



## Form 6, Clause 8 of Schedule 1, Resource Management Act 1991

TO Hutt City Council

Via Council submission email: [district.plan@huttcity.govt.nz](mailto:district.plan@huttcity.govt.nz)

SUBMITTER Greater Wellington Regional Council (GWRC)

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### 1. This is a further submission on the following:

The proposed Lower Hutt District Plan Notified on 06/02/2025

### 2. GWRC is a local authority for the relevant area.

3. GWRC supports, is neutral, or opposes the submissions of original submitters to the extent outlined in the attached further submission table.

4. GWRC does wish to be heard in support of this further submission.

5. GWRC will consider presenting a joint case with other submitters, who make a similar further submission, at a hearing.

Date 24/07/2025

Address for service: Greater Wellington Regional Council  
100 Cuba Street,  
Te Aro,  
Wellington 6011

Contact person: Louis Schwer

Email: [regionalplan@gw.govt.nz](mailto:regionalplan@gw.govt.nz)

Mobile 021 229 4834

# Proposed Lower Hutt District Plan - Further submission points table

**Submitter Name:** Greater Wellington Regional Council

Submitter contact details:

[https://hccpublicdocs.azurewebsites.net/api/download/d33384608ab0489b9649c496ba290a1b/\\_dplanreview/51fdfe8329715e1c45fa802f9f97a2c37f6e](https://hccpublicdocs.azurewebsites.net/api/download/d33384608ab0489b9649c496ba290a1b/_dplanreview/51fdfe8329715e1c45fa802f9f97a2c37f6e)

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
NZ Helicopter Association	<a href="mailto:ray.nelson@aviationnz.co.nz">ray.nelson@aviationnz.co.nz</a>	215.01	Oppose	Oppose in part - oppose amending 'Conservation activities' definition as follows: "Species protection and conservation management work, including <u>infrastructure maintenance</u> , restoration and revegetation".	Infrastructure maintenance is managed through the notified infrastructure chapter.	Disallow	Part - oppose amending 'Conservation activities' definition as follows: "Species protection and conservation management work, including <u>infrastructure maintenance</u> , restoration and revegetation".
Enviro NZ Services Ltd t/a Enviro NZ	<a href="mailto:kaaren.rosser@enviro.co.nz">kaaren.rosser@enviro.co.nz</a>	323.008	Support	Support entire submission point to retain the green infrastructure definition as notified.	Notified definition of 'green infrastructure' is appropriate.	Allow	Whole
Natural Hazards Commission Toka Tū Ake	<a href="mailto:resilience@naturalhazards.govt.nz">resilience@naturalhazards.govt.nz</a>	327.026	Support	Support the entire submission point to amend the definition of residual risk as follows: "... <u>In relation to the Natural Hazards chapter, the risk that remains after risk(s) treatment has been applied to reduce the potential consequence(s).</u> "	Relief sought is consistent with Policy 51 in Proposed RPS Change 1	Allow	Whole
Natural Hazards Commission Toka Tū Ake	<a href="mailto:resilience@naturalhazards.govt.nz">resilience@naturalhazards.govt.nz</a>	327.033	Support	Support in part – support the intent of adding management of residual risks to NH-O4.	Reference to residual risk is consistent with the intent of Policy 51 of Proposed RPS Change 1.	Allow	Part - allow the intent of adding management of residual risks to NH-O4.
Natural Hazards Commission Toka Tū Ake	<a href="mailto:resilience@naturalhazards.govt.nz">resilience@naturalhazards.govt.nz</a>	327.042	Support	Support the entire submission point to amend NH-P8 as follows: "Additions to existing buildings and structures in the Flood Hazard Overlays are managed as follows: 1. Allow for additions to existing buildings and structures for activities least sensitive to natural hazards in the Low and Medium Flood Hazard Overlays and a. <u>The conveyancing of flood waters through the Low and Medium Flood Hazard Overlay is still able to occur unimpeded and is not diverted onto adjacent properties ...</u> "5. People have access to safe evacuation routes in the	Relief sought is consistent with Proposed RPS Change 1 Policy 29 and Policy 51.	Allow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
				event of a 1% Annual Exceedance Probability Flood event."			
Natural Hazards Commission Tokā Tū Ake	<a href="mailto:resilience@naturalhazards.govt.nz">resilience@naturalhazards.govt.nz</a>	327.084	Support	Support in part – support the intent of submission point to amend EW-R6 as follows: "1. Activity status: Permitted Where: a. <u>The risk from flooding is not increased in adjacent properties; and either</u> b. <u>a-</u> The earthworks are located within the low hazard area of the Flood Hazard Overlay, or c. <u>b-</u> The earthworks are located within a medium hazard area, or high hazard area of the Flood Hazard Overlay and, the finished ground level upon the completion of the earthworks are the same as the natural ground level at the start of the earthworks."	Relief sought is consistent with the intent of Proposed RPS Change 1 Policy 29 and Policy 51.	Allow	Whole
Te Rūnanga o Toa Rangatira	<a href="mailto:jarom.hippolite@ngatitoe.iwi.nz">jarom.hippolite@ngatitoe.iwi.nz</a>	353.1b	Support	Support entire submission point to retain chapter as notified, with amendments identified in submission point 353.1a	This chapter acknowledges the statutory context of engagement and partnership with iwi, recognises the relationship of tangata whenua with the land and resources and articulates matters of significance, as well as important principles and values.	Allow	Whole
Te Rūnanga o Toa Rangatira	<a href="mailto:jarom.hippolite@ngatitoe.iwi.nz">jarom.hippolite@ngatitoe.iwi.nz</a>	353.3b	Support	Support entire submission point to retain SASM - Sites and Areas of Significance to Māori Entire Chapter as notified.	Consistent with RMA section 6 and Operative RPS Policy 22.	Allow	Whole
Te Rūnanga o Toa Rangatira	<a href="mailto:jarom.hippolite@ngatitoe.iwi.nz">jarom.hippolite@ngatitoe.iwi.nz</a>	353.4c	Support	Support entire submission point to retain ECO-M5 (Correction to submission summary to ECO-M1) as notified.	Consistent with Method IE.3 and Method 32 in RPS Change 1.	Allow	Whole
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.12	Oppose	Oppose in part – oppose drafting proposed by submitter for a new 'Maintenance and repair' definition as follows: " <u>For the purposes of infrastructure, means any work or activity necessary to continue the operation or functioning of existing infrastructure. It does not include upgrading but does include replacement of an existing structure with a new structure of identical dimensions.</u> "	Potential perverse effects from including replacement of an existing structure (for the purposes of infrastructure) with a new structure of identical dimensions. A requirement for 'similar' or 'like-for-like' effects needs to be added.	Disallow	Part - disallow drafting proposed by submitter for a new 'Maintenance and repair' definition as follows: " <u>For the purposes of infrastructure, means any work or activity necessary to continue the operation or functioning of existing infrastructure. It does not include upgrading but does include replacement of an existing structure with a</u>

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
							<u>new structure of identical dimensions."</u>
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.34	Oppose	Oppose entire submission point to amend activity status in INF-R24 rule table to replace where Restricted Discretionary "RDIS" is identified with Permitted "PER"	INF-R24 is for new transport infrastructure, whereas INF-R23 is for upgraded transport infrastructure. New transport infrastructure in high hazard areas may warrant decline of consent.	Disallow	Whole
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.47	Oppose	Oppose in part the relief sought to replace Table 8 with the following requirements: Threshold for light vehicle movements – 100 per day, Threshold for heavy vehicle movements – 8 per week.  And the following note included: <u>Note: vehicle movements are defined as (as noted in the New Zealand Transport Agency Planning Policy Manual: Appendix 1 – Glossary): - 1 car to and from the property = 2 equivalent car movements - 1 truck to and from the property = 6 equivalent car movements - 1 truck and trailer to and from the property = 10 equivalent car movements."</u>	As proposed the requirement for a travel choice assessment in the district plan is linked to the application for a new high trip generating activity. This gives effect to Policy CC.2/Policy CC.2A in RPS Change 1. The direction for setting a threshold for travel choice assessments is a subject of mediation in July 2025 on the RPS Change 1. Wellington regional council consider that the relief sought by NZTA may affect the requirement for a travel choice assessment subject to the outcome of mediation.	Disallow	Whole
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.50	Oppose	Oppose entire submission point to amend NH-P5 as follows: "Encourage the use of green infrastructure or Mātauranga Māori approaches when undertaking natural hazard mitigation works <del>by the Wellington Regional Council, Hutt City Council, New Zealand Transport Agency (Waka Kotahi), KiwiRail or their nominated contractors or agents</del> within Natural Hazard Overlays <u>where practicable to do so."</u>	Relief sought significantly weakens the policy and is unnecessary for an 'encourage' policy.	Disallow	Whole
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.54	Oppose	Oppose in part - oppose amending ECO-P3 as follows: "9. Mana whenua to exercise customary harvesting practices, and <u>10. The construction of new infrastructure that has a functional need or operational need to be in that location."</u>	The wording 'construction of new infrastructure' includes structures that may involve significant clearance of indigenous vegetation. Referring to 'regionally significant infrastructure' would be more appropriate.	Disallow	Part – Disallow amending ECO-P3 as follows: "9. Mana whenua to exercise customary harvesting practices, and <u>10. The construction of new infrastructure that has a functional need or operational need to be in that location."</u>

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NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.56	Oppose	Oppose entire submission point to delete Appendix ECOO-App2 (Principles for biodiversity offsetting).	The approach taken in the plan as notified is appropriate. Alternatively, explicit reference to the NPS-IB where relevant throughout the ECO Chapter would be appropriate.	Disallow	Whole
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.57	Oppose	Oppose entire submission point to delete Appendix ECOO-App3 (Principles for biodiversity compensation).	The approach taken in the plan as notified is appropriate. Alternatively, explicit reference to the NPS-IB where relevant throughout the ECO Chapter would be appropriate.	Disallow	Whole
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.71	Support	Seeks that the "Highway and Railway Noise Overlay – Moderate" & "Highway and Railway Noise Overlay – High" is replaced with one overlay titled "Highway and Railway Noise Overlay". This overlay should be based on a level of 57 dBLAew(24h) or more being experienced as modelled from the State Highway and the Railway corridor. In-lieu of modelling a 100m buffer should be applied. (Refer to original submission).	Consistent approach between rail and highway noise should be taken.	Allow	Whole
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.75	Support	Add a new policy as follows: <u>“NOISE-P4: Noise related effects from State Highways and the Rail Network</u>  <u>Enable new and expanded activities sensitive to noise located adjacent to existing State Highways and the Rail Network that are designed, constructed and maintained to achieve indoor design noise levels and provide for other habitable rooms when they minimise any adverse effects on the health and wellbeing of people from noise and the potential for reverse sensitivity effects from noise, having regard to: 1. The outdoor amenity for occupants of the activity sensitive to noise; 2. The location of the noise-sensitive activity in relation to the State Highway or Rail Network; 3. The ability to appropriately locate the activity within the site; 4. The ability to meet the appropriate levels of acoustic insulation through screening, alternative technologies or materials; 5. The ability to mitigate any effects on buildings from vibration generated by the State Highway or Rail Network; 6. Any mitigation of noise</u>	Ensures that the state highway and rail networks are not adversely affected by noise sensitive activities located in close proximity to them.	Allow	Whole

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				provided by topographical or other existing features on the site or surrounding area; 7. Any adverse effects on the State Highway or Rail Network; and 8. The outcome of any consultation with the New Zealand Transport Agency Waka Kotahi or KiwiRail Holdings Limited.”			
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.76a	Support	Seeks that the rules (NOISE-R6 and NOISE-R7) are replaced by a new rule. Refer to original submission (pp. 20-21, 28-32) for full details of requested relief.	Support a consistent approach across district plans.	Allow	Whole
NZ Transport Agency Waka Kotahi	<a href="mailto:max.pocock@nzta.govt.nz">max.pocock@nzta.govt.nz</a> <a href="mailto:EnvironmentalPlanning@nzta.govt.nz">EnvironmentalPlanning@nzta.govt.nz</a>	385.76b	Support	Seeks that the standards (NOISE-S5 and NOISE-S6) are replaced by a new standard. Refer to original submission (pp. 20-21, 28-32) for full details of requested relief.	Support a consistent approach across district plans.	Allow	Whole
Kāinga Ora - Homes and Communities	<a href="mailto:developmentplanning@kaingaora.govt.nz">developmentplanning@kaingaora.govt.nz</a>	386.3	Oppose in part	Oppose the deletion of clause (1) sought by the submitter as follows: “Enable use and development in urban areas that is serviced by existing three waters infrastructure which: 1. Meets the requirements of the Wellington Water Regional Standard for Water Services, December 2021, Version 3.0,”	Use and development should be enabled where existing three water infrastructure meets the requirements of the Wellington Water Regional Standard for Water Services, December 2021, Version 3.0.	Disallow	Part – Deletion of clause (1)
Kāinga Ora - Homes and Communities	<a href="mailto:developmentplanning@kaingaora.govt.nz">developmentplanning@kaingaora.govt.nz</a>	386.5	Oppose	Oppose entire submission point to amend THW-P4 as follows: Amend policy as follows: "Encourage and promote Require new development in urban areas (except for commercial and mixed use zones) to incorporate water sensitive design methods and to be designed, constructed and maintained to: 1) Manage activities to aAvoid and where that is not possible, or mitigate off-site effects from surface water runoff, and..."	Wording and intent of relief sought by submitter is inconsistent with RPS Change 1 and specifically with Policy FW.3.	Disallow	Whole
Kāinga Ora - Homes and Communities	<a href="mailto:developmentplanning@kaingaora.govt.nz">developmentplanning@kaingaora.govt.nz</a>	386.10	Oppose	Oppose amendment to Table 8 as follows: Residential activities: "Residential units Number of new carparking spaces / All other zones: 2050 or more residential unitscarparking spaces"	As proposed the requirement for a travel choice assessment in the district plan is linked to the application for a new high trip generating activity. This gives effect to Policy CC.2/Policy CC.2A in RPS Change 1. The direction for setting a threshold for travel choice assessments is a subject of	Disallow	Whole

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					mediation in July 2025 on the RPS Change 1. Wellington regional council consider that the relief sought by Kāinga Ora may affect the requirement for a travel choice assessment subject to the outcome of mediation.		
Kāinga Ora - Homes and Communities	<a href="mailto:developmentplanning@kaingaora.govt.nz">developmentplanning@kaingaora.govt.nz</a>	386.16	Support	Support in part – support the intent of adding a new definition of ‘stabilised’.	The addition of a new definition of ‘stabilised’ will provide guidance and clarity. For consistency, the NRP definition of ‘stabilised’ should be adopted as follows: “ <u>The process of having made an area of disturbed soil resistant to erosion. This may be achieved by using methods including but not limited to indurated rock or through the application of base course, or grassing a surface that is not otherwise resistant to erosion. Where seeding or grassing is used on a surface that is not otherwise resistant to erosion, the surface is considered stabilised once 80% vegetative ground cover has been established over the entire area.</u> ”	Allow	Part – allow the intent of adding a new definition of ‘stabilised’.
Kāinga Ora - Homes and Communities	<a href="mailto:developmentplanning@kaingaora.govt.nz">developmentplanning@kaingaora.govt.nz</a>	386.32	Oppose	Oppose deletion of standard HRZ-S7 (permeable surface)	The permeable surface standard requires a greater area of site permeability (30%) than required by the landscaped areas standard (20%) including more flexibility of how permeable surface is achieved e.g. porous paving and decks. Site permeability supports better water quality outcomes and is a method of water sensitive urban design consistent with Policy FW.3 in the RPS Change 1.	Disallow	Whole
Kāinga Ora - Homes and Communities	<a href="mailto:developmentplanning@kaingaora.govt.nz">developmentplanning@kaingaora.govt.nz</a>	386.48	Oppose	Oppose deletion of standard HRZ-S7 (permeable surface)	The permeable surface standard requires a greater area of site permeability (30%) than required by the landscaped areas standard (20%) including more flexibility of how permeable surface is achieved e.g. porous paving and decks. Site permeability supports better water quality outcomes and is a method of water sensitive urban design	Disallow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
					consistent with Policy FW.3 in the RPS Change 1.		
Director-General of Conservation	<a href="mailto:jmacleod@doc.govt.nz">jmacleod@doc.govt.nz</a> <a href="mailto:RMA@doc.govt.nz">RMA@doc.govt.nz</a>	405.8a	Neutral	N/a	The definition used in the RPS was not designed for provisions to protect indigenous biodiversity (it only applies in the context of rules on earthworks and freshwater).	Allow	Whole
Director-General of Conservation	<a href="mailto:jmacleod@doc.govt.nz">jmacleod@doc.govt.nz</a> <a href="mailto:RMA@doc.govt.nz">RMA@doc.govt.nz</a>	405.8b	Neutral	N/a	The definition used in the RPS was not designed for provisions to protect indigenous biodiversity (it only applies in the context of rules on earthworks and freshwater).	Allow	Whole
Director-General of Conservation	<a href="mailto:jmacleod@doc.govt.nz">jmacleod@doc.govt.nz</a> <a href="mailto:RMA@doc.govt.nz">RMA@doc.govt.nz</a>	405.35	Support	Support in part – support the intent of seeking that new or amended rules are considered "to provide specific incentives for restoration, such as opportunities for additional residential or other development rights in rural zones where indigenous biodiversity is proposed to be restored and protected".	Relief sought is consistent with NPS-IB 3.21 (3) and intent of relief sought will help to achieve outcomes sought through the RPS. Noting the relevance of ECO-M1 in developing new or amended rules relevant to the relief sought.	Allow	Part – Allow the intent of seeking that new or amended rules are considered "to provide specific incentives for restoration, such as opportunities for additional residential or other development rights in rural zones where indigenous biodiversity is proposed to be restored and protected".
Director-General of Conservation	<a href="mailto:jmacleod@doc.govt.nz">jmacleod@doc.govt.nz</a> <a href="mailto:RMA@doc.govt.nz">RMA@doc.govt.nz</a>	405.54	Support	Support entire submission point to amend CE-P1 to include the criteria used to identify the landward extent of the coastal environment.	Agree that the including the criteria set out in Policy 4 of the RPS would provide clarity to plan users.	Allow	Whole
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.3	Oppose	Oppose entire submission point seeking amendment to Outstanding Natural Features and Landscapes overlays so that they are confined to Crown-owned property such as the East Coast Regional Park and the Remutaka Forest Park.	ONFLs were identified using the criteria in Policy 25 of the Greater Wellington Regional Policy Statement. GWRC supports the map as notified.	Disallow	Whole
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.6	Oppose	Oppose entire submission point to amend NFL-P1 as follows: "Identify and map Outstanding Natural Features and Landscapes <u>on crown land that meet the majority of criteria</u> , and describe their identified landscape values in	Policy 25 of the RPS does not limit the identification and mapping of ONFLs to crown land.	Disallow	Whole

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				SCHEM4 - Outstanding Natural Features and Landscapes."			
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.11	Oppose	Oppose entire submission point seeking that the exemptions under clause 1 of the policy are also applied to indigenous vegetation removal in Outstanding Natural Features and Landscapes in the Coastal Environment.	Relief sought is inconsistent with Policy 15 of the NZCPS.	Disallow	Whole
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.15	Oppose	Oppose the entire submission point seeking that ONFL boundaries and information are adjusted according to landowner submissions, and actively farmed areas are removed out of ONFL classification.	Policy 25 of the RPS does not exclude actively farmed areas from ONFL classification.	Disallow	Whole
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.16	Oppose	Oppose entire submission point seeking that the boundaries of the following Outstanding Natural Features are limited to crown-owned land and do not cross over to private property: <ul style="list-style-type: none"> <li>•Turakirae Head ONF</li> <li>•Baring Head/Ōrua-pouanui ONF</li> <li>•Parangārahu Lakes ONF •(Lake Kohangapiripiri and Lake Kohangatera)</li> <li>•Mākaro /Ward Island ONF</li> </ul>	Policy 25 of the RPS does not limit the identification and mapping of ONFL to crown land.	Disallow	Whole
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.25	Oppose	Oppose entire submission point seeking that NFL-R4.1 is amended so that new land use activities within the Coastal Environment in an Outstanding Natural Feature or Landscape are also permitted.	Relief sought is inconsistent with policy 15 of NZCPS.	Disallow	Whole.
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.50	Oppose	Oppose entire submission point seeking that EW-S1 is amended to increase the earthworks area limit for rural zones to 2,000m <sup>2</sup> per 12 months.	Notified EW-S1 drafting is appropriate.	Disallow	Whole
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.51	Oppose	Oppose entire submission point seeking that EW-S6 is amended so that farming tracks do not have a volume limit.	Notified EW-S6 drafting is appropriate.	Disallow	Whole
Federated Farmers of New Zealand	<a href="mailto:rdasent@fedfarm.org.nz">rdasent@fedfarm.org.nz</a>	410.52	Oppose	Oppose entire submission point seeking an amendment to EW-S6 to increase the cut-fill face limit to 3.5m.	Notified EW-S6 drafting is appropriate.	Disallow	Whole
Wellington Electricity	<a href="mailto:hvanhelsdingen@align.net.nz">hvanhelsdingen@align.net.nz</a>	415.7a	Oppose	Oppose entire submission point seeking an amendment to INF-S17 as follows: <u>"Exemption: This standard does not apply to trenching works located within the road reserve or designated infrastructure corridors, where the works are associated with a network utility service and:</u> a) The works are temporary in nature and reinstated within 10 working days;	Notified INF-S17 drafting is appropriate.	Disallow	Whole

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				<p>b) The works comply with the Electricity (Safety) Regulations 2010;</p> <p>c) The works are managed under a certified Construction Management Plan, Traffic Management Plan, and Earthworks Management Plan prepared in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region (Greater Wellington Regional Council, 2019); and</p> <p>d) The works do not result in longterm land disturbance or permanent modification to surface conditions beyond reinstatement to pre-existing conditions."</p>			
Wellington Electricity	<a href="mailto:hvanhelsdingen@align.net.nz">hvanhelsdingen@align.net.nz</a>	415.7b	Oppose	Oppose entire submission point seeking an amendment to INF-S17 to significantly increase the area thresholds for trenching (e.g. to 1,000 m <sup>2</sup> per 12 months or based on linear trench length).	Notified INF-S17 drafting is appropriate.	Disallow	Whole
Wellington Water Ltd	<a href="mailto:resourcemanagement@wellingtonwater.co.nz">resourcemanagement@wellingtonwater.co.nz</a>	422.6	Oppose	Oppose in part - oppose removing reference to "no practicable alternative locations or solutions" from INF-P11.	Relief sought is inconsistent with Policy 36 of the RPS.	Disallow	Part - Removal of "no practicable alternative locations or solutions" from INF-P11.
Wellington Water Ltd	<a href="mailto:resourcemanagement@wellingtonwater.co.nz">resourcemanagement@wellingtonwater.co.nz</a>	422.7	Oppose	Oppose in part - oppose removing reference to "no practicable alternative locations or solutions" from INF-P12.	Relief sought is inconsistent with Policy 36 of the RPS.	Disallow	Part - Removal of "no practicable alternative locations or solutions" from INF-P12.
Royal Forest and Bird Protection Society of New Zealand Inc.	<a href="mailto:a.geary@forestandbird.org.nz">a.geary@forestandbird.org.nz</a>	424.47	Support	Support in part – support the addition of “the ecological functions of riparian margins” to NATC-O1.	Relief sought is consistent with Policy 40 of Proposed Change 1 to the RPS. Note that RPS Policy 43 referred to by submitter was deleted in Proposed Change 1 to the RPS.	Allow	Part - Allow the addition of “the ecological functions of riparian margins” to NATC-O1.
Royal Forest and Bird Protection Society of New Zealand Inc.	<a href="mailto:a.geary@forestandbird.org.nz">a.geary@forestandbird.org.nz</a>	424.62	Support	Support entire submission point to amend NFL-P1 as follows: Identify and map Outstanding Natural Features and Landscapes and describe their identified landscape values in SCHED4 - Outstanding Natural Features and Landscapes.	Relief sought better aligns NFL-P1 with Policy 25 of the RPS.	Allow	Whole
Royal Forest and Bird Protection Society of New Zealand Inc.	<a href="mailto:a.geary@forestandbird.org.nz">a.geary@forestandbird.org.nz</a>	424.65	Support	Support in part – support the intent of deleting NFL-P4.	It is more appropriate to amend the notified drafting of NFL-P4 for consistency with Policy 15 of the NZCPS and Policy 26 of the RPS.	Allow	Part - Allow the intent of deleting NFL-P4.
Royal Forest and Bird Protection	<a href="mailto:a.geary@forestandbird.org.nz">a.geary@forestandbird.org.nz</a>	424.68	Support	Support in part – support amending reference to landscape values in NFL-P7 as follows:	Relief sought is consistent with Policy 25 of the RPS.	Allow	Part - Allow amendment of reference to landscape

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
Society of New Zealand Inc.				" <del>landscape values</del> key values listed in SCHED4 of the Outstanding Natural Feature"			values in NFL-P7 as follows: " <del>landscape values</del> key values listed in SCHED4 of the Outstanding Natural Feature".
Policy Planning team of the Hutt City Council	<a href="mailto:district.plan@huttcity.govt.nz">district.plan@huttcity.govt.nz</a>	440.81	Support	Support entire submission point: Amend the site identifier to align with the rollover request as follows: " <del>Part Lot 1 DP 6860; Part Lot 1 DP 8133; Lot 2 DP46248</del> Lots 2 and 5 Deposited Plan 338074"	Relief sought matches the site identifier provided in the roll over notice.	Allow	Whole
Policy Planning team of the Hutt City Council	<a href="mailto:district.plan@huttcity.govt.nz">district.plan@huttcity.govt.nz</a>	440.82	Support	Support entire submission point to amend the additional information in the designation table as follows: " <del>Rollover consent</del> designation, formerly designation WRC2."	Minor correction.	Allow	Whole
Policy Planning team of the Hutt City Council	<a href="mailto:district.plan@huttcity.govt.nz">district.plan@huttcity.govt.nz</a>	440.83	Support	Support entire submission point to amend site identifier of the designation table as follows: " <del>RiverLink / Te Awa Kairangi</del> "	To complete site identifier in designation table.	Allow	Whole
Policy Planning team of the Hutt City Council	<a href="mailto:district.plan@huttcity.govt.nz">district.plan@huttcity.govt.nz</a>	440.84	Oppose in part	Oppose in part the amendment to designation hierarchy as follows: " <del>Primary Varies</del> "	Wellington Regional Council seek that Hutt City Council confirm the dates that each designation was established to confirm the relationship priority between designations.	Disallow	Disallow in part subject to confirmation of designation hierarchy.
Policy Planning team of the Hutt City Council	<a href="mailto:district.plan@huttcity.govt.nz">district.plan@huttcity.govt.nz</a>	440.85	Support	Support entire submission point to amend site identifier of the designation table as follows: " <del>RiverLink / Te Awa Kairangi</del> "	To complete site identifier in designation table.	Allow	Whole
Policy Planning team of the Hutt City Council	<a href="mailto:district.plan@huttcity.govt.nz">district.plan@huttcity.govt.nz</a>	440.86	Support	Support entire submission point to amend designation hierarchy status as follows: " <del>Primary Varies</del> "	Correction to the hierarchy status.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.03	Support	Amend "Activity sensitive to noise" to "Means any lawfully established: 1. residential activity, <del>or including activity in visitor accommodation, retirement accommodation, boarding houses, office accommodation and papakainga 2- retirement village,</del> or 3. supported residential care facility, or 4. marae, or 5. healthcare activity, or 6. education activity, or 7. community facility, or 8. custodial corrections facility, or 9. visitor accommodation activity, or 10. place of assembly.	Support suggested wording change for clarity.	Allow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.04	Support	Amend “ancillary transport network infrastructure” definition to "means infrastructure located within the road reserve and rail corridor that supports the transport network and includes, <u>but is not limited to</u> : a. traffic control signals and devices, or b. light poles, or c. post boxes, or d. landscaped gardens, artwork and sculptures, or e. bus stops and shelters, or f. telecommunication kiosks, or g. <del>public</del> toilets, or h. road or rail furniture, or i. micro-mobility lock-up facilities."	There should be some flexibility in the activities that could be considered ‘ancillary transport network infrastructure’.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.06	Support	Amend “Highway and Railway Noise Overlay” as follows: "means the area shown in the planning maps as the Highway and Railway Noise Overlay. <u>The Highway and Railway Noise Overlay identifies the area potentially affected by noise between a railway corridor boundary or State Highway boundary and a distance of 100m. New buildings and alterations to habitable rooms in buildings used for sensitive land uses are required to demonstrate that adverse noise effects have been appropriately managed by demonstrating compliance with the standards specified in the Noise Chapter.</u> "	Compliance should be able to be demonstrated to avoid future issues over noise.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.14	Support	Add a new definition for " <u>Rail Vibration Alert Area Overlay</u> " as " <u>means the area potentially affected by vibration between a railway corridor boundary and a distance of 100m.</u> "	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.15	Support	Amend the “rail noise” part of the definition for “Reasonable maximum use scenario” to change "plus 2 dB" to "plus <u>3</u> dB"	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.18	Support	Delete definition of “reverse sensitivity” and replace with " <u>means the vulnerable potential for the development, upgrading, operation and maintenance of an existing lawfully established activity to be compromised, constrained, or curtailed by the more recent establishment or alteration of another activity which may be sensitive to the actual, potential, or perceived adverse</u>	The proposed definition highlights the risk that reserve sensitivity may have an impact on the maintenance and operation of the rail network (and this should not be constrained by new permitted activity).	Allow	Support

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
				<u>environmental effects generated by the existing activity or structure."</u>			
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.37	Support	Support in part – support the inclusion of other natural hazard overlays in INF-P9.	Relief sought is appropriate.	Allow	Part – Support the inclusion of other natural hazard overlays in INF-P9.
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.46	Support	<p>Seeks a condition in INF-S8 (Location – Support structures) that "for support structures located within 10m of a residential zone, for land within the rail corridor, ... these support structures are put in place by KiwiRail or its contractors." [inferred], and</p> <p>Amend " 1. The support structure must not be located within a riparian margin or coastal margin, except where located on a bridge or other structure or within the road reserve or rail corridor. 2. Any part of an aboveground building or structure is setback at least 5m from the rail corridor designation boundary KRH-01, KRH02 and KRH-03. 3. The support structure must not be located within 10m of a side or rear boundary that adjoins a residential zone, except: a. Where it does not exceed 5m in height, or b. Where it is located in road reserve or the rail corridor, subject to compliance also being achieved with INFS8(2). Matters of discretion if the standard is breached: 1. Visual effects ... 5. Impact on the safe and efficient operation of the railway network. 6. The outcome of any consultation with KiwiRail in regard to any building or structure within 5m of the railway corridor."</p>	Any structures should not pose any risk to the efficient maintenance and operation of the rail network.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.47	Support	<p>Amend INF-S14 to "1. Any part of a building or structure is setback at least 5m from the rail corridor designation boundary KRH-01, KRH-02 and KRH03. 2. 1- Where located on a site ... 3. 2- Where not located on a site .... Matters of discretion if the standard is breached: 1. Visual effects ... 6. Impact on the safe and efficient operation of the railway network. 7. The outcome of any consultation with KiwiRail in regard to any</p>	Any buildings or structures should not pose any risk to the efficient maintenance and operation of the rail network.	Allow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
				<u>building or structure within 5m of the railway corridor."</u>			
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.51a	Support	Add a new untitled PINF objective " <u>Ensure adverse reverse sensitivity, health and wellbeing effects arising from the development of noise sensitive activities adjacent to the railway and highway network are appropriately avoided or mitigated.</u> "	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.51b	Support	Add a new untitled PINF objective " <u>Protect communities and infrastructure by mitigating: a. the adverse health and safety impacts associated with accessing the rail corridor; and b. risk of disruptions to the safe and efficient operation of regionally significant rail infrastructure.</u> "	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.52	Support	Seeks that PINF-P1 is amended so "clauses (1) and (2) which relate to avoiding development in particular locations, be merged into a more general provision identifying the need for setbacks from electrical, gas and rail infrastructure", and  Amend "Regionally significant infrastructure is protected from incompatible new subdivision, use and development, including the potential for reverse sensitivity effects by: 1. Avoiding the location of activities sensitive to hazardous substance risk within a defined risk management overlay. 2- Avoiding activities sensitive to the National Grid, and controlling buildings, structures and earthworks within a defined National Grid Yard. ... 6. Managing access to the rail corridor and the national and regional road network. 7. Ensuring new development maintains the safe and efficient operation of railway level crossings for all road users and the rail corridor 8. Managing new activities and development through setbacks from existing electricity supply, gas supply and rail infrastructure"	There is a need to carefully manage the risk that reserve sensitivity may have an impact on the maintenance and operation of the rail network (and this should not be constrained by new permitted activity).	Allow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.53	Support	Add a new PINF policy " <u>Preventing adverse effects on Highway and Railway Avoid reverse sensitivity effects on the ongoing and future operation and development of the railway network by ensuring new noise sensitive activities are designed or located to meet appropriate acoustic design standards. Manage effects on the health and wellbeing of communities through the design and location of noise sensitive activities adjacent to the railway network to meet appropriate acoustic design standards.</u> "	Support the need to carefully manage the risk that reserve sensitivity may have an impact on the maintenance and operation of the rail network (and this should not be constrained by new permitted activity).	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.54	Support	Add a new PINF policy " <u>Preventing adverse effects on Railway Corridor Require buildings and structures adjoining the rail designation to be setback to provide for the health and safety of adjacent communities and efficient infrastructure operation.</u> "	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.55	Support	Add a new rule: " <u>PINF-R5 Activities Adjacent the Rail Corridor All zones 1. Activity Status: Permitted Where: a. Buildings and structures (including extensions) must be set back 5 meters from the rail designation boundary. 2. Activity Status: Restricted discretionary Where: a. Compliance is not achieved with PINF-R5.1 Matters of discretion are restricted to: a. The location and design of the building or structure as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail designation boundary. b. The extent to which the reduced setback will compromise the safe and efficient functioning of the rail network, including rail corridor access and maintenance c. The outcome of any consultation with KiwiRail.</u> "	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.59	Support	Amend TR-O1 to " ... 4. The safety, efficiency and multi-modal function of the transport network is <u>maintained or improved not compromised.</u> "	Improvements to the safety, efficiency and multi-modal function of the transport network supports the uptake of zero and low carbon multi-modal transport. This amendment to the objective is consistent with direction in Policies CC.1, CC.3 and CC.9.	Allow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.62	Support	Amend TR-P3 as follows "1. Only allow activities that do not meet standards for provision or design of transport facilities where: ... b. The safety, efficiency, and multi-modal function of the transport network is <u>not reduced</u> and the safety of site users is not compromised ... 2. Transport facilities may be incompatible if: ... b. The safety and efficiency of road <u>and rail</u> networks are compromised, or ...	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.81a	Support	Seeks to "Replace the 'Highway and Railway Noise Overlay – Moderate' & 'Highway and Railway Noise Overlay – High' with one overlay titled 'Highway and Railway Noise Overlay'." and that "This overlay should be based on a level of 57 dBLAew(24h) or more being experienced as modelled from the State Highway and the Railway corridor. In-lieu of modelling a 100m buffer should be applied."	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor.	Allow	Whole
KiwiRail Holdings Ltd	<a href="mailto:environment@kiwirail.co.nz">environment@kiwirail.co.nz</a>	442.81b	Support	Seeks to "Replace the 'Highway and Railway Noise Overlay – Moderate' & 'Highway and Railway Noise Overlay – High' with one overlay titled 'Highway and Railway Noise Overlay'." and that "This overlay should be based on a level of 57 dBLAew(24h) or more being experienced as modelled from the State Highway and the Railway corridor. In-lieu of modelling a 100m buffer should be applied."	Relief sought supports the maintenance and operation of Metlink public transport activities occurring within the rail corridor.	Allow	Whole
Waste Management NZ Limited	<a href="mailto:jjefferis@wastemanagement.co.nz">jjefferis@wastemanagement.co.nz</a>	461.12	Neutral	N/a	Given the definition wording of 'managed fill' sought by the submitter includes reference to 'contaminated soil', the corresponding rule framework must be consistent with the NES-CS.	Allow	Whole
Z Energy Ltd	<a href="mailto:thomas.trevilla@slrconsulting.com">thomas.trevilla@slrconsulting.com</a>	468.144	Oppose	Opposed amendment to TR-P5 as follows: "Manage the design and location of high trip generating activities to: 1. to facilitate, where relevant, the uptake of active and public transport modes; and reduce reliance on private motor vehicles, and	Relief sought weakens the direction in the policy as notified which is aligned with the RLTP vision and maximising mode shift as directed by Policy CC.1 in RPS Change 1.	Disallow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
				2. to mMinimise adverse effects on the safety, efficiency, and multi-modal function of the transport network."			
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.58	Oppose	Oppose the entire submission point to amend the definition of "activity most sensitive to natural hazards" as follows: "means a: ... i. emergency services facility, j. <del>hazardous facility or major hazardous facility</del> ; k. custodial corrections facility, ..."	Relief sought is inconsistent with the RPS definitions.	Disallow	Whole
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.59	Oppose	Oppose the entire submission point to amend the definition of "activity potentially sensitive to natural hazards" as follows: "means a: ... p. rural activity, or q. rural industry, or r. <del>significant hazardous facility</del> , but excludes any activities most sensitive to natural hazards and activities least sensitive to natural hazards."	Relief sought is inconsistent with the RPS definitions.	Disallow	Whole
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.61	Support	Support the entire submission point to amend the definition of 'cleanfill material' as follows: "means virgin excavated natural materials including clay, gravel, sand, soil and rock, <del>and other inert materials such as concrete or brick</del> that are free of: ..."	Relief sought is consistent with the 'cleanfill material' definition in the NRP.	Allow	Whole
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.63	Oppose	Oppose the entire submission point to amend the 'earthworks' definition as follows: "means the <del>alteration or disturbance</del> <u>modification</u> of land, including by moving, removing, placing, blading, cutting, contouring, filling or excavation of earth (or any matter constituting the land including soil, clay, sand and rock); but <del>excludes land disturbance, minor earthworks, gardening,</del>	Notified 'earthworks' definition drafting is appropriate.	Disallow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
				cultivation, and disturbance of land for the installation of fence posts."			
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.74	Support	Support entire submission point to amend the 'Regionally significant infrastructure' definition as follows: "means regionally significant infrastructure including: ... i. the Strategic Transport Network as identified in the Wellington Regional Land Transport Plan 2021. j. <u>Infrastructure associated with port related activities and adjacent land used in association with the movement of cargo and passengers including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharflines.</u> "	Relief sought is consistent with the 'Regionally significant infrastructure' definition in Proposed Change 1 to the RPS.	Allow	Whole
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.152	Oppose	Oppose entire submission point to replace the introduction of the Contaminated Land chapter.	The notified introduction of the Contaminated Land chapter is appropriate. Disagree with statement that not all activities on Hazardous Activities and Industries List land must comply with the NES-CS.	Disallow	Whole
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.153	Support	Support in part – support adding reference to human health to CL-O1.	Agree that adding reference to human health to CL-O1 aligns with the purpose of the NES-CS.	Allow	Part – Allow addition of human health reference to CL-O1.
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.154	Oppose	Oppose in part – oppose the addition of "where necessary" to CL-P2.	Wording of relief sought by the submitter must be aligned with Regulation (6) of the NES-CS.	Disallow	Part – Disallow the addition of "where necessary" to CL-P2.
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.155	Oppose	Oppose in part – oppose amended wording of CL-P2 provided by the submitter.	Agree with wording changing from "minimise" risk to "manage", but needs additional wording such as "to address the risk posed by contaminants to human health" to align with the purpose and wording of the NES-CS.  Consider that "encourage" wording in notified CL-P2 enables flexibility and consideration of appropriate best-	Disallow	Part – Disallow amended wording of CL-P2 provided by the submitter.

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					practice approaches on a case-by-case basis.		
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.174	Oppose	Oppose entire submission point to amend NH-P2 as follows: Subdivision, use and development manages the natural hazard risk to people, buildings and infrastructure by: [...] 4. Enabling use, or development <u>within the Natural Hazard Overlays</u> that <del>have</del> either: a. <del>Have a</del> low occupancy, b. <del>or A</del> low replacement value, c. <del>Are of a</del> limited size, or d. <del>Are resilient to the impacts of natural hazards within the Natural Hazard Overlays.</del>	The notified drafting of NH-P2 is sufficient and efficient.	Disallow	Whole
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.175	Oppose	Oppose entire submission point to amend NH-P8 as follows: [...] 2. Allow for additions to existing buildings for activities potentially sensitive to natural hazards and activities most sensitive to natural hazards in the Low Flood Hazard Overlay, where: a. The risk to people, and buildings on site from the 1% Annual Exceedance Probability Flood is minimised due to the incorporation of mitigation measures <u>where necessary</u> , [...]	Relief sought reduces the efficiency and effectiveness of NH-P8.	Disallow	Whole
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.181	Oppose	Oppose entire submission point to replace NH-R11 as follows: <u>All zones</u> 1. Activity status: Permitted <u>Where:</u> a. <u>The gross floor area of the new building, structure or conversion is no more than 10m<sup>2</sup>, or</u> b. <u>The building or structure is not fully enclosed by walls and does not have a constructed floor.</u> <u>All zones</u> 2. Activity status: Restricted discretionary	The existing pathway in the notified Natural Hazards chapter policies and rules is appropriate.	Disallow	Whole

Submitter Name	Submitter Address for service	Submission point number	Support or Oppose	The particular parts of the submission I support or oppose are:	The reasons for my support or opposition are:	Allow or disallow	I seek that the whole or part (describe part) of the submission be allowed or disallowed:
				<p><u>Where:</u></p> <p>a. Compliance is not achieved with NH-R11.1.</p> <p><u>Matters of discretion are restricted to:</u></p> <p>1. <u>The relevant matters in NH-P9: Subdivision, Use and Development in the Flood Hazard Overlays.</u></p>			
The Fuel Companies (BP, Mobil and Z Energy)	<a href="mailto:philip.brown@slrconsulting.com">philip.brown@slrconsulting.com</a> <a href="mailto:miles.rowe@slrconsulting.com">miles.rowe@slrconsulting.com</a>	471.226	Oppose	<p>Oppose in part – oppose use of terminology ‘operational need’ in the relief sought to amend EW-S11 as follows:</p> <p>“[...] Matters of discretion if the standard is breached:</p> <p>1. The effect of the earthworks on the natural character of the coastal margin or riparian margin.</p> <p>2. The ability to integrate the proposed earthworks and be sympathetic with the surrounding landform.</p> <p>3. The degree to which the effects of the earthworks can be remedied or mitigated.</p> <p>4. <u>The operational need or functional need for the earthworks to occur.</u>”</p>	<p>‘Operational need’ is inconsistent with the operative NZCPS.</p> <p>Relief sought is inappropriate in riparian margins.</p>	Disallow	<p>Part - Disallow use of terminology ‘operational need’ in the relief sought to amend EW-S11 as follows:</p> <p>“[...] Matters of discretion if the standard is breached:</p> <p>1. The effect of the earthworks on the natural character of the coastal margin or riparian margin.</p> <p>2. The ability to integrate the proposed earthworks and be sympathetic with the surrounding landform.</p> <p>3. The degree to which the effects of the earthworks can be remedied or mitigated.</p> <p>4. <u>The operational need or functional need for the earthworks to occur.</u>”</p>
Te Rūnanganui o Te Āti Awa	<a href="mailto:Leilua.Ailaomai@atiawa.com">Leilua.Ailaomai@atiawa.com</a>	Support	503.34a	Support entire submission point to retain SASM - Sites and Areas of Significance to Māori Entire Chapter as notified.	Consistent with RMA section 6 and Operative RPS Policy 22.	Allow	Whole
Te Rūnanganui o Te Āti Awa	<a href="mailto:Leilua.Ailaomai@atiawa.com">Leilua.Ailaomai@atiawa.com</a>	Support	503.34b	Support entire submission point to retain SCHED6 - Sites and Areas of Significance to Māori as notified.	Consistent with RMA section 6 and Operative RPS Policy 22.	Allow	Whole
Te Rūnanganui o Te Āti Awa	<a href="mailto:Leilua.Ailaomai@atiawa.com">Leilua.Ailaomai@atiawa.com</a>	Support	503.34c	Support entire submission point to retain Maps – SASMs as notified.	Consistent with RMA section 6 and Operative RPS Policy 22.	Allow	Whole