Section 32 Evaluation Infrastructure

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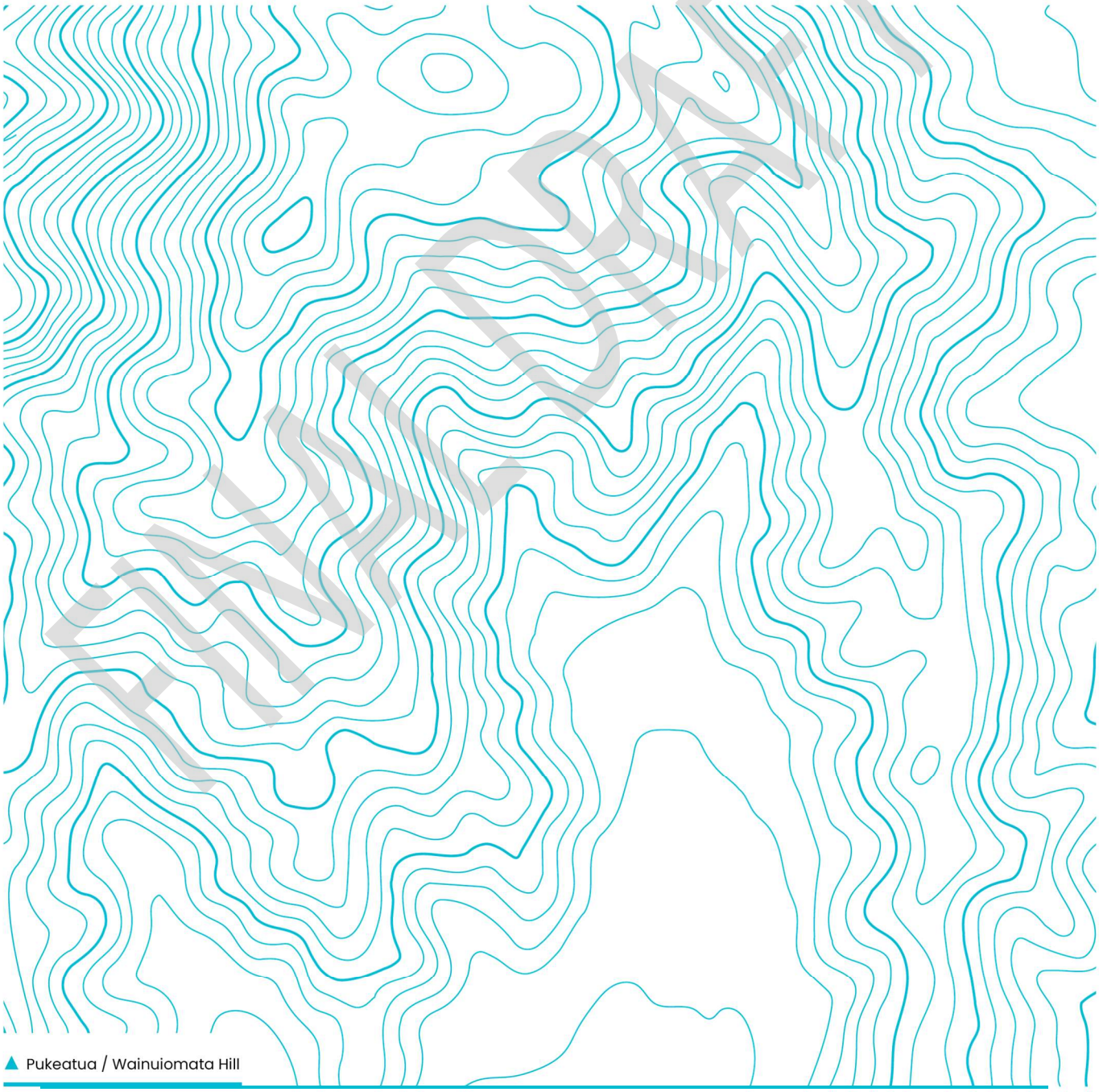

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2 Overview and Purpose

(1) Hutt City Council is reviewing the City of Lower Hutt District Plan. This is a full review of the District Plan, including the approach to providing for and protecting infrastructure and managing the potential adverse effects of infrastructure on the environment.

(2) This report is a record of the review with regard to infrastructure, and includes an evaluation of the objectives, policies and rules of the Infrastructure chapter of the proposed District Plan, in accordance with the requirements of s32 of the Resource Management Act 1991.

2.1 Scope of the proposed Infrastructure chapter

(3) *Infrastructure* is defined in s2 of the RMA[1]. In short, it includes the transport network, three waters network, fuel and electricity networks, telecommunication networks, airports and port facilities.

[1] Infrastructure means –

a) pipelines that distribute or transmit natural or manufactured gas, petroleum, biofuel, or geothermal energy:
b) a network for the purpose of telecommunication as defined in section 5 of the Telecommunications Act 2001:
c) a network for the purpose of radiocommunications as defined in section 2(1) of the Radiocommunications Act 1989:
d) facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity, excluding facilities, lines, and support structures if a person –
e) uses them in connection with the generation of electricity for the person's use; and
   i. does not use them to generate any electricity for supply to any other person:
   ii. a water supply distribution system, including a system for irrigation:
f) a drainage or sewerage system:
g) structures for transport on land by cycleways, rail, roads, walkways, or any other means:
h) facilities for the loading or unloading of cargo or passengers transported on land by any means:
i) an airport as defined in section 2 of the Airport Authorities Act 1966:
j) a navigation installation as defined in section 2 of the Civil Aviation Act 1990:

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(4) Infrastructure enables a community to undertake its everyday activities and functions and allows people to provide for their social and economic wellbeing, and their health and safety. However, infrastructure can also give rise to adverse effects on surrounding land uses and the environment which have to be managed.

(5) This report covers:

- The proposed Infrastructure chapter; which addresses:
  - Operation of infrastructure
  - Maintenance, repair and decommissioning of infrastructure,
  - Upgrading of infrastructure
  - Development of new infrastructure, and
  - Provisions to manage the potential impacts of infrastructure and associated activities on the environment.
- The proposed Protection of infrastructure chapter; which addresses the protection of infrastructure from the adverse effects of subdivision and land use.

(6) These chapters do not address issues on the capacity of infrastructure to support existing or future development, which are addressed through the Strategic Directions, Subdivision and zone chapters.

(7) In addition to the Protection of Infrastructure chapter, some other chapters also contain provisions for the protection of infrastructure.

(8) This report is part of a package of reports for the proposed District Plan. It should be read alongside the other reports prepared for the proposed District Plan. In particular, the Plan-Wide Report and reports on:

- Strategic Directions,
- Subdivision (which addresses provisions on subdivision for infrastructure and provisions for managing subdivision near infrastructure),

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k) facilities for the loading or unloading of cargo or passengers carried by sea, including a port related commercial undertaking as defined in section 2(1) of the Port Companies Act 1988:

l) anything described as a network utility operation in regulations made for the purposes of the definition of network utility operator in section 166

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- Renewable Energy Generation (including community-scale and large-scale renewable energy generation, which meet the definition of 'infrastructure').
- Transport (which addresses provisions relating to vehicle crossings),
- Designations,
- Earthworks (which addresses provisions for protecting National Grid activities from earthworks)
- Hazardous Substances (which addresses provisions for gas and petroleum storage facilities), and
- Noise (which addresses provisions for the protection of railway and state highway infrastructure from activities which are sensitive to noise).

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3 Statutory and Policy Context

(9) The following sections discuss the national, regional and local policy framework that are particularly relevant to the statutory and policy context for Infrastructure for the District Plan Review.

(10) The relevance of the national, regional and local planning documents for the District Plan is summarised in the Plan-Wide Report.

Note: While infrastructure is often not directly addressed in legislation, policies and strategies, it can impact many parts of the environment and have a wide range of effects (depending on the nature and location of the infrastructure) that are addressed in legislation, policies and strategies more generally. The statutory and policy context for those effects are mostly covered in other section 32 reports (for example, effects on Landscapes are addressed in the Landscapes section 32 report, effects on the Coastal Environment are addressed in the Coastal Environment section 32 report).

3.1 Resource Management Act 1991

3.1.1 Section 5 – Purpose and Principles

(11) The purpose of the RMA is set out in Section 5. The purpose is to promote the sustainable management of natural and physical resources.

(12) Under s5(2) of the Act, sustainable management means:

> *managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—*
>
> *(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*

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(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and

(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

(13) The Infrastructure chapter connects with the purpose of the Act by recognising and providing for the benefits of infrastructure which enables people and communities to provide for the social, economic and cultural well-being, and their health and safety, while addressing any related adverse effects of infrastructure activities on the environment. The Protection Infrastructure chapter will help to ensure the benefits of infrastructure are protected.

3.1.2 Section 6 – Matters of National Importance

(14) Section 6 of the RMA sets out matters of national importance that all persons exercising functions and powers under the Act shall *recognise and provide for* in achieving the purpose of the RMA. The relevant s6 matters for infrastructure are:

Section	Relevant Matter
6(a)	The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.
6(b)	The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development.
6(c)	The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna.
6(d)	The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers.

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6(e)	The relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.
6(f)	The protection of historic heritage from inappropriate subdivision, use, and development.
6(g)	The protection of protected customary rights.
6(h)	The management of significant risks from natural hazards.

(15) Infrastructure may have a functional or operational need to be located in areas which have characteristics related to matters of national importance, and there is the potential for the development of infrastructure to have an adverse effect on these matters if not managed appropriately.

3.1.3 Section 7 – Other Matters

(16) Section 7 of the RMA sets out other matters that all persons exercising functions and powers under it shall *have particular regard to* in achieving the purpose of the RMA. The relevant s7 matters for infrastructure are:

Section	Relevant Matter
7(b)	*The efficient use and development of natural and physical resources* This is relevant to the use of resources for the development, operation and maintenance of infrastructure, and the protection of infrastructure from activities which may constrain their efficient operation.
7(ba)	*The efficiency of the end use of energy* Infrastructure, especially the transport network, can influence the efficiency of the end use of energy.

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7(c)	*The maintenance and enhancement of amenity values* Aboveground infrastructure may include structures which are not typical of building forms or amenity values anticipated for a given zone. Earthworks and vegetation clearance related to installing and maintaining access to structures, may also detract from amenity values. Infrastructure supports well-functioning urban environments, and the failure of infrastructure networks can result in adverse effects on amenity values.
7(f)	*Maintenance and enhancement of the quality of the environment* Fit-for-purpose infrastructure supports the quality of urban environments for people and communities, and is relevant to the impact urban environments can have on natural and physical resources. Aboveground infrastructure, including larger scale structures in rural environments, can have a range of impacts, including on amenity, open space and landscape values.

3.1.4 Section 8 – Treaty of Waitangi

(17) Section 8 of the RMA requires Council to *take into account* the principles of the Treaty of Waitangi when exercising functions and powers under the Act.

(18) Council has engaged with Mana Whenua of Lower Hutt as part of the District Plan Review, including with representatives of Taranaki Whānui ki te Upoko o te Ika (Port Nicholson Block Settlement Trust), Wellington Tenths Trust, Palmerston North Māori Reserve Trust, Te Rūnanganui o Te Āti Awa ki Te Upoko o Te Ika a Māui Incorporated and Te Rūnanga o Toa Rangatira Incorporated.

(19) This engagement has demonstrated two key principles of the treaty, the first being the principle of partnership by, recognising and fostering

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mutual good faith with our existing iwi partnerships and continuing to provide the opportunities for tangata whenua to input meaningfully into the district plan review.

(20) Secondly, the principle of active protection is another key aspect of the treaty principles demonstrated, as it seeks ways to deliver mixed and culturally dynamic communities in a sustainable way.

3.2 National Policy Statements

(21) Section 75(3)(a) of the RMA requires district plans to give effect to any national policy statement.

(22) The following national policy statements are particularly relevant for Infrastructure:

3.2.1 NPS on Electricity Transmission 2008

(23) The NPS-ET includes a single objective to recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- managing the adverse environmental effects of the network; and
- managing the adverse effects of other activities on the network.

(24) Matters addressed by the policies include:

- Recognising benefits of electricity transmission network including when considering adverse effects of new or upgraded infrastructure.
- Enabling the reasonable operational, maintenance and minor upgrade requirements of existing infrastructure.
- Planning and development of the transmission system should minimise adverse effects on urban amenity, and avoid adverse effects on town centres and areas of high recreational value or amenity and existing sensitive activities.

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- In rural environments, planning and development of the transmission system should seek to avoid adverse effects on outstanding natural landscapes, areas of high natural character and areas of high recreation value and amenity and existing sensitive activities.
- Avoid reverse sensitivity effects on the electricity transmission network to the extent reasonably possible.

3.2.2 NPS for Renewable Electricity Generation 2011

(25) The NPS-REG provides direction for Councils to enable the sustainable management of renewable electricity generation. This includes recognising and providing for the benefits of renewable electricity generation, recognising its practical constraints including its functional need to locate near the energy source, and including provisions in district plans for small and community-scale activities. Although some renewable electricity generation activities meet the definition of "infrastructure", provisions for these activities are contained in the Renewable Electricity Generation chapter.

3.2.3 NPS on Urban Development 2020

(26) The NPS-UD directs Councils to enable well-functioning urban environments that provide for the social, economic and cultural wellbeing of people. The following objectives and policies are particularly of relevance to infrastructure:

- Objective 1, which seeks well-functioning urban environments, and Policy 1, which gives direction for planning decisions to contribute to well-functioning urban environments which includes accessibility by way of active and public transport.
- Objective 6 – Local authority decisions on urban development are integrated with infrastructure planning and funding decisions.
- Objective 8 – Urban environments support reduction in greenhouse gas emissions and are climate change resilient.
- Part 3: Implementation of the NPS-UD outlines that territorial authorities are required to provide for sufficient development

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capacity for housing and business land which must be infrastructure-ready. A future development strategy must also be prepared by territorial authorities which identifies the infrastructure required to support development capacity.

3.2.4 NPS for Freshwater Management 2020

(27) The NPS-FM sets out the objectives and policies for freshwater management under the RMA. For infrastructure, this includes:

- Objective – that natural and physical resources are managed in way that priorities:
  - First, the health and well-being of water bodies and freshwater ecosystems
  - Second, the health needs of people (such as drinking water)
  - Third, the ability of people and communities to provide for their social, economic and cultural well-being, now and in the future.
- Policy 3 – Freshwater is managed in an integrated way that considers the effects of the use and development of land on a whole-of catchment basis.
- Policy 15 – Communities are enabled to provide for the social, economic, and cultural well-being in a way that is consistent with the NPS-FM.
- Part 3 (implementation) –
  - Local authorities must engage with tangata whenua in managing freshwater in a manner consistent with the NPS-FM.
  - Some exceptions for infrastructure apply to directions for managing effects on the values of natural inland wetlands.

(28) The Resource Management (Freshwater and Other Matters) Amendment Act 2024, suspended the notification of any freshwater planning instrument by a regional council which gives effect to the NPS-FM, until 31 December 2025. Such an instrument would provide direction to how Council would give effect to the NPS-FM.

3.2.5 NPS for Highly Productive Land 2022

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(29) The NPS-HPL provides direction for managing the subdivision, use and development of highly productive land so that it is protected for use in land-based primary production. For infrastructure, this includes:

- Policy 7 – The subdivision of highly productive land is avoided, except as provided in this National Policy Statement,
- Policy 8 – Highly productive land is protected from inappropriate use and development.
- Part 3 (implementation) - When implementing the above policies, exclusions should be applied for 'specified infrastructure', a term which includes lifeline utilities, regionally or nationally significant infrastructure or flood hazard management works.

3.2.6 NPS for Indigenous Biodiversity 2023

(30) The NPS-IB provides direction to councils to protect, maintain and restore indigenous biodiversity including protection of significant natural areas (SNAs).

(31) This includes a specific note to say that nothing in the NPS-IB applies to the development, operation, maintenance or upgrade of renewable electricity generation and electricity transmission network assets and activities (section 1.3(3)).

(32) Part 3 (implementation) outlines that provisions of the NPS-IB related to managing adverse effects on SNAs do not apply to the construction or upgrade of 'specified infrastructure', a term which includes lifeline utilities, regionally or nationally significant infrastructure, infrastructure that is necessary to support housing development, or flood hazard management works.

3.3 New Zealand Coastal Policy Statement

(33) The New Zealand Coastal Policy Statement 2010 (NZCPS) sets out the objectives and policies in order to achieve the purpose of the RMA in relation to the coastal environment. Section s75(3)(b) of the RMA requires district plans to give effect to the NZCPS.

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(34) The relevance of the objectives and policies of the NZCPS to infrastructure are discussed below:

- Objective 4 and Policy 19 – Public access to the coastal marine area is maintained and enhanced.
- Objective 6 and Policies 6 and 9 – recognises the benefits of infrastructure including port infrastructure. Infrastructure should only locate in the coastal marine area if there is a functional need to do so.
- Policies 13 and 15 – Avoid adverse effects on outstanding coastal character and outstanding natural features and landscapes, where located in the coastal environment. Avoid significant adverse effects on other areas of coastal character, natural features and landscapes, where in the coastal environment.
- Policy 25 – Encourage infrastructure to not be located in areas which have potential to be affected by coastal hazard risk in the next 100 years.

3.4 National environmental standards

(35) National environmental standards (NES) prescribe technical standards, methods or requirements at a national level. Under section 43A of the RMA a NES may enable an activity as permitted development, allow a resource consent to be made for an activity regulated by the NES, or prohibit an activity. A NES may define the relationship between a District Plan and any activity regulated by an NES, including whether a District Plan may include more or less stringent provisions.

(36) The following national environmental standards are particularly relevant for Infrastructure:

Reference	Comment
National Environmental Standards for Electricity Transmission 2009	The NES-ET set out a national framework of permissions and consent requirements for activities on existing high voltage electricity transmission lines.

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	Regulation 4 identifies that the NES is limited to regulating activities that relate to the operation, maintenance, upgrading and removal of an existing transmission line. This includes increasing the voltage or undergrounding of existing transmission lines and ancillary activities such as telecommunication devices and signs. The following activities are not regulated by the NES and are subject to regulation under the District Plan: • New transmission lines; • Operation, maintenance, upgrading, relocation or removal of any transmission line established after 2009; • Substations or transformers, whether new or existing; and • Electricity distribution lines, whether new or existing.
National Environmental Standards for Telecommunication Facilities 2016	The NES-TF set out a national framework of permissions and consent requirements for telecommunication facilities. With some qualifications, telecommunication activities regulated under the NES-TF include: • Cabinets, • Antennas on existing or replaced telecommunication poles, • Antennas on new poles located in the road reserve or a rural zone, • Antennas on buildings, • Small cell units on existing structures, • Customer connection lines, • New lines on the same route as existing telecommunication or power lines, and

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	• Underground lines. Regulated activities are subject to compliance with any relevant district plan rules covering specified matters identified in Subpart 5 of the NES-TF including protection of significant trees and habitats, historic heritage, significant landscapes and coastal protection. In addition, cabinets not located in road reserve are subject to any applicable noise standard in a district plan. A district plan may specify the activity status for any regulated activity. Otherwise, the regulated activities have a discretionary activity status. The following telecommunication activities are not regulated by the NES-TF and are subject to regulation under the District Plan: • Antennas on new poles not located in the road reserve or in a rural zone. • New alignments of telecommunication lines. • Self-contained power units • Access tracks to telecommunication facilities • Telecommunication exchanges.

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3.5 National Planning Standards

(37) Section 75(3)(ba) of the RMA requires district plans to give effect to the National Planning Standards.

(38) The National Planning Standards state that provisions relating to energy, infrastructure and transport must be located under the heading Energy, Infrastructure and Transport.

(39) Provisions which may be included under the Energy, Infrastructure and Transport heading include:

- A statement about the status of the zoning applicable to transport corridors.
- Noise-related metrics and noise measurement methods related to energy, infrastructure and transport, which must be consistent with the noise and vibration metrics standard.
- The management of reverse sensitivity effects between infrastructure and other activities.
- Chapters under the Energy, Infrastructure and Transport heading must include cross-references to any energy, infrastructure and transport provisions in a special purpose zone chapter or sections.
- All chapters must be included alphabetically.

(40) Other relevant mandatory directions include that sound insulation requirements for sensitive activities and limits to the location of those activities relative to noise generating activities must be located in the Noise chapter.

(41) The National Planning Standards include a list of definitions that must be included in district plans where the defined term is used. Of particular relevance for infrastructure, the National Planning Standards set a definition for *road*, by effectively applying the same definition from the RMA and Local Government Act 1974. Other defined terms include *functional need* and *operational need.*

3.6 Regional Policy Statement for the Wellington Region

(42) The Regional Policy Statement for the Wellington Region ('the RPS') identifies the significant resource management issues for the region and outlines the policies and methods required to achieve the integrated sustainable management of the region's natural and physical resources.

(43) Section 75(3)(c) of the RMA requires district plans to give effect to regional policy statements.

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(44) The relevant objectives and policies of the RPS for Infrastructure are discussed below.

RPS – Objectives and policies specific to infrastructure	
Reference	**Comment**
Objective 9 Policies 9, 10, 57	Objective 9 - *The region's energy needs are met in ways that*: *a. improve energy efficiency and conservation;* *b. diversify the type and scale of renewable energy development;* *c. maximise the use of renewable energy resources;* *d. reduce dependency on fossil fuels; and* e. *reduce greenhouse gas emissions from transportation.* Infrastructure chapter provisions as they relate to the transport network, could potentially influence dependency on fossil fuels and emissions reductions.
Objective 10 Policies 7, 8, 39	Objective 10 - *The social, economic, cultural and environmental, benefits of regionally significant infrastructure are recognised and protected.* Particularly relevant to *regionally significant infrastructure* and consideration for reverse sensitivity provisions for protection of such infrastructure.
Objective 22 Policies 30, 33, 57, 58	Objective 22 - *A compact well designed and sustainable regional form that has an integrated, safe and responsive transport network and*: … *i) integrated land use and transportation;* *j) improved east-west transport linkages;* *k) efficiently use existing infrastructure (including transport network infrastructure); and …*

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	Particularly relevant to Infrastructure chapter provisions relating to maintaining and developing the transport network.
RPS – General objectives and policies of relevance to infrastructure	
Reference	**Comment**
Objectives 3, 4, 7, 15, 16, 17, 18 Policies 3, 22, 24, 26, 28, 35, 36, 37, 46, 47, 50	These objectives and policies relate to the identification of values associated with the following matters: • Coastal habitats and ecology • Coastal natural character • Historic heritage • Indigenous habitats with significant biodiversity • Outstanding natural features and landscapes • Special amenity landscapes And protection of these values from inappropriate use and development. Infrastructure may have a functional or operational need to be located in areas with these values.
Objective 8 Policy 53	Objective 8 - *Public access to and along the coastal marine area, lakes and rivers is enhanced.* Infrastructure includes public walking access.
Objective 19 and 21 Policies 29, 51	Objective 19 - *The risks and consequences to people, communities, their businesses, property and infrastructure from natural hazards and climate change effects are reduced.* Objective 21 - *Communities are more resilient to natural hazards, including the impacts of climate*

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	change, and people are better prepared for the consequences of natural hazard events. Infrastructure may have a functional or operational need to be located within areas subject to natural hazards. These objectives are relevant to the resiliency of infrastructure, as well as the critical role infrastructure has providing resilience to communities.

3.7 Proposed RPS Change 1

(45) Section 74(2)(a)(i) of the RMA requires territorial authorities, when preparing and changing their district plan, to have regard to any proposed regional policy statement.

(46) The following provisions of Proposed RPS Change 1 are particularly relevant for infrastructure.

Reference	Comment
Objective CC.1 Policies CC.4, 57	Objective CC.1 - *By 2050, the Wellington Region is a low-emission and climate-resilient region, where climate change mitigation and adaptation are an integral part of:* *a. sustainable air, land, freshwater, and coastal management,* *b. well-functioning urban environments and rural areas, and* *c. well-planned infrastructure.* Infrastructure may have a functional or operational need to be located in areas subject to the long term effects of climate change. Objectives and policies provide direction towards climate resiliency and low-

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	emission futures, the latter of which is of particular relevance to the transport network.
Objective CC.2 Policies EIW.1, IM.2	Objective CC.2 – *The costs and benefits of transitioning to a low-emission and climate-resilient region are shared fairly to achieve social, cultural, and economic well-being across our communities.* This objective and supporting policies provide direction on providing broad access to active and public transport modes as a means to achieve equity and inclusiveness in a low-emissions transport network. This is of particular relevance to the Infrastructure chapter provisions for developing the transport network.
Objective CC.3 Policies CC.1, CC.3, CC.9, CC.11, 7, 9, 57	Objective CC.3 - *To support the global goal of limiting warming to 1.5 degrees Celsius, net greenhouse gas emissions from transport, agriculture, stationary energy, waste, and industry in the Wellington Region are reduced*: *a) By 2030, to contribute to a 50 percent reduction in net greenhouse gas emissions from 2019 levels, including a*: *i. 35 percent reduction from 2018 levels in land transport generated greenhouse gas emissions, and* *ii. 40 percent increase in active travel and public transport mode share from 2018 levels, and* *iii. 60 percent reduction in public transport emissions, from 2018 levels, and* *b) By 2050, to achieve net zero emissions.* Polices cover matters such as reducing emissions from transport infrastructure, supporting uptake of active and public transport modes.

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	Relevant particularly to Infrastructure chapter provisions relating to the transport network.

3.8 Operative regional plan

(47) Under section 75(4)(b) of the RMA, a district plan must not be inconsistent with a regional plan for any matter specified in section 30(1) of the RMA (which lists functions of regional councils under the Act). The Natural Resources Plan for the Wellington Region (NRP) is the regional plan for the Wellington region.

(48) The relevant objectives and policies of the operative NRP are discussed below:

NRP – Objectives and policies specific to infrastructure	
Reference	**Comment**
Objective 9 Policy 11, 14	Objective 9 - *The social, economic, cultural and environmental benefits of Regionally Significant Infrastructure, renewable energy generation activities and the utilisation of mineral resources are recognised* This objective and supporting policies acknowledge that regionally significant infrastructure including the National Grid, has environmental benefits which should be recognised.
Objective 10 Policy 13. 14	Objective 10 - *Regionally Significant Infrastructure and renewable energy generation activities that meets the needs of present and future generations are enabled in appropriate places and ways.* This objective and supporting policies provides direction for the enabling of regionally significant infrastructure including the National Grid.

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Objective 11 Policy 15	Objective 11 - *Significant mineral resources and the ongoing operation, maintenance and upgrade of Regionally Significant Infrastructure and renewable energy generation activities are protected from incompatible use and development occurring under, over, or adjacent to the infrastructure or activity.* Relevant to the consideration of reverse sensitivity provisions for the protection of *regionally significant infrastructure*.
NRP – Other objectives and policies of relevance to infrastructure	
Reference	**Comment**
Objective 8	*Public access to and along the coastal marine area and rivers and lakes is maintained and enhanced, other than in exceptional circumstances, in which case alternative access is provided where practicable.* Relates to ensuring public access is available to the CMA and freshwater bodies. Any transport structures which provide public access are an infrastructure matter.
Objective O12, O14, O26, O27, O28, O45 Policies P23, P24, P38, P42, P44, P47, P50, P51, P52, P145	These objectives and policies relate to the identification of values associated with the following matters: • Significant mana whenua values, • Coastal natural character, natural wetlands, riparian areas, • Outstanding natural features and landscapes • Historic heritage, • Indigenous habitats with significant biodiversity, and • Coastal habitats and ecology,

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	and protection of these values from inappropriate use and development. Infrastructure may have a functional or operational need to be located in areas with these values.
Objectives O15 and O16 Policy 25	Objective O15 - *The hazard risk and residual hazard risk, from natural hazards and adverse effects of climate change, on people, the community, the environment and infrastructure are acceptable.* Objective O16 - *Inappropriate use and development in high hazard areas is avoided.* Infrastructure may have a functional or operational need to be located within areas subject to natural hazards. These objectives are relevant to the resiliency of infrastructure, as well as the critical role infrastructure has providing resilience to communities.
Policies P83 to P96	These policies address regional consenting matters related to stormwater and wastewater networks.

3.9 Proposed NRP Change 1

(49) Section 74(2)(a)(ii) of the RMA requires territorial authorities, when preparing and changing their district plan, to have regard to any proposed regional plans with regard to any matter of regional significance or for which the regional council has primary responsibility under Part 4 of the Act.

(50) Proposed NRP Change 1 does not directly address infrastructure. More generally, the proposed change introduces amendments to the regulation by the regional council of stormwater and wastewater discharges and earthworks.

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3.10 Iwi management plans

(51) Section 74(2A) requires territorial authorities, when preparing or changing a district plan, to take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.

(52) However, no iwi management plans have been lodged with Hutt City Council.

3.11 Hutt City Council plans, policies, and strategies

(53) Section 74(2)(b)(i) of the RMA requires the Council to have regard to management plans and strategies prepared under other Acts. In addition, there are other plans, policies and strategies of Council that should be considered as part of the District Plan Review as they set Council's intentions on some matters that need to be addressed through the District Plan Review.

(54) The following Council plans, policies and strategies are relevant for infrastructure:

3.11.1 Integrated Transport Strategy 2022

(55) The ITS outlines Council's vision and strategic direction for responding to Lower Hutt's growing transport challenges. It lays out an integrated approach to delivering land use planning, transport planning, investment and encouraging behaviour change within Lower Hutt. The ITS sets seven focus areas, of which the following are particularly relevant to the infrastructure chapter:

- Focus Area 1 – Develop a connected and safe network that makes it more attractive for people to cycle, walk or use the bus
- Focus Area 2 – Create people-focused, liveable streets around key transport hubs and local centres
- Focus Area 4 – Make it easier for all people to use public transport

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- Focus Area 5 – Improve connectivity to the regional transport network to support the movement of goods and services
- Focus Area 6 – Support the uptake of innovations that will help change behaviour and reduce emissions

(56) Actions identified within the strategy as supporting these focus areas include:

- Bus lanes and priority measures, and connections / wayfinding to stations,
- Improved walking and cycling links,
- Streetscape improvements and creation of shared spaces / pedestrian priority, lower speed,
- Enhanced east-west connectivity, and
- Providing EV charging facilities, supporting car sharing schemes.

3.11.2 Environmental Sustainability Strategy 2015-2045

(57) The ESS takes a long-term view of the issues, risks and opportunities facing Council with regard to the environment. The strategy is designed to guide decision-making and outlines an increased focus on good environmental management and care. The strategy has seven focus areas:

- Focus Area 1 – Water; Adequate supply is maintained and redundancy enhanced while avoiding overuse
- Focus Area 3 – Transport; Emissions are reduced and use of active and public transport is increased
- Focus Area 6 – Energy; Significant (electricity) transmission losses are identified and resolved
- Focus Area 7 – Risk and Resilience; Plan proactively for greater resilience

(58) Relevant to provisions in the Infrastructure chapter which relate to developing the water supply network, transport network and national grid, as well as resiliency of infrastructure.

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3.11.3 Infrastructure Strategy 2024-2034

(59) Sets out the investment Council will make in core water and roading projects. The strategy identifies the following challenges facing infrastructure networks in Hutt City:

- Population growth, and growing pressure from intensification particularly on the valley floor
- Ageing water infrastructure
- Increased risk of climate induced high rainfall events and sea level rise creating inundation risk.
- A lack of sustainable transport choices and increasing traffic congestion.

(60) The Infrastructure Strategy sets a long term strategic approach with an investment focus on critical core infrastructure, focusing on meeting environmental standards such as for water quality and ensuring infrastructure investment mitigates the effects of a changing climate.

3.11.4 10 Year Plan 2024-2034 (Long Term Plan)

(61) The LTP is Council's key strategic document, setting out funding priorities for the next 10 years.

(62) Key infrastructure investments identified include the Petone Collecting Sewer replacement, Seaview Wastewater Treatment Plant, Tupua Horo Nuku Shared Path, Eastern Hutt Road resilience, Eastern Hills and Gracefield reservoirs, three waters network renewals and Cross Valley transport connections.

3.11.5 Parking Strategy 2024

(63) Council's Parking Strategy sets out the strategic framework to inform the management of parking in Lower Hutt, through the development of parking management plans (PMPs). Each PMP sets a package of measures to manage parking within a defined location. These measures may include limiting space for parking, time restrictions and pricing for parking, and allocating space for types of parking (e.g mobility and loading zones).

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3.11.6 Urban Forest Plan 2010

(64) Outlines the components of the "urban forest" with Hutt City and proposes methods for maintain and improving the forest to the benefit of the city. Three visions are outlined including *Vision 3: Street Trees - Hutt City will have good quality street trees which are valued by the community, are well managed and enhance the perception of relaxed, green, leafy suburbs and well treed streetscapes*.

(65) Relevant to provisions in the Infrastructure chapter which relate to developing the transport network.

3.11.7 Central City Transformation Plan

(66) Outlines a plan for transforming the Lower Hutt city centre, based on integration with the Riverlink project, establishing a connection with the river and a revitalised mixed-used core. The plan includes nine principles which address matters including:

- Developing active transport links in the city core (principle 1)
- Developing the interface between the city and the river as a shared-space thoroughfare (principle 2)
- Enhancing legibility between bridges (principle 4) and gateway experiences entering CBD (principle 9)

(67) The CCTP is relevant to provisions in the Infrastructure chapter which relate to developing the transport network.

3.11.8 Petone 2040: Petone Spatial Plan

(68) Establishes a comprehensive strategy for coordinated development and design for Petone. The plan includes nine principles which address matters including:

- Intensify activities along three key corridors; Jackson Street, Cuba Street and Randwick Road (principle 3)
- Plan for and leverage improvement from major infrastructure projects; Petone to Grenada link and Cross Valley link (principle 8)

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- Plan for resilience with consideration to natural hazard risk (principle 9)

(69) P2040 is relevant to provisions in the infrastructure chapter which relate to developing the transport network. P2040 is also relevant to provisions related to natural hazards and resiliency of infrastructure.

3.12 District plans of adjacent territorial authorities

(70) Under section 74(2)(c) of the RMA, the Council is required to have regard to the extent to which the District Plan needs to be consistent with the plans of proposed plans of adjacent territorial authorities.

(71) Infrastructure traverses the boundary between Hutt City and neighbouring territorial authorities including Upper Hutt, Wellington and Porirua. Infrastructure which traverse the boundary between these territorial authorities includes:

- Transport network (including shared paths, road and rail),
- Bulk water supply,
- Bulk waste water,
- National grid, and
- Gas transmission.

(72) Consistency of district plan provisions relating to these infrastructure may help with the management of any cross-boundary issues. The approaches of other district plans in the Wellington region are discussed further in Section 4 of this report (Resource Management Issues).

3.13 Other statutory and non-statutory plan, policies, and strategies

(73) In addition to Hutt City Council's plans, policies and strategies (discussed above), there are regional and national plans, policies and strategies that, while not mandatory considerations for the District Plan Review, should still be considered as they form part of the management regime

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for natural and physical resources in the district, and considering these documents can aid integrated management.

(74) The following other statutory and non-statutory plans, policies and strategies are relevant for infrastructure:

3.13.1 New Zealand Infrastructure Strategy 2022 – 2052

(75) The NZIS is a nationwide strategy which takes a holistic and long-term view of infrastructure. The strategy includes five objectives, with the first four being relevant to the Infrastructure chapter:

1. Enabling a net-zero carbon emissions Aotearoa through rapid development of clean energy and reducing the carbon emissions from infrastructure.
2. Supporting towns and regions to flourish through better physical and digital connectivity and freight and supply chains.
3. Building attractive and inclusive cities that respond to population growth, unaffordable housing and traffic congestion through better long-term planning, pricing and good public transport.
4. Strengthening resilience to shocks and stresses by taking a coordinated and planned approach to risks based on good-quality information.

3.13.2 Aotearoa New Zealand's First Emissions Reduction Plan 2022

(76) The FERP was published by the Minister of Climate Change under the previous government and contains strategies, policies and actions for achieving the first emissions budget. Key actions and initiatives include

- Improve the resource management system to promote greenhouse gas emissions reductions and climate resilience.
- Reducing reliance on cars and supporting active and public transport modes, including by ensuring safety safer streets and well-planned urban areas.

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- Rapidly adopting low-emissions vehicles.
- Ensuring the next Government Policy Statement on Land Transport guides investment that is consistent with the emissions reduction plan.

(77) Relevant to provisions for developing the transport network.

3.13.3 Government Policy Statement on Land Transport 2024

(78) The GPS-LT was published by the Ministry of Transport for the current Government and sets the Government's priorities for land transport investment over a 10-year period. The GPS-LT identifies four strategic priorities, the following of which are relevant to Infrastructure:

- Economic growth and productivity – investment in roads and public transport will unlock access to greenfield land for housing development and support greater intensification to improve housing supply. The Petone to Grenada Link Road and the Cross Valley Link is listed as Road of National Significance, and specifically as a road to unlock housing growth. It is likely that areas of greenfield development unlocked by this project will primarily be in Wellington rather than Lower Hutt, however it may support intensification within Lower Hutt.
- Increased maintenance and resilience – New Zealand needs a transport system that is resilient to the impacts of weather events and other natural disasters.
- Safety – The GPS notes a safe transport system is critically important, and seeks a reduction in deaths and serious injuries.

(79) The introduction to the GPS-LT 2024 notes that alignment with the FERP has not been attempted as the policies foreshadowed by the emission reduction plan are being reassessed, and that the Emissions Trading Scheme (ETS) is the Government's key tool to reduce emissions.

(80) Relevant to provisions for developing the transport network.

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3.13.4 Lifting Connectivity in Aotearoa New Zealand - Government Statement of Intent for Improving Digital Connectivity

(81) Lifting Connectivity outlines the following vision for building on digital connectivity in New Zealand:

- Our Vision for 2032: All people in New Zealand have broadband and voice connectivity networks available to them that meet their life, work and study needs

(82) Relevant to infrastructure provisions relating to telecommunications.

3.13.5 Wellington Regional Land Transport Plan 2021

(83) The RLTP sets the direction for the Wellington Region's transport network and identifies a 30-year vision:

- A connected region, with safe, accessible and liveable places – where people can easily, safely and sustainably access the things that matter to them and where goods are moved efficiently, sustainably and reliably.

(84) Relevant to provisions relating to developing the transport network.

3.13.6 Three Waters Strategy Wellington Metropolitan Region

(85) Sets the direction and approach for management of three waters over next 50 years. Key issues identified include:

- Aging pipe networks
- The capacity of our networks
- Increasing urbanisation and the impacts of stormwater
- Disposing of biosolids (sludge from wastewater treatment)

(86) The strategy identifies a series of responses. The following are of particular relevance to Infrastructure chapter:

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- Enabling growth through timely infrastructure provision – focus on capacity, better modelling.
- Reducing the impacts of flooding through soft and hard infrastructure –planning measures (hydraulic neutrality, water sensitive design, minimum floor levels)
- Source development for potable water – investigate options for new water sources as well as upgrading existing assets
- Reducing demand for potable water – leak detection, infrastructure replacement, on-site storage, grey-water systems
- Water supply resilience –new / upgraded bulk mains
- Wastewater resilience – stronger, more resilient networks

(87) These are relevant to provisions which relate to maintaining, upgrading, investigating and developing three waters networks.

3.13.7 The Wairarapa-Wellington-Horowhenua Future Development Strategy

(88) The FDS was prepared to meet the future development strategy requirements of the NPS-UD. It identifies areas to prioritise housing and business development, and infrastructure investment to support this development.

(89) For Lower Hutt, prioritised areas for development include:

- Areas of importance to iwi for development such as papakāinga development and marae-based urban developments.
- Growth along strategic public transport corridors including the Hutt Valley rail line.
- Lower Hutt Central, identified as a priority development area with 3,500 new homes expected to be created over the next 30 years.

3.14 Other legislation or regulations

(90) In addition to the RMA, other legislation and regulations can be relevant considerations for a district plan, particularly where management of an

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issue is addressed through multiple pieces of legislation and regulatory bodies.

(91) The legislation and regulations which are relevant for infrastructure are discussed below.

3.14.1 Local Government Act 2002

(92) Specifies the responsibilities of territorial authorities in relation to land transport matters, including responsibility for local roads, footpaths and street lighting as well as local planning, road-safety works and parking services.

3.14.2 Telecommunications Act 2001

(93) Regulates the supply of telecommunication services.

3.14.3 Radiocommunications Act 1989

(94) The primary legislation for managing radio spectrum usage.

3.14.4 Electricity Act 1992

(95) Regulates the supply of electricity and the electricity industry.

3.14.5 Electricity Regulations 1997

(96) These Regulations promote the health and safety of members of the public in connection with the supply and use of electricity in New Zealand, and promote the prevention of damage to property in connection with the supply and use of electricity in New Zealand.

(97) Specifies compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP34) as a mandatory requirement. The NZECP34 sets minimum safe electrical distance requirements for overhead electric line installations and other works.

3.14.6 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001

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(98) Sets minimum safe electrical distance requirements for overhead electric line installations and other works associated with the supply of electricity from generating stations to end users.

3.14.7 Electricity (Hazards from Trees) Regulations 2003

(99) Protects the security of the supply of electricity, and the safety of the public, including by prescribing distances from electrical conductors within which trees must not encroach.

3.14.8 Gas Act 1992

(100) Provides for the regulation, supply and use of gas in New Zealand.

3.14.9 Land Transport Management Act 2003

(101) The purpose of this Act is to contribute to an effective, efficient and safe land transport system in the public interest. It sets out the requirements for regional land transport plans. The LTMA sets out the planning and funding framework that channels central government funding annually into roading, public transport and traffic safety.

3.14.10 Land Transport Act 1998

(102) Sets out the legislative framework for land transport regulation and safety, dealing with matters such as driver licensing and offences, penalties and enforcement powers.

3.14.11 Government Roading Powers Act 1989

(103) Defines the functions and powers of the NZTA and local authorities in relation to motorways and state highways.

3.14.12 Railways Act 2005

(104) Includes basic safety obligations of railway operators and the general public when near a railway, as well as the power the railway operators have to protect and manage the railway corridor.

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3.14.13 Utilities Access Act 2010

(105) Requires utility operators and corridor managers to comply with a national code of practice that regulates access to transport corridors and provides for the making and administration of that code.

3.14.14 National Code of Practice for Utility Operators' Access to Transport Corridors 2019

(106) Sets out the processes and procedures for:

- Utility operators to exercise right of access to the road corridor for the placement, maintenance, improvement and removal of utility structures;
- Corridor Managers to exercise their right to apply reasonable conditions on working in the corridor; and
- Managers of railway and motorway corridors to exercise their discretion to grant rights of access to utility operators.

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4 Resource management issues

4.1 Introduction to resource management issues

(107) This section discusses the resource management issues for infrastructure, and includes a summary of the evidence base that has informed the identification of resource management issues.

(108) The determination of resource management issues for Infrastructure, and the options for addressing those issues, has involved:

- A review of the statutory and strategic context (outlined in detail Section 3 of this report),
- A review of the existing approach of the District Plan,
- A review of the approaches of other district plans,
- Engagement with Mana Whenua, the community and other stakeholders (including infrastructure providers), and
- Other relevant technical advice.

(109) Infrastructure enables a community to undertake its everyday activities and functions and allows people to provide for their social and economic wellbeing, and their health and safety. However, infrastructure can also give rise to adverse effects on surrounding land uses and the environment.

(110) Infrastructure may have a functional or operational need to locate in sensitive areas, such as coastal natural character areas, outstanding features and landscapes, and sites and areas with historic heritage or of significance to Māori. In such cases, there is a need to balance providing for the benefits of infrastructure while protecting the features or values of the sensitive area.

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(111) If not appropriately managed, sensitive activities located near existing infrastructure have potential to compromise the operation and further development of the infrastructure.

4.2 Evidence base

4.2.1 Existing approach of City of Lower Hutt District Plan

(112) Infrastructure is primarily addressed in the operative District Plan through *Chapter 13: Network Utilities, including the National Grid*. The chapter was added to the District Plan in 2016, through *Plan Change 34: Network Utilities and Renewable Energy Generation*. Plan Change 34 was the result of a full review of the previous Utilities chapter, and updated the District Plan to give effect to the *NPS on Electricity Transmission*, *NPS for Renewable Electricity Generation*, and *Regional Policy Statement*.

(113) The Network Utilities chapter of the operative District Plan includes objectives and policies which respond to the following issues:

- The benefits of regionally significant network utilities to the City, region and nation need to be recognised and protected.
- Inappropriate subdivision, use and development in the vicinity of regionally significant network utilities may lead to adverse effects including reverse sensitivity effects that have the potential to impact upon the effective and efficient operation, maintenance, upgrading and development of such utilities.
- The key role that network utilities play and the benefits they have needs to be recognised and the technical and operational requirements of the network utility concerned should not be unreasonably restricted. Failing to adequately provide for network utilities may result in the desired level of well-being and quality of life not being achieved within the City.
- The actual and potential adverse environmental effects arising from network utilities need to be managed.

(114) Section 13.3 of the operative District Plan outlines the rules and standards for operating and developing network utilities. Removal, operation and

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maintenance, and some upgrading of infrastructure are enabled as permitted activities. Other low impact activities such as network utilities within existing buildings are also permitted activities. Otherwise, the activity status of new or upgraded infrastructure is determined according to compliance with standards. Section 13.4 outlines rules which are reverse sensitivity controls to protect National Grid infrastructure.

(115) Chapter 14 – Transport, of the operative District Plan includes provisions of relevance to infrastructure, specifically the transport network, including:

- Provisions controlling the development of new roads,
- Provisions controlling new vehicle crossings, including separation distances from intersections and rail crossings, and
- Controls on noise and vibration sensitivity activities where located in proximity to state highway and railway corridors.

(116) As part of the District Plan Review, the effectiveness, efficiency, usability and overall appropriateness of the operative provisions have been assessed, and the following issues have been identified for further consideration:

- It is unclear what infrastructure constraints exist for future development.
- It is difficult to determine whether the operative objectives are being met, partially due to the wording of the objectives and partially due to the availability of information on the management of network utilities.
- The operative provisions are unclear and there is uncertainty as to how they should be applied.
- The chapter must be updated to reflect national guidance and requirements which have come into effect since 2016, including the NPS on Urban Development and National Planning Standards.
- The operative provisions relating to the developing the road network are overly restrictive (any alteration to a road requires resource consent) and provisions for roads are located in both the Network Utilities and Transport chapters.

4.2.2 Analysis of other District Plans

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(117) Current practice has been considered in respect of this topic, with a review undertaken of the following District Plans:

- Proposed Porirua District Plan
- Kāpiti Coast District Plan
- Upper Hutt Operative District Plan
- Proposed Wairarapa Combined District Plan
- Proposed Wellington City District Plan
- Auckland Unitary Plan
- Christchurch District Plan

(118) Summary of key findings:

- Every District Plan reviewed included an Infrastructure or Network Utilities chapter.
- Objectives typically address the following matters:
    - Recognising and providing for the benefits of infrastructure,
    - Managing the adverse effects of infrastructure,
    - Protecting infrastructure from adverse effects including reverse sensitivity effects,
    - Infrastructure is resilient and meets community needs,
    - Infrastructure is integrated with land use and development, and
    - Transport network supports well-functioning environments.
- Rule frameworks typically include general rules which are highly enabling towards operation, maintenance, repair, removal and minor upgrading of infrastructure. More specific rules are typically included by infrastructure type for other upgrading or new infrastructure.
- The rules typically link to standards covering matters such as bulk and location of structures, earthworks and vegetation removal.
- The approaches to incorporating overlays, such as for coastal character or natural hazards, is highly variable and include the following:
    - Separate infrastructure chapters addressing different overlays,
    - Overlays addressed within the rules of the infrastructure chapter, either by:

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        - Separate rules for different combinations of overlays and infrastructure types,
        - Overlays collated into simple catch-all rules, and
        - Overlays addressed in rules, but not within separate rules, and
    - Overlays not addressed within infrastructure chapters, instead provisions for infrastructure are included within the respective chapters for overlays.
- Non-infrastructure activities often included in chapters include meteorological activities, extreme weather warning devices and amateur radio configurations.
- Reverse sensitivity provisions are sometimes included within the chapter or in zone or noise chapters.
- Some chapters include separate sections with detailed provisions for the National Grid.

4.2.3 Advice from mana whenua

(119) Council has engaged with mana whenua on the district plan review through the Kāhui Mana Whenua engagement group. No specific issues have been raised with regard to infrastructure. However, mana whenua have provided advice on the sites and areas that are of significance to them. The values associated with these sites and areas have potential to be impacted by the operation or development of infrastructure.

4.2.4 Stakeholder and community engagement

(120) Council has primarily engaged with the community and other stakeholders through two rounds of engagement:

- The *Shaping Your City* engagement (2020), on issues and options for the District Plan Review, and
- The *Draft District Plan* engagement (2023), on a full draft of the plan that had been developed through the District Plan Review.

(121) In addition, for some topics there has been ongoing engagement with people who have expressed a particular interest in that topic.

(122) Main themes of this feedback during engagement were:

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- Support for the general intent of the objectives and policies of the Infrastructure chapter of the Draft District Plan (including to provide for infrastructure, recognise its significance, manage impacts of new development on infrastructure and addressing potential environmental effects from infrastructure).
- Requests for specific amendments that touch on nearly all parts of the chapter, but particularly in relation to:
    - Ensuring rules and standards are appropriate to enable new infrastructure, including in natural hazard and natural landscape areas,
    - Improving clarity on the application of the chapter's policies and rules,
    - Improving integration with national policy statements and national environmental standards,
    - Providing greater recognition and protection of infrastructure from incompatible development, particularly regionally significant infrastructure,
    - Enabling earthworks associated with infrastructure, including trenching, and
    - Providing for temporary mobile generators.

4.2.5 Technical information/advice commissioned

(123) A range of technical reports have informed the District Plan Review with regard to infrastructure.

(124) In particular, the most recent *Wellington Regional Housing and Business Development Capacity Assessment* was completed in August 2023. This assessment was undertaken in accordance with the requirements of the NPS on Urban Development. The Assessment included the following findings for Lower Hutt:

- An estimated population at 2022 of 112,700, which is forecasted to increase 35% to 152,300 by 2052.
- Constraints on the three waters network will impact on development capacity without intervention in the short, medium and long term. Significant upgrades would be needed to support the anticipated population growth.

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- Lower Hutt's transport network is less constrained, however will be further strained by population growth.

(125) The District Plan Review has also included technical assessments that identify a range of buildings, sites and areas with values that may be susceptible to impacts from development, including development of infrastructure. This includes assessments for the identification of:

- Outstanding natural features and landscapes,
- High, very high and outstanding coastal natural character areas,
- Historic heritage buildings, structures and areas, and
- Notable trees.

(126) In addition, technical assessments have informed the identification of natural hazard areas.

4.3 Summary of issues analysis

(127) Based on the above sources of information including the statutory and strategic review in Section 3 of this report, the key resource management issues are identified as follows:

4.3.1 Recognising and providing for benefits of infrastructure

(128) The District Plan should recognise and provide for the critical role of infrastructure in enabling people and communities to provide for their social and economic well-being and their health and safety.

(129) Some infrastructure, particularly the three waters network is struggling to meet existing demand pressures. There will be further demand pressures on infrastructure as the population is forecast to increase 35% over the next 30 years.

(130) There is a need for the District Plan to enable infrastructure providers to respond to these challenges to ensure that infrastructure is sufficient to support people and communities.

4.3.2 Adverse effects of infrastructure

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(131) Infrastructure can vary greatly in terms of form, scale and operational requirements and the adverse effects on the environment that it may generate. The District Plan needs to provide direction towards managing adverse effects for these variable circumstances.

(132) Infrastructure may have a functional or operational requirement to locate in sensitive environments (such as landscape or heritage areas) where the infrastructure could adversely affect the values of that environment. The District Plan should provide direction towards managing the tension between providing for the benefits of infrastructure and managing adverse effects, particularly where there is direction in national policy statements and the Regional Policy Statement to avoid some adverse effects.

4.3.3 Adverse effects on infrastructure

(133) Activities which are sensitive to the adverse effects resulting from infrastructure, may, if poorly located or designed, result in the operation of those infrastructure activities being constrained. Other poorly located activities may have more direct effects on the operation of infrastructure. Infrastructure may have a functional requirements to be located in proximity to the communities they support which can contribute to the occurrence of these issues.

4.3.4 Transport network

(134) A transport network which provides for the safe and efficient movement of people and goods supports people and communities in providing for their social and economic wellbeing. However, a transport network which prioritises movement of people and goods via private motor vehicles can have negative impacts on carbon emissions, the quality and safety of urban environments and access to low-cost travel modes.

4.3.5 Climate change and natural hazards

(135) Many areas within Lower Hutt are subject to natural hazard risk, the effects of which will be exacerbated by climate change. It is important that infrastructure can continue to support communities affected by

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climate change and natural hazards, including supporting emergency responses.

(136) Infrastructure may have a functional need to locate in areas which are subject to natural hazard risk. In such cases effects of natural hazard risk on the infrastructure as well as any effects on increased natural hazard risk due to the placement of infrastructure structures related to risk have to be managed.

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5 Scale and significance assessment

(137) In writing this evaluation report we must provide a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects anticipated from the implementation of the proposal.

(138) In assessing that scale and significance we have had regard to:

Matters of national importance	Moderate – infrastructure may have a functional or operational need to locate in areas which have characteristics related to matters of national importance.
Other matters	Moderate - other matters of relevance to this topic include the efficient use of natural and physical resources, and energy, and maintenance and enhancement of amenity values and the quality of the environment.
Degree of change from the operative plan	There are moderate changes to the structure of the provisions and to some of the detail in the standards. However, there is not significant change to the general intent and substance of the chapter.
Geographic scale of effects	Moderate – of relevance to the entire district. However, the geographic scale will vary by infrastructure project and in most cases environmental effects will be localised.

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Number of people affected	Will vary by infrastructure project, but can potentially be moderate to large in scale.
Duration of effects	Moderate – will vary by infrastructure project. Construction effects will typically be short-term. Operational effects and amenity effects related to aboveground structures will be long term.
Economic impacts	Moderate to high as infrastructure is essential in enabling economic activity.
Social and cultural impacts	Moderate to high as infrastructure is essential for social and cultural wellbeing.
Environmental impacts	Moderate – will vary by scale for each infrastructure project/activity. Can be significant for larger, new infrastructure projects but many activities (such a repair, maintenance and operation of existing infrastructure) have minimal or no environment impact.
Health and safety impacts	Moderate – infrastructure includes transport, electricity, gas and fuel networks, which need to be appropriately managed to ensure public health and safety.
Degree of interest from mana whenua	Moderate – Mana Whenua have not expressed a particular interest in this topic. However, infrastructure may be in locations with particular values that Mana Whenua have expressed an interest in, including in natural landscape areas, coastal and riparian margins, and other sites and areas of significance to Māori.

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Degree of interest from the public	Low – provisions are primarily of interest to infrastructure providers and network utility operators.
Degree of risk or uncertainty	Moderate – given the wide range of infrastructure types covered and the degree of interaction with other chapters and overlays.

(139) Accordingly, the overall scale and significance of the effects of Infrastructure are **moderate**.

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6 Proposed District Plan objectives and provisions

6.1 Overview of proposed provisions

(140) This is an evaluation of the proposed provisions in the

- Infrastructure chapter; and
- Protection of Infrastructure chapter.

(141) The proposed provisions are set out in detail in the Proposed District Plan which should be read in conjunction with this evaluation report.

6.1.1 Provisions of the Infrastructure chapter

(142) The Infrastructure chapter includes four objectives:

- INF-O1 – Benefits of infrastructure:
  The national, regional and location benefits are recognised and provided for.
- INF-O2 – Adverse effects of infrastructure:
  The adverse effects of infrastructure on the environment are effectively managed while recognising the functional and operational needs of infrastructure.
- INF-O3 – Infrastructure availability and capacity
  Enable safe, resilient, sustainable, responsive and efficient infrastructure that is well integrated with, and able to meet the needs of, subdivision, use, and development.
- INF-O4 – Transport network
  Ensure the transport network is safe, accessible and connected, and provides for all transport modes and users to move efficiently within and beyond Lower Hutt, while being integrated with land use, development, and the planned outcomes for zones and precincts.

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(143) 14 supporting policies address the following matters:

- Recognising and providing for the benefits of infrastructure (INF-P1 and INF-P2)
- The planning and delivery of infrastructure (INF-P3)
- Providing flexibility for infrastructure to adopt new technologies (INF-P4)
- Managing adverse effects of infrastructure (INF-P5)
- Guidance for consideration of adverse effects of infrastructure (INF-P6)
- Particular matters for upgrading and developing the transport network (INF-P7)
- Particular matters for upgrading and developing the National Grid (INF-P8)
- Particular matters for upgrading and developing infrastructure in sensitive locations (INF-P9 to INF-P14).

(144) 25 rules address the following:

- Operation, maintenance, repair and decommissioning
- Upgrading
- General activities, such as vehicle access tracks, temporary infrastructure and signs
- Aboveground telecommunications, radiocommunications and electricity distribution infrastructure
- Gas transmission infrastructure
- Electricity transmission infrastructure
- Water infrastructure

(145) The rules are presented in a table format, which for each rule identifies the standards which apply, and the activity status based on conformance with standards and whether infrastructure is located within a sensitive area.

Note on structure of the proposed Infrastructure chapter

(146) For the most part the Infrastructure chapter is a "one-stop-shop" for infrastructure activities, with these activities precluded from most

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provisions in other district-wide or area-specific chapters of the proposed district plan. The chapter contains provisions for where infrastructure is located in overlays such as coastal natural character, outstanding natural features, natural hazards or sites and areas of significance to Māori.

(147) There are multiple options for presenting rules for infrastructure located in overlays or other sites or areas of significance, including the use of sub-chapters or a proliferation of the number of rules to cover all relevant scenarios of infrastructure located inside or outside of overlays.

(148) The approach taken in the proposed Infrastructure has been to use a table format. For each of the 25 rules, the columns in the table identify which standards are applicable, and the activity status both with regard to whether the standards are complied with and whether the infrastructure is located in an overlay or a site or area of significance. For restricted discretionary activities; the matters of discretion are identified at the end of the table.

(149) This format has been tested with several planers, including planners experienced in plan-making and resource consenting, to test the legibility and usability of the table format. The initial feedback has been positive.

6.1.2 Provisions of the Protection of Infrastructure chapter

(150) The Protection of Infrastructure chapter includes one objective:

- PINF-O1 – Adverse effects on infrastructure
  The adverse effects of subdivision, use, and development do not compromise the function and operation of infrastructure.

(151) The objective is supported by three policies:

- PINF-P1; which identifies methods in which the proposed District Plan protects regionally significant infrastructure from incompatible use and development, including by provisions within the PINF chapter and other chapters.

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- PINF-P2; which specifically provides direction for the protection of gas transmission infrastructure from use and development with regard to provisions in the PINF chapter.
- PINF-P3; which specifically provides direction for the protection of the National Grid from use and development with regard to provisions in the PINF chapter.

(152) Rules PINF-R1 and PINF-R2 control the effects of activities, and buildings structures respectively, on gas transmission infrastructure in support of policy PINF-P1.

(153) Rules PINF-R3 and PINF-R4 control the effects of activities, and buildings structures respectively, on National Grid infrastructure in support of policy PINF-P2.

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7 Evaluation of objectives

(154) This section is the evaluation of objectives, as required through s32(1)(a) of the RMA.

(155) An objective is a statement of what is to be achieved through the resolution of a particular resource management issue. A district plan objective should set out a desired end state to be achieved through the implementation of policies and rules.

(156) Under s75(1)(a) of the Resource Management Act, a district plan must state the objectives for the district.

(157) Under s32(1)(a) of the Resource Management Act, an evaluation report required under the Act must examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of the RMA. The purpose of the RMA, as stated in s5(1) of the Act, is to promote the sustainable management of natural and physical resources.

(158) For the Infrastructure chapter, this evaluation is structured as follows:

- INF-O1 (Benefits of infrastructure), INF-O2 (Adverse effects of infrastructure), INF-O3 (Infrastructure availability and capacity) and INF-O4 (Transport network)

  These objectives collectively address the need for infrastructure while managing the impacts of infrastructure.

- PINF-01 (Adverse effects on infrastructure)

  This objective sets an outcome for managing land use that may have an impact on infrastructure, rather than addressing infrastructure itself.

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7.1 Evaluation of INF-O1 to INF-O4 (operation and development of infrastructure)

INF-O1 – Benefits of infrastructure *The national, regional and local benefits of infrastructure are recognised and provided for.* INF-O2 – Adverse effects of infrastructure *The adverse effects of infrastructure on the environment are managed while recognising the functional and operational needs of infrastructure.* INF-O3 – Infrastructure availability and capacity *Enable safe, resilient, sustainable, responsive and efficient infrastructure that is well integrated with, and able to meet the needs of subdivision, use and development.* INF-O4 – Transport network *Ensure the transport network is safe, accessible and connected, and provides for all transport modes and users to move efficiently within and beyond Lower Hutt, while being integrated with land use, development and contributing to the planned outcomes for zones and precincts.*
Relevance • Objective INF-O1 which is that the benefits of infrastructure is recognised and provided for, is directly responsive to issue 4.3.1 (Recognising and providing for the benefits of infrastructure) • This is complemented by objective INF-O3, which ensures the delivery of infrastructure is effective and responsive to the needs of people and communities. • Objective INF-O2 addresses issue 4.3.2 (Adverse effects of infrastructure) in that it seeks an outcome that the adverse effects of infrastructure are effectively managed, while recognising the functional and operational needs of infrastructure. • The standalone objective for transport, INF-O4, responds to issue 4.3.4 (Transport network) and recognises the particular significance of transport network in connecting people and communities, as well as the particular effects the transport network may have, including on urban environments and greenhouse gas emissions. **Usefulness** • Clearly states outcomes for infrastructure and the potential impacts.

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- The outcomes expressed in INF-O3 will ensure infrastructure delivery is effective to meet the needs of communities and resource efficient supporting sustainable management of physical resources.
- It is useful to be particularly clear on the outcomes sought for the transport network, as aside from its transport function, transport networks comprise a large part of urban environments.
- INF-O4 will ensure that all transport modes are provided for, and the planned outcomes for zones and precincts are considered when providing for transport function of the transport network.
- Supports the Council function of controlling the actual and potential effects of infrastructure (a function under s31(1)(b) of the RMA).

Reasonableness

- Unlike other activities, infrastructure has intrinsic societal and economic benefits, and it is reasonable that these are recognised and provided for.
- The outcomes in the objectives are reasonable for network utility operators to meet, as they seek for infrastructure to be provided in a way which is responsive to the needs of peoples and communities.
- It is reasonable to acknowledge that to be responsive to the demands of communities, infrastructure has functional and operational needs, including with regard to where it is located, and that regard should be had to these needs when considering the effects of infrastructure.
- These outcomes are consistent with outcomes sought in the operative District Plan, other district plans in the Wellington region, and higher order policy direction.

Achievability

- Can be achieved without imposing a significant regulatory burden on network utility operators providing and operating infrastructure under the District Plan (although the policies and rules that implement the objective would have a greater influence on this).

Alternatives

- **No specific objective for the transport network**

  This alternative comprises retaining rules and standards relevant for transport network infrastructure, and effectively relying on more generic objectives (particularly INF-O1 and INF-O3, possibly with some modifications) to set the outcomes for the transport network.

  The rationale for this alternative would be to not set apart a specific objective for the transport network when all other infrastructure types are supported by generic objectives.

  The alternative is not proposed as the transport network has characteristics which set it apart from other infrastructure types and which warrant direction from specific

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outcomes. Compared to other infrastructure types, which may be predominantly provided underground, overhead or located on private sites, the transport network forms a large component of urban environments and the public realm. How people interact with the transport network significantly informs their experience of urban environments. It would be an oversimplification for the stated outcomes for the transport to refer simply to the transport network function, but it is appropriate that the outcomes when providing for the planning and development of the transport network are linked to the planned outcomes for urban zones and precincts.

Having a specific transport objective also allows for more specific outcomes concerning safety, connectedness and provision for all modes.

- **Including a specific objective for the National Grid**

  This alternative would comprise the inclusion of an objective, in addition to those proposed, outlining specific outcomes for National Grid infrastructure.

  The rationale for this alternative would be to ensure alignment with the NPS on Electricity Transmission.

  This alternative is not proposed as it is considered the outcomes sought by the generic objectives (including PINF-O1, refer assessment table below) as they relate to National Grid infrastructure, suitably align with the NPS on Electricity Transmission, and detailing a specific objective is not necessary.

- **Including a specific objective addressing climate change and natural hazards**

  This alternative would comprise the inclusion of an objective, in addition to those proposed, outlining specific outcomes for provision of infrastructure and resiliency in the context of climate change.

  The rationale for this alternative would be acknowledge the risks and challenges from climate change and natural hazards which face all infrastructure types, and define specific outcomes for infrastructure in light of this.

  The alternative is not proposed as it is considered that these considerations are suitability addressed in INF-O3 which sets an outcome that infrastructure is safe, resilient, sustainable, responsive and resilient and capable of meeting the needs of communities.

- **Including an objective seeking compact urban forms and consolidation of infrastructure resources**

  The rationale for this objective would be that compact urban forms support efficiency in supplying infrastructure to communities, and thereby would support sustainable management of physical resources.

  This alternative is not proposed as other objectives and policies in the District Plan set outcomes for a compact urban form (particularly in the Strategic Directions chapter), with this outcome primarily being achieved through the zones of the proposed District

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Plan. As the transport network influences urban form, the objective for the transport network includes an outcome for integrating the transport network with land use, development and planned outcomes for zones and precincts.
Summary
Objectives INF-O1 to INF-O4 set clear outcomes for providing for infrastructure development and operation while managing the effects on the environment. With the associated policies and rules, the objectives would enable network utility operators to undertake their functions in providing infrastructure to support well-functioning urban environments, while enabling Council through its regulatory function to control the actual and potential effects on the environment. Although the objectives define clear outcomes they are not overly prescriptive and would not impose a significant regulatory burden on network utility operators under the District Plan (although the policies and rules that implement the objective would have a greater influence on this).

7.2 Evaluation of PINF-O1 (protection of infrastructure)

PINF-O1 – Adverse effects on infrastructure *The adverse effects of subdivision, use and development do not compromise the function and operation of infrastructure.*
Relevance • This objective relates to issue 4.3.3, as it addresses the control of activities that are sensitive to the adverse effects from infrastructure. • Identifies the need to control the effects of subdivision, use and development to the extent it may compromise the operation or development of infrastructure. **Usefulness** • Clearly states outcome sought, being that infrastructure is not compromised by other activities. • Clearly states the extent to which effects are sought to be managed, providing direction to applicants and decision-makers. • Aligns with national policy direction (such as the NPS-ET) and the RPS with regard to the protection of infrastructure. • Supports the Council function of controlling the actual and potential effects of sensitive activities on infrastructure (a function under s31(1)(b) of the RMA). **Reasonableness**

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- It is reasonable to seek to control the effects of activities which may compromise the operation or development of infrastructure, as this will help to ensure the benefits of infrastructure are achieved.
- This outcome is reasonable, for applicants to meet. The wording of the objective is concerned with the effects of subdivision, use and development to the extent that it may compromise the function of operation of infrastructure. As such the objective does not seek to unduly constrain subdivision, use and development.
- This outcome is consistent with outcomes sought in the operative District Plan, other district plans in the Wellington region, and higher order policy direction.

Achievability

- Can be achieved without imposing a significant regulatory burden on applicants under the District Plan (although the policies and rules that implement the objective would have a greater influence on this).

Alternatives

- **Status quo**

  Objective 13.1.2 – To ensure the operation, maintenance, upgrading and development of regionally significant network utilities is not compromised by other activities.

  The proposed objective is generally consistent with the status quo, but uses terminology that is more consistent with the national planning standards and district plans of adjacent territorial authorities.

  'Regionally significant network utilities' is a defined term in the operative District Plan which is similar to but slightly less encompassing than the RPS term 'regionally significant infrastructure'. It is not necessary to limit the outcome sought in the objective as applying only to network utilities or infrastructure which are regionally significant.

- **Including a specific objective for the National Grid**

  This alternative would comprise the inclusion of an objective, in addition to PINF-O1, outlining specific outcomes for protection of National Grid infrastructure.

  The rationale for this alternative would be to ensure alignment with the NPS on Electricity Transmission.

  This alternative is not proposed as the outcomes sought by the general objectives (including INF-O1 to INF-O3, refer assessment table above), as they relate to National Grid infrastructure, give effect to the NPS on Electricity Transmission and detailing a specific objective is not necessary.

Summary

Objective PINF-O1 sets clear outcomes for protecting infrastructure from subdivision, use and development. It would provide confidence to operators that they can undertake

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network utility operations without being unduly constrained by use and development, while not placing undue constraints on people undertaking subdivision, use and development.

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8 Evaluation of Policies and Rules/Methods

(159) Policies and rules implement, or give effect to, the objectives of a plan.

(160) Policies of a district plan are the course of action to achieve or implement the plan's objective (i.e. the path to be followed to achieve a certain, specified, environmental outcome). Rules of a district plan implement the plan's policies, and have the force and effect of a regulation.

(161) Under s32(1)(b) of the Resource Management Act, an evaluation report required under the Act must examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—

(i) identifying other reasonably practicable options for achieving the objectives; and

(ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and

(iii) summarising the reasons for deciding on the provisions.

(162) Under s32(2) of the Resource Management Act, the assessment of the efficiency and effectiveness of the provisions must:

(a) identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—

(i) economic growth that are anticipated to be provided or reduced; and

(ii) employment that are anticipated to be provided or reduced; and

(b) if practicable, quantify the benefits and costs referred to in paragraph (a); and

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(c) assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

Note on the structure of this evaluation

(163) The evaluation of policies and rules is grouped as follows:

- General provisions for the operation and development of infrastructure:
  - Policy INF-P1 Recognise benefits of infrastructure
  - Policy INF-P2 Provide for infrastructure
  - Policy INF-P3 Planning and delivery of infrastructure
  - Policy INF-P4 Technological advances
  - Policy INF-P5 Adverse effects of infrastructure
  - Policy INF-P6 Consideration of the adverse effects of infrastructure
  - Rules INF-R1 to INF-25
- Provisions for the transport network:
  - Policy INF-P7 Upgrading and developing the transport network
  - Rules INF-R22 to INF-R24
- Provisions for the National Grid:
  - Policy INF-P8 Upgrading and developing the National Grid
  - Rules INF-R17 to INF-R19
- Provisions for infrastructure located in sensitive areas:
  - Policy INF-P9 Upgrading and developing infrastructure in natural hazard overlays
  - Policy INF-P10 Upgrading and developing infrastructure in coastal or riparian margins
  - Policy INF-P11 Upgrading and developing infrastructure in coastal natural character overlays
  - Policy INF-P12 Upgrading and developing infrastructure in Outstanding Natural Features and Outstanding Natural Landscapes

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- Policy INF-P13 Upgrading and developing infrastructure in sites and areas of significance to Māori, heritage areas and sites containing heritage buildings and heritage structures
- Policy INF-P14 Upgrading and developing infrastructure in the Active Frontage overlay
- Rules INF-R3 to INF-R25

- Provisions for the protection of infrastructure:
  - Policy PINF-P1 Protecting regionally significant infrastructure
  - Policy PINF-P2 Adverse effects on gas transmission infrastructure
  - Policy PINF-P3 Adverse effects on the National Grid
  - Rules PINF-R1 to PINF-R4

Note on quantification of benefits and costs

(164) Specific quantification of all benefits and costs associated with the proposed District Plan is considered neither practicable nor readily available. In general, a qualitative assessment of costs and benefits associated with the proposed District Plan is considered sufficient, and this is provided for in the below evaluation of policies, rules and other methods. However, where practicable and considered appropriate to supporting the evaluation, some of the benefits or costs associated with the proposed District Plan have been quantified. The identification of costs and benefits has been informed by the body of evidence outlined in section 4.2 of this report.

Note on risk of acting / not acting if information is uncertain or insufficient

(165) The evidence base which has informed the preparation of the proposed Infrastructure chapter and Protection of Infrastructure chapter is identified in section 4.2 of this report. With consideration to this evidence base, the issues concerning infrastructure are generally well understood including with regard to the specific context of Lower Hutt. As such, there is sufficient information on which to base these provisions. To the extent that any information is uncertain or insufficient, the risk of not acting may

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be that the benefits of infrastructure are not fully realised, or adverse effects are not appropriately managed.

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8.1 Evaluation of general provisions

(166) These are general provisions which apply to the operation and development of infrastructure. Policies INF-P1 to INF-P6 are relevant to all scales and types of infrastructure operation and development. Rules INF-R1 to INF-R25 include general and specific rules, which collectively support the policies.

(167) Policy INF-P1 identifies the social, economic, cultural and environmental benefits that infrastructure provide and which should be recognised. Policy INF-P2, provides direction on how the infrastructure is provided for, including enabling of infrastructure operation, maintenance and investigation activities, and providing for upgrading and development.

(168) Policies INF-P3 and INF-P4 provide direction to ensure the delivery of infrastructure is responsive to the changing demands of people and communities and new technologies.

(169) Policies INF-P5 and INF-P6 provide direction on the management and consideration of the adverse effects of infrastructure, in resource consent applications.

(170) Policies INF-P1 to INF-P6 are collectively included as assessment matters for any application for resource consent under rules INF-R1 to INF-R25.

(171) Rules INF-R1 to INF-R10 are generally applicable rules which address:

- Any infrastructure activity involving radiofrequency fields (INF-R1);
- The operation, maintenance, repair or decommissioning of infrastructure (INF-R2);
- Upgrading, not including the transport network, or gas or electricity transmission infrastructure (INF-R3);
- Vehicle access tracks for infrastructure activities (INF-R4);
- Temporary infrastructure (INF-R5);
- Signs for the purpose of infrastructure, not including for operating the transport network (INF-R6);
- Cabinets (INF-R7);
- Infrastructure located within existing buildings (INF-R8);
- Underground pipelines, not including gas transmission, and other underground structures (INF-R9 and INF-R10).

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(172) Rules INF-R11 to INF-R24 relate to specific infrastructure types:

- Aboveground telecommunications, radiocommunications and electricity distribution infrastructure (INF-R11 to INF-R14),
- Gas transmission infrastructure (INF-R15 to INF-R16),
- Electricity transmission infrastructure (INF-R17 to INF-R19),
- Aboveground water infrastructure (INF-R20),
- Transport infrastructure (INF-R21 to INF-R24)

(173) Rule INF-R25 is a "catch-all" rule for any infrastructure not otherwise provided for.

(174) Most of rules require compliance with a list of identified standards. Standards INF-S1 to INF-S21 cover matters including technical standards for radiofrequency fields, size and location of structures, earthworks and vegetation clearance.

INF-P1 Recognise benefits of infrastructure **INF-P2 Provide for infrastructure** **INF-P3 Planning and delivery of infrastructure** **INF-P4 Technological advances** **INF-P5 Adverse effects of infrastructure** **INF-P6 Consideration of the adverse effects of infrastructure** **INF-R1 to INF-R25**
Why these provisions are included in the proposed District Plan
These provisions collectively implement objectives INF-O1 to INF-O4. Policies INF-P1 to INF-P6 provide clear direction for matters to consider when assessing applications under rules INF-R1 to INF-R25, and are specifically referenced in the assessment matters for restricted discretionary activities. Rules R1 to R25 provides a framework which encompasses all infrastructure activities.
Efficiency and effectiveness
Benefits • Clearly identifies types of effects from infrastructure which need to be managed. • Provides clear guidance for managing effects, including ways to avoid or minimise some adverse effects. • Enables infrastructure to be responsive to the changing needs of communities and adaptable to new challenges and technologies.

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- Enables economic growth and for communities to provide for their well-being through providing for the benefits of infrastructure.
- Provides certainty to infrastructure providers that maintenance, operation and development of infrastructure are provided for, albeit through a resource consent process and with appropriate management of adverse effects in some circumstances.

Costs

- Through providing for the functional and operational needs of infrastructure, some adverse effects will not be able to be avoided. There will be some changes to the environment, particularly from new or upgraded infrastructure.
- Enabled activities may cause temporary disruption to communities and economic activity.

Overall assessment

The provisions are effective in implementing the outcomes expressed in the objectives and giving effect to higher order documents. Providing for the benefits of infrastructure and managing effects on the environment may in some circumstances lead to conflicting or competing outcomes. The provisions provide guidance as to how resource consent applications may resolve tension between these outcomes.

Policy INF-P2 provides a clear outline of how infrastructure is provided for in the plan, which is reinforced by the rule framework. The provisions are highly enabling of maintenance, repair and minor upgrading of existing infrastructure through a set of general rules, which reflects the existing environment and scale of potential additional effects expected from these activities.

For development of infrastructure, a more tailored approach is taken by the rule framework, which reflects the potential for a larger scale of effects (compared to infrastructure operation and maintenance) and the differences between infrastructure types. Many rules include reference to standards which link consenting requirements to the scale of effects.

This tailored rule framework and use of standards in some cases provides a permitted pathway for development of infrastructure. This is an efficient approach which does not unduly restrict infrastructure providers and links consenting requirements to potential for effects on the environment.

Reasonably practicable alternatives

- **No general rules**
  The rule framework could be based entirely on rules which are specific for each infrastructure type. This would ensure that the provisions are targeted to address the issues and requirements of each infrastructure activity. However, this will result in an unnecessarily long and complex rule framework. If no general or catch-all rules were included, it is likely that some infrastructure activities would not be adequately described or provided for in the rules.
- **All general rules**

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The rule framework could be based entirely on general rules, including for all new and upgraded infrastructure. This would allow for a simplified set of provisions. However, it is unlikely this would approach would adequately account for the differing issues and requirements for new or upgraded infrastructure. It may result in an unduly permissive approach in some cases and unduly restrictive in others.

8.2 Evaluation of transport network provisions

(175) These are provisions which specifically address the upgrading and development of the transport network. The operation and maintenance of the transport network is addressed by general provisions (refer to the preceding evaluation).

(176) Policy INF-P7 provides direction for new or upgraded transport infrastructure. This may include infrastructure developed by network utility operators, or may include roads or footpaths serving new subdivisions which are intended to be vested to Council. The direction in the policy particularly emphasises provision for active and public transport modes, and also provides direction on not compromising the safety and efficiency of the transport network, and achieving consistency with the planned outcomes of the zones and precincts in which the infrastructure is located.

(177) Rule INF-R22 provides for 'ancillary transport network infrastructure'. This is a defined term which includes traffic control signals, light poles, bus stops and other street furniture. The rule enables these activities as permitted (where located outside of overlays), subject to compliance with standards which cover matters such as the size and location of structures, and earthworks.

(178) Rule INF-R23 provides for upgrading transport network infrastructure, which is enabled as permitted subject to compliance with standards. These include a specific standard for road design (INF-S15) and a suite of earthworks standards. Activities which cannot achieve compliance with the standards are restricted discretionary activities.

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(179) Rule INF-R24 provides for new transport, and references the same suite of standards as INF-R23. Activities which comply with the standards have a restricted discretionary activity status, or otherwise are discretionary activities.

(180) Standard INF-S15 has minimum requirements for road formation design, street lighting and road noise which reference external standards. The standard also has minimum requirements to ensure connectivity, sufficient width for fire service vehicle access, suitable footpath design, and minimum requirements for street trees.

INF-P7 Upgrading and developing the transport network **INF-R22 to INF-R24**
Why these provisions are included in the proposed District Plan
These provisions provide specific direction and requirements pertaining to upgrading and development of new transport infrastructure in support of INF-O4.
Efficiency and effectiveness
Benefits • Development of the transport network, including public and active transport supports well-functioning environments. • Provides for low carbon modes which have a lesser impact on the climate. • The movement of people and goods enabled by the transport network supports economic activity. • The provisions accommodate both the movement and place functions of the transport network, the balance of which is important to enabling social cohesiveness. • The direction of the policy with regard to not compromising the safety of the transport network, and providing for active transport networks, provides for community health and safety. • Reference to the character and amenity of zones and precincts supports the planned outcomes for the zones and precincts in which transport infrastructure locates. • Provides certainty to transport network operators that development of transport infrastructure is provided for in the plan. **Costs** • Providing for development of transport network infrastructure will result in some adverse effects. There will be some changes to the quality of the environment resulting from new or upgraded transport infrastructure.

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- Not including more detailed minimum requirements for the development of transport infrastructure, may mean some benefits to the community will not be achieved.
- Enabled activities may cause temporary disruption to communities and economic activity.

Overall assessment

INF-P7 provides clear principles which support the outcomes expressed in INF-O4 and which will guide the design of transport network infrastructure. Without being overly prescriptive, the minimum requirements in INF-S15, will ensure new roading infrastructure is of a suitable design and includes appropriate consideration of active transport modes, to support implementation of the policy and objective.

The provisions provide a pathway for both ancillary transport network infrastructure and upgrading of transport network infrastructure to be permitted, subject to location and compliance with standards. This targets assessment requirements to such activities which are not suitably designed or which have a higher scale of effects. Any new transport network infrastructure requires resource consent, which recognises the potential higher scale or impact of effects, and ensures that such activities consider the matters in INF-P7.

Reasonably practicable alternatives

- **Status quo**

  The provisions of the Network Utilities chapter in the operative District Plan provide for ancillary transport infrastructure (such as traffic lights and street furniture) as permitted activities (similar to the proposed approach). All construction, alteration or diversions of roads require consent as a discretionary activity. The provisions do not include provision for other parts of the transport network such as cycleways unless as part of grade-separated facility. There are no design standards specific to the transport network. There are no specific objectives and policies in the Network Utilities chapter for the development of the transport network. However, there are objectives and policies in the Transport chapter, as well as additional rules and standard for road design and construction.

  The benefit of this approach is that it is not overly prescriptive towards the design of transport infrastructure, with the only design standard being that road design is in accordance with NZS 4404. The costs of this approach are that it unnecessarily requires consent for all alteration of roads, the rule framework is unnecessarily narrow in scope with regards to types of transport network infrastructure, and the provisions are mostly disconnected from the outcomes and policies both in terms of alignment and being located in another chapter.

- **More prescriptive transport design standards**

  This alternative would follow the approach taken in the proposed district plans for Wellington City and Porirua, which include detailed design requirements, including

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for geometric design, and widths for footpath, cycle and traffic lanes and berms, for each classification of road.

The benefit of this approach is it provides clear direction and minimum design requirements to achieve alignment in the directions and outcomes of the policy and objectives.

This alternative is not proposed as over prescribing minimum requirements may limit planners and designers from finding the best solution within the constraints of any new project, possibly to the detriment of the outcomes and directions sought in the objectives and policies.

8.3 Evaluation of National Grid provisions

(181) These are provisions which specifically address the upgrading and developing of National Grid infrastructure. The operation and maintenance of the National Grid is addressed through the general provisions (refer to evaluation in section 8.4 of this report).

(182) INF-P7 provides direction for providing for the upgrading and developing of the National Grid while managing the adverse effects on the environment. This includes specific direction for National Grid activities which have effects on sensitive activities or activities in the City Centre Zone, or the identified values of coastal natural character areas or Outstanding Natural Features or Outstanding Natural Landscapes. National Grid activities are excluded from policies which provide direction on similar matters (INF-P11, INF-P12 and INF-P14).

(183) INF-R17 provides for the upgrading of transmission lines, and identifies a suite of standards with which compliance is required. This includes a National Grid-specific standard (INF-S21) which is intended to function as a threshold to help determine if an upgrade is minor. Minor upgrades (that is, which comply with the standards) are enabled as permitted activities if located outside of overlays. Upgrades which do not comply with the standards are discretionary activities if located outside of overlays. National Grid upgrading activities other than for transmission lines are addressed through the upgrading provisions which apply to infrastructure in general (including INF-R3).

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(184) INF-R18 requires resource consent for any new transmission line, with an activity status of discretionary or higher (depending on location).

(185) INF-R19 provides for other new National Grid infrastructure including substations or other ancillary buildings. Activities which comply with the standards and are not located in overlays are enabled as permitted activities.

(186) New National Grid activities and some upgrading activities which are located in Outstanding Coastal Natural Character Area, Outstanding Natural Features, or Outstanding Natural Landscapes (within the coastal environment), have a non-complying activity status which reflects the avoid directives in INF-P7.

INF-P8 Upgrading and developing the National Grid **INF-R17 to INF-R19**
Why these provisions are included in the proposed District Plan
These provisions provide specific direction and requirements pertaining to upgrading and developing the National Grid, and support INF-O1 to INF-O3.
Efficiency and effectiveness
Benefits • Supports the development and upgrade of the National Grid, which is identified as a matter of national significance in the NPS-ET. • Ensuring a secure supply of electricity supports communities and enables economic growth. • Enables minor upgrades to transmission lines as permitted activities, which provides for the benefits of improved electricity transmission and aligns with the NPS-ET • Supports protecting the values associated with coastal natural character overlays and outstanding natural features and landscapes, and aligns with national policy direction in this regard. • For most new and upgrading National Grid activities, resource consent is required under these provisions, which provides opportunity for consideration of adverse effects on the environment. • The policy INF-P8 provides clear direction which is applied through the rule framework for managing adverse effects while enabling the benefits of the National Grid. **Costs** • National Grid infrastructure is often associated with large scale structures that are visible from a long distance and can become a major feature of a landscape. In

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providing for the National Grid, there will be some adverse environmental effects and changes to the quality of the environment.

- Where, due to these provisions, National Grid activities are not able to or are disincentivised from locating in sensitive locations, there may be a loss to people and communities from the benefits that may have otherwise been provided to their social and economic wellbeing.
- Enabled activities may cause temporary disruption to communities and economic activity.

Overall assessment

The provisions are effective in supporting the outcomes expressed in objective INF-O1 to INF-O3. Policy INF-P8 is effective in providing specific guidance for the consideration of resource consent applications for National Grid infrastructure and reconciles relevant policy direction from the NZCPS and NPS-ET.

Under the rule framework, resource consent is required for all non-minor upgrading and development of transmission lines. This is not considered to be unduly restrictive due to the potential scale of effects of these activities. INF-P8, when read together with INF-P1, INF-P2 and INF-P6, provides direction for providing for the benefits of the National Grid, while managing the adverse effects.

Reasonably practicable alternatives

- **Status quo**

  The operative District Plan requires resource consent for all upgrading of transmission lines as a restricted discretionary activity, and new aboveground transmission lines and substations as discretionary activities. There are no objectives or policies which are specific to developing the National Grid. There are no locational specific provisions relevant to developing the National Grid.

  The proposed provisions differ from the status quo in that it includes locational-specific provisions and provisions for minor upgrading. It is appropriate to enable minor upgrading, as this aligns with the NPS-ET. Locational specific provisions are proposed as some locations will be more sensitive than others to adverse effects from National Grid activities. This approach aligns with the direction on managing adverse effects in the NPS-ET, as well as the NZCPS. Particularly as the proposed District Plan has identified areas of coastal natural character, and outstanding natural features and landscapes, the provisions must be consistent with the relevant policy direction for managing effects in these and other areas. Due to the specific direction for National Grid activities in the NPS-ET, and the direction in the NZCPS which covers some similar ground, it is appropriate to include a specific policy for developing the National Grid.

- **All overlays addressed in INF-P8**

  This alternative comprises expanding INF-P8, so that it provides direction for National Grid activities which locate in other potentially sensitive locations such as

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sites and areas of significance to Māori or historic heritage, and natural hazard areas.

The rationale for this approach is to have a comprehensive policy for developing the National Grid which addresses managing effects in all potentially sensitive locations. National Grid activities will then be precluded from all of the locational specific policies (INF-P9 to INF-P14).

The alternative is not proposed, as INF-P8 is targeted at aligning with the NPS-ET on matters for which specific direction is provided, and reconciling national policy direction where the NZCPS covers similar ground (infrastructure located in the coastal environment). The other locational specific policies mostly cover matters of national importance. As the NPS-ET does not provide specific guidance on these matters, the direction provided in these policies is no less relevant to National Grid activities than it is to other infrastructure. For infrastructure located in these overlays, the locational specific policies (other than INF-P11, INF-P12 and INF-P14) will apply in conjunction within INF-P8, sub-clause 5 of which provides general direction for managing adverse effects of National Grid activities.

- **More specific direction in INF-P8**

  This alternative would be to use more specific wording in the directions on managing effects in INF-P8 to align more closely with the NPS-ET. An example would be that the direction in sub-clause 2 to seek to avoid adverse effects on Outstanding Natural Landscapes of High and Very High Coastal Natural Character, be further specified as relating to within rural environments.

  The rationale for this approach would be to maximise alignment with the NPS-ET.

  The alternative is not proposed as it is appropriate to consider the direction of NPS-ET in the context of Lower Hutt and the proposed mapped extent of the relevant overlays. In the case of Outstanding Natural Landscapes, the proposed extent of these areas are entirely within rural environments. High and Very Coastal Natural Character Areas are almost entirely with rural environments. The encroachments within urban zones are so marginal it is not necessary or appropriate to direct an approach to managing effects which is different to vast majority of the overlay.

  Such an approach is not inconsistent with the NPS-ET, which does not provide direction for effects on these overlays where located outside rural environments.

- **Operating and maintaining**

  This alternative comprises providing for other National Grid activities (such as operating, maintaining, repair and minor upgrading) either within INF-P8 or other National Grid-specific policies. The rationale for this is that INF-P8 is aimed at managing the adverse effects of National Grid activities which require consent.

  This is not proposed as general policies, particularly INF-P2, adequately provide for these National Grid activities on an enabling basis which is consistent with the direction of the NPS-ET.

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8.4 Evaluation of provisions for infrastructure located in sensitive areas

(187) These provisions provide specific direction for infrastructure located in sensitive areas. Each of INF-P9 to INF-P14 provides direction for new or upgraded infrastructure located in one of six categories of spatially defined areas. Each of rule INF-R1 to INF-R25 identifies the activity status which applies to activities depending on location. Standards may also have particular requirements for locating within some of these areas. Other infrastructure activities (operation, maintenance and repair) are addressed through the general provisions.

(188) INF-P9 provides direction for infrastructure located in natural hazard areas which are spatially defined as overlays. This includes specific guidance to avoid increases to natural hazard risk within high hazard areas, which is implemented through the activity statuses in the rule table. The direction in the policy in relation to the Overland Flow and Stream Corridor overlays is implemented through requirements in the standards, and is intended to manage effects related to structures obstructing and displacing flood water.

(189) INF-P10 provides direction in relation to coastal margins and riparian margins which are defined in the PDP and represented on the mapping. This policy is implemented through requirements in the standards for structures.

(190) INF-P11 provides direction in relation to coastal natural character areas which are spatially defined as overlays. The direction in this policy is implemented primarily through the activity statuses in the rules, and is intended to give effect to the relevant avoid directives of the NZCPS. The policy is also implemented through requirements in the standards.

(191) INF-P12 provides direction in relation to outstanding natural features and landscapes which are spatially defined as overlays. The direction in this policy is implemented primarily through the activity statuses in the rules, and is intended to give effect to the relevant avoid directives of the NZCPS. The policy is also implemented through requirements in the standards.

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(192) INF-P13 provides direction in relation to historic heritage and sites and areas of significance to Māori. These areas may be spatially defined as overlays, or otherwise include sites which contain scheduled buildings or features. The policy is primarily implemented through the activity statuses in the rules, but there are also some requirements in the standards.

(193) INF-P14 provides direction in relation to the Active Frontage overlay, which are identified streets in the City Centre Zone and Metropolitan Centre Zone which have high levels of retail amenity and pedestrian accessibility. The policy is implemented through the activity statuses in the rules.

INF-P9 Upgrading and developing infrastructure in natural hazard overlays **INF-P10 Upgrading and developing infrastructure in coastal or riparian margins** **INF-P11 Upgrading and developing infrastructure in coastal natural character overlays** **INF-P12 Upgrading and developing infrastructure in Outstanding Natural Features and Outstanding Natural Landscapes** **INF-P13 Upgrading and developing infrastructure in sites and areas of significance to Māori and historic heritage** **INF-P14 Upgrading and developing infrastructure in the Active Frontage overlay** **INF-R1 to INF-R25**
Why these provisions are included in the proposed District Plan
These provisions implement INF-O2 as they provide direction for the management of effects where infrastructure is situated in sensitive locations. The provisions also support the objectives of district-wide chapters where they relate to protecting the identified features and values of overlays and scheduled sites or features or natural hazard risk.
Efficiency and effectiveness
Benefits • Supports the protection of identified values within specified overlays • Recognises that infrastructure may have functional and operational requirements to be located in specified overlays. The provisions provide for the benefits of infrastructure in these locations where the effects can be suitably managed. • Use of overlays that clearly identify areas with identified values and natural hazard risk is an efficient approach as it ensures added resource consent requirements only apply for appropriate areas.

- Controlling the effects of infrastructure activity in the Active Frontage overlay supports the economic vitality of commercial centres and active transport networks, supporting well-functioning urban environments.
- Managing the effects of infrastructure on natural hazard risk supports the health, safety and wellbeing of peoples and communities.
- Provides certainty to infrastructure providers with regards to consenting requirements for each infrastructure activity in relation to each specified overlay.

Costs

- Given the functional and operational needs of infrastructure to be located in some of the areas identified, some adverse effects will be enabled. There will be some changes to the quality of the environment resulting from the new or upgraded infrastructure.
- Where, due to these provisions, infrastructure is not able to or is disincentivised from locating in the areas identified, there may be a loss to people and communities from the benefits that may have otherwise been provided to their social and economic wellbeing.
- There may be some ambiguity for infrastructure providers as to how to "thread the needle" between the need to provide for infrastructure and the direction to avoid some adverse effects where there is a need to locate in particularly sensitive environments.

Overall assessment

The provisions are effective in balancing both outcomes expressed in objective O2, being managing adverse effects of infrastructure, while recognising the functional and operational needs of infrastructure. It is inevitable that there will be some tension between providing for these outcomes, but the provisions along with policy INF-P6 provide direction on how to manage this tension.

The rule framework is presented in a matrix table which defines the activity status for each rules as it relates to each specified overlay. This allows for a targeted and efficient approach to consenting requirements. Although the matrix table format may appear to be complex, it presents the consenting requirements clearly and concisely and will be suitable for its intended audience; being primarily infrastructure providers and network utility operators.

Reasonably practicable alternatives

- **Status quo**

  The approach taken in the operative District Plan in the Network Utilities chapter is to specify that the provisions in the chapter do not override the provisions in most General Rules chapters, including those for significant natural, cultural and archaeological resources, historic heritage and natural hazards.

  The status quo is not proposed as including provisions in the infrastructure chapter for activities located in these areas, allows for the provisions of the chapter to provide direction as to reconciling recognising and providing for the benefits of

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infrastructure, with managing their adverse effects including on the features or values of overlays or other significant sites and locations.

In some cases, the provisions of the Infrastructure chapter do not override other district-wide provisions. This includes any infrastructure which alters or removes a historic heritage building or a notable tree. Such activities can have direct or significant effects on the value of the feature which may be difficult to avoid or minimise are best addressed through the provisions of those district-wide chapters.

- **Splitting out overlays as sub-chapter**

  The provisions as they relate to the location of infrastructure could be split out into sub-chapters for some or all overlays. This would result in the primary chapter being simplified. However, it may become less user-friendly, as applicants may need to read multiple sub-chapters to determine consent requirements than if these were consolidated to a single chapter.

- **Relying on standards**

  This alternative comprises not defining consent requirements in relation to overlays within the rules, and instead relying on more comprehensive standards to outline a threshold of effects for each overlay, above which a higher activity status may be triggered.

  The rationale for this approach would be that the consent requirements in relation to overlays could be linked more directly to the scale of effects of the activity (guided by the degree of compliance with the standards).

  This alternative is not proposed, as for the standards to effectively encompass the range of effects for infrastructure located in the various specified overlays, they would have to be very detailed and complex, which could lead to inefficient outcomes.

8.5 Evaluation of provisions for the protection of infrastructure

(194) The provisions seek to manage the effects of land use and development on the operation and development of existing infrastructure. The PINF chapter includes rules and standards to control potential reverse sensitivity

(195) Policy PINF-P1 directly aligns with Policy 8 of the Wellington RPS, in that it identifies measures taken within the proposed District Plan to protect regionally significant infrastructure from incompatible subdivision, use and development. This includes rules and standards within the PINF

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chapter (and included in this evaluation), as well as provisions contained in other chapters of the proposed District Plan (and not included in this evaluation).

(196) Policy PINF-P2 provides direction for controlling potential reverse sensitivity effects from buildings or activities in relation to a spatially defined Gas Transmission Pipeline Corridor. It is implemented by rules PINF-R1 and PINF-R2.

(197) Policy PINF-P3 provides direction for controlling potential reverse sensitivity effects from buildings or activities in relation to a spatially defined National Grid Yard. It is implemented by rules PINF-R3 and PINF-R4.

(198) Rules which implement these policies include:

- PINF-R1 Activities in the Gas Transmission Pipeline Corridor
- PINF-R2 Buildings and structures near and within the Gas Transmission Pipeline Corridor
- PINF-R3 Activities in the National Grid Yard
- PINF-R4 Buildings and structures, including additions and alterations to existing buildings and structures, in the National Grid Yard.

(199) PINF-R4 identifies standard PINF-S1, for which compliance is required for permitted activities. This standard details setback requirements for buildings and structures.

PINF-P1 Protecting regionally significant infrastructure **PINF-P2 Adverse effects on gas transmission** **PINF-P3 Adverse effects on the National Grid** **PINF-R1 to PINF-R4**
Why these provisions are included in the proposed District Plan
These provisions implement PINF-O1 and provide direction for the management of effects from subdivision, use and development that may impact the function and operation of infrastructure. Further to the provisions in the PINF chapter, objective PINF-O1 is supported by provisions located in other chapters, including protection of: • Gas and petroleum storage facilities (Hazardous substances chapter), • Railway and state highway corridors (Noise chapter), • National Grid infrastructure from earthworks (Earthworks chapter), and

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- National grid and gas transmission infrastructure from subdivision (Subdivision chapter).

Evaluation of these provisions are included in the section 32 evaluation reports of their respective chapters.

Efficiency and effectiveness

Benefits

- Managing constraints on the operation of established infrastructure assets allows for efficient use of resources and avoids environmental effects associated with re-establishing infrastructure in alternative locations.
- Prevents existing infrastructure activities from adversely affecting new potentially sensitive activities by preventing or managing those new activities where in proximity to some infrastructure types.
- Provides for infrastructure to continue to support communities and enable economic growth.
- Provides confidence for infrastructure operators that they can continue their activities without undue restraint or added costs to manage the potential effects of existing activities on new land use and development nearby.

Costs

- The provisions do not protect all infrastructure from all use or development, but provides protection for some infrastructure types from certain activities considered to be potentially incompatible. There may be some residual risk that other activities not covered by these provisions will have potential to compromise or constrain infrastructure operations. However the provisions (including those in other chapters which support PINF-P1) have been worded to specifically target those infrastructure and activity types where potential incompatibility issues are known and can be effectively managed through the district plan.
- Within defined areas the provisions curtail activities which may otherwise contribute to wellbeing of people and communities or enable economic growth.

Overall assessment

The provisions give clear direction on the management of interface issues between the operation of infrastructure and the communities it serves. The provisions relate to specific infrastructure types which may by vulnerable to specific uses and development of land. This ensures the provisions are effective in supporting the objective, and are consistent with relevant higher order policy direction, including the NPS for Electricity Transmission and the Wellington RPS. Rules which constrain the use of the land to protect infrastructure only apply within well-defined spatial layers. This, as well as the specificity to which uses the rules apply, will ensure the rules are efficient and will not unnecessarily constrain other use and development of land.

Reasonably practicable alternatives

- **Status quo**

  The operative District Plan includes provisions controlling sensitive land uses and some buildings and structures within a defined National Grid Yard. These provisions

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are broadly equivalent to those included in the proposed provisions. The operative District Plan does not include provisions to control earthworks in the National Grid Yard or to protect gas transmission infrastructure.

The status quo is not proposed as it is appropriate to include additional provisions to control potentially incompatible activities.

- **Broad policy approach**

  This alternative comprises including a policy which provides broad direction of matters to consider for use or development located in proximity to regionally significant infrastructure. The policy would not be supported by specific rules or standards, but may be cross-referenced within the introductory text of the zone chapters or within the assessment matters of relevant rules within these chapters as a consideration if the use or development is in proximity to regionally significant infrastructure.

  The rationale for this alternative is that a broad policy which covers all regionally significant infrastructure is more comprehensive in addressing Policy 8 of the RPS (regarding protection of regionally significant infrastructure from incompatible new subdivision, use and development).

  The alternative is not proposed as Policy 8 requires district plans to include policies and rules that protect regionally significant from *incompatible* new subdivision, use and development. Identifying subdivision, land use and development that is incompatible is more appropriate in achieving more direct alignment with Policy 8 and preventing unnecessary and inefficient constraints on use and development.

  A broad policy approach which is not specifically supported by rules or standards will in practice be easily overlooked, including when it may be a particularly relevant consideration. Even if the policy is considered in a resource consent assessment, its broad nature will prevent it from offering specific direction or robust support on how the application should be assessed.

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9 Summary

(200) This report, including the evaluation, has been prepared to set the context for the Infrastructure and Protection of Infrastructure chapters of the proposed District Plan. The evaluation has been undertaken in accordance with section 32 of the RMA in order to identify the need, benefits and costs and the appropriateness of the proposed chapter, having regard to its effectiveness and efficiency relative to other means in achieving the purpose of the RMA. The evaluation demonstrates that this proposal is the most appropriate option as it:

- Recognises and provides for the benefits of infrastructure
- Manages the adverse effects of infrastructure on the environment, including where located within specific overlays or natural hazard areas.
- Provides direction for managing tension between providing for benefits of infrastructure while managing adverse effects.
- Provides for infrastructure to be responsive and adaptive to changing environments, and challenges from natural hazards and climate changes.
- Includes specific outcomes and directions for the transport network, which reflect its function as infrastructure as well as being a large part of physical urban environments.
- Protects infrastructure from being compromised from incompatible development.
- Implements the higher order documents, particularly relevant national planning standards, the New Zealand Coastal Policy Statement and Regional Policy Statement for the Wellington region.
- Is consistent with the requirements of the National Planning Standards.

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