnsonville line stations as areas of high density residential as has been done with the Kapiti Line stations in Tawa.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Property Council New Zealand	338.3	Amend	<p>Considers that the proposed a walkable catchment of 800 metres (or 10 minutes) for the City Centre zone is very limited and should be amended to 15 minutes. The current walkable catchment excludes Mount Victoria, Oriental Bay, Mount Cook and the area around Massey University Campus. Auckland, Hamilton and Christchurch city centres have a 1200 metres walkable catchment and Tauranga City have a 1500 metres walkable catchment. Limiting Wellington's walkable catchment will encourage urban sprawl, limit future intensification and be an impediment for the Council in achieving their carbon neutral goals.</p> <p>A 15 minute walkable catchment will better help the Council reach its commitment to reduce net carbon emissions to net zero by 2050, and will encourage more people to live closer to the city centre and reduce their carbon footprint.</p>	Reinstate Walkable Catchments at 15 minutes from the City Centre Zone in High Density Residential Zone under the NPS-UD - Policy 3.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Property Council New Zealand	338.4	Amend	Considers that the NPS-UD should be clarified to specify the starting point for the City Centre walkable catchment zone. Current mapping is unclear as to where the starting point is established, unlike other council's maps who clearly identify this.	Clarify the starting point of the City Centre Zone walkable catchment in the NPS-UD.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Greater Wellington Regional Council	351.50	Oppose in part	<p>Considers that in classifying the Johnsonville Rail Line as a rapid transit service, the Regional Transport Committee referenced the definition of rapid transit contained in the NPS-UD and considered the definitions for PT1 classification contained in Waka Kotahi's One Network Framework that includes all metro rail corridors and the Regional Public Transport Plan.</p> <p>Local authorities identify and enable rapid transit services within the Wellington Region through the Regional Land Transport Plan and the Joint Leadership Committee. This in turn enables territorial authorities to 'up-zone' surrounding walkable catchment areas under NPS-UD Policy 3c. It is important to note that the identification of a rapid transit service in the Regional Land Transport Plan enables changes to district plan zoning to occur but does not require them.</p> <p>The Johnsonville Rail Line is a key part of the region's transport network, and well placed to increase its future role. This rail line is a dedicated public transport corridor. As a dedicated corridor, it does not have the challenges of segregation with other users required on other mixed-mode corridors. It is a key component of the regional transport network and is integrated into this network.</p> <p>[Refer to original submission for full reason]</p>	Opposes the Johnsonville Railway Line not being classified as a rapid transit line and seeks amendment.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Greater Wellington Regional Council	351.51	Amend	<p>Considers that in classifying the Johnsonville Rail Line as a rapid transit service, the Regional Transport Committee referenced the definition of rapid transit contained in the NPS-UD and considered the definitions for PT1 classification contained in Waka Kotahi's One Network Framework that includes all metro rail corridors and the Regional Public Transport Plan.</p> <p>Local authorities identify and enable rapid transit services within the Wellington Region through the Regional Land Transport Plan and the Joint Leadership Committee. This in turn enables territorial authorities to 'up-zone' surrounding walkable catchment areas under NPS-UD Policy 3c. It is important to note that the identification of a rapid transit service in the Regional Land Transport Plan enables changes to district plan zoning to occur but does not require them.</p> <p>The Johnsonville Rail Line is a key part of the region's transport network, and well placed to increase its future role. This rail line is a dedicated public transport corridor. As a dedicated corridor, it does not have the challenges of segregation with other users required on other mixed-mode corridors. It is a key component of the regional transport network and is integrated into this network.</p> <p>[Refer to original submission for full reason]</p>	Seeks to add the Johnsonville Railway Line as a rapid transit line as classified in the RLTP 2021 and the Wellington Regional Growth Framework and amend the zoning accordingly where appropriate.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Lower Kelburn Neighbourhood Group	356.4	Amend	Considers that Character Housing and Areas should be listed as Qualifying Matters limiting 6-storey heights in High Density Residential Zones.	Seeks that character be a qualifying matter in High Density Residential Zones.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Lower Kelburn Neighbourhood Group	356.5	Amend	Considers that sunshine access and privacy should be considered as Qualifying Matters when considering the suitability of sites for 6-story blocks.	Seeks that sunshine and privacy be treated as Qualifying Matters in High Density Residential Zones.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Waka Kotahi	370.42	Amend	Considers that in the interim period before the district plan provisions become operative, noise should be introduced as a qualifying matter to manage the noise effects of having a State Highway next to areas that can be developed, or new noise sensitive activities.	Seeks that Noise R3 rules are applied as a qualifying matter.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Waka Kotahi	370.43	Oppose	The submitter does not agree that the ten-minute walkable catchments as proposed in the notified plan realise the development capacity required by the NPS-UD. [See original submission for full reasons].	<p>Seeks that high density residential zoning to be applied to:</p> <ul style="list-style-type: none"> - A minimum 1.5km catchment from the edge of the city centre zone. - A minimum 800m catchment from the edge of all metropolitan zones and the edge of all existing and planned rapid transit stops – including those along the Johnsonville line. - A 400m walkable catchment from the edge of Local Centre Zones. <p>The catchment should be measured along pedestrian infrastructure (existing and planned) rather than 'as the crow flies'.</p>
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jane Szentivanyi	376.4	Amend	<p>Considers that particular focus needs to be taken to ensure that the district plan appropriately considers the transition from a residential area (MDRZ) to the Central Area, especially on a street like Moir St where the plan seeks to protect the heritage and character values.</p> <p>Character and heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".</p>	Seeks that particular focus be taken to ensure that the district plan appropriately considers the transition from a residential area (MDRZ) to the Central Area.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	WCC Environmental Reference Group	377.11	Amend	The walking catchments used in the district plan are inconsistent between the rapid transit stops they relate to. These are also more conservative than those being proposed by both Porirua and Hutt City, and considerably more conservative than those proposed by Auckland City. In light of the urgent need to reduce Wellingtonians' carbon footprint, reduce congestion, and significantly improve housing options, this makes no sense. We seek that the plan takes a consistent approach, applying the definition provided by Section 5.5 the MfE guidance in relation to the NPS-UD, and revising its walking catchment definitions to at least match those of its adjacent cities.	Amend the walkable catchments associated with the central city, any areas classed as 'metropolitan centres' and with rapid transit stops to bring them in line with the approach being taken by Hutt City, Porirua and Auckland City, as follows: (a) A 15-minute walk (around 1200 metres) from the edge of the City Centre Zone; and (b) A 10-minute walk (around 800 metres) from existing and planned rapid transit stops (c) A 10-minute walk (around 800 metres) from the edge of a Metropolitan Centre Zone
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Henry Bartholomew Nankivell Zwart	378.6	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Henry Bartholomew Nankivell Zwart	378.7	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Henry Bartholomew Nankivell Zwart	378.8	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that MRZ (Medium density residential zone) height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Kāinga Ora Homes and Communities	391.38	Support in part	The intent of the PDP to provide intensification within walkable catchments is generally supported. However an extension of walkable catchments is requested.	Retain walkable catchments with amendment.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Kāinga Ora Homes and Communities	391.39	Amend	Considers that walkable catchments should be extended to better align with Policy 3 of the NPSUD.	Seeks that walkable catchments are extended to better align with Policy 3 of the NPSUD.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Kāinga Ora Homes and Communities	391.40	Amend	Considers that walking catchments should extend: i. 15-20min/1500m walkable catchment from the edge of the City Centre Zone ii. 15min/800m walkable catchment from the edge of MCZ and from existing and planned rapid transit stops (including the Johnsonville Line) iii. 10 min/400-800m walkable catchment from Town Centre Zones. Walkable catchment should be analysed by taking into consideration topography, amenities, and connectivity. Mapping changes are required to reflect amendments to the Centres hierarchy and a wider geographical spread of the HRZ. [Refer to original submission for full reason, including Appendix 4]	Seeks that walkable catchments extend: i. 15-20min/1500m walkable catchment from the edge of the City Centre Zone ii. 15min/800m walkable catchment from the edge of MCZ and from existing and planned rapid transit stops (including the Johnsonville Line) iii. 10 min/400-800m walkable catchment from Town Centre Zones. [Refer to original submission, Appendix 4 for proposed walkable catchment mapping]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Kāinga Ora Homes and Communities	391.41	Amend	Considers that the spatial application of the HRZ should extend across the urban environment.	Amend the extent of the High Density Residential Zone across the urban environment, including at least: - 15-20min/1500m from the edge of the City Centre Zone (CCZ) - 10min/800m from the edge of Metro Centre Zone (MCZ) and from existing and planned rapid transit stops (including the Johnsonville Line) - 10 min/800m from Town Centre Zones (TCZ)

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Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Kāinga Ora Homes and Communities	391.42	Amend	Considers that additional height and density should be provided for within a walkable catchment of centres to enable more intensification in areas of high accessibility to key centre.	Amend walkable catchments to provide additional height and density within a walkable catchment of centres to enable more intensification in areas of high accessibility to key centre, including: - At least 12 storeys within a 400m walkable catchment of the City Centre Zone and at least 8 storeys within a 800m walkable catchment - At least 10 storeys within a 400m walkable catchment of the Metropolitan Centre Zone. - At least 8 storeys within a 400m walkable catchment of Town Centre Zones.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Richard Tweedie	392.1	Support	Supports that the walkable catchment for the Oriental Bay Precinct is 10 minutes. Anything longer does not reflect the reality of the weather, strong wind conditions, lack of shelter, and mainly elderly residents.	Retain the walkable catchment for Oriental Bay Precinct as notified (10 minutes).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Murray Pillar	393.7	Support	Supports the Johnsonville Train Line not being classified as Rapid Transit.	Retain the Johnsonville Train Line as notified (not being classified as Rapid Transit).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Murray Pillar	393.8	Support	Supports the smaller 10 minute walkable catchments around the CBD and metropolitan areas.	Retain the walkable catchments around centres as notified (10 minutes).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Murray Pillar	393.9	Support	Supports the smaller 10 minute walkable catchments around the main Kapiti train stations.	Retain the walkable catchments around the main Kapiti train stations as notified (10 minutes).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Matthew Tamati Reweti	394.5	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Matthew Tamati Reweti	394.6	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Matthew Tamati Reweti	394.7	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that MRZ height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	David Cadman	398.4	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	David Cadman	398.5	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	David Cadman	398.6	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that MRZ height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Ministry of Education	400.11	Support	Submitter notes that Council has an obligation under the NPS-UD to ensure sufficient additional infrastructure (which includes educational facilities) is provided in urban growth and development areas. [see original submission for full reason].	Seeks enabling provisions for educational facilities in the relevant zones and relevant policy framework to achieve this outcome.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Investore Property Limited	405.18	Support	Supports the creation of well-functioning urban environments (consistent with the direction set out in the National Policy Statement on Urban Development 2020 (NPS-UD)).	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Investore Property Limited	405.19	Support	Supports the provision of six storey residential development in the wider Johnsonville catchment.	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Investore Property Limited	405.20	Support	Supports the strategic direction set out by the NPS-UD, and its recognition of the role that Metropolitan Centres play in creating a well-functioning urban environment. The submitter's feedback on the provisions seeks to ensure that the rules and standards in the District Plan enable this outcome, particularly in respect of the Johnsonville Metropolitan Centre.	Retain the strategic direction as notified. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Investore Property Limited	405.21	Oppose	Considers that the exclusion of the Johnsonville rail line from "rapid transit" is inappropriate and inconsistent with the NPS-UD, Wellington Regional Land Transport Plan and Change 1 to the Wellington Regional Policy Statement.	Opposes exclusion of Johnsonville rail line from "rapid transit and seeks amendment the proposed District Plan to include the Johnsonville train line as a rapid transit and subject to Policy 3 of the NPS-UD.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Investore Property Limited	405.22	Amend	Considers that the Johnsonville Line should be classified as rapid transit and as such apply full NPS-UD provisions. [Refer to original submission for full reason].	Seeks that the Johnsonville Rail Line be classified as a mass rapid transit line for the purposes of implementing policy 3 of the National Policy Statement on Urban Development.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Investore Property Limited	405.23	Amend	Considers that the current zoning disregards the NPS-UD direction. The Johnsonville Line should be classified as rapid transit and as such it should apply full NPS-UD zoning (six-storey). [Refer to original submission for full reason].	Rezoning the Johnsonville line from MRZ to HRZ and provide building heights of at least six storeys within a 10-minute walkable catchment of the stations on the Johnsonville Rail Line. [Inferred decision requested]

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	KiwiRail Holdings Limited	408.20	Amend	<p>Considers that the Proposed Plan should recognise rail as a qualifying matter. KiwiRail seeks that the railway corridor be identified as a qualifying matter and be applied to impose building setback requirements from the rail boundary as it is critical that the Proposed Plan provides for adequate management of the interface between urban development and lawfully established, critical infrastructure, such as the railway network. This is necessary to ensure our communities are built in healthy living environments, and the railway network can operate and develop in the future without constraint. An integrated and proactive approach to planning is critical to support the overall vision of our urban environments, and to ensure that our transport network can support the increasing growth and housing intensification.</p> <p>The nature of railway operations means KiwiRail cannot fully internalise all its effects within the railway corridor boundaries. Environmental legislation and caselaw recognises the lawful emission of such effects. Increasing development around railway corridors consequentially means the introduction of more sensitive receivers to adverse effects of existing and lawful railway activities. With a likely increase in sensitive activities forecast to locate in proximity to the railway corridor as a result of the Amendment Act, KiwiRail is concerned that without appropriate planning measures in place at a territorial level, the risk of adverse health and amenity effects impacting people locating in proximity to the railway corridor, and reverse sensitivity effects constraining our operations is significantly elevated.</p> <p>For this reason, it is essential that the Proposed Plan appropriately manages the development of new sensitive activities in proximity to the railway corridor. The two primary ways which KiwiRail seeks to manage this interface is through the inclusion of the following controls in district plans:</p> <p>a. noise and vibration controls – requiring acoustic insulation and ventilation to be installed in new (or altered) sensitive uses within 100m of the railway corridor. Within 60m of the railway corridor, controls are sought that buildings containing new (or altered) sensitive uses are constructed to manage the impacts of vibration. These controls are important to ensure new development is undertaken in a way that achieves a healthy living environment for people locating within proximity to the railway corridor, minimising the potential for complaints about the effects of the railway network; and</p> <p>b. boundary setbacks – requiring a "no-build" setback within 5m of the railway corridor for new buildings or structures on sites adjoining the railway corridor. This is to ensure that people can use and maintain their land and buildings safely without needing to extend out into the railway corridor, minimising the risks of physical interference on railway operations and health and safety hazards on these residents.</p>	Seeks that the rail corridor be identified as a qualifying matter to incorporate provisions which are necessary for the safe and efficient operation of the rail corridor. Specifically, this qualifying matter needs to be applied in the Proposed Plan to require a "no-build" setback within 5m of the railway corridor for new buildings or structures in all relevant zones adjacent to the railway.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	KiwiRail Holdings Limited	408.21	Support in part	Supports urban development, including around transport nodes, and recognises the benefits of co-locating housing near transport corridors.	Not specified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Emma Osborne	410.4	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Emma Osborne	410.5	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	VicLabour	414.13	Oppose	<p>Opposes decision that was made removing the designation of the Johnsonville line as rapid transit, thus leading it to have lesser densification.</p> <p>Considers that rapid transit should not be determined by the speed of which a train goes or how fast it goes along a track, but rather how long it would take for someone to get from their place of work to their home and that at 23mins from Johnsonville station to Wellington Station that this is a quick and efficient service.</p> <p>Considers that this journey and service will likely be quicker than light rail which will be built in the future and classified as rapid transit.</p> <p>Considers it incorrect that investment in the rail line will not increase in the future given the government's increased funding in recent years.</p> <p>Considers that all suburban areas, particularly those connected by public transport be densified such as along the Johnsonville line, and that not doing so will increase the cost of housing</p> <p>[Refer to original submission for full reasons]</p>	Seeks that the Johnsonville train line be identified as a rapid transit service and increased housing density enabled.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	VicLabour	414.14	Oppose	<p>Opposes decisions made to reduce the extent of walking catchments where higher density development is enabled and notified extent of the City Centre Zone walking catchment.</p> <p>Considers that Wellington is known to be the city in which you can walk everywhere.</p> <p>Considers that a greater walking catchments should be enabled around the city centre as people living in these areas only have one 'leg' of a journey to complete, compared to those who need to use a rapid transit service.</p> <p>Considers that because transport choices are changing (eg e-scooters and ebikes) people are prepared to travel further to train and bus stations.</p> <p>[Refer to original submission for full reasons]</p>	Seeks that the walking catchment around the edge of the city centre zone where high density development is enabled be increased to 20 minutes from the edge of the city centre zone.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	VicLabour	414.15	Oppose	<p>Opposes decisions made to reduce the extent of walking catchments where higher density development is enabled and notified extent of the Metropolitan Centre Zone walking catchment.</p> <p>Considers that Wellington is known to be the city in which you can walk everywhere.</p> <p>Considers that because transport choices are changing (eg e-scooters and ebikes) people are prepared to travel further to train and bus stations.</p> <p>[Refer to original submission for full reasons]</p>	Seeks that the walking catchment around the edge of the metropolitan centre zone where high density development is enabled be increased to 20 minutes from the edge of the city centre zone.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	VicLabour	414.16	Amend	<p>Opposes decisions made to reduce the extent of walking catchments where higher density development is enabled and notified extent of the Metropolitan Centre Zone walking catchment.</p> <p>Considers that Wellington is known to be the city in which you can walk everywhere.</p> <p>Considers that because transport choices are changing (eg e-scooters and ebikes) people are prepared to travel further to train and bus stations.</p> <p>[Refer to original submission for full reasons]</p>	Seeks that the walking catchment around the edge of the metropolitan centre zone where high density development is enabled be increased to 20 minutes from the edge of the city centre zone.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	VicLabour	414.17	Oppose	<p>Opposes decisions made to reduce the extent of walking catchments where higher density development is enabled and notified extent of rapid transit stop walking catchments.</p> <p>Considers that Wellington is known to be the city in which you can walk everywhere.</p> <p>Considers that because transport choices are changing (eg e-scooters and ebikes) people are prepared to travel further to train and bus stations.</p> <p>[Refer to original submission for full reasons]</p>	Seeks that the walking catchment around rapid transit stops where high density development is enabled be increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	VicLabour	414.18	Amend	<p>Opposes decisions made to reduce the extent of walking catchments where higher density development is enabled and notified extent of rapid transit stop walking catchments.</p> <p>Considers that Wellington is known to be the city in which you can walk everywhere.</p> <p>Considers that because transport choices are changing (eg e-scooters and ebikes) people are prepared to travel further to train and bus stations.</p> <p>[Refer to original submission for full reasons]</p>	Seeks that the walking catchment around rapid transit stops where high density development is enabled be increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Sarah Cutten and Matthew Keir	415.3	Oppose	<p>Considers that placing restrictive heritage listings on an isolated home that does not stand out from others on the street, is outside of any heritage areas and is not publically accessible is directly at odds to the objectives of the National Policy Statement on Urban Development and District Plan to improve the efficient use of land and housing supply within walking distance from the CBD. [Refer to original submission for full reasons, including attachments].</p>	Not specified.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Willis Bond and Company Limited	416.10	Oppose	The National Policy Statement on Urban Development 2020 (NPS-UD) requires district plans to enable building heights of at least 6 storeys within at least a walkable catchment of the edge of metropolitan centre zones (Policy 3(c)).	Opposes that the areas surrounding the Kilbirnie Metropolitan Centre Zone are not included within the High Density Residential Zone (in a similar way to the inclusion of areas surrounding the Johnsonville Metropolitan Centre Zone and within Newtown).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Willis Bond and Company Limited	416.11	Amend	The National Policy Statement on Urban Development 2020 (NPS-UD) requires district plans to enable building heights of at least 6 storeys within at least a walkable catchment of the edge of metropolitan centre zones (Policy 3(c)).	Seeks that the areas surrounding the Kilbirnie Metropolitan Centre Zone be included within the High Density Residential Zone (in a similar way to the inclusion of areas surrounding the Johnsonville Metropolitan Centre Zone and within Newtown).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Penny Griffith	418.4	Support	Supports walking catchments being 10 minutes. Considers that this makes good practical sense for Wellington's topography, particularly around the CBD.	Retain Walking Catchments as notified (At 10 minutes).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Josephine Smith	419.10	Amend	Considers that Wellingtons livability, character and heritage can be protected at the same time as new housing is added. [See original submission for full reasons]	Seeks that the interpretation of 'Character' takes a comprehensive, holistic definition of character as a qualifying matter.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	The Urban Activation Lab of Red Design Architects	420.11	Not specified	Considers that the NPS-UD requirements for maximising development is incompatible with some of the strategic objectives of the PDP expressed in the section on Urban Form and Development and in RMA Schedule 3A Clause 6. [See original submission for full reasons]	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Luke Stewart	422.1	Not specified	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Luke Stewart	422.2	Not specified	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Luke Stewart	422.3	Amend	Considers that the plan should enable larger more comprehensive developments in centres.	Seeks that Medium Density Residential Zone height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Paul Gregory Rutherford	424.11	Amend	Considers that Wellingtons livability, character and heritage can be protected at the same time as new housing is added. [See original submission for full reasons]	Seeks that the interpretation of 'Character' takes a comprehensive, holistic definition of character as a qualifying matter.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Johnsonville Community Association	429.17	Support	Considers that all international best-practice points to more and higher density residential developments within walking distance of the city. This should be expanded in Wellington to allow the highest possible residential intensity in areas within a 10-minute walking distance of the city's two biggest employers, Wellington Hospital (Newtown) and Victoria University (Kelburn campus).	Seeks that there are building heights of at least 6 storeys within a 10 minute walkable catchment of Wellington Hospital.

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Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Johnsonville Community Association	429.18	Support	Considers that all international best-practice points to more and higher density residential developments within walking distance of the city. This should be expanded in Wellington to allow the highest possible residential intensity in areas within a 10-minute walking distance of the city's two biggest employers, Wellington Hospital (Newtown) and Victoria University (Kelburn campus).	Seeks the highest possible residential intensity in areas within a 10 minute walking distance of the City's two biggest employers, Wellington Hospital (Newtown) and Victoria University (Kelburn Campus).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Johnsonville Community Association	429.19	Amend	<p>GWRC does not hold any specific criteria for MRT services under which the Johnsonville Line would be deemed "Mass Rapid Transit"</p> <p>The NPS-UD says that for a public transport service to be rapid transit, it must be "frequent". However the One Network Framework (ONF) directly contradicts the NPS-UD definition when it states that all metro rail lines are rapid transit "irrespective of frequency".</p> <p>Auckland Council haven't used this framework resulting in the Onehunga Line not being defined as rapid transit under their transport plan. On this basis the Johnsonville Line would also not be deemed rapid transit if it were in Auckland or in any other country in the world. It's not rapid transit and any claim it is, is simply a lie based on no evidence. [See original submission pages 13 - 16 for full reason]</p>	Seeks that WCC asks the Greater Wellington Regional Council to review its use of the One Network Framework as the basis for determining which public transport services are rapid transit under the NPS-UD.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Johnsonville Community Association	429.20	Support	[No specific reason given beyond decision requested]	Retain Johnsonville Line as notified (Not considered Rapid Transit).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Johnsonville Community Association	429.21	Not specified	<p>Considers that expanding the Johnsonville MDRZ Walking catchment is not justified.</p> <p>The draft District Plan ignored the Medium Density Residential Area walking catchment in favour of a larger 10 Minute Walking Catchment in the MDRZ based on "Sophisticated computer modelling analysis"</p> <p>The MDRA based walking catchment on the Johnsonville Triangle of Moorefield Road, Broderick Road, and Johnsonville Road. Where as NPS-UD requires walkable catchment from edge of Johnsonville Metropolitan Centre Zone. But this still doesn't answer why the walking catchment is not 5 minutes walking from the edge, which better aligns with 10 minute walking from "Local facilities".</p> <p>Considers that the Proposed District Plan ignored NPS-UD direction in provision 5.5.3.</p> <p>[See original submission for full reason]</p>	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Johnsonville Community Association	429.22	Amend	<p>Considers that Johnsonville, despite being much smaller than the CBD, has the same size catchment.</p> <p>MfE Guidance says that the centres size can also affect the size of the catchment.</p> <p>The catchment is effectively 15 minutes to the actual facilities in the MCZ because there aren't many facilities at the edge of the MCZ. A 5 minute walking catchment from edge of MCZ is more in line with the 10 minute walking catchment to the facilities.</p> <p>[See original submission for full reason]</p>	Seeks that the walking catchment from the Johnsonville Metropolitan Centre Zone is amended to 5 minutes.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Johnsonville Community Association	429.23	Support	Considers that Johnsonville Line stations are not rapid transit. The Johnsonville Line is not fast, infrequent and not high capacity. [See original submission for full reason]	Retain Johnsonville Line as notified (Not considered Rapid Transit).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Garvin Wong	432.2	Amend	Considers that Character Precincts should not be a qualifying matter to give property owners the flexibility to upgrade/rebuild houses without needing resource consents.	Seeks that Character Precincts be removed from qualifying matters.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Miriam Moore	433.7	Amend	Considers that the walking catchment should be increased to 15 minutes for all train stops. All stops on the Kāpiti Line should be 15 minutes to keep the line consistent with the stops outside of the Wellington jurisdiction.	Seeks to increase walking catchments to 15 minutes for all train stops.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Miriam Moore	433.8	Amend	Considers that the walking catchment should be increased to 15 minutes around the City Centre Zone. Notes that Wellington is known for high active transport and a walking time of 15 minutes is appropriate for this zone.	Seeks to increase walking catchments to 15 minutes around the City Centre Zone.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Miriam Moore	433.9	Amend	Considers that the walking catchment should be increased to 15 minutes around the Metropolitan Centre Zones. Notes that Wellington is known for high active transport and a walking time of 15 minutes is appropriate for this zone.	Seeks to increase walking catchments to 15 minutes around the Metropolitan Centre Zone.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Miriam Moore	433.10	Amend	Considers that the Johnsonville Line should be reinstated as a MRT route. While acknowledging it is not as fast as the bus, train travel is more appealing to many users (particularly given its better accessibility for families, wheelchairs, pushchairs and bikes to use it). More housing along more accessible routes is essential in Wellington where terrain is a constant challenge to accessibility. Public transport users are likely to walk further for trains, and having an efficient bus service as a faster option should not lessen a train line's suitability as an MRT line, but enhance it.	Seeks to include the Johnsonville line as a Mass Rapid Transit route.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Anna Kemble Welch	434.5	Support in part	Supports the Council using character as a Qualifying Matter to modify the permitted building heights and other matters that would be required under the NPS-UD 2020 or the MDRS.	Retain Character as a Qualifying Matter in the Medium Density Residential Zone chapter.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Michelle Rush	436.9	Amend	Considers that the Johnsonville Line should be identified as a rapid transit line. It is noted the line is noted as such in the GWRC Regional Land Transport Plan, fits well within the definition of rapid transit in the NPS-UD, and has many areas along it that could be densified. These suburbs have a high level of servicing with amenities, facilities and services within walking distance of the train catchment. If WCC is to meet its carbon reduction targets; reduce congestion; improve liveability through enabling more people to live in suburbs with high levels of amenities, it is essential the Johnsonville Rail Line is recognised as a high capacity route that meets 'rapid' transit criterium. The line runs at 12 minutes at peak times, and has capacity to increase this frequency into the future through the addition of further loops.	Seeks that the Johnsonville Line should be classified as a Mass Rapid Transit Line.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Michelle Rush	436.10	Amend	Considers that rapid transit stops provisions in the plan should be amended to clarify which stations are rapid transit stops and include stops missing from the Johnsonville Line and Kapiti Line. The Kaiwharawhara station should be included in the Kapiti Line, as whilst currently unused, the NPS-UD references future transport routes as well as current. This station, which could be easily reinstated, is in an area increasingly important for both commercial and industrial activities, and housing.	<p>Seeks that all rapid transit stops in Wellington be explicitly stated to users as follows:</p> <p>The following stations on the Kapiti Line are rapid transit stops:</p> <ul style="list-style-type: none"> • Wellington Station • Kaiwharawhara Station* currently in abeyance • Takapu Road Station • Redwood Station • Tawa Station • Linden Station • Kenepuru Station <p>The following stations on the Johnsonville Line are rapid transit stops:</p> <ul style="list-style-type: none"> • Crofton Downs Station • Ngaio Station • Awarua Street Station • Simla Crescent Station • Box Hill Station • Khandallah Station • Raroa Station • Johnsonville Station <p>The following station on the Hutt/Melling Line is a rapid transit stop:</p> <ul style="list-style-type: none"> • Ngauranga Station.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Newtown Residents' Association	440.9	Amend	Considers that walking catchments should be further reduced. In particular the zoning of several blocks around the Newtown suburban centre for heights of up to 21m seems unnecessary and counter productive to maintaining a well functioning urban environment.	Seeks that walking catchments are reduced.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Newtown Residents' Association	440.10	Amend	Considers that the damaging environmental effects of high rise developments in established low rise communities should be considered a 'qualifying matter' for modifying building heights and encouraging retention and adaptation of existing housing stock, under NPS-UD clause 3.32 (1) (h). (Option A)	Seeks that negative environmental effects of high rise development be considered a Qualifying matter under the NPS-UD.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Chrissie Potter	446.1	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Seeks that particular focus is taken to ensure that the district plan appropriately considers the transition from a residential area (MRZ) to the City Centre Zone, especially on a street like Moir St where the District Plan seeks to protect the heritage and character values.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Dorothy Thompson	449.1	Not specified	Supports that Character and Heritage are noted as qualifying matters under the RZ Pt1 Sch1 "height or density directed by the NPS-UD may be modified by qualifying matters".	Seeks that particular focus is taken to ensure that the district plan appropriately considers the transition from a residential area (Medium Density Residential Zone) to the City Centre Zone, especially on a street like Moir St where the District Plan seeks to protect the heritage and character values.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	John Wilson	453.6	Oppose	Opposes the provisions in the Plan applying to the "Johnsonville Metropolitan Centre Zone" and also to the "Kenepuru and Tawa railway stations Zone/Zones".	Not specified.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	John Wilson	453.7	Amend	Considers that the extent of the zones should be clearly defined, e.g. by lines on a map. If defined by distance from the centre point, this should be defined in terms of distance from the centre point. Not in terms of time eg say five or ten minutes walk from the centre of the zone as this requires a subjective interpretation of how far and how fast a typical pedestrian could walk.	Seeks to clarify how zones are defined in terms of distance from the centre point compared to time in minutes walked. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	John Wilson	453.8	Not specified	Further clarification is requested of Rapid Transport lines/stops. Questions why other railway stations not included, say Redwood or Takapu Road or Linden or even perhaps other stations on the Johnsonville Line or Ngauranga railway station.	Seeks to clarify what railway stops are considered Rapid Transport. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Anita Gude and Simon Terry	461.16	Amend	Considers that the NPS-UD is divorced from actual need because it requires councils to deliver a great deal of new development capacity all at once above the amount required at the time. This includes raising height limits irrespective of need. [See original submission for full reasons]	Seeks that the Council devises a series of Qualifying Matters that filter NPS-UD requirements through prioritising multiple attributes of the urban environment that the community wants to retain, including holding height limits at a level the community seeks for each suburb or area.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Rachel Leilani	464.2	Amend	Considers that the smaller 10 minute walkable catchment from the city centre from the draft District Plan would have no benefits and shift development to less well-suited areas.	Amend the walkable catchment to a 15 minute walkable catchment (rather than the current 10 minute catchment).
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Daniel Christopher Murray Grantham	468.1	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased . [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Daniel Christopher Murray Grantham	468.2	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased to a 15 minute walking catchment. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Stride Investment Management Limited	470.5	Support	Supports the strategic direction set by the NPS-UD, and its recognition of the role that Metropolitan Centres play in creating a well functioning urban environment. [Refer to original submission for full reason]	Not specified.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Stride Investment Management Limited	470.6	Oppose	Opposes the exclusion of the Johnsonville Rail Line as 'rapid transit', for the purposes of implementing Policy 3 of the NPS-UD.	Opposes exclusion of the Johnsonville Rail Line as 'rapid transit as notified, seeks amendments.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Stride Investment Management Limited	470.7	Amend	Considers that the Johnsonville rail line meets the definition of 'rapid transit service' in the NPS-UD as it has a peak time frequency of 15 minutes and is identified as planned rapid transit in the Wellington Regional Land Transport Plan 2021.	Seeks that the Johnsonville rail line is included as rapid transit for the purposes of implementing policy 3 of the NPS-UD.

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Stride Investment Management Limited	470.8	Amend	Considers all stations on the Johnsonville Rail Line should be included as rapid transit stops and that building heights of at least six storeys within a 10-minute walking catchment is provided.	Seeks that building heights of at least six storeys within a 10-minute walkable catchment of the stations on the Johnsonville rail line.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Alicia Hall on behalf of Parents for Climate Aotearoa	472.5	Amend	Supports larger walking catchments for intensification around centres.	Seeks that walking catchments around centres are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Alicia Hall on behalf of Parents for Climate Aotearoa	472.6	Amend	Supports larger walking catchments for intensification around mass transit hubs.	Seeks that walking catchments around mass transit hubs are increased. [Inferred decision requested].
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Alicia Hall on behalf of Parents for Climate Aotearoa	472.7	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that height limits are increased in the 15 minute walking catchments to rail stations.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Alicia Hall on behalf of Parents for Climate Aotearoa	472.8	Amend	Considers that larger, more comprehensive developments are needed in our centres.	Seeks that there are larger walking catchments for intensification around centres and mass transit hubs. [Inferred decision requested]
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Christina Mackay	478.5	Support	Submitter supports the proposed application of a qualifying matter to exempt from intensification, sites in the proposed Character Precincts.	Supports the proposed application of a qualifying matter to exempt from intensification, sites in the proposed Character Precincts.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Elayna Chhiba	480.1	Amend	Considers that reducing Wellington City's walkable catchment to 10 minutes may work against having affordable housing supply around the city. It is already difficult for the young generation to save up to buy a house anywhere near Wellington City or rent a house of an adequate standard. Considers that even 15min walking is only 5mins on a scooter [see original submission for full reasons]	Amend the walkable catchment from the edge of the City Centre Zone to be well over 10-minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Living Streets Aotearoa	482.27	Not specified	Considers that what is in practice walkable depends on the street design. To achieve the spirit of the NPS-UD, improvements are needed to make highly walkable catchments, particularly around town centres and transit stops. [See original submission for full reasons and suggestions].	Seeks that improvements are made to make highly walkable catchments particularly around town centre and transit stops. [Refer to original submission for full details of suggestions for walkable catchments].

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National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Escape Investments Limited	484.2	Amend	<p>Considers that the high density residential zoning walkable catchment for the City Centre should revert back to 15 minutes in line with the NPS-UD objectives.</p> <p>Auckland has adopted a 15 minute walkable catchment.</p> <p>WCC reducing the walkable catchment size creates issues around less potential supply surrounding the CCZ, essential and service industry workers priced out of the city, and is unsupportive of the climate.</p> <p>[Refer to original submission for full reasons].</p>	Seeks that the walkable catchment for the City Centre should be increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Te Rūnanga o Toa Rangatira	488.10	Amend	<p>Considers that the Johnsonville Line should be identified as a rapid transit line and concerned at the impact that the lack of identification will create in the future and justify expansion of cities to more greenfield development and further impact on the environment.</p>	<p>Seeks that the Johnsonville Line should be classified as a Mass Rapid Transit Line.</p> <p>[Inferred decision requested]</p>
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jonathan Markwick	490.8	Amend	<p>Supports larger walking catchments for intensification around centres.</p>	Seeks that walking catchments around centres are increased.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jonathan Markwick	490.9	Amend	<p>Supports larger walking catchments for intensification around mass transit hubs.</p>	Seeks that walking catchments around mass transit hubs are increased.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jonathan Markwick	490.10	Amend	<p>Supports the NPS-UD 15 minute walkable catchment around the city centre.</p>	Seeks that the walkable catchment around the city centre is increased to 15 minutes.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jonathan Markwick	490.11	Amend	<p>Considers that the Johnsonville Line is Mass Rapid Transit under the NPS-UD</p>	Seeks that the Johnsonville Line is classified as Rapid Transit and accordingly has 6 storey buildings enabled within a walking catchment of its stops.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jonathan Markwick	490.12	Amend	<p>Considers that the Johnsonville Line is Mass Rapid Transit under the NPS-UD and should enable six storey high density residential zoning within 15 minute walkable catchments.</p> <p>The Johnsonville Line is a fully separated right-of-way, free from congestion. Unlike the LGWM "Mass Rapid Transit" line the Johnsonville line is already in place, and more housing supply should be allowed now.</p>	Seeks that six storey high density residential zoning is allowed within 15 minute walkable catchments on stations along the Johnsonville Line.
National Direction Instruments Subpart / National Direction Instruments / National Policy Statements and New Zealand Coastal Policy Statement	Jonathan Markwick	490.13	Amend	<p>[No specific reason given beyond decision requested - refer to original submission].</p>	Seeks that the 10 or 15 minutes walkable catchments for six storey high density residential zoning be applied for all the Kapiti Line stops, including the entirety of: Taylor Terrace and its side streets; Oxford Street (Tawa); Findlay Street; Handyside Street; Redwood Avenue and McKeefy Grove; Sunrise Boulevard.
National Direction Instruments Subpart / National Direction Instruments / National Environmental Standards	Transpower New Zealand Limited	315.38	Support	<p>Supports reference to the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009, noting the NES prevails over the district plan provisions.</p>	Retain the reference to the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009.