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Appendix 2 - Recommended Responses to Submissions and Further Submissions

Table 1 – Hearing E General - All

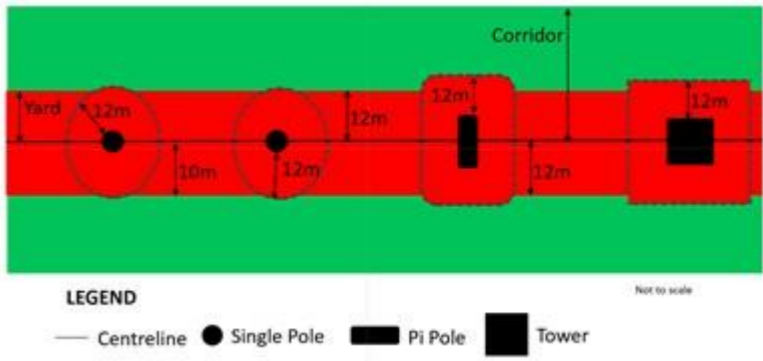
Submitter	Sub No.	Section/ Appendix	Sub-section	Provision	Submission Point Summary	Relief/ Decision Sought Summary	Accept / Reject
Canterbury Regional Council (Environment Canterbury)	183.4	General	General	General	Note across the whole plan, that references to "height" of buildings or structures do not make reference to where height is measured from (for example Open Space Zones and Rural Lifestyle Zone). Ensure that height for buildings and structures is measured from "ground level", which is a national planning standard term, with consistent expression of height rules across the plan.	Review all references to the height of buildings across the plan to ensure that height is measured from ground level, with consistent expression of height rules.	Accept
Canterbury Regional Council (Environment Canterbury)	183.1	General	General	General	Notes that a large number of rules in the plan use variable terminology to define floor areas of buildings, often with the term undefined, so that it is not clear what is being measured. It is necessary to review all references to size of buildings and consider whether a clear definition is required linking development to either the "building footprint" or "gross floor area", which are defined National Planning Standard terms, and then create exclusions from those terms within the rules if necessary.	Review the entire plan so all references to the size of buildings, link to either building footprint or gross floor area which are defined terms in the National Planning Standards.	Reject
Waipopo Huts Trust	189.3	General	General	General	The Council needs to provide the Waipopo Huts with adequate drinking water, wastewater and stormwater infrastructure.	No specific relief sought.	Reject

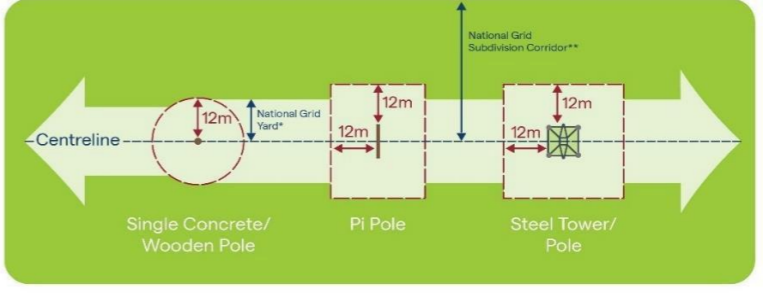
Table 2 – Energy and Infrastructure General

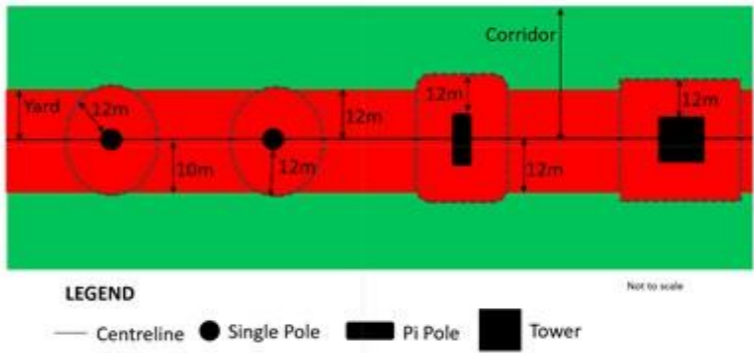
Submitter	Sub No.	Section/ Appendix	Sub-section	Provision	Submission Point Summary	Relief/ Decision Sought Summary	Accept / Reject
Canterbury Regional Council (Environment Canterbury)	183.9	Definitions	Definitions	Urban Development	Suggests drafting a new definition of urban development, as the current definition was developed to be specific to Kainga Ora and would pick up rural residential activities. The drafting should be in line with the definition of Urban in the CRPS and ensure that there is a clear delineation between urban, rural, and rural residential (rural lifestyle). [See original submission for full detail].	Delete definition of Urban Development and replace as follows: Urban development <u>means development within an area zoned as a Residential Zone, Settlement Zone, Commercial and Mixed Use Zone, General Industrial Zone, or an Open Space Zone that is adjacent to the aforementioned zones. It also includes development outside of these zones which is not of a rural or rural-lifestyle character and is differentiated from rural development by its scale, intensity, visual character and the dominance of built structures. For the avoidance of doubt, it does not include the provision of regionally significant infrastructure in Rural Zones.</u>	Accept
Fenlea Farms Limited	171.19	Definitions	Definitions	Urban Area	Submitter noted that the Urban Areas are defined as ‘the boundaries of a town with a population of 1000 or more is unclear’. Considers it is unclear what rules apply to the submitter’s properties that are within Temuka but are not situated in Temuka proper.	Clarification of the boundaries of urban areas by way of mapping on the Planning Maps.	Accept in part
Alastair Joseph Rooney	177.9	Definitions	Definitions	Urban Area	Considers that the boundaries of a “town with a population of 1,000 or more” is unclear. 0 Domain Avenue, 48 Milford-Clandeboyne Road, and 23 Milford-Clandeboyne Road are within Temuka, but are not situated within Temuka proper and it is unclear which rules will apply to the properties.	Amend the definition of Urban Area to clarify the boundaries of urban areas.	Accept in part
K J Rooney Limited	197.2	Definitions	Definitions	Urban Area	The boundaries of a “town with a population of 1,000 or more” is unclear. The submitter’s property is within Temuka, but not situated within Temuka proper and it is unclear which rules will apply.	Amend the definition of Urban Area to clarify the boundaries of urban areas.	Accept in part
Canterbury Regional Council (Environment Canterbury)	183.10	Definitions	Definitions	Urban Area	Considers the definition of Urban Area does not sit comfortably in terms of the application of this term across roading design, the coastal environment, Energy and Infrastructure and Versatile Soils. Considers it would be better tied to the definition of Urban Development.	Amend the definition of Urban Area , to better tie in with the suggested definition of urban Development.	Accept in part
David and Judith Moore	100.2	General	General	General	Supports the Federated Farmers submission.	Relief as sought in the Federated Farmers submission.	Accept, accept in part or reject as per Federated Farmers submission
Peel Forest Estate	105.1	General	General	General	Supports the Federated Farmers submission.	Relief as sought in the Federated Farmers submission.	Accept, accept in part or reject as per Federated Farmers submission
Kerry & James McArthur	113.1	General	General	General	Supports The Federated Farmers submission.	Consider the Federated Farmer recommendations.	Accept, accept in part or

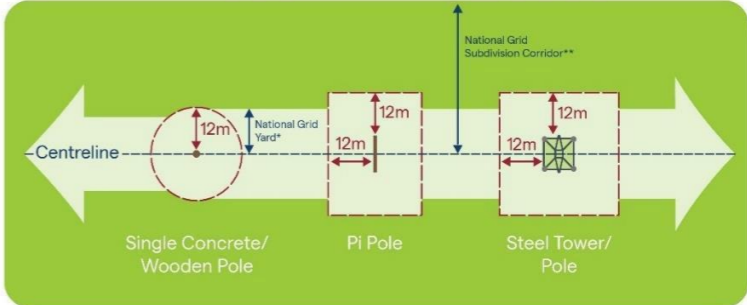
Connexa Limited	176.5	Definitions	Definitions	Customer connection	Supports the definition of Customer Connection which clearly includes part or all of any structure, pipe, equipment or cable that relates to radio communication or telecommunication lines that connect a network utility to a premises for the purpose of providing service to a customer.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.5	Definitions	Definitions	Customer connection	Supports the definition of Customer Connection which clearly includes part or all of any structure, pipe, equipment or cable that relates to radio communication or telecommunication lines that connect a network utility to a premises for the purpose of providing service to a customer.	Retain as notified.	Accept
Chorus New Zealand Limited	209.5	Definitions	Definitions	Customer connection	Supports the definition of Customer Connection which clearly includes part or all, of any structure, pipe, equipment or cable that relates to radio communication or telecommunication lines that connect a network utility to a premises for the purpose of providing service to a customer.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.5	Definitions	Definitions	Customer connection	Supports the definition of Customer Connection which clearly includes part or all of any structure, pipe, equipment or cable that relates to radio communication or telecommunication lines that connect a network utility to a premises for the purpose of providing service to a customer.	Retain as notified.	Accept
Royal Forest and Bird Protection Society	156.19	Definitions	Definitions	Green infrastructure	Not specified.	Retain as notified.	Accept
Radio New Zealand Limited	152.7	Definitions	Definitions	Height For Network Utility Structure	Support the definition of "Height for network utility structure" as it has been notified.	Retain as notified.	Accept
Connexa Limited	176.7	Definitions	Definitions	Height for network utility structure	Supports the definition of Height For Network Utility Structure as it clearly excludes ancillary utility equipment, omni directional 'whip' antennas, GPS antennas, earth peaks and lightning rods.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.7	Definitions	Definitions	Height for network utility structure	Supports the definition of Height For Network Utility Structure as it clearly excludes ancillary utility equipment, omni directional 'whip' antennas, GPS antennas, earth peaks and lightning rods.	Retain as notified.	Accept
Chorus New Zealand Limited	209.7	Definitions	Definitions	Height for network utility structure	Supports the definition of Height For Network Utility Structure as it clearly excludes ancillary utility equipment, omni directional 'whip' antennas, GPS antennas, earth peaks and lightning rods.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.7	Definitions	Definitions	Height for network utility structure	Supports the definition of Height For Network Utility Structure as it clearly excludes ancillary utility equipment, omni directional 'whip' antennas, GPS antennas, earth peaks and lightning rods.	Retain as notified.	Accept
Timaru District Council	42.4	Definitions	Definitions	Lifeline Utilities	The definition of this term included in the PDP draws from Parts A and B of Schedule 1 of the Civil Defence Emergency Management Act 2002, but the context within which that term is used in that Act is different to how it is being used within the PDP. Specifically, the parts of the Schedule included in the PDP definition are to lifelines utility "entities", rather than the lifeline utilities themselves.	Amend definition of Lifeline Utilities as follows: <i>means infrastructure that delivers a service operated by a lifeline utility those entities listed in Part A, or described in Part B, of Schedule 1 to the Civil</i>	Accept

					Council consider amendments are required to ensure the term is defined appropriately, i.e., for the PDP context. It is suggested that a similar approach could be taken to the definition of "specified infrastructure" in the National Policy Statement for Freshwater Management (NPS- FM), which similarly cross-references Parts A and B of Schedule 1 of the Civil Defence Emergency Management Act 2002.	<i>Defence Emergency Management Act 2002 that are within the Timaru District.</i> <i>These are as follows [...]</i>	
Radio New Zealand Limited	152.8	Definitions	Definitions	Lifeline Utilities	Supports the definition as the submitter is a lifeline utility under the Civil Defence Emergency Management Act 2002 and support reference to this in the Proposed Plan.	Retain as notified.	Accept in part
Transpower New Zealand Limited	159.8	Definitions	Definitions	Lifeline Utilities	The submitter supports the definition of 'lifeline utilities' to the extent it references the Schedule 1 to the Civil Defence and Emergency Management Act 2002 ("CDEMA") and the National Grid is understood to fall within the definition of 'lifeline utilities' in Schedule 1 to the CDEMA.	Retain as notified.	Accept in part
PrimePort Limited	175.11	Definitions	Definitions	Lifeline Utilities	Considers the definition appropriately includes the Port of Timaru.	Retain as notified.	Accept in part
Connexa Limited	176.10	Definitions	Definitions	Lifeline utilities	Supports the definition of Lifeline Utilities as it is the Civil Defence Emergency Management Act 2002 definition, and clearly includes telecommunication.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.4	Definitions	Definitions	Lifeline Utilities	Supports the definition of lifeline utilities which includes the Port.	Retain the definition of Lifeline Utilities as notified.	Accept in part
Spark New Zealand Trading Limited	208.10	Definitions	Definitions	Lifeline utilities	Supports the definition of Lifeline Utilities as it is the Civil Defence Emergency Management Act 2002 definition, and clearly includes telecommunication.	Retain as notified.	Accept in part
Chorus New Zealand Limited	209.10	Definitions	Definitions	Lifeline utilities	Supports the definition of Lifeline Utilities as it is the Civil Defence Emergency Management Act 2002 definition, and clearly includes telecommunication.	Retain as notified.	Accept in part
Vodafone New Zealand Limited	210.10	Definitions	Definitions	Lifeline utilities	Supports the definition of Lifeline Utilities as it is the Civil Defence Emergency Management Act 2002 definition, and clearly includes telecommunication.	Retain as notified.	Accept in part
Transpower New Zealand Limited	159.9	Definitions	Definitions	National Grid	The submitter supports the definition of 'National Grid', on the basis it is achieved through cross-reference to the NPSET.	Retain as notified.	Accept
Bruce Speirs	66.3	Definitions	Definitions	National Grid Subdivision Corridor	Considers that the introduction of the widths in the definition appear to advantage Transpower to acquire private property rights without a requirement to pay compensation, as required by the Public Works Act. [Refer original submission for full reason]. SDP Defn below (similar to WDP) The area measured:	Replace definition of National Grid Subdivision Corridor as follows: <i>means, as depicted in Diagram 1, the area measured either side of the centre line of any above ground electricity transmission line as follows:</i> <i>a.—14m of a 110kV transmission line on single poles;</i> <i>b.—16m of a 110kV transmission line on pi poles;</i>	Reject

				<p>a. 14m either side of the centreline of an above ground 66kV and 110kV <u>National Grid transmission line</u> on single poles;</p> <p>b. 16m either side of the centreline of an above ground 66kV <u>National Grid</u> transmission on pi poles or triple poles;</p> <p>c. 32m either side of the centreline of an above ground 66kV <u>National Grid transmission line</u> on towers (and tubular steel monopoles where these replace towers);</p> <p>d. 37m either side of the centreline of an above ground 220kV <u>National Grid transmission line</u> on towers (and tubular steel monopoles where these replace towers);</p> <p>e. 39m either side of the centreline of an above ground 350kV <u>National Grid transmission line</u> on towers (and tubular steel monopoles where these replace towers).</p>	<p><i>c.—32m of a 110kV transmission line on towers (including tubular steel towers where these replace steel lattice towers);</i></p> <p><i>d.—37m of a 220kV transmission line (including tubular steel towers where these replace steel lattice towers);</i></p> <p><i>e.—39 metres of a 350kV transmission line (including tubular steel towers where these replace steel lattice towers);</i></p> <p><i>The measurement of setback distances from National Grid transmission lines shall be undertaken from the centre line of the National Grid transmission line and the outer edge of any support structure. The centre line at any point is a straight line between the centre points of the two support structures at each end of the span.</i></p> <p><i>Note: the National Grid Subdivision Corridor does not apply to underground cables or any transmission lines (or sections of line) that are designated.</i></p> <p><i>Diagram 1 – National Grid Yard and National Grid Subdivision Corridor.</i></p>  <p><i>As set out in the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.</i></p>	
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Transpower New Zealand Limited	159.10	Definitions	Definitions	National Grid Subdivision Corridor	The submitter supports the definition but notes that diagram 1 should be updated.	Amend the definition of 'National Grid Subdivision Corridor' to replace Diagram 1 with the following: 	Accept
Federated Farmers	182.17	Definitions	Definitions	National Grid Subdivision Corridor	Supports in part the inclusion of these as means of safety for lines maintenance. Request council to be cautious and not to extend these corridors any further than what is minimally necessary, especially on private property.	Retain as notified.	Accept in part
Kāinga Ora	229.3	Definitions	Definitions	National Grid Subdivision Corridor	Opposes the proposed National Grid Subdivision corridor provisions that are overly restrictive and do not efficiently manage sensitive activities within close proximity to and under the National Grid. (See related submission regarding the National Grid provisions in their entirety).	Delete the definition of National Grid Subdivision Corridor .	Reject
Rooney Holdings Limited	174.7	Definitions	Definitions	National Grid Subdivision Corridor	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Subdivision Corridor to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
GJH Rooney	191.7	Definitions	Definitions	National Grid Subdivision Corridor	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Subdivision Corridor to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
Rooney Group Limited	249.7	Definitions	Definitions	National Grid Subdivision Corridor	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Subdivision Corridor to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
Rooney Farms Limited	250.7	Definitions	Definitions	National Grid Subdivision Corridor	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Subdivision Corridor to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
Rooney Earthmoving Limited	251.7	Definitions	Definitions	National Grid Subdivision Corridor	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or	Amend definition of National Grid Subdivision Corridor to refer to the clearance distances specified by the New Zealand Electrical Code of	Reject

					frustrating the requirement to pay compensation under the Public Works Act 1981.	Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	
Timaru Developments Limited	252.7	Definitions	Definitions	National Grid Subdivision Corridor	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Subdivision Corridor to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
Bruce Speirs	66.4	Definitions	Definitions	National Grid Yard	<p>Considers that the introduction of the widths in the definition appear to advantage Transpower to acquire private property rights without a requirement to pay compensation, as required by the Public Works Act.</p> <p>[Refer original submission for full reason].</p> <p>WDP</p> <p>means:</p> <ol style="list-style-type: none"> the area located 12m in any direction from the outer edge of a 220kV or a 350kV National Grid transmission line support structure; or the area located 10m in any direction from the outer edge of a 66kV National Grid transmission line support structure; and the area located 10m either side of the centreline of an overhead 66kV National Grid transmission line on towers (including tubular steel towers where these replace lattice steel towers); or the area located 12m either side of the centreline of any overhead 220kV or 350kV National Grid transmission line on towers (including tubular steel towers where these replace lattice steel towers). <p>SDP</p> <p>The area measured</p> <ol style="list-style-type: none"> 12m in any direction from the outer visible edge of a National Grid support structure; and 12m either side of the centreline of an above ground 220kV or 350kV National Grid transmission line; and 10m either side of the centreline of an above ground 66kV National Grid transmission line on single poles, pi poles, triple poles or towers. 	<p>Replace definition of National Grid Yard as follows</p> <p><u>means, as depicted in Diagram 1:</u></p> <ol style="list-style-type: none"> <u>the area located within 10m of either side of the centreline of an above-ground 110kV electricity transmission line on single poles;</u> <u>the area located within 12m either side of the centreline of an above-ground transmission line on pi poles or towers that is 110kV or greater;</u> <u>the area located within 12m in any direction from the outer visible edge of an electricity transmission pole or tower foundation, associated with a line which is 110kV or greater.</u> <p><u>The measurement of setback distances from National Grid transmission lines must be undertaken from the centre line of the National Grid transmission line and the outer edge of any support structure. The centre line at any point is a straight line between the centre points of the two support structures at each end of the span.</u></p> <p><u>Note: the National Grid Yard does not apply to underground cables or any transmission lines (or sections of line) that are designated.</u></p> <p><u>Diagram 1 – National Grid Yard and National Grid Subdivision Corridor.</u></p>  <p><u>As set out in the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.'</u></p>	Reject

Transpower New Zealand Limited	159.11	Definitions	Definitions	National Grid Yard	The submitter supports the definition of 'National Grid Yard' but considers it should be amended to provide for a scenario where a tubular steel tower replaces a lattice tower and replace Diagram 1 with an updated diagram.	<p>1. Amend the definition of National Grid Yard as follows: <i>means, as depicted in Diagram 1:</i></p> <p>a. the area located within 10m of either side of the centreline of an above ground 110kV electricity transmission line on single poles;</p> <p>b. the area located within 12m either side of the centreline of an above ground transmission line on pi-poles or towers that is 110kV or greater (including tubular steel towers where these replace steel lattice towers);</p> <p>c. the area located within 12m in any direction from the outer visible edge of an electricity transmission pole or tower foundation, associated with a line which is 110kV or greater.</p> <p>[...]</p> <p>AND</p> <p>2. Replace Diagram 1 with the below diagram.</p>  <p>* National Grid Yard: 10m for single concrete/wooden pole lines, 12m for all other line types ** National Grid Subdivision Corridor: 14m, 32m, 37m or 39m depending on line voltage</p>	Accept
Federated Farmers	182.18	Definitions	Definitions	National Grid Yard	Considers the definition is not consistent with NZECP34 Code of Practice for Electrical Safe Distances, particularly Section 2.4.1 around support structures. The National Grid runs over private property, and farmers will be affected by any regulation that exceeds the Code. [Refer to original submission for full details].	<p>1. Amend the definition of 'National Grid Yard' as follows: <i>means, as depicted in Diagram 1:</i></p> <p>the area located within 10m 8m of either side of the centreline of an above ground 110kV electricity transmission line on single poles;</p> <p>[...]</p> <p>AND</p> <p>Any consequential amendments required as a result of the relief sought.</p>	Reject
Rooney Holdings Limited	174.8	Definitions	Definitions	National Grid Yard	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Yard to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
GJH Rooney	191.8	Definitions	Definitions	National Grid Yard	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Yard to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
Rooney Group Limited	249.8	Definitions	Definitions	National grid yard	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or	Amend definition of National Grid Yard to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject

					frustrating the requirement to pay compensation under the Public Works Act 1981.		
Rooney Farms Limited	250.8	Definitions	Definitions	National grid yard	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Yard to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
Rooney Earthmoving Limited	251.8	Definitions	Definitions	National grid yard	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Yard to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
Timaru Developments Limited	252.8	Definitions	Definitions	National grid yard	Oppose the definition as it goes beyond what is required by the relevant Code of Practice and Regulations providing an unfair advantage to the network provider potentially avoiding and/or frustrating the requirement to pay compensation under the Public Works Act 1981.	Amend definition of National Grid Yard to refer to the clearance distances specified by the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003.	Reject
Radio New Zealand Limited	152.9	Definitions	Definitions	Network Utility	Support the definition of "Network utility" as notified.	Retain as notified.	Accept
Transpower New Zealand Limited	159.12	Definitions	Definitions	Network Utility	The submitter considers that the definition appropriately relies on the definition of 'network utility operation' in section 166 of the RMA.	Retain as notified.	Accept
Connexa Limited	176.12	Definitions	Definitions	Network utility	Considers the definition makes it clear what a Network Utility is, linking it to the definition of Network Utility Operator in the RMA.	Retain as notified.	Accept
KiwiRail Holdings Limited	187.4	Definitions	Definitions	Network utility	Supports this definition as it applies to a project, work, system or structure that is a network utility operation undertaken by a network utility operator.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.12	Definitions	Definitions	Network utility	Considers the definition makes it clear what a Network Utility is, linking it to the definition of Network Utility Operator in the RMA.	Retain as notified.	Accept
Chorus New Zealand Limited	209.12	Definitions	Definitions	Network utility	Considers the definition makes it clear what a Network Utility is, linking it to the definition of Network Utility Operator in the RMA.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.12	Definitions	Definitions	Network utility	Considers the definition makes it clear what a Network Utility is, linking it to the definition of Network Utility Operator in the RMA.	Retain as notified.	Accept
Waka Kotahi NZ Transport Agency	143.8	Definitions	Definitions	Network Utility Operator	Supports definition of Network Utility Operator	Retain as notified.	Accept
Radio New Zealand Limited	152.11	Definitions	Definitions	Network Utility Operator	Supports the definition of "network utility operator" as notified.	Retain as notified.	Accept

Connexa Limited	176.13	Definitions	Definitions	Network utility operator	Supports the definition of Network Utility Operator as it is the RMA definition of Network Utility Operator.	Retain as notified.	Accept
KiwiRail Holdings Limited	187.5	Definitions	Definitions	Network utility operator	Supports the use of the RMA meaning of Network Utility Operator, which includes railway activities. This approach supports the integrated management and provision of key infrastructure.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.13	Definitions	Definitions	Network utility operator	Supports the definition of Network Utility Operator as it is the RMA definition of Network Utility Operator.	Retain as notified.	Accept
Chorus New Zealand Limited	209.13	Definitions	Definitions	Network utility operator	Supports the definition of Network Utility Operator as it is the RMA definition of Network Utility Operator.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.13	Definitions	Definitions	Network utility operator	Supports the definition of Network Utility Operator as it is the RMA definition of Network Utility Operator.	Retain as notified.	Accept
Radio New Zealand Limited	152.15	Definitions	Definitions	Pole [in relation to infrastructure and energy]	Support the definition of "Pole" as notified in the Proposed District Plan.	Retain as notified.	Accept in part
Transpower New Zealand Limited	159.13	Definitions	Definitions	Pole [in relation to infrastructure and energy]	The submitter supports the definition of 'pole' as it is generally consistent with the definition in the NESETA.	Retain as notified.	Accept in part
Connexa Limited	176.15	Definitions	Definitions	Pole [in relation to infrastructure and energy]	Considers lattice structures should be provided for within the definition, on the basis that the NESTF definition of pole clearly provides for these.	Amend the definition of Pole [in relation to infrastructure and energy] as follows: <i>In relation to Energy and infrastructure chapter, means a non-lattice structure that supports conductors, lines, cables, antennas, lights or cameras, but is not a tower, and includes foundations and hardware associated with the structure such as insulators, cross arms and guywires.</i>	Accept
Spark New Zealand Trading Limited	208.15	Definitions	Definitions	Pole [in relation to infrastructure and energy]	Considers lattice structures should be provided for within the definition, on the basis that the NESTF definition of pole clearly provides for these.	Amend the definition of Pole [in relation to infrastructure and energy] as follows: <i>In relation to Energy and infrastructure chapter, means a non-lattice structure that supports conductors, lines, cables, antennas, lights or cameras, but is not a tower, and includes foundations and hardware associated with the structure such as insulators, cross arms and guywires.</i>	Accept
Chorus New Zealand Limited	209.15	Definitions	Definitions	Pole [in relation to infrastructure and energy]	Considers lattice structures should be provided for within the definition, on the basis that the NESTF definition of pole clearly provides for these.	Amend the definition of Pole [in relation to infrastructure and energy] as follows: <i>In relation to Energy and infrastructure chapter, means a non-lattice structure that supports conductors, lines, cables, antennas, lights or cameras, but is not a tower, and includes foundations and hardware associated with the structure such as insulators, cross arms and guywires.</i>	Accept
Vodafone New Zealand Limited	210.15	Definitions	Definitions	Pole [in relation to infrastructure and energy]	Considers lattice structures should be provided for within the definition, on the basis that the NESTF definition of pole clearly provides for these.	Amend the definition of Pole [in relation to infrastructure and energy] as follows:	Accept

						<i>In relation to Energy and infrastructure chapter, means a non-lattice structure that supports conductors, lines, cables, antennas, lights or cameras, but is not a tower, and includes foundations and hardware associated with the structure such as insulators, cross arms and guy-wires.</i>	
Timaru District Council	42.1	Definitions	Definitions	Regionally Significant Infrastructure	<p>Considers that National Routes and Principal Roads are Regionally Significant Infrastructure.</p> <p><i>Strategic networks are those most critical to the country's land transport network. These form the backbone of the system, supporting the most essential movements of people and freight across all modes.</i></p> <p><i>SDP defines Strategic Transport Network as:</i></p> <p><i>Transport networks and operations of national or regional significance. These include:</i></p> <ul style="list-style-type: none"> <i>a) State Highways;</i> <i>b) Arterial Roads;</i> <i>c) Rail networks and systems;</i> <i>d) The region's core public passenger transport operations; and</i> <i>e) Significant regional transport hubs such as Christchurch International Airport, Rolleston Industrial Park and the Port of Lyttleton.</i> 	<p>Amend the definition of Regionally Significant Infrastructure as follows:</p> <p>a. Strategic land transport network National Routes, Principal Roads, and arterial roads</p> <p>b. Timaru Airport [...]</p>	Accept in part
Alpine Energy Limited	55.1	Definitions	Definitions	Regionally Significant Infrastructure	<p>Considers there is an omission in the definition, as national, regional, and local renewable electricity generation, and the transmission network are included within the definition of regionally significant infrastructure, but the electricity distribution network is not.</p> <p>[Refer original submission for full reason].</p>	Amend the definition of Regionally Significant Infrastructure to include the regional electricity distribution network.	Accept in part
Lineage Logistics NZ Limited	107.5	Definitions	Definitions	Regionally significant infrastructure	Supports the inclusion of the Port of Timaru in the definition.	Retain as notified.	Accept in part
Waka Kotahi NZ Transport Agency	143.14	Definitions	Definitions	Regionally Significant Infrastructure	Supports definition of Regionally Significant Infrastructure.	Retain as notified.	Accept in part
Radio New Zealand Limited	152.16	Definitions	Definitions	Regionally Significant Infrastructure	Support with amendments as considers radiocommunications facilities should be included to recognise their importance to the District.	<p>Amend the definition of Regionally Significant Infrastructure as follows:</p> <p><i>Regionally Significant Infrastructure is:</i></p> <p><i>a. [...]</i></p> <p><i>d. Telecommunication <u>and radio communication</u> facilities</i></p>	Reject

						e. [...]	
Royal Forest and Bird Protection Society	156.27	Definitions	Definitions	Regionally Significant Infrastructure	Considers the definition to be overly broad and could lead to more than minor effects from these activities. For example, new community land infrastructure, potable water systems and transport hubs could have effects. The RSI provisions should only avail themselves for those activities that are established in the same way as established irrigation.	Amend Regionally Significant Infrastructure definition as follows: <ul style="list-style-type: none"> a. Strategic land transport network and arterial roads b. Timaru Airport c. Port of Timaru d. Telecommunication facilities e. National, regional and local renewable electricity generation activities of any scale f. The National Grid electricity transmission network g. Established Sewage collection, treatment and disposal networks h. Established Community land drainage infrastructure i. Established Community potable water systems j. [...] k. Established Transport hubs l. Bulk fuel supply infrastructure including terminals, wharf lines and pipelines. 	Reject
Transpower New Zealand Limited	159.14	Definitions	Definitions	Regionally Significant Infrastructure	Supports the identification of the National Grid as 'Regionally Significant Infrastructure' but considers it should align with definitions and provisions elsewhere in the PDP.	Amend the definition as follows: Regionally Significant Infrastructure is: <ul style="list-style-type: none"> a. Strategic land transport network and arterial roads b. Timaru Airport c. Port of Timaru d. Telecommunication facilities e. National, regional and local renewable electricity generation activities of any scale f. The National Grid electricity transmission network g. Sewage collection, treatment and disposal networks [...] 	Accept
EnviroWaste Services Ltd	162.2	Definitions	Definitions	Regionally Significant Infrastructure	Supports with amendments. Amendment sought to ensure the Redruth landfill's is recognised as Regionally Significant Infrastructure given the essential nature of the service provide and its importance for waste minimisation and health and safety of the community. Such facilities are affected by reverse sensitivity and are not easily able to be consented, moved or located elsewhere.	Amend the definition of Regionally Significant Infrastructure as follows: Regionally Significant Infrastructure is: [...] l. Bulk fuel supply infrastructure including terminals, wharf lines and pipelines. m. Redruth Landfill and resource recovery facilities.	Accept
Fonterra Limited	165.17	Definitions	Definitions	Regionally Significant Infrastructure	Regionally Significant Infrastructure: Supports the inclusion of the Port in the definition.	Retain the Port Zone in the Regionally Significant Infrastructure definition.	Accept in part

PrimePort Limited	175.12	Definitions	Definitions	Regionally Significant Infrastructure	The definition appropriately includes the Port of Timaru.	Retain as notified.	Accept in part
Connexa Limited	176.16	Definitions	Definitions	Regionally significant infrastructure	Considers that the Telecommunications Act 2001 definition of telecommunications service, should be used in the PDP instead of telecommunication facility, given it is statutorily defined.	Amend the definition of Regionally Significant Infrastructure as follows: Regionally Significant Infrastructure is: <i>a. Strategic land transport network and arterial roads</i> <i>b. Timaru Airport</i> <i>c. Port of Timaru</i> <i>d. Telecommunication facilities services</i> <i>e. National, regional and local renewable electricity generation activities of any scale [...]</i>	Reject
Spark New Zealand Trading Limited	208.16	Definitions	Definitions	Regionally significant infrastructure	Considers that the Telecommunications Act 2001 definition of telecommunications service, should be used in the PDP instead of telecommunication facility, given it is statutorily defined.	Amend the definition of Regionally Significant Infrastructure as follows: Regionally Significant Infrastructure is: <i>a. Strategic land transport network and arterial roads</i> <i>b. Timaru Airport</i> <i>c. Port of Timaru</i> <i>d. Telecommunication facilities services</i> <i>National, regional and local renewable electricity generation activities of any scale [...]</i>	Reject
Chorus New Zealand Limited	209.16	Definitions	Definitions	Regionally significant infrastructure	Considers that the Telecommunications Act 2001 definition of telecommunications service, should be used in the PDP instead of telecommunication facility, given it is statutorily defined.	Amend the definition of Regionally Significant Infrastructure as follows: Regionally Significant Infrastructure is: <i>a. Strategic land transport network and arterial roads</i> <i>b. Timaru Airport</i> <i>c. Port of Timaru</i> <i>d. Telecommunication facilities services</i>	Reject

						National, regional and local renewable electricity generation activities of any scale [...]	
Vodafone New Zealand Limited	210.16	Definitions	Definitions	Regionally significant infrastructure	Considers that the Telecommunications Act 2001 definition of telecommunications service, should be used in the PDP instead of telecommunication facility, given it is statutorily defined.	Amend the definition of Regionally Significant Infrastructure as follows: Regionally Significant Infrastructure is: a. Strategic land transport network and arterial roads b. Timaru Airport c. Port of Timaru d. Telecommunication facilities <u>services</u> National, regional and local renewable electricity generation activities of any scale [...]	Reject
Opuha Water Limited	181.13	Definitions	Definitions	Regionally Significant Infrastructure	Supports the definition of Regionally Significant Infrastructure as it is consistent with that included in higher order statutory planning documents such as the Canterbury Regional Policy Statement (CRPS).	Retain as notified.	Accept in part
KiwiRail Holdings Limited	187.10	Definitions	Definitions	Regionally significant infrastructure	Support that regionally significant infrastructure includes the strategic land transport network.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.8	Definitions	Definitions	Regionally significant infrastructure	Supports the definition of Regionally Significant Infrastructure particularly the inclusion of the Port of Timaru and bulk fuel supply infrastructure in this definition.	Retain the definition of Regionally Significant Infrastructure as notified.	Accept in part
Horticulture New Zealand	245.20	Definitions	Definitions	Regionally significant infrastructure	Clause f) refers to the electricity transmission network. This is the National Grid, and it would be clearer if that term was used.	Amend the definition of Regionally significant infrastructure as follows: a. Strategic land transport network and arterial roads b. Timaru Airport c. Port of Timaru d. Telecommunication facilities e. National, regional and local renewable electricity generation activities of any scale f. The electricity transmission network <u>The National Grid</u> [...]	Accept
Transpower New Zealand Limited	159.15	Definitions	Definitions	Renewable Electricity Generation	Considers the definition appropriately references the National Policy Statement for Renewable Electricity Generation 2011 ("NPSREG").	Retain as notified.	Accept

Transpower New Zealand Limited	159.16	Definitions	Definitions	Renewable Electricity Generation Activity	Considers the definition appropriately references the NPSREG.	Retain as notified.	Accept
Connexa Limited	176.20	Definitions	Definitions	Self-contained power unit	Supports the definition of Self-Contained Power Unit as it is the NESTF definition.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.20	Definitions	Definitions	Self-contained power unit	Supports the definition of Self-Contained Power Unit as it is the NESTF definition.	Retain as notified.	Accept
Chorus New Zealand Limited	209.20	Definitions	Definitions	Self-contained power unit	Supports the definition of Self-Contained Power Unit as it is the NESTF definition.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.20	Definitions	Definitions	Self-contained power unit	Supports the definition of Self-Contained Power Unit as it is the NESTF definition.	Retain as notified.	Accept
Connexa Limited	176.21	Definitions	Definitions	Small cell unit	Supports the definition of Small Cell Unit as it is the NESTF definition.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.21	Definitions	Definitions	Small cell unit	Supports the definition of Small Cell Unit as it is the NESTF definition.	Retain as notified.	Accept
Chorus New Zealand Limited	209.21	Definitions	Definitions	Small cell unit	Supports the definition of Small Cell Unit as it is the NESTF definition.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.21	Definitions	Definitions	Small cell unit	Supports the definition of Small Cell Unit as it is the NESTF definition.	Retain as notified.	Accept
Connexa Limited	176.23	Definitions	Definitions	Telecommunication kiosk	Not specified.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.23	Definitions	Definitions	Telecommunication kiosk	Not specified.	Retain as notified.	Accept
Chorus New Zealand Limited	209.23	Definitions	Definitions	Telecommunication kiosk	Not specified.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.23	Definitions	Definitions	Telecommunication kiosk	Not specified.	Retain as notified.	Accept
Radio New Zealand Limited	152.22	Definitions	Definitions	Tower (in relation to energy and infrastructure chapter)	Support definition of "Tower" as notified.	Retain as notified.	Accept
Transpower New Zealand Limited	159.22	Definitions	Definitions	Tower [in relation to Energy and Infrastructure Chapter]	Considers the definition is generally consistent with the definition in the NESETA.	Retain as notified.	Accept

Connexa Limited	176.24	Definitions	Definitions	Tower [in relation to energy and infrastructure chapter]	Notes that the definition of Tower conflicts with the definition of Pole in the NESTF. As a consequence of submission on the definition of Pole, the definition of Tower should also be amended so there is alignment between the PDP and NESTF is requested. Alternatively, the definition of Tower can be deleted, and the definition of Pole solely relied on in the PDP, with effects of such structures controlled by permitted standards regarding pole height and pole diameter/width.	Amend the definition of Tower [in relation to energy and infrastructure chapter] as follows: <i>In relation to Energy and Infrastructure chapter, means a steel-lattice structure that supports conductors, lines, cables or antennas (other than telecommunication equipment). A tower includes # the foundations and hardware associated with the structure such as insulators, cross arms and guywires.</i> OR Delete the definition of Tower [In Relation to Energy and Infrastructure Chapter] in its entirety.	Reject
Spark New Zealand Trading Limited	208.24	Definitions	Definitions	Tower [in relation to energy and infrastructure chapter]	Notes that the definition of Tower conflicts with the definition of Pole in the NESTF. As a consequence of submission on the definition of Pole, the definition of Tower should also be amended so there is alignment between the PDP and NESTF is requested. Alternatively, the definition of Tower can be deleted, and the definition of Pole solely relied on in the PDP, with effects of such structures controlled by permitted standards regarding pole height and pole diameter/width.	Amend the definition of Tower [in relation to energy and infrastructure chapter] as follows: <i>In relation to Energy and Infrastructure chapter, means a steel-lattice structure that supports conductors, lines, cables or antennas (other than telecommunication equipment). A tower includes # the foundations and hardware associated with the structure such as insulators, cross arms and guywires.</i> OR Delete the definition of Tower [In Relation to Energy and Infrastructure Chapter] in its entirety.	Reject
Chorus New Zealand Limited	209.24	Definitions	Definitions	Tower [in relation to energy and infrastructure chapter]	Notes that the definition of Tower conflicts with the definition of Pole in the NESTF. As a consequence of submission on the definition of Pole, the definition of Tower should also be amended so there is alignment between the PDP and NESTF is requested. Alternatively, the definition of Tower can be deleted, and the definition of Pole solely relied on in the PDP, with effects of such structures controlled by permitted standards regarding pole height and pole diameter/width.	Amend the definition of Tower [in relation to energy and infrastructure chapter] as follows: <i>In relation to Energy and Infrastructure chapter, means a steel-lattice structure that supports conductors, lines, cables or antennas (other than telecommunication equipment). A tower includes # the foundations and hardware associated with the structure such as insulators, cross arms and guywires.</i> OR Delete the definition of Tower [In Relation to Energy and Infrastructure Chapter] in its entirety.	Reject
Vodafone New Zealand Limited	210.24	Definitions	Definitions	Tower [in relation to energy and infrastructure chapter]	Notes that the definition of Tower conflicts with the definition of Pole in the NESTF. As a consequence of submission on the definition of Pole, the definition of Tower should also be amended so there is alignment between the PDP and NESTF is requested. Alternatively, the definition of Tower can be deleted, and the definition of Pole solely relied on in the PDP, with effects of such structures controlled by permitted standards regarding pole height and pole diameter/width.	Amend the definition of Tower [in relation to energy and infrastructure chapter] as follows: <i>In relation to Energy and Infrastructure chapter, means a steel-lattice structure that supports conductors, lines, cables or antennas (other than telecommunication equipment). A tower includes # the foundations and hardware associated with the structure such as insulators, cross arms and guywires.</i> OR Delete the definition of Tower [In Relation to Energy and Infrastructure Chapter] in its entirety.	Reject

Radio New Zealand Limited	152.23	Definitions	Definitions	Upgrading / Upgrade	Support the definition of “upgrading/upgrade” as notified.	Retain as notified.	Accept in part
Royal Forest and Bird Protection Society	156.33	Definitions	Definitions	Upgrading / Upgrade	Not specified.	Retain as notified.	Accept in part
Transpower New Zealand Limited	159.24	Definitions	Definitions	Upgrading / Upgrade	Supports the definition and in particular the clarity with which upgrading is distinguished from ‘repair’ and ‘maintenance’. However, suggests that ‘replacement be explicitly excluded from this definition’.	Amend Upgrading / Upgrade as follows: <i>means the replacement, renewal or improvement of infrastructure that results in an increase in carrying capacity, but excludes repair, replacement and maintenance.</i>	Accept in part
Connexa Limited	176.25	Definitions	Definitions	Upgrading / Upgrade	Considers the definition should not include reference to Replacement as that term is separately defined in the PDP and therefore is a separate activity. The reference to Replacement should be deleted for clarity.	Amend the definition of Upgrading/Upgrade as follows: <i>means the replacement, renewal or improvement of infrastructure that results in an increase in carrying capacity <u>and size</u>, but excludes replacement, repair and maintenance.</i>	Accept in part
Spark New Zealand Trading Limited	208.25	Definitions	Definitions	Upgrading / Upgrade	Considers the definition should not include reference to Replacement as that term is separately defined in the PDP and therefore is a separate activity. The reference to Replacement should be deleted for clarity.	Amend the definition of Upgrading/Upgrade as follows: <i>means the replacement, renewal or improvement of infrastructure that results in an increase in carrying capacity <u>and size</u>, but excludes replacement, repair and maintenance.</i>	Accept in part
Chorus New Zealand Limited	209.25	Definitions	Definitions	Upgrading / Upgrade	Considers the definition should not include reference to Replacement as that term is separately defined in the PDP and therefore is a separate activity. The reference to Replacement should be deleted for clarity.	Amend the definition of Upgrading/Upgrade as follows: <i>means the replacement, renewal or improvement of infrastructure that results in an increase in carrying capacity <u>and size</u>, but excludes replacement, repair and maintenance.</i>	Accept in part
Vodafone New Zealand Limited	210.25	Definitions	Definitions	Upgrading / Upgrade	Considers the definition should not include reference to Replacement as that term is separately defined in the PDP and therefore is a separate activity. The reference to Replacement should be deleted for clarity.	Amend the definition of Upgrading/Upgrade as follows: <i>means the replacement, renewal or improvement of infrastructure that results in an increase in carrying capacity <u>and size</u>, but excludes replacement, repair and maintenance.</i>	Accept in part
KiwiRail Holdings Limited	187.15	Definitions	Definitions	Upgrading / Upgrade	Supports specific ability to replace, renew or improve existing infrastructure resulting in an increase in carrying capacity as upgrading.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.15	Definitions	Definitions	Upgrading / upgrade	Supports the definition in part however considers that it could use some additional thought and analysis of its practical application (especially when considered in the context of associated permitted activity rules, for instance, such as the Repair and Upgrading of MHF being a PA under Rule HS-P2). As such, it is recommended the definition is amended to better reflect all relevant activities that don’t otherwise fall to be Repair and/or Maintenance as defined. [see original submission for full reason]	Amend the definition of Upgrading / Upgrade as follows: <i>the replacement, renewal or improvement of infrastructure that <u>may</u> results in an increase in carrying capacity, but excludes repair and maintenance.</i>	Accept
Transpower New Zealand Limited	159.23	Definitions	Definitions	Transmission Line	Considers the definition appropriately references the NESETA.	Retain the definition of Transmission Line as notified, subject to a minor amendment to correct a typo as follows: <i>...has the same meaning as in the National Environment Standards ELECTRICITY TRANSMISSION ACTIVITIES 2009, which meas means [...]</i>	Accept

Connexa Limited	176.26	Definitions	Definitions	New	Considers that a new definition of Line, being the Telecommunications Act 2001 definition, should be added to the PDP.	Add a new definition into the PDP as follows: <u>Line</u> <u>(a) means a wire or a conductor of any other k reception of signs, signals, impulses, writing, images, sounds, instruction, information, or intelligence of any nature by means of any electromagnetic system; and</u> <u>(b) includes</u> <u>(i) any pole, insulator, casing, fixture, tunnel, or other equipment or material used or intended to be used for supporting, enclosing, surrounding, or protecting any of those wires or conductors; and</u> <u>any part of a line.</u>	Reject
Spark New Zealand Trading Limited	208.26	Definitions	Definitions	New	Considers that a new definition of Line, being the Telecommunications Act 2001 definition, should be added to the PDP.	Add a new definition into the PDP as follows: <u>Line</u> <u>(a) means a wire or a conductor of any other k reception of signs, signals, impulses, writing, images, sounds, instruction, information, or intelligence of any nature by means of any electromagnetic system; and</u> <u>(b) includes</u> <u>(i) any pole, insulator, casing, fixture, tunnel, or other equipment or material used or intended to be used for supporting, enclosing, surrounding, or protecting any of those wires or conductors; and</u> <u>any part of a line.</u>	Reject
Chorus New Zealand Limited	209.26	Definitions	Definitions	New	Considers that a new definition of Line, being the Telecommunications Act 2001 definition, should be added to the PDP.	Add a new definition into the PDP as follows: <u>Line</u> <u>(a) means a wire or a conductor of any other k reception of signs, signals, impulses, writing, images, sounds, instruction, information, or intelligence of any nature by means of any electromagnetic system; and</u> <u>(b) includes</u> <u>(i) any pole, insulator, casing, fixture, tunnel, or other equipment or material used or intended to be used for supporting, enclosing, surrounding, or protecting any of those wires or conductors; and</u> <u>any part of a line.</u>	Reject
Vodafone New Zealand Limited	210.26	Definitions	Definitions	New	Considers that a new definition of Line, being the Telecommunications Act 2001 definition, should be added to the PDP.	Add a new definition into the PDP as follows: <u>Line</u> <u>(a) means a wire or a conductor of any other k reception of signs, signals, impulses, writing, images, sounds, instruction, information, or intelligence of any nature by means of any electromagnetic system; and</u> <u>(b) includes</u> <u>(i) any pole, insulator, casing, fixture, tunnel, or other equipment or material used or intended to be used for supporting, enclosing, surrounding, or protecting any of those wires or conductors; and</u> <u>any part of a line.</u>	Reject

Connexa Limited	176.27	Definitions	Definitions	New	Considers that a definition of radio communication facilities is needed and should be a replica of the definition included in the Radio communications Act 1989.	Add a new definition into the PDP as follows: <u>Radio Communications</u> <i>has the same meaning as in the Radio communications Act 1989 (as set out in the box below) means any transmission or reception of signs, signals, writing, images, sounds, or intelligence of any nature by radio waves.</i>	Accept
Spark New Zealand Trading Limited	208.27	Definitions	Definitions	New	Considers that a definition of radio communication facilities is needed and should be a replica of the definition included in the Radio communications Act 1989.	Add a new definition into the PDP as follows: -	Accept
Chorus New Zealand Limited	209.27	Definitions	Definitions	New	Considers that a definition of radio communication facilities is needed and should be a replica of the definition included in the Radio communications Act 1989.	Add a new definition into the PDP as follows: <u>Radio Communications</u> <i>has the same meaning as in the Radio communications Act 1989 (as set out in the box below) means any transmission or reception of signs, signals, writing, images, sounds, or intelligence of any nature by radio waves.</i>	Accept
Vodafone New Zealand Limited	210.27	Definitions	Definitions	New	Considers that a definition of radio communication facilities is needed and should be a replica of the definition included in the Radio communications Act 1989.	Add a new definition into the PDP as follows: <u>Radio Communications</u> <i>has the same meaning as in the Radio communications Act 1989 (as set out in the box below) means any transmission or reception of signs, signals, writing, images, sounds, or intelligence of any nature by radio waves.</i>	Accept
Opuha Water Limited	181.14	Definitions	Definitions	New	Considers a new definition for “alteration” be added to the plan, to aid interpretation of PDP in light of related relief sought on EI-P1.2.	Add a new definition of alteration (in relation to relief sought to EI-P1.2) as follows: <i>means, in relation to EI-P1(2), the act of altering the alignment of a network utility or infrastructure during an emergency.</i>	Reject
Horticulture New Zealand	245.35	Definitions	Definitions	New	Considers the Plan with relevant provisions need to be clear what ‘activities sensitive to transmission lines’ are.	Include a definition for ‘ activities sensitive to transmission lines ’ are schools, residential buildings and hospitals.	N.A. This submission was allocated to Hearing A and was recommended to be rejected by the s42A officer.
Rooney Group Limited	249.13	EI - Energy and Infrastructure	General	General	Considers the provisions for renewable energy in the PTDP should be more enabling in line with the NPS for Renewable Energy Generation 2011. Considers a discretionary activity status for large scale (non-domestic) renewable generation does not achieve the policy intention of the NPS. NPS-REG	EI - Energy and Infrastructure Amend the provisions for renewable energy to be more enabling in line with the NPS for Renewable Energy Generation 2011 Add a new permitted activity rule to permit large scale solar arrays on existing buildings in industrial and rural zones; and And add a new enabling policy to encourage and promote large scale solar arrays to generate renewable electricity.	Reject

					<p>Small and community-scale distributed electricity generation means renewable electricity</p> <p>generation for the purpose of using electricity on a particular site, or supplying an immediate</p> <p>community, or connecting into the distribution network.</p>		
Rooney Farms Limited	250.13	EI - Energy and Infrastructure	General	General	<p>Considers the provisions for renewable energy in the PTDP should be more enabling in line with the NPS for Renewable Energy Generation 2011.</p> <p>Considers a discretionary activity status for large scale (non-domestic) renewable generation does not achieve the policy intention of the NPS.</p>	<p>EI - Energy and Infrastructure</p> <p>Amend the provisions for renewable energy to be more enabling in line with the NPS for Renewable Energy Generation 2011</p> <p>Add a new permitted activity rule to permit large scale solar arrays on existing buildings in industrial and rural zones; and</p> <p>And add a new enabling policy to encourage and promote large scale solar arrays to generate renewable electricity.</p>	Reject
Rooney Earthmoving Limited	251.13	EI - Energy and Infrastructure	General	General	<p>Considers the provisions for renewable energy in the PTDP should be more enabling in line with the NPS for Renewable Energy Generation 2011.</p> <p>Considers a discretionary activity status for large scale (non-domestic) renewable generation does not achieve the policy intention of the NPS.</p>	<p>EI - Energy and Infrastructure</p> <p>Amend the provisions for renewable energy to be more enabling in line with the NPS for Renewable Energy Generation 2011</p> <p>Add a new permitted activity rule to permit large scale solar arrays on existing buildings in industrial and rural zones; and</p> <p>And add a new enabling policy to encourage and promote large scale solar arrays to generate renewable electricity.</p>	Reject
Rooney Holdings Limited	174.13	EI - Energy and Infrastructure	General	General	<p>Considers the provisions for renewable energy in the PTDP should be more enabling in line with the NPS for Renewable Energy Generation 2011.</p> <p>Considers a discretionary activity status for large scale (non-domestic) renewable generation does not achieve the policy intention of the NPS.</p>	<p>EI - Energy and Infrastructure</p> <p>1. Amend the provisions for renewable energy to be more enabling in line with the NPS for Renewable Energy Generation 2011</p> <p>2. Add a new permitted activity rule to permit large scale solar arrays on existing buildings in industrial and rural zones; and</p> <p>And add a new enabling policy to encourage and promote large scale solar arrays to generate renewable electricity.</p>	Reject
Timaru Developments Limited	252.13	EI - Energy and Infrastructure	General	General	<p>Considers the provisions for renewable energy in the PTDP should be more enabling in line with the NPS for Renewable Energy Generation 2011.</p> <p>Considers a discretionary activity status for large scale (non-domestic) renewable generation does not achieve the policy intention of the NPS.</p>	<p>EI - Energy and Infrastructure</p> <p>Amend the provisions for renewable energy to be more enabling in line with the NPS for Renewable Energy Generation 2011</p> <p>Add a new permitted activity rule to permit large scale solar arrays on existing buildings in industrial and rural zones; and</p> <p>And add a new enabling policy to encourage and promote large scale solar arrays to generate renewable electricity.</p>	Reject
GJH Rooney	191.13	EI - Energy and Infrastructure	General	General	<p>Considers the provisions for renewable energy in the PTDP should be more enabling in line with the NPS for Renewable Energy Generation 2011.</p>	<p>EI - Energy and Infrastructure</p> <p>1. Amend the provisions for renewable energy to be more enabling in line with the NPS for Renewable Energy Generation 2011</p>	Reject

					Considers a discretionary activity status for large scale (non-domestic) renewable generation does not achieve the policy intention of the NPS.	2. Add a new permitted activity rule to permit large scale solar arrays on existing buildings in industrial and rural zones; and 3. And add a new enabling policy to encourage and promote large scale solar arrays to generate renewable electricity.	
Kāinga Ora	229.14	EI - Energy and Infrastructure	General	General	Considers the proposed National Grid provisions are overly restrictive and do not efficiently manage sensitive activities within close proximity to and under the National Grid	Review the full package of provisions including the objectives, policies, rules and definitions relating to National Grid Infrastructure within the EI chapter. [See detailed submission on provisions relate to National Grid Infrastructure below]	Accept in part
Timaru District Council	42.14	EI - Energy and Infrastructure	General	General	Considers there is an inconsistent use of terminology in the EI section. For example, the objectives and policies refer to regionally significant infrastructure, lifelines utilities and other infrastructure. However, the implementing rules and standards refer to infrastructure and network utilities interchangeably. Greater certainty is required for plan users. [Refer to original submission for full reasons].	Amend this section to provide consistent terminology, in particular what rules apply to 'network utilities' and/or 'infrastructure'.	Accept in part
Royal Forest and Bird Protection Society	156.49	EI - Energy and Infrastructure	General	General	Considers the provisions in this chapter do not give effect to the NZCPS, particularly 'the avoid directives' in policies 11, 13 and 15. Nor is this the case in combination with other chapters.	Amend EI - Energy and Infrastructure Chapter and of other chapters to give effect to the NZCPS.	Accept
Royal Forest and Bird Protection Society	156.50	EI - Energy and Infrastructure	General	General	The submitter considers that all provisions in other chapters which give effect to the NZCPS must apply to activities provided for in the EI rules, however this does not appear to be possible under the matters of discretion identified. Nor is it clear that objectives and policy of other chapters, could be adequately considered where consent is required given the wording of provisions in this chapter. The reference "unless otherwise specified" creates uncertainty and appears to be superfluous as there appear to be no such specifications in the chapter.	Amend the objectives and policies of the EI - Energy and Infrastructure to avoid conflicts with other chapters addressing s6 RMA matters and giving effect to the NZCPS.	Accept
Royal Forest and Bird Protection Society	156.62	EI - Energy and Infrastructure	General	General	Submission point deleted due to duplication, refer to submission point 156.50	Refer to submission point 156.50	
Waka Kotahi NZ Transport Agency	143.20	EI - Energy and Infrastructure	General	General	The state highway network is included in the definition of regionally significant infrastructure, but the Energy and Infrastructure Chapter states that transport matters are dealt with in the Transport Chapter. There are many instances within the plan, such as in the Ecosystems and Biodiversity Chapter, that have an exclusion for Energy and Infrastructure activities to allow these to be permitted. It is considered that amendments are made to either allow consideration of transport matters in the Energy and Infrastructure Chapter or provide for a separate exclusion for regionally significant infrastructure within the Transport Chapter.	1. Amend the EI - Energy and Infrastructure chapter to allow transport infrastructure to be considered; OR Amend other chapters to provide for an exclusion for transport infrastructure as regionally significant infrastructure where there are exclusions for activities considered in the EI Chapter.	Accept
Radio New Zealand Limited	152.27	EI - Energy and Infrastructure	Introduction		Supports subject to amendments that refer to lifeline utilities and the risks of reverse sensitivity effects. This is consistent with other objectives in the Proposed Plan and appropriately recognises infrastructure which serves a critical civil defence role.	Amend the Introduction of The Infrastructure and Energy Chapter as follows: 1. Amend the second paragraph as follows: [...]	Accept in part

						Regionally Significant Infrastructure, <u>Lifeline Utilities</u> , and other infrastructure have important functions [...] AND 2. Add text to the Introduction of The Infrastructure and Energy Chapter as follows: <u>Inappropriately located or designed land use activities can cause reverse sensitivity effects which may compromise the safe and effective functioning of significant and locally important infrastructure.</u>	
Royal Forest and Bird Protection Society	156.51	EI - Energy and Infrastructure	Introduction	General	Considers the introduction is not necessarily accurate, given the provisions do not give effect to the NZCPS. The reference to chapters "cross referenced below" can be removed, as none are listed, and listing could exclude chapters that are relevant.	Amend EI - Energy and Infrastructure introduction as follows: ... [first paragraph] <i>Regionally Significant Infrastructure and other infrastructure have important functions and enable people and communities to provide for their social, economic and cultural wellbeing. The positive effects of Regionally Significant Infrastructure and other infrastructure may be realised locally, regionally or nationally. However, they can also have adverse effects, especially on sensitive environments. <u>In managing the effects of Regionally Significant Infrastructure and other infrastructure the provisions including rules for Overlays, the ECO, NATC, NFL and CE chapters also apply.</u></i> ... [second paragraph] <i>With reference to Part 1 - National Direction Instruments, the provisions in this chapter (in combination with the other chapters cross-referenced below):</i>	Accept in part
Transpower New Zealand Limited	159.31	EI - Energy and Infrastructure	Introduction	General	Considers the reference to, and direction given, in respect of the NPSET and NESETA, is appropriate.	Retain as notified.	Accept in part
Opuha Water Limited	181.24	EI - Energy and Infrastructure	Introduction	General	Supports the Introduction section as it identifies all relevant issues for existing and future scheme/sub-scheme infrastructure in the Timaru District.	Retain the as notified.	Accept in part
Timaru District Council	42.15	EI - Energy and Infrastructure	Introduction	General	Considers it is appropriate for the introduction to refer to "Lifelines Utilities" in addition to Regionally Significant Infrastructure and other infrastructure.	Amend the Introduction to EI - Energy and Infrastructure chapter as follows: <i>The Infrastructure and Energy Chapter contains district-wide provisions that cover Regionally Significant Infrastructure, <u>Lifeline Utilities</u> and other infrastructure. [...]</i> <i>Regionally Significant Infrastructure, <u>Lifeline Utilities</u> and other infrastructure have important functions and [...]</i> <i>The positive effects of Regionally Significant Infrastructure, <u>Lifeline Utilities</u> and other infrastructure may be realised locally, regionally or nationally[...]</i>	Accept
Spark New Zealand Trading Limited	208.34	EI - Energy and Infrastructure	Introduction	Chapter Introduction	Supports the statement 'in the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail'. But the submitter considers that similar direction should be provided on how the rules in the Energy and Infrastructure Chapter override the respective zone provisions. A reminder in the introduction is helpful.	Amend Introduction to the Infrastructure and Energy Chapter as follows: [...] <i>In the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail.</i> <u>The provisions in this chapter override the respective Zone provisions in Part 3 Area-Specific Matters, unless otherwise specified in this chapter.</u>	Accept in part

Chorus New Zealand Limited	209.34	EI - Energy and Infrastructure	Introduction	Chapter Introduction	Supports the statement 'in the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail'. But the submitter considers that similar direction should be provided on how the rules in the Energy and Infrastructure Chapter override the respective zone provisions. A reminder in the introduction is helpful.	Amend Introduction to the Infrastructure and Energy Chapter as follows: [...] <i>In the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail.</i> <i><u>The provisions in this chapter override the respective Zone provisions in Part 3 Area-Specific Matters, unless otherwise specified in this chapter.</u></i>	Accept in part
Vodafone New Zealand Limited	210.34	EI - Energy and Infrastructure	Introduction	Chapter Introduction	Supports the statement 'in the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail'. But the submitter considers that similar direction should be provided on how the rules in the Energy and Infrastructure Chapter override the respective zone provisions. A reminder in the introduction is helpful.	Amend Introduction to the Infrastructure and Energy Chapter as follows: [...] <i>In the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail.</i> <i><u>The provisions in this chapter override the respective Zone provisions in Part 3 Area-Specific Matters, unless otherwise specified in this chapter.</u></i>	Accept in part
Connexa Limited	176.34	EI - Energy and Infrastructure	Introduction	Chapter Introduction	Supports the statement 'in the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail'. But the submitter considers that similar direction should be provided on how the rules in the Energy and Infrastructure Chapter override the respective zone provisions. A reminder in the introduction is helpful.	Amend Introduction to the Infrastructure and Energy Chapter as follows: [...] <i>In the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail.</i> <i><u>The provisions in this chapter override the respective Zone provisions in Part 3 Area-Specific Matters, unless otherwise specified in this chapter.</u></i>	Accept in part
EnviroWaste Services Ltd	162.7	EI - Energy and Infrastructure	Objectives	General	If the Redruth waste facilities are accepted as regionally significant infrastructure (see the submitters other related submission points), the whole of the Energy and Infrastructure Chapter objectives and policies is supported but particularly EI- O4 and the whole chapter, which would help provide for continued operation and upgrading to manage additional waste streams for recovery and recycling.	None specified.	Accept in part
KiwiRail Holdings Limited	187.18	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Supports the objective as it is appropriate to recognise that providing for the health and well-being of our communities relies on having appropriate planning provisions in place, such as controls on development near the rail corridor and other regionally significant infrastructure.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.19	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Objective EI-O1 (regionally significant infrastructure) is supported as it acknowledges that RSI provides, inter alia, essential and secure services, facilitates connectivity including at the local, regional, national or international level and contributes to the economy.	Retain EI-O1 as notified.	Accept in part
Connexa Limited	176.35	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Considers the title of the objective should include lifeline utilities, given they are provided for in the body of the objectives.	Amend the title of EI-O1 as follows: <i>EI-O1 Regionally Significant Infrastructure and Lifeline Utilities.</i>	Accept
Spark New Zealand Trading Limited	208.35	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Considers the title of the objective should include lifeline utilities, given they are provided for in the body of the objectives.	Amend the title of EI-O1 as follows: <i>EI-O1 Regionally Significant Infrastructure and Lifeline Utilities.</i>	Accept

Chorus New Zealand Limited	209.35	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Considers the title of the objective should include lifeline utilities, given they are provided for in the body of the objectives.	Amend the title of EI-O1 as follows: <i>EI-O1 Regionally Significant Infrastructure <u>and Lifeline Utilities</u></i> .	Accept
Vodafone New Zealand Limited	210.35	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Considers the title of the objective should include lifeline utilities, given they are provided for in the body of the objectives.	Amend the title of EI-O1 as follows: <i>EI-O1 Regionally Significant Infrastructure <u>and Lifeline Utilities</u></i> .	Accept
Kāinga Ora	229.15	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	None specified.	Retain as notified.	Accept in part
Royal Forest and Bird Protection Society	156.52	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Considers the objective should incorporate emissions reduction.	Amend EI-O1 Regionally Significant Infrastructure as follows: <i>Effective, resilient, efficient and safe Regionally Significant Infrastructure and Lifeline utilities that:</i> <ol style="list-style-type: none">1. <i>provides essential and secure services, including in emergencies; and</i>2. <i>facilitates local, regional, national or international connectivity; and</i>3. <i>contributes to the economy, <u>emissions reduction</u>, and supports a high standard of living; and</i>4. <i>is aligned and integrates with the timing and location of urban development; and</i>5. <i>enables people and communities to provide for their health, safety and wellbeing.</i>	Accept in part
Transpower New Zealand Limited	159.32	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Supports the objective insofar as it relates to the National Grid, and gives effect to the NPSET and CRPS.	Retain as notified.	Accept in part
Fonterra Limited	165.34	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	It is appropriate that regionally significant infrastructure contributes to the economy, enables people and communities and aligns with development.	Retain as notified.	Accept in part
Opuha Water Limited	181.25	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Except for a grammatical errors that needs correcting, the submitter considers this objective is appropriate in that it recognises the importance of RSI in the District.	Amend E1-O1 Regionally Significant Infrastructure as follows: <i>Effective, resilient, efficient and safe Regionally Significant Infrastructure and Lifelines Utilities that:</i> <ol style="list-style-type: none">1. <i>provides...</i>2. <i>facilitates...</i>3. <i>contributes...</i>4. <i>is-are...</i>5. <i>enables..</i>	Accept in part
Timaru District Council	42.16	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Considers it is appropriate for the introduction to refer to "Lifelines Utilities" in addition to Regionally Significant Infrastructure and other infrastructure. A typographical error should be corrected.	Amend the heading of EI-O1 , and correct a typographical error as follows: <i>E1-O1 Regionally Significant Infrastructure <u>and Lifelines Utilities</u></i> <i>Effective, resilient, efficient and safe Regionally Significant Infrastructure and Lifelines Utilities that: [...]</i>	Accept

						4. Is are aligned and integrates with the timing and location of urban development; and [...]	
Alpine Energy Limited	55.6	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Supports the Plan's objective of effective, resilient, and safe infrastructure and utilities.	None specified.	Accept in part
Waka Kotahi NZ Transport Agency	143.21	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Generally supports the objective as it describes RSI and Lifeline Utilities. However, seeks clarification as to what is being sought by this objective.	Amend the EI-O1 to provide clarification, as follows: Provide for Effective, resilient, efficient and safe Regionally Significant Infrastructure and Lifeline Utilities that: 1. provides essential and secure services, including in emergencies; and 2. facilitates local, regional, national or international connectivity; and 3. contributes to the economy and supports a high standard of living; and 4. is aligned and integrates with the timing and location of urban development; and 5. enables people and communities to provide for their health, safety and wellbeing.	Accept in part
Radio New Zealand Limited	152.28	EI - Energy and Infrastructure	Objectives	EI-O1 Regionally Significant Infrastructure	Supports the inclusion of an objective that expressly recognises the benefits of Lifeline Utilities	Retain as notified.	Accept in part
Horticulture New Zealand	245.42	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Supports the outcome sought by an objective that seeks to ensure the adverse effects of Regionally Significant Infrastructure and Lifeline Utilities are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.	Retain as notified.	Accept in part
Canterbury Regional Council (Environment Canterbury)	183.22	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Supports EI-O2, as it is consistent with CRPS Objective 5.2.2 (2b).	Retain EI-O2 as notified or preserve the original intent.	Accept in part
KiwiRail Holdings Limited	187.19	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Supports recognition of the functional or operational need for infrastructure to, in some instances, be located in sensitive environments. In these cases, the submitter supports that adverse effects must be remedied or mitigated	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.20	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Supports the recognition that there is sometimes a functional or operational need for the infrastructure to be in a sensitive environment, in which case they must be remedied or mitigated. [see original submission for full reasons]	Retain EI-O2 as notified.	Accept in part
Connexa Limited	176.36	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Considers there is a cross reference to the relevant objectives for the underlying zone which is inappropriate, as the Energy and Infrastructure chapter should be standalone, and the objectives in the zone chapters do not provide helpful guidance for the	Amend EI-O2 as follows: EI-O2 Adverse effects of Regionally Significant Infrastructure and Lifeline Activities <i>The adverse effects of Regionally Significant Infrastructure and Lifeline</i>	Accept in part

				Significant Infrastructure	avoidance, remediation or mitigation of adverse effects from regionally significant infrastructure.	Utilities: 1. are avoided in sensitive environments unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.	
Spark New Zealand Trading Limited	208.36	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Considers there is a cross reference to the relevant objectives for the underlying zone which is inappropriate, as the Energy and Infrastructure chapter should be standalone, and the objectives in the zone chapters do not provide helpful guidance for the avoidance, remediation or mitigation of adverse effects from regionally significant infrastructure.	Amend EI-O2 as follows: <u>EI-O2 Adverse effects of Regionally Significant Infrastructure and Lifeline Activities</u> The adverse effects of Regionally Significant Infrastructure and Lifeline Utilities: 1. are avoided in sensitive environments unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and 2. are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.	Accept in part
Chorus New Zealand Limited	209.36	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Considers there is a cross reference to the relevant objectives for the underlying zone which is inappropriate, as the Energy and Infrastructure chapter should be standalone, and the objectives in the zone chapters do not provide helpful guidance for the avoidance, remediation or mitigation of adverse effects from regionally significant infrastructure.	Amend EI-O2 as follows: <u>EI-O2 Adverse effects of Regionally Significant Infrastructure and Lifeline Activities</u> The adverse effects of Regionally Significant Infrastructure and Lifeline Utilities: 1. are avoided in sensitive environments unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and 2. are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.	Accept in part
Vodafone New Zealand Limited	210.36	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Considers there is a cross reference to the relevant objectives for the underlying zone which is inappropriate, as the Energy and Infrastructure chapter should be standalone, and the objectives in the zone chapters do not provide helpful guidance for the avoidance, remediation or mitigation of adverse effects from regionally significant infrastructure.	Amend EI-O2 as follows: <u>EI-O2 Adverse effects of Regionally Significant Infrastructure and Lifeline Activities</u> The adverse effects of Regionally Significant Infrastructure and Lifeline Utilities: 1. are avoided in sensitive environments unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and 2. are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.	Accept in part
Kāinga Ora	229.16	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	None specified.	Retain as notified.	Accept in part
Royal Forest and Bird Protection	156.53	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of	Opposes an objective that is contrary to the s6 and the NZCPS.	Delete EI-O2 Adverse effects of Regionally Significant Infrastructure.	Reject

Society				Regionally Significant Infrastructure			
Transpower New Zealand Limited	159.33	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	<p>The submitter does not support the objective in so far as it relates to the National Grid. The reasons include:</p> <ol style="list-style-type: none"> 1. The requirement to avoid adverse effects is overly onerous and not consistent with the NPSET nor Policy 16.3.4 of the CRPS. 2. It is more stringent than the approach to other infrastructure. 3. The requirement to achieve all relevant objectives in underlying zones is overly onerous and inconsistent with sections 104 and 171 of the RMA. 4. The requirement to avoid adverse effects does not give effect to provisions of the CRPS, including Policy 5.3.9 or the requirement to facilitate the operation and development of the National Grid in the objective of the NPSET. <p>[Refer original submission for full reason]</p>	Amend EI-O2 Adverse effects of Regionally Significant as follows: <u>1. The adverse effects of Regionally Significant Infrastructure and Lifeline Utilities on the identified characteristics and values of sensitive environments are avoided where it is practicable to do so having regard to the:</u> 1. are avoided in sensitive environments unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and 2. are avoided, remedied or mitigated <u>in all other cases to achieve the relevant objectives for the underlying zone in other areas.</u>	Accept in part
Penny Nelson, Director- General of Conservation Tumuaki Ahurei	166.20	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	<p>The submitter supports avoidance of adverse effects in sensitive environments but seeks amendments to align with the draft NPS-IB in applying the effects management hierarchy for infrastructure where effects cannot be avoided due to the functional need and where there are no practicable alternative locations.</p>	Amend EI-O2 as follows: EI-O2 Adverse effects of Regionally Significant Infrastructure <i>The adverse effects of Regionally Significant Infrastructure and Lifeline Utilities:</i> 1. are avoided in sensitive environments unless there is a functional need for the infrastructure to be in that location <u>and there are no practicable alternative locations, in which case they must be managed by applying the effects management hierarchy remedied or mitigated; and[...]</u>	Accept in part
PrimePort Limited	175.17	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	<p>Supports the provision for regionally significant infrastructure to locate in sensitive environments where there is an operational need.</p>	Retain as notified.	Accept in part
Opuha Water Limited	181.26	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally significant Infrastructure	<p>Concerned that there are inconsistencies between the directive in E1-O2.1 and its implementing Policy E1-P2.1 and policies NH-P11 E1-P1.</p> <p>These inconsistencies need to be corrected to ensure the PDP complies with section 75(1)(b) of the RMA. The inconsistencies also cut across the directives in section 104(1)(ab) of the RMA, which requires that, when considering an application for resource consent, the consenting authority must have regard to: <i>...any measure ... to offset or compensate for any adverse effects on the environment</i></p> <p>An effects management hierarchy, such as that set out in the (NPS-FM) for managing the adverse effects of an activity on the extent or values of a natural inland wetlands and rivers, would be a more appropriate approach to managing effects on the listed “sensitive environments”.</p> <p>[See original submission for full reasons]</p>	Amend EI-O2 Adverse effects of Regionally significant Infrastructure as follows: <i>The adverse effects of Regionally Significant Infrastructure and Lifeline Utilities:</i> 1. are avoided in sensitive environments unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; where practicable, and: <ol style="list-style-type: none"> a. <u>where adverse effects cannot be avoided, they are minimised where practicable; and</u> b. <u>where adverse effects cannot be minimised, they are remedied where practicable; and</u> c. <u>where more than minor residual adverse effects cannot be avoided, minimised, or remedied, offsetting is provided where possible; and</u> d. <u>if offsetting of more than minor residual adverse effects is not possible, compensation is provided; and</u> e. <u>if compensation is not appropriate, the activity itself must be avoided from the sensitive environment.</u> 	Accept in part

						[...]	
Timaru District Council	42.17	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	<p>Considers that there is no justification for approach in EI-O2.1, which requires the adverse effects of infrastructure and lifeline utilities to be <i>avoided</i> in sensitive environments.</p> <p>[Refer to original submission for full reasons].</p> <p>effects management hierarchy, in relation to natural inland wetlands and rivers, means an approach to managing the adverse effects of an activity on the extent or values of a wetland or river (including cumulative effects and loss of potential value) that requires that:</p> <ul style="list-style-type: none"> (a) adverse effects are avoided where practicable; and (b) where adverse effects cannot be avoided, they are minimised where practicable; and (c) where adverse effects cannot be minimised, they are remedied where practicable; and (d) where more than minor residual adverse effects cannot be avoided, minimised, or remedied, aquatic offsetting is provided where possible; and (e) if aquatic offsetting of more than minor residual adverse effects is not possible, aquatic compensation is provided; and (f) if aquatic compensation is not appropriate, the activity itself is avoided 	<p>Amend the heading of E1-O2 as follows:</p> <p><i>Adverse Effects of Regionally Significant Infrastructure and Lifelines Utilities.</i></p> <p>AND</p> <p>Amend EI-O2 to align with the NPS-FM's "effects management hierarchy".</p> <p>AND</p> <p>Consequential amendments would be required to clause 1 of Policy EI-P2 (Managing adverse effects of Regionally Significant Infrastructure and Lifelines Utilities) if any such changes are made.</p>	Accept in part
Heritage New Zealand Pouhere Taonga	114.10	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Supports objective EI-O2 which seeks to avoid adverse effects of regionally significant infrastructure within sensitive environments, which includes heritage items, heritage item extents and sites and areas of significance to Māori overlays.	Retain as proposed.	Accept in part
Waka Kotahi NZ Transport Agency	143.22	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Supports EI-O2 as it provides for Regionally Significant Infrastructure where there is a functional or operational need and where adverse effects are avoided, remedied or mitigated.	Retain as notified.	Accept in part
Radio New Zealand Limited	152.29	EI - Energy and Infrastructure	Objectives	EI-O2 Adverse effects of Regionally Significant Infrastructure	Supports EI-O2. Considers it appropriately recognises the functional and operational needs of Lifeline Utilities but is overly restrictive.	<p>Amend EI-O2 as follows:</p> <p><i>EI-O2 Adverse effects of Regionally Significant Infrastructure</i></p> <p><i>The adverse effects of Regionally Significant Infrastructure and Lifeline Utilities:</i></p> <ol style="list-style-type: none"> 1. Are avoided in sensitive environments unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated <i>to the extent practicable</i>; and 2. Are <i>managed avoided, remedied or mitigated</i> to achieve the relevant objectives for the underlying zone in other areas. 	Accept in part
Horticulture New Zealand	245.43	EI - Energy and Infrastructure	Objectives	EI-O3 Adverse effects of other infrastructure	Supports the outcome sought by an objective that seeks to ensure the adverse effects of other infrastructure are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.	Retain as notified.	Reject
Connexa Limited	176.37	EI - Energy and Infrastructure	Objectives	EI-O3 Adverse effects of other infrastructure	.	<p>Amend EI-O3 as follows:</p> <p><i>EI-O3 Adverse effects of other Infrastructure</i></p> <ol style="list-style-type: none"> 1. are avoided on the identified characteristics and values of the sensitive environments the infrastructure is located within, <i>unless there is a</i> 	Accept in part

						<i>functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.</i>	
Spark New Zealand Trading Limited	208.37	EI - Energy and Infrastructure	Objectives	EI-03 Adverse effects of other infrastructure	Considers the objective should not reference the relevant objectives for the underlying zone in other areas. Further, there can be a functional and operational need which requires consideration.	Amend EI-03 as follows: EI-03 Adverse effects of other Infrastructure <i>1. are avoided on the identified characteristics and values of the sensitive environments the infrastructure is located within, unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and</i> <i>2. are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.</i>	Accept in part
Chorus New Zealand Limited	209.37	EI - Energy and Infrastructure	Objectives	EI-03 Adverse effects of other infrastructure	Considers the objective should not reference the relevant objectives for the underlying zone in other areas. Further, there can be a functional and operational need which requires consideration.	Amend EI-03 as follows: EI-03 Adverse effects of other Infrastructure <i>1. are avoided on the identified characteristics and values of the sensitive environments the infrastructure is located within, unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and</i> <i>2. are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.</i>	Accept in part
Vodafone New Zealand Limited	210.37	EI - Energy and Infrastructure	Objectives	EI-03 Adverse effects of other infrastructure	Considers the objective should not reference the relevant objectives for the underlying zone in other areas. Further, there can be a functional and operational need which requires consideration.	Amend EI-03 as follows: EI-03 Adverse effects of other Infrastructure <i>1. are avoided on the identified characteristics and values of the sensitive environments the infrastructure is located within, unless there is a functional or operational need for the infrastructure to be in that location, in which case they must be remedied or mitigated; and</i> <i>2. are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.</i>	Accept in part
Kāinga Ora	229.17	EI - Energy and Infrastructure	Objectives	EI-03 Adverse effects of other infrastructure	None specified.	Retain as notified.	Reject
Royal Forest and Bird Protection Society	156.54	EI - Energy and Infrastructure	Objectives	EI-03 Adverse effects of other infrastructure	Opposes an objective that is contrary to the s6 and the NZCPS. The reference to “identified” characterises and values is not appropriate as these matters are not identified in the appendix or schedules for most “sensitive environments” and values may not remain constant.	Delete EI-03 Adverse effects of other infrastructure.	Accept
Penny Nelson, Director- General of Conservation Tumuaki Ahurei	166.21	EI - Energy and Infrastructure	Objectives	EI-03 Adverse effects of other infrastructure	The Submitter supports the inclusion of this policy which seeks to avoid, remedy and mitigate adverse effects of ‘other infrastructure’ on sensitive environments.	Retain as notified.	Reject
Heritage New Zealand Pouhere Taonga	114.11	EI - Energy and Infrastructure	Objectives	EI-03 Adverse effects of other infrastructure	Supports objective EI-03 that seeks to avoid adverse effects of other infrastructure within sensitive environments, which includes heritage items, heritage item extents and sites and areas of significance to Māori overlays.	Retain as proposed	Reject

KiwiRail Holdings Limited	187.20	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Supports this objective. Considers the rail corridor is vulnerable to adverse effects, including reverse sensitivity effects, when incompatible land uses are located near the rail corridor without appropriate development controls are in place.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.21	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Supports the intent to protect RSI from reverse sensitivity effects acknowledging that the objective does not restrict the intended protection to only new activities rather, reads broadly and should therefore include other activities that may cause reverse sensitivity effects such as intensification of existing activities. [see original submission for full reasons]	Retain EI-04 as notified.	Accept in part
Connexa Limited	176.38	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Considers that EI-O4 appropriately requires the recognition of reverse sensitivity effects on Regionally Significant Infrastructure and Lifeline Utilities.	Retain as notified.	Accept in part
Spark New Zealand Trading Limited	208.38	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Considers that EI-O4 appropriately requires the recognition of reverse sensitivity effects on Regionally Significant Infrastructure and Lifeline Utilities.	Retain as notified.	Accept in part
Chorus New Zealand Limited	209.38	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Considers that EI-O4 appropriately requires the recognition of reverse sensitivity effects on Regionally Significant Infrastructure and Lifeline Utilities.	Retain as notified.	Accept in part
Vodafone New Zealand Limited	210.38	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Considers that EI-O4 appropriately requires the recognition of reverse sensitivity effects on Regionally Significant Infrastructure and Lifeline Utilities.	Retain as notified.	Accept in part
Kāinga Ora	229.18	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Considers the objective as drafted could result in land which is zoned for residential development being un-useable. Also considers that the 'upgrading or development' should be deleted from the policy as it would be difficult to manage adverse effects on a potential future state.	Amend EI-04 as follows: <i>EI-04 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities</i> <i>The efficient operation, maintenance, repair, upgrading or development of Regionally Significant Infrastructure and lifeline utilities are not constrained or compromised by the adverse effects of subdivision, use and development, including reverse sensitivity effects.</i>	Accept in part

Royal Forest and Bird Protection Society	156.55	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Considers that the objective goes too far and should be limited to existing or authorised RSI and lifeline utilities.	Oppose.	Reject
Horticulture New Zealand	245.44	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Considers that the objective should reflect the NPSET, that seeks that activities are managed 'to the extent reasonably possible (e.g. Policy 10).	Amend EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities as follows: <i>The efficient operation, maintenance, repair, upgrading or development of Regionally Significant Infrastructure and lifeline utilities are to the extent reasonably possible not constrained or compromised by the adverse effects of subdivision, use and development, including reverse sensitivity effects.</i>	Reject
Transpower New Zealand Limited	159.34	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Supports the extent to which the objective relates to the National Grid, as it gives effect to Policy 10 and Policy 11 of the NPSET. The submitter considers the word 'efficient' is unnecessary, and not consistent with NPSET and Policy 16.3.4 of the CRPS.	Amend EI-O4 Adverse effects of Regionally Significant and Lifeline Utilities as follows: <i>The efficient operation, maintenance, repair, upgrading or development of Regionally Significant Infrastructure and lifeline utilities are not constrained or compromised by the adverse effects of subdivision, use and development, including reverse sensitivity effects.</i>	Reject
PrimePort Limited	175.18	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	The protection of regionally significant infrastructure and lifeline utilities from other development and reverse sensitivity effects is appropriate, given the value and importance of that infrastructure.	Retain as notified.	Accept in part
Opuha Water Limited	181.27	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Supports E1-O4 as it provides direction that will ensure appropriate safeguards against the effects of activities on RSI.	Retain as notified.	Accept in part
Alpine Energy Limited	55.7	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Opposes. In order to provide effective, resilient, safe, and affordable infrastructure for our communities, it is essential that operation, maintenance, repair, upgrade, and development of the electricity distribution network is not constrained or compromised by the adverse effects of subdivision, use and development, including reverse sensitivity effects. [Refer original submission for full reason].	None specified.	Noted (55.8FS notes this opposition was in error)
Waka Kotahi NZ Transport Agency	143.23	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Supports EI-O4 as it recognises that the efficient operation, maintenance, repair, upgrading or development of Regionally Significant Infrastructure and Lifeline Utilities should not be constrained or compromised by the adverse effects of subdivision, use and development, including reverse sensitivity.	Retain as notified.	Accept in part

Radio New Zealand Limited	152.30	EI - Energy and Infrastructure	Objectives	EI-O4 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities	Support EI-O4 as it protects Lifeline Utilities from incompatible land use and the specific inclusion of reverse sensitivity effects.	Retain as notified.	Accept in part
Royal Forest and Bird Protection Society	156.56	EI - Energy and Infrastructure	Objectives	EI-O5 Amateur radio configurations		Amend EI-O5 Amateur radio configurations as follows: <i>Amateur radio configurations are able to be efficiently established with <u>no</u> <u>to</u> minimal adverse effects on the surrounding Environment.</i>	Accept
KiwiRail Holdings Limited	187.21	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Supports the recognition of the benefits and operational needs of infrastructure. The enabling of the operation, maintenance, repair, upgrade and development of the railway is crucial to ensure the safety and efficiency of the South Island rail network is maintained.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.22	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Supports the recognition of the benefits of RSI by, inter alia, enabling their ongoing operation, maintenance, repair, upgrade and development of existing RSI.	Retain EI-P1 as notified.	Accept in part
Connexa Limited	176.39	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Partly supports EI-P1 in that it recognises the benefits of RSI and Lifeline Utilities and allows for considerations of new technologies. Considers that Clause 2 is unnecessary. It is at times of emergency that lifeline utilities, in particular, should be operational.	Amend EI-P1 as follows: <i>EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities</i> <i>Recognise the benefits of Regionally Significant Infrastructure and Lifeline Utilities by:</i> <i>1. enabling their operation, maintenance, repair, upgrade, development</i> <i>enabling their removal during an emergency; and 3. recognising their functional needs or operational needs; [...]</i>	Reject
Spark New Zealand Trading Limited	208.39	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Partly supports EI-P1 in that it recognises the benefits of RSI and Lifeline Utilities and allows for considerations of new technologies. Considers that Clause 2 is unnecessary. It is at times of emergency that lifeline utilities, in particular, should be operational.	Amend EI-P1 as follows: <i>EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities</i> <i>Recognise the benefits of Regionally Significant Infrastructure and Lifeline Utilities by:</i> <i>1. enabling their operation, maintenance, repair, upgrade, development</i> <i>2. enabling their removal during an emergency; and</i> <i>3. recognising their functional needs or operational needs; [...]</i>	Reject
Chorus New Zealand Limited	209.39	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the	Partly supports EI-P1 in that it recognises the benefits of RSI and Lifeline Utilities and allows for considerations of new technologies.	Amend EI-P1 as follows:	Reject

				benefits of Regionally Significant Infrastructure and Lifeline Utilities	Considers that Clause 2 is unnecessary. It is at times of emergency that lifeline utilities, in particular, should be operational.	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities <i>Recognise the benefits of Regionally Significant Infrastructure and Lifeline Utilities by:</i> 1. <i>enabling their operation, maintenance, repair, upgrade, development</i> 2. <i>enabling their removal during an emergency; and</i> 3. <i>recognising their functional needs or operational needs; [...]</i>	
Vodafone New Zealand Limited	210.39	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Partly supports EI-P1 in that it recognises the benefits of RSI and Lifeline Utilities and allows for considerations of new technologies. Considers that Clause 2 is unnecessary. It is at times of emergency that lifeline utilities, in particular, should be operational.	Amend EI-P1 as follows: EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities <i>Recognise the benefits of Regionally Significant Infrastructure and Lifeline Utilities by:</i> 1. <i>enabling their operation, maintenance, repair, upgrade, development</i> 2. <i>enabling their removal during an emergency; and</i> 3. <i>recognising their functional needs or operational needs; [...]</i>	Reject
Kāinga Ora	229.19	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	None specified.	Retain as notified.	Accept in part
Royal Forest and Bird Protection Society	156.57	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Considers the policy contrary to NPSET and NPSREG as the policy as drafted is more enabling than these national directions. Considers the Council should be supporting rather than encouraging and using the same terminology as the NPS's. The submitter also believes it is inappropriate to allow for "non-renewable" electricity generation, when it is not clear how this fits within the definition of RSI or Lifeline utility.	Amend EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities as follows: 1. <i>enabling providing for</i> <i>their operation, maintenance, repair, upgrade, development in appropriate locations; and</i> 2. <i>enabling providing for</i> <i>their removal during an emergency; and</i> 3. <i>recognising their functional needs or operational needs; and</i> 4. <i>encouraging supporting</i> <i>the coordination of their planning and delivery with land use, subdivision, development, and urban growth so that future land use and infrastructure and Lifeline Utilities are integrated, efficient and aligned; and</i> 5. <i>enabling providing for</i> <i>the investigation and development of new small-scale renewable electricity generation activities to support a reduction in greenhouse gas emissions and diversifying the type and/or location of electricity generation; and</i> 6. <i>allowing providing for</i> <i>large scale renewable generation and non-renewable generation activities where the adverse effects can be minimised or able to be remediated; and</i> 7. <i>supporting Regionally Significant Infrastructure in adopting new technologies that:</i> <i>a. improve access to, and efficient use of, networks and services;</i>	Accept in part

						<p>b. allow for the re-use of redundant services and structures <u>and construction materials</u>;</p> <p>c. increase resilience, safety or reliability of networks and services;</p> <p>d. <u>avoid adverse environmental effects and</u> result in environmental benefits <u>and enhancements</u>; or</p> <p>e. promote environmentally sustainable outcomes including green infrastructure and the increased utilisation of renewable resources.</p>	
Transpower New Zealand Limited	159.35	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Supports (insofar as the Objective relates to the National Grid) but seeks the inclusion of an additional clause, similar to that included for renewable electricity generation, in order to fully give effect to the NPSET.	Amend EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities as follows: <i>Recognise the benefits of Regionally Significant Infrastructure and Lifeline Utilities by: [...]</i> <u>x. allowing the establishment of new, and the development of, National Grid assets.</u>	Reject
Fonterra Limited	165.35	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	It is appropriate that regionally significant infrastructure contributes to the economy, enables people and communities and aligns with development.	Retain as notified.	Accept in part
PrimePort Limited	175.19	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Recognition of the benefits of, and enablement of, regionally significant infrastructure and lifeline utilities from other development and reverse sensitivity effects is appropriate, given the value and importance of that infrastructure.	Retain as notified.	Accept in part
Opuha Water Limited	181.28	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and lifeline utilities	Notes the policy does not contemplate potential scenarios where activities other than removal of existing RSI is required during an emergency. Considers the policy should address alterations such as realignment of infrastructure in a potential emergency. Note the related relief sought for a definition of 'alteration' to be added to the PDP. Otherwise supports the policy.	Amend EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities as follows: <i>Recognise the benefits of Regionally Significant Infrastructure and Lifelines Utilities by:</i> <i>[...]</i> <i>2. enabling their removal <u>or alteration</u> during an emergency;</i> <i>[...]</i> AND Include a definition in the PDP for the term "alteration" as stated in the related relief sought on a new definition.	Accept in part
Timaru District Council	42.18	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Submits that during emergencies there are likely to be situations arising where infrastructure may not need to be removed, but it may be necessary for infrastructure to be altered. Subject to this minor amendment, Council considers Policy EI-P1 will, in terms of section 75(1) RMA, implement Objective EI-O1.	Amend Policy E1-P1 as follows: <i>Recognise the benefits of Regionally Significant Infrastructure and Lifelines Utilities by: [...]</i> <i>2. enabling their removal, <u>relocation, repair, upgrade, maintenance and other necessary works required</u> during an emergency; and</i> - <i>[...]</i>	Accept in part

Alpine Energy Limited	55.8	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Supports the policy as it enables the delivery of an effective, safe and affordable electricity distribution network. There is a related submission on the definition of Regionally Significant Infrastructure which should include the electricity distribution network. [Refer original submission for full reason].	None specified.	Accept in part
Waka Kotahi NZ Transport Agency	143.24	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	EI-P1 is supported as it recognises the benefits of Regionally Significant Infrastructure and Lifeline Utilities by enabling the operation, maintenance, repair, upgrade and development of this infrastructure. It also recognises the functional or operational needs of this infrastructure.	Retain as notified.	Accept in part
Radio New Zealand Limited	152.31	EI - Energy and Infrastructure	Policies	EI-P1 Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities	Support EI-P1 in its recognition of the benefits associated with Lifeline Utilities.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.23	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	Supports the acknowledgement that it is the values of those specified environments / areas / overlays on which adverse effects from RSI should be avoided, rather than a blanket avoid approach altogether.	Retain EI- P2 as notified.	Accept in part
Connexa Limited	176.40	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	Considers that: 1. given EI-P2 directly discusses Regionally Significant Infrastructure and other infrastructure, it should also specifically mention lifeline utilities for consistency. 2. it is not appropriate for the policy to seek that infrastructure be consistent with the character of an area. the policy should also recognise that it is not appropriate for all infrastructure to be placed underground.	Amend EI-P2 as follows: EI-P2 Managing adverse effects of Regionally Significant Infrastructure, Lifeline Utilities and other infrastructure 1. Provide for Regionally Significant Infrastructure, <i>lifeline utilities</i> and other infrastructure where any adverse effects are appropriately managed by: a. [...]; and b. controlling the height, bulk and location of Regionally Significant Infrastructure and other infrastructure, <i>consistent with to complement</i> the role, function, character and identified qualities of the underlying zone; and c. [...]. d. requiring the undergrounding of network <i>utilities utility lines</i> in new areas of urban development; and e. [...]. f. [...].	Accept in part

						<p><i>g. requiring other infrastructure to adopt sensitive design to integrate within the site, existing built form and/or landform and to maintain complement the character and qualities of the surrounding area;</i></p> <p><i>while:</i></p> <p><i>2. recognising the functional or operational need of Regionally Significant Infrastructure, <u>lifeline utilities</u> and other infrastructure activities, and having regard to:</i> [...].</p>	
Spark New Zealand Trading Limited	208.40	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	<p>Considers that:</p> <p>1. given EI-P2 directly discusses Regionally Significant Infrastructure and other infrastructure, it should also specifically mention lifeline utilities for consistency.</p> <p>2. it is not appropriate for the policy to seek that infrastructure be consistent with the character of an area.</p> <p>The policy should also recognise that it is not appropriate for all infrastructure to be placed underground.</p>	<p>Amend EI-P2 as follows:</p> <p><i>EI-P2 Managing adverse effects of Regionally Significant Infrastructure, <u>Lifeline Utilities</u> and other infrastructure.</i></p> <p><i>1. Provide for Regionally Significant Infrastructure, <u>lifeline utilities</u> and other infrastructure where any adverse effects are appropriately managed by:</i></p> <p><i>a. [...]; and</i></p> <p><i>b. controlling the height, bulk and location of Regionally Significant Infrastructure and other infrastructure, consistent with to complement the role, function, character and identified qualities of the underlying zone; and</i></p> <p><i>c. [...]</i></p> <p><i>d. requiring the undergrounding of network <u>utilities utility lines</u> in new areas of urban development; and</i></p> <p><i>e. [...]</i></p> <p><i>f. [...]</i></p> <p><i>g. requiring other infrastructure to adopt sensitive design to integrate within the site, existing built form and/or landform and to maintain complement the character and qualities of the surrounding area;</i></p> <p><i>while:</i></p> <p><i>2. recognising the functional or operational need of Regionally Significant Infrastructure, <u>lifeline utilities</u> and other infrastructure activities, and having regard to:</i> [...]</p>	Accept in part
Chorus New Zealand Limited	209.40	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	<p>Considers that:</p> <p>1. given EI-P2 directly discusses Regionally Significant Infrastructure and other infrastructure, it should also specifically mention lifeline utilities for consistency.</p> <p>2. it is not appropriate for the policy to seek that infrastructure be consistent with the character of an area.</p> <p>the policy should also recognise that it is not appropriate for all infrastructure to be placed underground.</p>	<p>Amend EI-P2 as follows:</p> <p><i>EI-P2 Managing adverse effects of Regionally Significant Infrastructure, <u>Lifeline Utilities</u> and other infrastructure.</i></p> <p><i>1. Provide for Regionally Significant Infrastructure, <u>lifeline utilities</u> and other infrastructure where any adverse effects are appropriately managed by:</i></p> <p><i>a. [...]; and</i></p> <p><i>b. controlling the height, bulk and location of Regionally Significant Infrastructure and other infrastructure, consistent with to complement the role, function, character and identified qualities of the underlying zone; and</i></p> <p><i>c. [...]</i></p> <p><i>d. requiring the undergrounding of network <u>utilities utility lines</u> in new areas of urban development; and</i></p> <p><i>e. [...]</i></p> <p><i>f. [...]</i></p> <p><i>g. requiring other infrastructure to adopt sensitive design to integrate within the site, existing built form and/or landform and to maintain complement</i></p>	Accept in part

						<p>the character and qualities of the surrounding area; while:</p> <p>2. recognising the functional or operational need of Regionally Significant Infrastructure, <u>lifeline utilities</u> and other infrastructure activities, and having regard to:</p> <p>[...]</p>	
Vodafone New Zealand Limited	210.40	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	<p>Considers that:</p> <p>1. given EI-P2 directly discusses Regionally Significant Infrastructure and other infrastructure, it should also specifically mention lifeline utilities for consistency.</p> <p>2. it is not appropriate for the policy to seek consistent with the character of an area.</p> <p>the policy should also recognise that it.</p>	<p>Amend EI-P2 as follows:</p> <p>EI-P2 Managing adverse effects of Regionally Significant Infrastructure, Lifeline Utilities and other infrastructure.</p> <p>1. Provide for Regionally Significant Infrastructure, <u>lifeline utilities</u> and other infrastructure where any adverse effects are appropriately managed by:</p> <p>a. [...]; and</p> <p>b. controlling the height, bulk and location of Regionally Significant Infrastructure and other infrastructure, consistent with <u>to complement</u> the role, function, character and identified qualities of the underlying zone; and</p> <p>c. [...]</p> <p>d. requiring the undergrounding of network <u>utilities utility lines</u> in new areas of urban development; and</p> <p>e. [...]</p> <p>f. [...]</p> <p>g. requiring other infrastructure to adopt sensitive design to integrate within the site, existing built form and/or landform and to maintain <u>complement</u> the character and qualities of the surrounding area;</p> <p>while:</p> <p>2. recognising the functional or operational need of Regionally Significant Infrastructure, <u>lifeline utilities</u> and other infrastructure activities, and having regard to:</p> <p>[...]</p>	Accept in part
Kāinga Ora	229.20	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	<p>Considers that EI-P2 should be expanded to include reference to adverse effects on health and wellbeing.</p> <p>Concerned that under clause (c), there is a potential difference as to what is considered acceptable effects to infrastructure providers, are often greater than the standards relating to effects that are acceptable for other users to experience.</p>	<p>Amend EI-P2 as follows:</p> <p>EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure</p> <p>1. Provide for Regionally Significant Infrastructure and other infrastructure where any adverse effects are appropriately managed by:</p> <p>a. seeking to avoid adverse effects on the identified values and qualities of Outstanding Natural Landscapes and Outstanding Natural Features, Visual Amenity Landscapes, the Coastal Environment, Significant Natural Areas, High Naturalness Waterbodies Areas, Sites of Significance to Māori, historic heritage, cultural, and archaeological areas, riparian margins and notable trees; and</p> <p>b. controlling the height, bulk and location of Regionally Significant Infrastructure and other infrastructure, consistent with the role,</p>	Accept in part

						<p>function, character and identified qualities of the underlying zone; and</p> <p>c. requiring compliance with recognised standards or guidelines relating to <u>acceptable</u> noise, vibration, radiofrequency fields and electric and magnetic fields <u>for noise sensitive activities</u>; and</p> <p>d. <u>minimising adverse effects on human health, wellbeing and amenity</u>; and</p> <p>e. d. requiring the undergrounding of network utilities in new areas of urban development; and</p> <p>f. e. minimising adverse visual effects on the environment through landscaping and/or the use of recessive colours and finishes; and</p> <p>g. f. allow new water infrastructure, including open drains, ponds and structures for the reticulation and storage of water for agricultural and horticultural activities in sensitive environments where the adverse effects can be minimised; and</p> <p>h. g. requiring other infrastructure to adopt sensitive design to integrate within the site, existing built form and/or landform and to maintain the character and qualities of the surrounding area;</p> <p>[...]</p>	
Royal Forest and Bird Protection Society	156.58	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	<p>Opposes EI-P2 as it does not achieve Part 2 of the Act. More clarity to be provided in the policy to distinguish those activities that have specific national policy direction by splitting the policy into separate clauses or provide separate policies. There are also conflicts within the policy.</p> <p>[Refer to original submission for full reason].</p>	<p>Delete EI-P2 Regionally Significant Infrastructure and replace with wording that:</p> <ol style="list-style-type: none"> requires that for National Grid and Renewable electricity generation activities, adverse effects: <ol style="list-style-type: none"> in the coastal environment are avoided in accordance with Policies 11, 13 15 and the NZCPS; in all other cases are firstly sought to be avoid, where this is not possibly due to functional and operational needs, adverse effects are remedied or mitigated; where there is no functional or operational need upgrading and development does not occur within an overlay or area meeting the significance criteria in the RPS; For RSI (other than national Grid and Renewable) requires adverse effects: <ol style="list-style-type: none"> in the coastal environment are avoided in accordance with Policies 11, 13 15 and the NZCPS; outside the coastal environment that are significant adverse effects on natural of the coastal environment, wetlands, and the margins lakes and rivers, outstanding natural landscapes, and features, and SNAs (including any unscheduled area meeting the significance criteria in the RPS) to be avoided; in all other cases are firstly sought to be avoid, where this is not possibly due to functional and operational needs, adverse effects are remedied or mitigated; where there is no functional or operational need upgrading and development does not occur within an overlay. For “other infrastructure” effects are to be addressed in accordance with 	Accept in part

						the ECO, NATC, NFL and CE and any other relevant chapters.	
Transpower New Zealand Limited	159.36	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other Infrastructure	Considers the Policy fails to reflect the nuanced approach to the management of adverse effects set out in NPSET Policies 7, 8 and 9, and the relevant considerations in NPSET Policies 3, 4 and 5. The submitter notes it is more efficient and effective to include a standalone policy on the effects of the National Grid. [Refer original submission for full reason]	<p>1. Amend EI-P2 Managing adverse effects of Regionally significant Infrastructure and other Infrastructure as follows:</p> <p><i>Except as provided for by Policy EI-PX, provide for Regionally Significant Infrastructure and other infrastructure where any adverse effects are appropriately managed by: [...]</i></p> <p>AND</p> <p>2. Insert a new National Grid specific policy as follows:</p> <p>Policy EI-PX</p> <p><i>Managing adverse effects of the National Grid Provide for the operation, maintenance, repair, replacement, upgrade and development of the National Grid where any adverse effects are appropriately managed by:</i></p> <p><i>1. enabling the ongoing operation, maintenance, repair, replacement and minor upgrading of existing National Grid assets;</i></p> <p><i>2. when providing for new, or upgrades that are more than minor to, National Grid:</i></p> <p><i>a. In urban environments, avoid adverse effects of the National Grid on town centres, areas of high recreation value and existing sensitive activities;</i></p> <p><i>b. in the coastal environment, recognising that there will be areas where avoidance of adverse effects is required to protect the special values and characteristics of those areas;</i></p> <p><i>c. where (a) and (b) do not apply, seek to avoid adverse effects on the characteristics and values of the following:</i></p> <p><i>i. significant natural areas listed in SCHED7,</i></p> <p><i>ii. outstanding natural features and landscapes listed in SCHED8 and SCHED9,</i></p> <p><i>iii. High Naturalness Waterbodies Areas,</i></p> <p><i>iv. areas of high or outstanding natural character,</i></p> <p><i>v. historic heritage sites listed in SCHED3-4,</i></p> <p><i>vi. sites and areas of significance to Kāti Huirapa listed in SCHED6,</i></p> <p><i>vii. visual amenity landscapes listed in SCHED10, and</i></p> <p><i>3. where it is not practicable to avoid, adverse effects on the characteristics and values of the areas listed in (2), remedy or mitigate adverse effects having regard to:</i></p> <p><i>a. the operational needs or functional needs of the National Grid and the extent to which those requirements constrain measures to avoid, remedy or mitigate adverse effects;</i></p> <p><i>b. the extent to which significant adverse effects are avoided;</i></p> <p><i>c. the extent to which any adverse effects have been avoided, remedied or mitigated by route, site and method selection;</i></p> <p><i>d. for upgrades, the extent to which existing adverse effects have been reduced as part of any substantial upgrade;</i></p> <p><i>e. the extent to which adverse effects on urban amenity have been</i></p>	Accept in part

						<p><i>minimised; and</i></p> <p><i>4. outside of the areas listed in (2), avoiding, remedying, or mitigating other adverse effects, having regard to the matters in (3).</i></p> <p><i>5. In the event of conflict between clause (2) (c) and Policy SASM-P5, SASM-P6, SASM-P7 or SASM- P8, clause 2(c) prevails.</i></p> <p><i>6. In the event of conflict between clause 2(c) and Policy NATC-P4 or NATC-P6 clause 2(c) prevails.</i></p>	
Penny Nelson, Director- General of Conservation Tumuaki Ahurei	166.22	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	The submitter supports the inclusion of this policy and managing adverse effects on the identified values and qualities of the natural environment and specific overlays listed. However, it is considered relevant to include consideration of the effects management hierarchy as included in the draft NPS-IB in accordance with Clause 3.10(3) and (4) for specific infrastructure that provides significant national or regional public benefit, has a functional or operation need to be in that particular location and where there are no practicable alternative locations for the new use or development.	<p>Amend EI-P2 as follows:</p> <p>EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure</p> <p>1. Provide for Regionally Significant Infrastructure and other infrastructure where any adverse effects are appropriately managed by:</p> <p style="padding-left: 40px;"><i>a. seeking to avoid adverse effects on the identified values and qualities of Outstanding Natural Landscapes and Outstanding Natural Features, Visual Amenity Landscapes, the Coastal Environment, Significant Natural Areas, High Naturalness Waterbodies Areas, Sites of Significance to Māori, historic heritage, cultural, and archaeological areas, riparian margins and notable trees and applying the effects mitigation hierarchy where adverse effects cannot be avoided; and</i></p> <p style="padding-left: 40px;"><i>[...].</i></p>	Accept in part
PrimePort Limited	175.20	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	Provision for regionally significant infrastructure to locate in sensitive environments where there is a functional and operational need is supported.	Retain as notified.	Accept in part
Opuha Water Limited	181.29	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	<p>Supports aspect of this policy but concerned that the wording of clause 1.f creates an extremely high threshold that would be difficult for any new works to meet and is inconsistent with the treatment of urban water distribution networks.</p> <p>In relation to clause (2) of EI-P2, it would be appropriate for the list of matters that are had regard to when determining the functional or operational need of RSI to be expanded to include a further locational consideration to recognise that there are often situations where there are no feasible alternative locations for RSI works.</p> <p>[Refer to original submission for full reason.]</p>	<p>Amend EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure, as follows:</p> <p>1. In relation to EI-P2.1:</p> <p>a. Delete EI-P2.1.f; or</p> <p>b. Reword EI-P2.1.f by clearly identifying the environmental outcome this sub-clause is seeking to achieve; or</p> <p>c. Reword EI-P2.1.f to apply only to areas of Significant Natural Areas or Outstanding Natural Landscapes or other specific “sensitive environments” (if this is the issue that Council is seeking to address); and</p> <p>d. retain the remaining parts. AND</p> <p>2. In relation to EI-P2.2, amend as follows:</p> <p>2. <i>recognising the functional or operational need of Regionally Significant Infrastructure and other infrastructure activities, and having regard to:</i></p> <p style="padding-left: 40px;"><i>a. [...]; and</i></p> <p style="padding-left: 40px;"><i>e. their location, including:</i></p> <p style="padding-left: 80px;"><i>i. the complexity and connectedness of the networks and services;</i></p> <p style="padding-left: 80px;"><i>ii. the potential for co-location and shared use of infrastructure corridors; and</i></p>	Accept in part

						<i>iii. the extent to which there are feasible alternative locations; and</i> [...]	
Timaru District Council	42.19	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	Related to submission on Objective EI-O2. Considers Policy E1- P2 should be amended to cover the situation where there are no alternative sites, routes or methods for the proposed infrastructure, e.g., due to design or locational constraints. With the abovementioned amendments, Council considers that Policy EI-P2 would, in terms of section 75(1) RMA, implement Objective EI-O2. [Refer to original submission for full reasons].	Amend EI-P2.2 to include a further sub-clause such as "the extent to which viable alternative sites, routes or methods are available" or similar. OR amend wording of clause a.	Accept
KiwiRail Holdings Limited	187.22	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	Supports the management of adverse effects of infrastructure while recognising the matters specified in clause 2. of this policy. But considers that since the rail network is linear in nature and it is not always possible to avoid sensitive areas and internalise all adverse effects. Therefore, an amendment is sought to recognise this.	Amend EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure as follows: 1. <i>Provide for Regionally Significant Infrastructure and other infrastructure where any adverse effects are appropriately managed by:</i> <i>a. seeking to avoid, <u>remedy or mitigate</u> adverse effects on the identified values and qualities of Outstanding Natural Landscapes and Outstanding Natural Features, Visual Amenity Landscapes, the Coastal Environment, Significant Natural Areas, High Naturalness Waterbodies Areas, Sites of Significance to Māori, historic heritage, cultural, and archaeological areas, riparian margins and notable trees; and</i> [...][...]	Reject
Heritage New Zealand Pouhere Taonga	114.12	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	Supports policy EI-P2 which seeks to provide for infrastructure requirements while avoiding adverse effects on historic heritage and sites of significance to Māori.	Retain as notified.	Accept in part
Waka Kotahi NZ Transport Agency	143.25	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	Supports EI-P2 as it provides Regionally Significant Infrastructure and other infrastructure where any adverse effects are appropriately managed, which includes avoiding adverse effects in areas with high natural importance. The policy also provides for the consideration of whether this infrastructure has a functional or operational need while having regard to other associated matters.	Retain as notified.	Accept in part
Radio New Zealand Limited	152.32	EI - Energy and Infrastructure	Policies	EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure	Supports a policy to manage the adverse effects of infrastructure. However considers amendments needed to refer to Lifeline Utilities to be consistent with other provisions in the PDP. This is consistent with other objectives in the Proposed Plan and appropriately recognises infrastructure which serves a critical civil defence role.	Amend EI-P2 as follows: EI-P2 Managing adverse effects of Regionally Significant Infrastructure and other infrastructure 1. <i>Provide for Regionally Significant Infrastructure, <u>Lifeline Utilities</u> and other infrastructure where any adverse effects are appropriately managed by:</i>	Accept in part

						<p>[...]</p> <p>b. Controlling, <u>to the extent practicable</u>, the height bulk and location of Regionally Significant Infrastructure</p> <p>[...]</p> <p>while</p> <p>2. recognising the functional or operational need of Regionally Significant Infrastructure, <u>Lifeline Utilities</u> and other infrastructure activities, and having regard to:</p> <p>a. the extent to which adverse effects have been addressed through site, route or method selection; and</p> <p>b. the need to quickly repair and restore disrupted services; and</p> <p>c. the impact of not operating, repairing, maintaining, upgrading, removing or developing the regionally significant infrastructure or other infrastructure; and</p> <p>d. the time, duration or frequency of adverse effects; and</p> <p>e. their location, including:</p> <p>i. the complexity and connectedness of the networks and services;</p> <p>ii. the potential for co-location and shared use of infrastructure corridors; and</p> <p>f. for renewable energy generation, the need to locate where the natural resources occur.</p>	
Horticulture New Zealand	245.45	EI - Energy and Infrastructure	Policies	<p>EI-P3 Adverse effects on Regionally Significant Infrastructure</p> <p>Considers the policy is broad in its application, and therefore a change is sought to implement the changes sought to EI-O4 through the addition of ‘to the extent reasonably possible’.</p> <p>Also the NPSET Policy 11 is that they will ‘generally not be provided for’ rather than an absolute avoid.</p> <p>Clause a) is best split as there are 3 matters being addressed with different directives.</p> <p>Clarification is sought by the addition of a definition for ‘activities sensitive to transmission lines’ consistent with the definition for sensitive activities in the NPSET.</p> <p>[Refer to original submission for full reason]</p>	<p>Amend EI-P3 Adverse effects on Regionally Significant Infrastructure as follows:</p> <ol style="list-style-type: none"> 1. Ensure new incompatible activities are appropriately located or designed so they do not <u>unreasonably</u> compromise or constrain the safe, effective and efficient operation, maintenance, repair, development or upgrading of any Regionally Significant Infrastructure and lifeline utilities; and 2. Recognise and provide for the safe and efficient operation, maintenance, upgrading, removal and development of the National Grid by: <ul style="list-style-type: none"> a. avoiding the establishment or expansion of activities sensitive to transmission lines in the National Grid Yard and avoiding subdivision, use and development that may compromise the operation, maintenance, repair, upgrading, renewal, or development of the National Grid; and <u>a. Generally avoid the establishment or expansion of activities sensitive to transmission lines in the national Grid Yard</u> <u>b. Manage subdivision use and development in to ensure that the National Grid is not compromised</u> b. c. <u>providing security of supply and/or maintaining the integrity of National Grid assets; and</u> c. d. <u>maintaining ongoing access to conductors and support structures for maintenance and upgrading works; and</u> d. e. <u>minimising exposure to health and safety risks from the National Grid; and</u> e. f. <u>managing activities, as far as reasonably practicable, to avoid the potential for reverse sensitivity effects on the</u> 	Reject	

						National Grid.	
KiwiRail Holdings Limited	187.23	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports the that the policy seeks to ensure that incompatible activities are appropriately located or designed so they do not compromise the safe, effective and efficient operation, maintenance, repair, development or upgrading of the rail corridor.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.24	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports the intent of Policy EI-P3 for the same reasons as Objective EI-O4 and seek an amendment to the Policy so that all activities that can cause reverse sensitivity effects on RSI and Lifeline Utilities are similarly appropriately located, designed and managed.	Amend EI-P3 Adverse effects on Regionally Significant Infrastructure follows: 1. <i>Ensure new <u>or modified</u> incompatible activities are appropriately located or designed so they do not compromise or constrain the safe, effective and efficient operation, maintenance, repair, development or upgrading of any Regionally Significant Infrastructure and lifeline utilities; and</i> [...]	Accept
Connexa Limited	176.41	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports the policy that appropriately provides direction for reverse sensitivity effects management on regionally significant infrastructure and lifeline utilities.	Retain as notified.	Accept in part
Spark New Zealand Trading Limited	208.41	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports the policy that appropriately provides direction for reverse sensitivity effects management on regionally significant infrastructure and lifeline utilities.	Retain as notified.	Accept in part
Chorus New Zealand Limited	209.41	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports the policy that appropriately provides direction for reverse sensitivity effects management on regionally significant infrastructure and lifeline utilities.	Retain as notified.	Accept in part
Vodafone New Zealand Limited	210.41	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports the policy that appropriately provides direction for reverse sensitivity effects management on regionally significant infrastructure and lifeline utilities.	Retain as notified.	Accept in part
Kāinga Ora	229.21	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Considers the policy as drafted could result in land which is zoned for residential development being unable to be developed as intended. The Submitter views that the policy should be amended to focus on the management of effects.	Amend EI-P3 as follows: EI-P3 Adverse effects on Regionally Significant Infrastructure 1. <i>Ensure a New incompatible activities are appropriately located or designed <u>so that reverse sensitivity effects are managed</u> so they do not compromise or constrain the safe, effective and efficient operation, maintenance, repair, development or upgrading of any Regionally Significant Infrastructure and lifeline utilities; and</i> 2. <i>Recognise and provide for the safe and efficient operation,</i>	Accept in part

						<p><i>maintenance, upgrading, removal and development of the National Grid by:</i></p> <p>a. <i>avoiding the establishment or expansion of activities sensitive to transmission lines in the National Grid Yard and avoiding subdivision, use and development <u>which will result in reverse sensitivity effects</u> that may <u>will</u> compromise the operation, maintenance, repair, upgrading, renewal, or development of the National Grid; and</i></p> <p>b. <i>[...]</i></p> <p>[...]</p>	
Royal Forest and Bird Protection Society	156.59	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports the provision for maintenance providing adverse effects on the environment are avoided, remedied, and mitigated as appropriate when considering maintenance for existing and for new development.	<p>1. Retain EI-P3.2 as being limited to the national grid; AND</p> <p>2. Amend rules or standards as necessary to ensure adverse effects on the environment are avoided, remedied, and mitigated as appropriate when considering maintenance for existing and for new development of the National Grid.</p>	Accept in part
Transpower New Zealand Limited	159.37	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Considers the policy gives effect to Policy 10 and Policy 11 of the NPSET and Policy 16.3.4 of the CRPS.	Retain as notified.	Accept in part
PrimePort Limited	175.21	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	The protection of regionally significant infrastructure and lifeline utilities from other development and reverse sensitivity effects is appropriate, given the value and importance of that infrastructure.	Retain as notified.	Accept in part
Opuha Water Limited	181.30	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Considers the policy will ensure that adverse effects of activities on RSI are appropriately managed through location and design.	Retain as notified.	Accept in part
Timaru District Council	42.20	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Considers the title of this Objective should be <i>Adverse effects on Regionally Significant Infrastructure and Lifelines Utilities</i> to reflect the intent of the Policy.	<p>Amend the title of Policy EI-P3 to</p> <p>EI-P3 - Adverse Effects of Regionally Significant Infrastructure <u>and Lifelines Utilities</u></p> <p>[...]</p>	Accept
Alpine Energy Limited	55.9	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports the recognition that it is essential that the electricity distribution network is not constrained or compromised by new incompatible activities that are inappropriately located or designed, in the same way that the National Grid is protected by this policy. [Refer original submission for full reason].	None specified, see related submission on the definition of Regionally Significant Infrastructure.	Accept in part
Waka Kotahi NZ Transport Agency	143.26	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally Significant Infrastructure	Supports EI-P3 as it ensures new incompatible activities are appropriately located or designed to manage adverse effects on Regionally Significant Infrastructure and Lifeline Utilities.	Retain as notified.	Accept in part
Radio New Zealand Limited	152.33	EI - Energy and Infrastructure	Policies	EI-P3 Adverse effects on Regionally	Supports policy EI-P3, particularly the direction to appropriately locate or design new activities that are incompatible with Lifeline Utilities.	Retain as notified.	Accept in part

				Significant Infrastructure			
Royal Forest and Bird Protection Society	156.60	EI - Energy and Infrastructure	Policies	EI-P4 Amateur radio configurations	Considers the word 'minimise' is uncertain as to the extent to which adverse effects will be avoided, remedied, or mitigated which creates inconsistencies with the NZCPS and other plan provisions.	Amend EI-P4 Amateur radio configurations as follows: 1. [...] 2. Only allow amateur radio configurations within the Open Space Zone, Sport and Active Recreation Zone or any other zones not identified in EI-P4(1) where it can be demonstrated that: a. they are compatible with the character and amenity values of the zone; and b. any adverse effects <i>are avoided, remedied, or mitigated in accordance with the ECO, NATC, NFL and CE provisions and in other cases minimised.</i>	Reject
Alpine Energy Limited	55.10	EI - Energy and Infrastructure	Rules	General	Supports the PDP rules as they relate to network utilities in general. Particularly the Plan's inclusion of the maintenance and upgrading of overhead lines and supporting structures in all zones as a permitted activity. This rule enables cost effective management of the electricity distribution network. [Refer original submission for full reason].	None specified.	Accept in part
Opuha Water Limited	181.32	EI - Energy and Infrastructure	Section C - Rules for network utilities - Three Waters	General	Considers the title does not reflect the actual scope of activities governed by the Rules that follow, which are urban and rural water infrastructure, and ancillary network utilities.	Amend Section C Rules for network utilities - Three Waters as follows: <i>Rules Section C - Rules for network utilities - Three waters Water Infrastructure and ancillary network utilities</i> .	Accept in part
Opuha Water Limited	181.33	EI - Energy and Infrastructure	Section C - Rules for network utilities - Three Waters	General	The submitter notes the terms "infrastructure" and "network utilities" are used interchangeably in the Rules and Conditions, whereas the Objectives and Policies in the Chapter tend to refer primarily to "infrastructure". Consistency in terminology across the chapter would be preferable and reduce the risk of interpretation issues.	Amend the terminology used in the Section C Rules for network utilities - Three Waters to ensure consistency and alignment with the Objectives and Policies (particularly address the interchangeable use of the terms "infrastructure" and "network utilities").	Accept in part
Royal Forest and Bird Protection Society	156.61	EI - Energy and Infrastructure	Rules	Note	Considers that the 'Note' which states that provisions in Chapter 2 District Wide matters chapters still apply to activities provided for in rule sections A to Section F is generally appropriate. However, it is essential that these rules do not trump or override other district wide matters. [See original submission for full reasons]	Amend Energy and Infrastructure Note by: 1. deleting the words ' Unless otherwise specified in this chapter, ' AND 2. amending the second note to make it abundantly clear that other district wide chapters will apply.	Accept
Transpower New Zealand Limited	159.38	EI - Energy and Infrastructure	Rules	Note	Considers that it is critical that the Proposed District Plan is clear in respect of which rules apply to infrastructure. Considers that the most succinct approach is for such rules to be located in a single chapter and that the Zone rules do not apply. [Refer original submission for full reason]	Amend the Note that is related to the Rules in the EI chapter as follows: <i>Note: Activities not listed in the rules of this chapter are classified as a permitted under this chapter.</i> <i>Rules in Sections A - Section F of this chapter take precedence over rules in any Zone Chapter of Part 3 - Area Specific Matters - Zone Chapters <u>and the Zone Chapter rules do not apply.</u> Unless otherwise specified in this chapter, the provisions of Development Area Chapter, Designation Chapter and Chapters in Part 2 - District-wide Matters Chapters still apply to activities provided for in Sections A - Section F and therefore resource consent may be required by the rules in Part 2.</i> [...]	Accept

EnviroWaste Services Ltd	162.8	EI - Energy and Infrastructure	Rules	Note	Seeks an amendment to the Rules note to ensure no confusion in the rules that apply to the waste facilities at Redruth and that the objectives and policies apply whereby waste facilities are accepted under the definition of Significant Infrastructure.	Amend the Rules note EI chapter as follows: Rules Note: <i>Activities not listed in the rules of this chapter are classified as a permitted under this chapter.</i> <i>The rules in this chapter do not apply to the Redruth Landfill and resource recovery facilities.</i> <i>Rules in Sections A - Section F of this chapter take precedence... [...]</i>	Reject
Penny Nelson, Director- General of Conservation Tumuaki Ahurei	166.23	EI - Energy and Infrastructure	Rules	Note	The submitter supports the cross reference to the matters in Part 2 of the proposed Plan. It is recommended that there is a hyperlink to this chapter.	Amend the Note which precedes the Rules section, by including a hyperlink to the chapters in Part 2 - District Wide Matters.	Defer to a wrap up hearing
Opuha Water Limited	181.31	EI - Energy and Infrastructure	Rules	Note	The submitters supports the clarification provided in the Introductory Notes to the Rules in this Chapter, specifically in terms of the precedence afforded to Rules in Sections A - F to the Zone Chapter Rules in Part 3 of the PDP (Area-Specific Matters) in terms of RSI.	Retain the introductory notes to EI - Energy and Infrastructure that applies to Section C Rules as notified.	Accept in part
Bruce Speirs	66.18	EI - Energy and Infrastructure	Rules	Note	Notes a grammatical error.	Amend the Note accompanying the Rules within EI - Energy and Infrastructure chapter , to delete the word 'a' from the Rules Note. Note: <i>Activities not listed in the rules of this chapter are classified as a permitted under this chapter.</i>	Accept
KiwiRail Holdings Limited	187.24	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter	Supports the permitted activity status of the maintenance, repair or removal of infrastructure subject to a height standard. The submitter seeks broadening of this rule to also apply to the operation of infrastructure as a permitted activity.	Amend EI-R1 as follows: EI-R1 Maintenance, operation and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter [...]	Accept
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.25	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter	Supports these rules as they permit, generally, and subject to standards, the maintenance, repair or removal of infrastructure, the upgrading of underground infrastructure, new underground infrastructure and the upgrading of above ground network utilities.	Retain EI-R1 as notified.	Accept in part
Spark New Zealand Trading Limited	208.42	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter	Considers it is necessary to permit the maintenance, repair and removal of infrastructure.	Retain as notified.	Accept in part
Chorus New Zealand Limited	209.42	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and	EI-R1 Maintenance and repair, or removal	Considers it is necessary to permit the maintenance, repair and removal of infrastructure.	Retain as notified.	Accept in part

			Infrastructure Activities (not listed in other Sections of this chapter)	of infrastructure not otherwise addressed by another rule in this chapter			
Vodafone New Zealand Limited	210.42	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter	Considers it is necessary to permit the maintenance, repair and removal of infrastructure.	Retain as notified.	Accept in part
Royal Forest and Bird Protection Society	156.63	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter	Considers the scale of activities and effects are uncertain. The permitted activity rules are not appropriate in the coastal environment.	Amend EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter as follows: Activity status: Permitted Where: PER-1 <i>EI-S1 is complied with.</i> PER-2 <i><u>The removal is not in the coastal environment</u></i> Activity status when compliance not achieved: Restricted Discretionary <i>Matters of discretion are restricted to:</i> <i>1. the matters of discretion of any infringed standard</i> <i>2. <u>effects on the coastal environment.</u></i>	Reject
Transpower New Zealand Limited	159.39	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter	Considers the rule gives effect to Policy 2 and Policy 5 of the NPSET. Seeks that the relationship between this Policy and other policies is considered and addressed so that any conflict is reconciled.	Retain as notified.	Accept in part
Connexa Limited	176.42	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter	Considers it is necessary to permit the maintenance, repair and removal of infrastructure.	Retain as notified.	Accept in part
Radio New Zealand Limited	152.34	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other	EI-R1 Maintenance and repair, or removal of infrastructure not otherwise addressed by	Supports EI-R1 in its permitted activity status but seeks amendments to permit maintenance of an existing network utility. Supports the restricted discretionary status for non-compliance, and the matters of discretion.	Amend EI-R1 to permit the maintenance and repair of existing utilities where there are no more than minor changes to the effects from the utility from such maintenance and repair.	Accept

			Sections of this chapter)	another rule in this chapter			
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.26	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R2 Upgrading of underground infrastructure, not otherwise addressed by another rule in this chapter	Supports these rules as they permit, generally, and subject to standards, the maintenance, repair or removal of infrastructure, the upgrading of underground infrastructure, new underground infrastructure and the upgrading of above ground network utilities. However, it is unclear why new underground infrastructure is a permitted activity and is not subject to any standard (Rule EI-R3) whereas Rule EI-R2 permits upgrading underground infrastructure (i.e.: where it already is existing) but which is subject to Standard S2 which provides a number of restrictions to such replacement (discussed below separately).	Retain EI-R2 as notified, but notes the inconsistency between this rule and EI-R3.	Reject
Connexa Limited	176.43	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R2 Upgrading of underground infrastructure, not otherwise addressed by another rule in this chapter	Considers it is necessary to permit the upgrading of underground infrastructure. It is noted that EW-R1 does not apply to earthworks for infrastructure permitted in the Energy and Infrastructure chapter. This is appropriate.	Retain as notified.	Reject
Spark New Zealand Trading Limited	208.43	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R2 Upgrading of underground infrastructure, not otherwise addressed by another rule in this chapter	Considers it is necessary to permit the upgrading of underground infrastructure. It is noted that EW-R1 does not apply to earthworks for infrastructure permitted in the Energy and Infrastructure chapter. This is appropriate.	Retain as notified.	Reject
Chorus New Zealand Limited	209.43	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R2 Upgrading of underground infrastructure, not otherwise addressed by another rule in this chapter	Considers it is necessary to permit the upgrading of underground infrastructure. It is noted that EW-R1 does not apply to earthworks for infrastructure permitted in the Energy and Infrastructure chapter. This is appropriate.	Retain as notified.	Reject
Vodafone New Zealand Limited	210.43	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R2 Upgrading of underground infrastructure, not otherwise addressed by another rule in this chapter	Considers it is necessary to permit the upgrading of underground infrastructure. It is noted that EW-R1 does not apply to earthworks for infrastructure permitted in the Energy and Infrastructure chapter. This is appropriate.	Retain as notified.	Reject
Royal Forest and Bird Protection Society	156.64	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not	EI-R2 Upgrading of underground infrastructure, not otherwise addressed by	Considers the scale of activities and effects are uncertain and the permitted activity rules are not appropriate in the Coastal Environment.	Amend EI-R2 Upgrading underground infrastructure as follows: Activity status: Permitted Where PER-1	Reject

			listed in other Sections of this chapter)	another rule in this chapter		<p>EI-S2 is complied with.</p> <p>PER-2</p> <p><u>The upgrading is not in the coastal environment.</u></p> <p>Activity status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. the matters of discretion of any infringed standard. 2. <u>effects on the coastal environment.</u> 	
Transpower New Zealand Limited	159.40	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R2 Upgrading of underground Infrastructure, not otherwise addressed by another rule in this chapter	Supports the rule but notes it is more stringent than Rule EI-R3 that provides for new underground infrastructure.	<p>Either:</p> <p>1 Amend EI-R2 Upgrading of underground infrastructure, not otherwise addressed by another rule in this chapter as follows:</p> <p>All Zones</p> <p>Activity status: Permitted Where</p> <p>PER-1</p> <p><u>EI-S2 is complied with</u></p> <p>OR</p> <p>2. Merge E1-R2 with E1-R3.</p>	Accept
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.27	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R3 New underground infrastructure (including customers connections) not otherwise addressed by another rule in this chapter	Supports these rules as they permit, generally, and subject to standards, the maintenance, repair or removal of infrastructure, the upgrading of underground infrastructure, new underground infrastructure and the upgrading of above ground network utilities. However, it is unclear why new underground infrastructure is a permitted activity and is not subject to any standard (Rule EI-R3) whereas Rule EI-R2 permits upgrading underground infrastructure (i.e.: where it already is existing) but which is subject to Standard S2 which provides a number of restrictions to such replacement (discussed below separately).	Retain EI-R3 as notified, but notes the inconsistency between this rule and EI-R2.	Accept in part
Spark New Zealand Trading Limited	208.44	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R3 New underground infrastructure (including customers connections) not otherwise addressed by another rule in this chapter	Considers that permitting the installation of new underground infrastructure is necessary.	Retain as notified.	Accept in part
Chorus New Zealand Limited	209.44	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R3 New underground infrastructure (including customers connections) not otherwise addressed by	Considers that permitting the installation of new underground infrastructure is necessary.	Retain as notified.	Accept in part

				another rule in this chapter			
Vodafone New Zealand Limited	210.44	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R3 New underground infrastructure (including customers connections) not otherwise addressed by another rule in this chapter	Considers that permitting the installation of new underground infrastructure is necessary.	Retain as notified.	Accept in part
Royal Forest and Bird Protection Society	156.65	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R3 New underground infrastructure (including customers connections) not otherwise addressed by another rule in this chapter	Considers the scale of activities and effects are uncertain and the permitted activity rules are not appropriate in the Coastal Environment.	Amend EI-R3 New underground infrastructure (including customer connections) not otherwise addressed by another rule in this chapter as follows: <i>EI-R3 New underground infrastructure (including customer connections) not otherwise addressed by another rule in this chapter</i> Activity status: Permitted <u>Where</u> <u>PER-1</u> <u>The upgrading is not in the coastal environment.</u> Activity status when compliance not achieved: Not applicable <u>Matters of discretion are restricted to:</u> <u>Effects on the Coastal Environment.</u>	Reject
Transpower New Zealand Limited	159.41	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R3 New underground infrastructure (including customers connections) not otherwise addressed by another rule in this chapter	Subject to the submitter's submission in relation to Rule EI-R2, this rule is supported as it gives effect to Policy 1 and Policy 2 of the NPSET.	Retain as notified.	Accept in part
Connexa Limited	176.44	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R3 New underground infrastructure (including customers connections) not otherwise addressed by another rule in this chapter	Considers that permitting the installation of new underground infrastructure is necessary.	Retain as notified.	Accept in part

Radio New Zealand Limited	152.35	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R3 New underground infrastructure (including customers connections) not otherwise addressed by another rule in this chapter	Support a permitted activity standard for upgrading of above ground infrastructure.	Retain as notified.	Accept in part
KiwiRail Holdings Limited	187.25	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R4 Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter	Supports the permitted activity status of upgrading of network utilities such as the rail network, subject to height and proximity standards.	Retain as notified.	Accept
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.28	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R4 Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter	Supports these rules as they permit, generally, and subject to standards, the maintenance, repair or removal of infrastructure, the upgrading of underground infrastructure, new underground infrastructure and the upgrading of above ground network utilities.	Retain EI-R4 as notified.	Accept
Spark New Zealand Trading Limited	208.45	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R4 Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter	Considers that permitting the upgrading of above ground infrastructure is necessary.	Retain as notified.	Accept
Chorus New Zealand Limited	209.45	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R4 Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter	Considers that permitting the upgrading of above ground infrastructure is necessary.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.45	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other	EI-R4 Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter	Considers that permitting the upgrading of above ground infrastructure is necessary.	Retain as notified.	Accept

			Sections of this chapter)				
Transpower New Zealand Limited	159.42	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R4 Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter	Supports the rule insofar as it relates to the National Grid and considers it gives effect to Policy 2 and Policy 5 of the NPSET.	Retain as notified.	Accept
Connexa Limited	176.45	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R4 Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter	Considers that permitting the upgrading of above ground infrastructure is necessary.	Retain as notified.	Accept
Radio New Zealand Limited	152.36	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R4 Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter	Supports a permitted activity standard for upgrading of above ground infrastructure but seeks amendments to permit maintenance of an existing network utility that has no more than minor effects. Also supports the restricted discretionary status for non-compliance, and the matters of discretion.	Amend EI-R4 to include as permitted activities 'the upgrading of existing utilities where there are no more than minor changes to the effects from the utility as a result of maintenance and repair'.	Accept in part
KiwiRail Holdings Limited	187.26	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks	Supports the permitted activity status of vehicle access tracks for network utilities subject to the track being unsealed and less than 6m in width. The submitter's rail network requires ongoing maintenance and repairs to ensure its safe and efficient operations.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.46	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks	Considers that permitting vehicle access tracks for network utilities is appropriate. The sub-clauses of the rule provide for an appropriate track, and the matters of discretion are appropriate.	Retain as notified.	Accept
Chorus New Zealand Limited	209.46	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other	EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks	Considers that permitting vehicle access tracks for network utilities is appropriate. The sub-clauses of the rule provide for an appropriate track, and the matters of discretion are appropriate.	Retain as notified.	Accept

			Sections of this chapter)				
Vodafone New Zealand Limited	210.46	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks	Considers that permitting vehicle access tracks for network utilities is appropriate. The sub-clauses of the rule provide for an appropriate track, and the matters of discretion are appropriate.	Retain as notified.	Accept
Royal Forest and Bird Protection Society	156.66	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks	Considers the scale of activities and effects are uncertain and permitted activity rules are not appropriate in the coastal environment or for outstanding landscapes. While it is also not appropriate within SNA, the ECO rules address vehicle access tracks.	Amend EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks as follows: Activity status: Permitted Where: PER-1 [...]. PER-4 <u>The vehicle access track is not in the Coastal Environment or and Outstanding Natural Landscape</u> Activity status when compliance not achieved: Restricted Discretionary Matters of discretion are restricted to: 1. the purpose, necessity and location of the vehicle access track; and 2. the impact on the character and qualities of the surrounding area. <u>Effects on the Coastal Environment.</u>	Reject
Transpower New Zealand Limited	159.43	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks	Supports the rule, insofar as it relates to the National Grid, gives effect to Policy 1, Policy 2 and Policy 5 of the NPSET.	Retain as notified.	Accept
Connexa Limited	176.46	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks	Considers that permitting vehicle access tracks for network utilities is appropriate. The sub-clauses of the rule provide for an appropriate track, and the matters of discretion are appropriate.	Retain as notified.	Accept
Radio New Zealand Limited	152.37	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R5 Vehicle access tracks for network utilities, including ancillary access tracks	Supports a permitted activity standard for vehicle access tracks for network utilities. Also supports the restricted discretionary status for non-compliance with the permitted activity status, and the matters of discretion	Retain as notified.	Accept

Spark New Zealand Trading Limited	208.47	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R6 Above ground customer connections	Considers that permitting above ground customer connections in all zones is appropriate, and limiting the number of poles in more densely populated zone types is supported.	Retain as notified.	Accept
Chorus New Zealand Limited	209.47	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R6 Above ground customer connections	Considers that permitting above ground customer connections in all zones is appropriate, and limiting the number of poles in more densely populated zone types is supported.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.47	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R6 Above ground customer connections	Considers that permitting above ground customer connections in all zones is appropriate, and limiting the number of poles in more densely populated zone types is supported.	Retain as notified.	Accept
Connexa Limited	176.47	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R6 Above ground customer connections	Considers that permitting above ground customer connections in all zones is appropriate, and limiting the number of poles in more densely populated zone types is supported.	Retain as notified.	Accept
Milward Finlay Lobb	60.8	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R6 Above ground customer connections	Considers the location of customer connections is dictated by Alpine Energy Limited as they have carried out analysis of the network and the best connections for the site.	Reconsider the practicality of EI-R6 Above ground customer connections .	Reject
KiwiRail Holdings Limited	187.27	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R7 Temporary network utilities, including generators	Supports the permitted activity status of temporary network utilities subject to standards.	Retain as notified.	Accept

Spark New Zealand Trading Limited	208.48	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R7 Temporary network utilities, including generators	Supports the permitting temporary network utilities for a period of up to 12 months operation.	Retain as notified.	Accept
Chorus New Zealand Limited	209.48	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R7 Temporary network utilities, including generators	Supports the permitting temporary network utilities for a period of up to 12 months operation.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.48	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R7 Temporary network utilities, including generators	Supports the permitting temporary network utilities for a period of up to 12 months operation.	Retain as notified.	Accept
Transpower New Zealand Limited	159.44	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R7 Temporary network utilities, including generators	Supports the rule, insofar as it relates to the National Grid, gives effect to Policy 1, Policy 2 and Policy 5 of the NPSET.	Retain as notified.	Accept
Connexa Limited	176.48	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R7 Temporary network utilities, including generators	Supports the permitting temporary network utilities for a period of up to 12 months operation.	Retain as notified.	Accept
Radio New Zealand Limited	152.38	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R7 Temporary network utilities, including generators	Supports a permitted activity status for temporary network utilities, including generators. The restricted discretionary status for non-compliance with the permitted activity status, and the matters of discretion, are supported.	Retain as notified.	Accept

Transpower New Zealand Limited	159.45	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R8 Substations (including switching stations) and energy storage batteries not enclosed within a building	Supports the rule insofar as it relates to the National Grid, gives effect to Policy 1 and Policy 2 of the NPSET.	Retain as notified.	Accept
Milward Finlay Lobb	60.9	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R8 Substations (including switching stations) and energy storage batteries not enclosed within a building	Considers the parameters for a permitted activity are not practical. Transformers are larger than 2.5m in height and are a key part of a substation, switch rooms alone in a substation are about 30m ² , the remaining infrastructure will exceed 30m ² in all other zones.	Amend EI-R8 to reflect the practicalities of substations.	Reject
Connexa Limited	176.49	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R9 New network utilities within existing fully enclosed buildings	Supports that new network utilities enclosed within existing buildings are permitted.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.49	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R9 New network utilities within existing fully enclosed buildings	Supports that new network utilities enclosed within existing buildings are permitted.	Retain as notified.	Accept
Chorus New Zealand Limited	209.49	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R9 New network utilities within existing fully enclosed buildings	Supports that new network utilities enclosed within existing buildings are permitted.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.49	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R9 New network utilities within existing fully enclosed buildings	Supports that new network utilities enclosed within existing buildings are permitted.	Retain as notified.	Accept

Transpower New Zealand Limited	159.46	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R9 New network utilities within existing fully enclosed buildings	Supports the rule, insofar as it relates to the National Grid, gives effect to Policy 1 and Policy 2 of the NPSET.	Retain as notified.	Accept
Radio New Zealand Limited	152.39	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R9 New network utilities within existing fully enclosed buildings	Supports a permitted activity status for new network utilities within existing fully enclosed buildings.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.50	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R10 Navigational aids, sensing and environmental monitoring equipment (including air quality and meteorological)	Telecommunications by facilitating the “Internet of Things” (IoT) describes physical objects with sensors, processing ability, software and other technologies that connect and exchange data with other devices and systems over the internet. Matters such as sensing and environmental monitoring are supported.	Retain as notified.	Accept
Chorus New Zealand Limited	209.50	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R10 Navigational aids, sensing and environmental monitoring equipment (including air quality and meteorological)	Telecommunications by facilitating the “Internet of Things” (IoT) describes physical objects with sensors, processing ability, software and other technologies that connect and exchange data with other devices and systems over the internet. Matters such as sensing and environmental monitoring are supported.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.50	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R10 Navigational aids, sensing and environmental monitoring equipment (including air quality and meteorological)	Telecommunications by facilitating the “Internet of Things” (IoT) describes physical objects with sensors, processing ability, software and other technologies that connect and exchange data with other devices and systems over the internet. Matters such as sensing and environmental monitoring are supported.	Retain as notified.	Accept
Connexa Limited	176.50	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R10 Navigational aids, sensing and environmental monitoring equipment (including air	Telecommunications by facilitating the “Internet of Things” (IoT) describes physical objects with sensors, processing ability, software and other technologies that connect and exchange data with other devices and systems over the internet. Matters such as sensing and environmental monitoring are supported.	Retain as notified.	Accept

			chapter)	quality and meteorological)			
Royal Forest and Bird Protection Society	156.67	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R11 New overhead lines and associated support structures that convey electricity excluding customer connections	Considers the scale of activities and effects are uncertain and the permitted activity rules are not appropriate in the coastal environment.	Amend EI-R11 New overhead lines and associated support structures that convey electricity excluding customer connections as follows: Activity status: Permitted Where: PER-1 <i>EI-S1 is complied with.</i> PER-2 <u>The new overhead lines and associated support structures are not in the Coastal Environment</u> Activity status: Restricted Discretionary Matters of discretion are restricted to: [...] 4. any adverse effects on public health and/or safety; <u>and</u> 5. <u>effects on the Coastal Environment.</u>	Reject
Transpower New Zealand Limited	159.47	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R11 New overhead lines and associated support structures that convey electricity excluding customer connections	Supports the rule, insofar as it relates to the National Grid, gives effect to Policy 1 and Policy 2 of the NPSET.	Retain as notified.	Accept
Royal Forest and Bird Protection Society	156.68	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R12 New electricity generation	Considers that new non-renewable electricity generation should be discouraged.	Amend EI-R12 New electricity generation as follows: Activity status: Discretionary-Non-complying [...]	Reject
Connexa Limited	176.51	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R13 New overhead telecommunication s lines and associated support structures excluding customer connections	Considers permitting new overhead lines in the general rural, general industrial and port zone is appropriate. Considers these zone types should be expanded to include commercial and mixed use zones, as these zones tend to have larger buildings which comfortably assimilate overhead lines. The matters of discretion are appropriate.	Amend EI-R13 as follows: EI-R13 New overhead telecommunications lines and associated support structures excluding customer connections. 1. General Rural Zone, General Industrial Zone Port Zone <u>and Commercial and Mixed-Use Zones</u> Activity Status: Permitted [...] 2. All Zones other than the General Rural Zone, General Industrial Zone, and Port Zone <u>and Commercial and Mixed-Use Zones</u> Activity Status: Restricted Discretionary [...]	Reject
Spark New Zealand Trading Limited	208.51	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other	EI-R13 New overhead telecommunicatio n s lines and associated support structures	Considers permitting new overhead lines in the general rural, general industrial and port zone is appropriate.	Amend EI-R13 as follows: EI-R13 New overhead telecommunications lines and associated support structures excluding customer connections.	Reject

			Sections of this chapter)	excluding customer connections	Considers these zone types should be expanded to include commercial and mixed-use zones, as these zones tend to have larger buildings which comfortably assimilate overhead lines. The matters of discretion are appropriate.	1. General Rural Zone, General Industrial Zone Port Zone <u>and Commercial and Mixed-Use Zones</u> Activity Status: Permitted [...] 2. All Zones other than the General Rural Zone, General Industrial Zone, and Port Zone <u>and Commercial and Mixed-Use Zones</u> Activity Status: Restricted Discretionary [...]	
Chorus New Zealand Limited	209.51	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R13 New overhead telecommunications lines and associated support structures excluding customer connections	Considers permitting new overhead lines in the general rural, general industrial and port zone is appropriate. Considers these zone types should be expanded to include commercial and mixed-use zones, as these zones tend to have larger buildings which comfortably assimilate overhead lines. The matters of discretion are appropriate.	Amend EI-R13 as follows: <i>EI-R13 New overhead telecommunications lines and associated support structures excluding customer connections.</i> 1. General Rural Zone, General Industrial Zone Port Zone <u>and Commercial and Mixed-Use Zones</u> Activity Status: Permitted [...] 2. All Zones other than the General Rural Zone, General Industrial Zone, and Port Zone <u>and Commercial and Mixed-Use Zones</u> Activity Status: Restricted Discretionary [...]	Reject
Vodafone New Zealand Limited	210.51	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R13 New overhead telecommunications lines and associated support structures excluding customer connections	Considers permitting new overhead lines in the general rural, general industrial and port zone is appropriate. Considers these zone types should be expanded to include commercial and mixed use zones, as these zones tend to have larger buildings which comfortably assimilate overhead lines. The matters of discretion are appropriate.	Amend EI-R13 as follows: <i>EI-R13 New overhead telecommunications lines and associated support structures excluding customer connections</i> 1. General Rural Zone, General Industrial Zone Port Zone <u>and Commercial and Mixed-Use Zones</u> Activity Status: Permitted [...] All Zones other than the General Rural Zone, General Industrial Zone, and Port Zone <u>and Commercial and Mixed Use Zones</u> Activity Status: Restricted Discretionary [...]	Reject
Connexa Limited	176.52	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R14 Telecommunications kiosk	Support the permitted activity status in all zones. Considers Clause 2 should be amended so that setbacks only apply to side and rear boundaries. As notified, a telecommunication kiosk is permitted in legal road without the need for setbacks. This is supported. However, it does mean such a structure can be established with no setback from the front boundary in legal road, but if it were to be on the other side of that boundary it would require a 2m setback. This should be aligned as per the relief sought.	Amend EI-R14 as follows: <i>EI-R14 Telecommunications kiosk Activity status: Permitted Where:</i> [...]. PER-2 <i>If not located within a road reserve, the telecommunication kiosk is setback no less than 2m from all <u>side and rear</u> site boundaries; and</i> [...]	Reject

Spark New Zealand Trading Limited	208.52	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R14 Telecommunications kiosk	Support the permitted activity status in all zones. Considers Clause 2 should be amended so that setbacks only apply to side and rear boundaries. As notified, a telecommunication kiosk is permitted in legal road without the need for setbacks. This is supported. However, it does mean such a structure can be established with no setback from the front boundary in legal road, but if it were to be on the other side of that boundary it would require a 2m setback. This should be aligned as per the relief sought.	Amend EI-R14 as follows: EI-R14 Telecommunications kiosk Activity status: Permitted Where: [...] PER-2 <i>If not located within a road reserve, the telecommunication kiosk is setback no less than 2m from all <u>side and rear</u> site boundaries; and</i> [...]	Reject
Chorus New Zealand Limited	209.52	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R14 Telecommunications kiosk	Support the permitted activity status in all zones. Considers Clause 2 should be amended so that setbacks only apply to side and rear boundaries. As notified, a telecommunication kiosk is permitted in legal road without the need for setbacks. This is supported. However, it does mean such a structure can be established with no setback from the front boundary in legal road, but if it were to be on the other side of that boundary it would require a 2m setback. This should be aligned as per the relief sought.	Amend EI-R14 as follows: EI-R14 Telecommunications kiosk Activity status: Permitted Where: [...] PER-2 <i>If not located within a road reserve, the telecommunication kiosk is setback no less than 2m from all <u>side and rear</u> site boundaries; and</i> [...]	Reject
Vodafone New Zealand Limited	210.52	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R14 Telecommunications kiosk		Amend EI-R14 as follows: EI-R14 Telecommunications kiosk Activity status: Permitted Where: [...] PER-2 <i>If not located within a road reserve, the telecommunication kiosk is setback no less than 2m from all <u>side and rear</u> site boundaries; and</i> [...]	Reject
Connexa Limited	176.53	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R15 Telecommunications or radio communication activities (not otherwise listed in rules EI-R15 to EI-R22 and not regulated by the NESTF)	Supports the catch all rule with some minor amendments to allow a better 'fit' with existing telecommunications componentry.	Amend EI-R15 as follows: EI-R15 Telecommunications or radio communication activities <u>All Zones Residential, Commercial and Mixed Use, General Industrial, Open Space and Recreation and Special Purpose Zones</u> Activity status: Permitted Where: PER-1 [...]. PER-2 A panel antenna: 1. does not exceed a width of <u>0.7 0.9</u> metres; and 2. when in a road reserve, fits within an envelope of 3.5 metres in length and <u>0.7 0.9</u> metres in width; and [...].	Accept in part

Spark New Zealand Trading Limited	208.53	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R15 Telecommunications or radio communication activities (not otherwise listed in rules EI-R15 to EI-R22 and not regulated by the NESTF)	Supports the catch all rule with some minor amendments to allow a better 'fit' with existing telecommunications componentry.	Amend EI-R15 as follows: EI-R15 Telecommunications or radio communication activities <u>All Zones Residential, Commercial and Mixed Use, General Industrial, Open Space and Recreation and Special Purpose Zones</u> Activity status: Permitted Where: PER-1 [...] PER-2 A panel antenna: 1. does not exceed a width of 0.7 0.9 metres; and 2. when in a road reserve, fits within an envelope of 3.5 metres in length and 0.7 0.9 metres in width; and [...]	Accept in part
Chorus New Zealand Limited	209.53	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R15 Telecommunications or radio communication activities (not otherwise listed in rules EI-R15 to EI-R22 and not regulated by the NESTF)	Supports the catch all rule with some minor amendments to allow a better 'fit' with existing telecommunications componentry.	Amend EI-R15 as follows: EI-R15 Telecommunications or radio communication activities <u>All Zones Residential, Commercial and Mixed Use, General Industrial, Open Space and Recreation and Special Purpose Zones</u> Activity status: Permitted Where: PER-1 [...] PER-2 A panel antenna: 1. does not exceed a width of 0.7 0.9 metres; and 2. when in a road reserve, fits within an envelope of 3.5 metres in length and 0.7 0.9 metres in width; and [...]	Accept in part
Vodafone New Zealand Limited	210.53	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R15 Telecommunications or radio communication activities (not otherwise listed in rules EI-R15 to EI-R22 and not regulated by the NESTF)	Supports the catch all rule with some minor amendments to allow a better 'fit' with existing telecommunications componentry.	Amend EI-R15 as follows: EI-R15 Telecommunications or radio communication activities <u>All Zones Residential, Commercial and Mixed Use, General Industrial, Open Space and Recreation and Special Purpose Zones</u> Activity status: Permitted Where:	Accept in part

						<p>PER-1</p> <p>[...]</p> <p>PER-2</p> <p>A panel antenna:</p> <p>1. does not exceed a width of 0.7 <u>0.9</u> metres; and</p> <p>2. when in a road reserve, fits within an envelope of 3.5 metres in length and 0.7 <u>0.9</u> metres in width; and</p> <p>[...]</p>	
Radio New Zealand Limited	152.40	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R15 Telecommunications or radio communication activities (not otherwise listed in rules EI-R15 to EI-R22 and not regulated by the NESTF)	Supports a permitted activity status for telecommunications and radio communication activities. The restricted discretionary status for non-compliance with the permitted activity status, and the matters of discretion, are supported.	Retain as notified.	Accept in part
Connexa Limited	176.54	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R16 Small cell units	Supports permitting small cell units in all zones.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.54	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R16 Small cell units	Supports permitting small cell units in all zones.	Retain as notified.	Accept
Chorus New Zealand Limited	209.54	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R16 Small cell units	Supports permitting small cell units in all zones.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.54	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other	EI-R16 Small cell units	Supports permitting small cell units in all zones.	Retain as notified.	Accept

			Sections of this chapter)				
Connexa Limited	176.55	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R17 Other network utilities (including network utility buildings and enclosed substations	Supports the rule for new buildings/structures not otherwise addressed. However, considers the footprint should be consistent with the underlying zone provisions in the manner that setback and height in relation to boundary standards is under PER-1.	Amend EI-R17 as follows: EI-R17 Other network utilities (including network utility buildings and enclosed substations Activity status: Permitted Where: PER-1 The building or structure complies with the building height for network utility structures, setback, <u>footprint or site coverage (whichever is relevant)</u> and height in relation to boundary standards for the zone; and PER-2 The building or structure does not exceed a maximum footprint of: 1. 20m² in a Residential Zone or Open Space and Recreation Zone; or 2. 50m² in any other zone, except the General Industrial Zone, which has no maximum footprint; and PER-3 EI-S1 is complied with.	Reject
Spark New Zealand Trading Limited	208.55	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R17 Other network utilities (including network utility buildings and enclosed substations	Supports the rule for new buildings/structures not otherwise addressed. However, considers the footprint should be consistent with the underlying zone provisions in the manner that setback and height in relation to boundary standards is under PER-1.	Amend EI-R17 as follows: EI-R17 Other network utilities (including network utility buildings and enclosed substations Activity status: Permitted Where: PER-1 The building or structure complies with the building height for network utility structures, setback, <u>footprint or site coverage (whichever is relevant)</u> and height in relation to boundary standards for the zone; and PER-2 The building or structure does not exceed a maximum footprint of: 20m² in a Residential Zone or Open Space and Recreation Zone; or 50m² in any other zone, except the General Industrial Zone, which has no maximum footprint; and PER-3 EI-S1 is complied with.	Reject
Chorus New Zealand Limited	209.55	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other	EI-R17 Other network utilities (including network utility buildings and enclosed substations	Supports the rule for new buildings/structures not otherwise addressed. However, considers the footprint should be consistent with the underlying zone provisions in the manner that setback and height in relation to boundary standards is under PER-1.	Amend EI-R17 as follows: EI-R17 Other network utilities (including network utility buildings and enclosed substations Activity status: Permitted	Reject

			Sections of this chapter)			<p>Where:</p> <p>PER-1</p> <p>The building or structure complies with the building height for network utility structures, setback, <u>footprint or site coverage (whichever is relevant)</u> and height in relation to boundary standards for the zone; and</p> <p>PER-2</p> <p>The building or structure does not exceed a maximum footprint of:</p> <p>1. 20m² in a Residential Zone or Open Space and Recreation Zone; or</p> <p>2. 50m² in any other zone, except the General Industrial Zone, which has no maximum footprint; and</p> <p>PER-3</p> <p>EI-S1 is complied with.</p>	
Vodafone New Zealand Limited	210.55	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R17 Other network utilities (including network utility buildings and enclosed substations)	Supports the rule for new buildings/structures not otherwise addressed. However, considers the footprint should be consistent with the underlying zone provisions in the manner that setback and height in relation to boundary standards is under PER-1.	<p>Amend EI-R17 as follows:</p> <p>EI-R17 Other network utilities (including network utility buildings and enclosed substations Activity status:</p> <p>Permitted</p> <p>Where:</p> <p>PER-1</p> <p>The building or structure complies with the building height for network utility structures, setback, <u>footprint or site coverage (whichever is relevant)</u> and height in relation to boundary standards for the zone; and</p> <p>PER-2</p> <p>The building or structure does not exceed a maximum footprint of:</p> <p>1. 20m² in a Residential Zone or Open Space and Recreation Zone; or</p> <p>2. 50m² in any other zone, except the General Industrial Zone, which has no maximum footprint; and</p> <p>PER-3</p> <p>EI-S1 is complied with.</p>	Reject
Radio New Zealand Limited	152.41	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other	EI-R17 Other network utilities (including network utility buildings and enclosed substations)	<p>Supports a permitted activity status for network utilities that are not otherwise addressed.</p> <p>The restricted discretionary status for non-compliance with the permitted activity status, and the matters of discretion, are supported.</p>	<p>Retain EI- R17.</p>	Accept

			Sections of this chapter)				
Radio New Zealand Limited	152.42	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R18 Network utilities emitting electric and magnetic fields	Supports a permitted activity standard for network utilities emitting electric and magnetic fields. The non-complying activity status for non-compliance is appropriate.	Retain as notified.	Accept
Transpower New Zealand Limited	159.48	EI - Energy and Infrastructure	Rules Section B - Rules for Telecommunication and radiocommunication activities	EI-R18 Network utilities emitting electric and magnetic fields	Considers the rule ought to apply to the activities in Section A in order to give effect to Policy 9 of the NPSET.	Relocate Rule EI-R18 to Section A.	Accept
Spark New Zealand Trading Limited	208.56	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R19 Network utilities generating radiofrequency fields	Considers that EI-R19 aligns with the radiofrequency regulations of the NESTF.	Retain as notified.	Accept
Chorus New Zealand Limited	209.56	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R19 Network utilities generating radiofrequency fields	Considers that EI-R19 aligns with the radiofrequency regulations of the NESTF.	Retain as notified.	Accept
Vodafone New Zealand Limited	210.56	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R19 Network utilities generating radiofrequency fields	Considers that EI-R19 aligns with the radiofrequency regulations of the NESTF.	Retain as notified.	Accept
Connexa Limited	176.56	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R19 Network utilities generating radiofrequency fields	Considers that EI-R19 aligns with the radiofrequency regulations of the NESTF.	Retain as notified.	Accept

Radio New Zealand Limited	152.43	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R19 Network utilities generating radiofrequency fields	Supports a permitted activity standard for network utilities emitting electric and magnetic fields. The non-complying activity status for non-compliance is appropriate.	Retain as notified.	Accept
Radio New Zealand Limited	152.44	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R20 New emergency or permanent back-up electricity generation [...]	Supports the permitted activity status for back-up electricity generation.	Retain as notified.	Accept
Spark New Zealand Trading Limited	208.57	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R21 Telecommunications lines, cabinets, poles and new antennas regulated by the NESTF that do not meet the permitted activity standards in Regulations 20, 21, 23, 27, 29, 31, 33, 35, or 37 of the NESTF and are not expressly listed as a controlled activity in Part 3 of the NESTF Regulations	Supports Rule EI-R21 that provides clarity for any NESTF regulated activities which cannot meet the permitted regulations of that document.	Retain as notified.	Accept
Chorus New Zealand Limited	209.57	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R21 Telecommunications lines, cabinets, poles and new antennas regulated by the NESTF that do not meet the permitted activity standards in Regulations 20, 21, 23, 27, 29, 31, 33, 35, or 37 of the NESTF and are not expressly listed as a controlled activity in Part 3 of	Supports Rule EI-R21 that provides clarity for any NESTF regulated activities which cannot meet the permitted regulations of that document.	Retain as notified.	Accept

				the NESTF Regulations			
Vodafone New Zealand Limited	210.57	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R21 Telecommunications lines, cabinets, poles and new antennas regulated by the NESTF that do not meet the permitted activity standards in Regulations 20, 21,23, 27, 29, 31, 33, 35, or 37 of the NESTF and are not expressly listed as a controlled activity in Part 3 of the NESTF Regulations	Supports Rule EI-R21 that provides clarity for any NESTF regulated activities which cannot meet the permitted regulations of that document.	Retain as notified.	Accept
Connexa Limited	176.57	EI - Energy and Infrastructure	Rules Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)	EI-R21 Telecommunications lines, cabinets, poles and new antennas regulated by the NESTF that do not meet the permitted activity standards in Regulations 20, 21,23, 27, 29, 31, 33, 35, or 37 of the NESTF and are not expressly listed as a controlled activity in Part 3 of the NESTF Regulations	Supports Rule EI-R21 that provides clarity for any NESTF regulated activities which cannot meet the permitted regulations of that document.	Retain as notified.	Accept
Royal Forest and Bird Protection Society	156.69	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R22 Construction, maintenance repair and upgrading of underground water supply, wastewater systems and stormwater infrastructure	Considers the scale of activities and effects are uncertain and that the permitted activity status is not appropriate in the coastal environment. Unclear if the rule is providing for the installation of new water, wastewater and stormwater that will connect to existing networks or just the point of connecting.	Amend EI-R22 Construction, maintenance, repair and upgrading of underground water supply, wastewater systems, and stormwater infrastructure follows: Activity status: Permitted Where: PER-1 Any pipe is not located on or within a waterbody, except where it is: 1. attached to and/or incorporated within an existing bridge structure; or 2. within an existing conduit or duct. PER-2 The new water, wastewater and stormwater connections are not in the	Reject

						<p>Coastal Environment</p> <p>Activity status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion are restricted to:</p> <p>1. the functional needs and operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</p> <p>2. the impact on the character and qualities of the surrounding area.</p> <p>3. Effects on the Coastal Environment.</p>		
Opuha Limited	Water	181.34	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R22 Construction, maintenance repair and upgrading of underground water supply, wastewater systems and stormwater infrastructure	Opposes EI-R22 as the maintenance, repair and upgrading of underground water supply infrastructure appear to fall under both Rules EI-R22 and EI-R25. Similarly, the construction of new underground water supply infrastructure appears to fall under both Rules EI-R26.	Delete EI R22 .	Accept in part
Timaru District Council		42.21	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R22 Construction, maintenance repair and upgrading of underground water supply, wastewater systems and stormwater infrastructure	Considers there is no need for EI-R22 Construction, maintenance, repair and upgrading of underground water supply, wastewater systems, and stormwater infrastructure, which seems to address activities also governed by EI-R25 and EI-R26.	Delete EI-R22 Construction, maintenance repair and upgrading of underground water supply, wastewater systems and stormwater infrastructure.	Accept in part
Waka Kotahi NZ Transport Agency		143.27	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R22 Construction, maintenance repair and upgrading of underground water supply, wastewater systems and stormwater infrastructure	Supports EI-R22 as it provides for a permitted pathway for the construction, maintenance, repair and upgrading of stormwater infrastructure when compliant with PER-1.	Amend EI-R22 as follows: EI-R22 Construction, maintenance, repair and upgrading of underground water supply, wastewater systems, and stormwater infrastructure [...] Matters of discretion are restricted to: 1. The functional needs or and operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken. [...]	Accept
Royal Forest and Bird Protection Society		156.70	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R23 New water, wastewater and stormwater connections to existing reticulated networks	Considers the scale of activities and effects are uncertain and that the permitted activity status is not appropriate in the coastal environment.	Amend EI-R23 New water, wastewater and stormwater connections to existing reticulated networks as follows: Activity status: Permitted <u>Where</u> PER-1 The construction and upgrading is not in the Coastal Environment	Reject

						<p>Activity status when compliance not achieved: Not applicable</p> <p><u>Matters of discretion are restricted to:</u></p> <p><u>1. Effects on the Coastal Environment.</u></p>	
Waka Kotahi NZ Transport Agency	143.28	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R23 New water, wastewater and stormwater connections to existing reticulated networks	Supports EI-R23 that allows stormwater connections to reticulated networks as a permitted activity.	Retain as notified.	Accept
Andrew Scott Rabbidge, Holly Renee Singline and RSM Trust Limited	27.2	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R24 Rainwater collection systems for non-potable use	Concerned the rule would require water tanks in a Rural zone to obtain resource consent to breach the boundary setback.	<p>Amend EI-R24 Rainwater collection systems for non-potable use as follows:</p> <p>Activity status: Permitted Where:</p> <p>PER-1</p> <p><i>The rainwater tank complies with building height, setback, and recession plane requirements height in relation to boundary standards for the zone.</i></p>	Reject
Milward Finlay Lobb	60.10	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R24 Rainwater collection systems for non-potable use	Concerned the rule would require water tanks in a Rural zone to obtain resource consent to breach the boundary setback.	<p>Amend EI-R24 Rainwater collection systems for non-potable uses to read as follows:</p> <p>Activity status: Permitted Where:</p> <p>PER-1</p> <p><i>The rainwater tank complies with building height, setback, and recession plane requirements height in relation to boundary standards for the zone.</i></p>	Reject
Waka Kotahi NZ Transport Agency	143.29	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R24 Rainwater collection systems for non-potable use	Supports EI-R24 as it provides for a permitted activity status for rainwater collection systems for non-potable use if PER-1 is achieved.	Retain as notified.	Accept
Royal Forest and Bird Protection Society	156.71	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R25 Maintenance, repair and upgrading of ... water systems infrastructure, including: [...]	Considers the extent to which the rule provides for new buildings is uncertain. This may not be appropriate within the coastal environment.	<p>Amend EI-R25 as follows:</p> <p><i>EI-R25 Maintenance, repair and upgrading of ... water systems infrastructure, including: [...]</i></p> <p><i>[...]</i></p> <p>Activity status: Permitted Where:</p> <p>PER-1</p> <p><i>[...]</i></p> <p>PER-4</p> <p><i>The new buildings and structures are not in the coastal environment.</i></p> <p>Activity status when compliance not achieved with PER-1, or PER-2 and PER-4: Restricted Discretionary</p> <p>Matters of discretion are restricted to:</p>	Reject

						<p>1. the functional needs and operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken.</p> <p>2. the bulk, height, location and design of the activity, including any associated buildings or structures.</p> <p>3. the impact on the character and qualities of the surrounding area.</p> <p>4. effects on the Coastal Environment.</p>		
Opuha Limited	Water	181.35	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R25 Maintenance, repair and upgrading of ... water systems infrastructure, including: [...]	Supports EI-R25 in part and but requests inclusion of 'structure' to PER-1 to address infrastructure and to be consistent with other parts of the PDP.	<p>Amend EI-R25 as follows:</p> <p><i>EI-R25 Maintenance, repair and upgrading of ... water systems infrastructure, including: [...] [...]</i></p> <p><i>PER-1</i> <i>Building or <u>structure</u> maintenance and upgrades occur within the existing building <u>or structure</u> envelope; or</i> [...]</p> <p>(or alternative wording that better reflects the nature of the activity being controlled by this condition)</p>	Accept
Timaru District Council		42.22	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R25 Maintenance, repair and upgrading of ... water systems infrastructure, including: [...]	Notes EI-R25 PER-1 refers to "building" and not "structure" or "infrastructure". However, most activities falling under this rule will not be "buildings".	<p>Amend EI-R25:</p> <p>[...]</p> <p><i>PER-1</i> <i><u>Building maintenance and upgrades occur within the existing building envelope; or</u></i></p> <p><i>PER-2 PER-1</i> <i><u>If the activity includes the construction of new buildings and structures <u>or</u> infrastructure, such building, structure and infrastructure shall comply with the building height, setback, [...]; and</u></i></p> <p><i>PER-3 PER-2</i> <i><u>EI-S1 and EI-S2 are complied with.</u></i></p> <p>And consider adding "<i><u>Any upgrading does not increase the building or structure envelope</u></i>".</p>	Accept in part
Timaru District Council		42.80	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R25 Maintenance, repair and upgrading of ... water systems infrastructure, including: [...]	Conditions PER-1 of this rule refers to "building" and not "structure" or "infrastructure". However, Council expects that most activities falling under this rule will not be "buildings". Council suggests instead that the wording of CE-R7(2), condition PER-1, below, could be replicated in these conditions, with an additional reference to "infrastructure" being included: "Any upgrading does not increase the building or structure envelope"	<p>To remove PER-1 and amend PER-2 to read:</p> <p>...</p> <p><i>PER-1 Building maintenance and upgrades occur within the existing building envelope; or</i></p>	Accept in part (Repeat of 42.22)

						<p>PER-2 PER-1 <i>If the activity includes the construction of new buildings and structures or infrastructure, such building, structure and infrastructure shall comply with the building height, setback,...; <u>and</u></i></p> <p>PER-3 PER-2</p> <p><i>EI-S1 and EI-S2 are complied with.</i></p>	
Waka Kotahi NZ Transport Agency	143.30	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R25 Maintenance, repair and upgrading of ... water systems infrastructure, including: [...]	<p>Supports EI-R25 as it provides a permitted pathway for the maintenance, repair and upgrading of existing underground and above ground stormwater infrastructure, open drains and channels, pipes, water reservoirs, and storage ponds.</p> <p>However, it is considered that the matters of discretion in for PER-1 or PER-2 should state whether there is a functional need or operational need, as these do not always occur together and as proposed it is inconsistent with EI-O2.</p>	<p>Amend EI-R25 as follows:</p> <p><i>EI-R25 Maintenance, repair and upgrading of ... water systems infrastructure, including: [...]</i></p> <p>[...]</p> <p>Matters of discretion are restricted to:</p> <p><i>The functional needs <u>or</u> and operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken</i></p> <p>[...]</p>	Accept
Rooney Group Limited	249.14	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R26 Construction of new underground and above ground water systems infrastructure, including:...	<p>Oppose Rule EI-26(2). The rule requires a RDA land use consent for all plumbing and drainage work associated with a water supply, wastewater system, and stormwater infrastructure, whether above or below ground in all zones except Rural. This rule in itself would make most subdivisions at least RDA activity, and duplicate Subdivision Consent, Building Consent and Service Consent assessments.</p> <p>Consider the resource consent required under this rule is unnecessary.</p>	Delete EI-R26 .	Accept in part
Rooney Farms Limited	250.14	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R26 Construction of new underground and above ground water systems infrastructure, including:...	<p>Oppose Rule EI-26(2). The rule requires a RDA land use consent for all plumbing and drainage work associated with a water supply, wastewater system, and stormwater infrastructure, whether above or below ground in all zones except Rural. This rule in itself would make most subdivisions at least RDA activity, and duplicate Subdivision Consent, Building Consent and Service Consent assessments.</p> <p>Consider the resource consent required under this rule is unnecessary.</p>	Delete EI-R26 .	Accept in part
Rooney Earthmoving Limited	251.14	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R26 Construction of new underground and above ground water systems infrastructure, including:...	<p>Oppose Rule EI-26(2). The rule requires a RDA land use consent for all plumbing and drainage work associated with a water supply, wastewater system, and stormwater infrastructure, whether above or below ground in all zones except Rural. This rule in itself would make most subdivisions at least RDA activity, and duplicate Subdivision Consent, Building Consent and Service Consent assessments.</p>	Delete EI-R26 .	Accept in part

					Consider the resource consent required under this rule is unnecessary.		
Timaru Developments Limited	252.14	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R26 Construction of new underground and above ground water systems infrastructure, including:...	Oppose Rule EI-26(2). The rule requires a RDA land use consent for all plumbing and drainage work associated with a water supply, wastewater system, and stormwater infrastructure, whether above or below ground in all zones except Rural. This rule in itself would make most subdivisions at least RDA activity, and duplicate Subdivision Consent, Building Consent and Service Consent assessments. Consider the resource consent required under this rule is unnecessary.	Delete EI-R26 .	Accept in part
GJH Rooney	191.14	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R26 Construction of new underground and above ground water systems infrastructure, including:...	Oppose Rule EI-26(2). The rule requires RDA land use consent for all plumbing and drainage work associated with a water supply, wastewater system, and stormwater infrastructure, whether above or below ground in all zones except Rural. This rule in itself would make most subdivisions at least RDA activity, and duplicate Subdivision Consent, Building Consent and Service Consent assessments. Consider the resource consent required under this rule is unnecessary.	Delete EI-R26 .	Accept in part
Rooney Holdings Limited	174.14	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R26 Construction of new underground and above ground water systems infrastructure, including:...	Oppose Rule EI-26(2). The rule requires a RDA land use consent for all plumbing and drainage work associated with a water supply, wastewater system, and stormwater infrastructure, whether above or below ground in all zones except Rural. This rule in itself would make most subdivisions at least RDA activity, and duplicate Subdivision Consent, Building Consent and Service Consent assessments. Consider the resource consent required under this rule is unnecessary.	Delete EI-R26 .	Accept in part
Royal Forest and Bird Protection Society	156.72	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R26 Construction of new underground and above ground water systems infrastructure, including:...	Considers the extent to which the rule provides for new buildings is uncertain. This may not be appropriate within the coastal environment.	Amend EI-R26 as follows: <i>EI-R26 Construction of new underground and above ground water systems infrastructure [...]</i> <i>1. Rural Zones</i> <i>Activity status Permitted Where:</i> <i>PER-1</i> <i>[...]</i> <i>PER-3</i> <i>The new buildings and structures are not in the Coastal Environment.</i> <i>Activity status when compliance not achieved with PER-1 and PER-3:</i> <i>Restricted Discretionary Matters of discretion are restricted to:</i> <i>1. the functional needs and operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken.</i> <i>2. the bulk, height, location and design of the activity, including any associated buildings or structures.</i>	Reject

						<p>3. the impact on the character and qualities of the surrounding area.</p> <p>4. <u>effects on the Coastal Environment.</u></p> <p>Activity status when compliance not achieved with PER-2 [...]</p>	
Waka Kotahi NZ Transport Agency	143.31	EI - Energy and Infrastructure	Rules Section C - Rules for network utilities - Three Waters	EI-R26 Construction of new underground and above ground water systems infrastructure, including:...	<p>Supports EI-R26 as it provides a permitted pathway for the construction of new underground and above ground stormwater infrastructure, open drains and channels, pipes, water reservoirs, and storage ponds in the rural zone.</p> <p>However, it is considered that the matters of discretion in for PER-1 and EI-R26.2 should state whether there is a functional need or operational need, as these do not always occur together and as proposed it is inconsistent with EI-O2.</p>	<p>Amend EI-R26 as follows:</p> <p>EI-R26 Construction of new underground and above ground water systems infrastructure [...]</p> <p>[...]</p> <p>Matters of discretion are restricted to:</p> <p>1. The functional needs <u>or and</u> operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken.</p> <p>[...]</p>	Accept
Horticulture New Zealand	245.46	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R27	<p>Considers PER-1.2 and PER-2.1 that seeks to limit reticulation and storage of water in canals, dams or reservoirs including for irrigation purposes in the National Grid Yard, is an unreasonable limitation and would severely limit operation of irrigation. The issue is that access is maintained to the National Grid and shouldn't preclude such irrigation infrastructure if access is maintained.</p>	<p>Amend EI-R27 Buildings or structures within the National Grid Yard as follows:</p> <p>Activity status: Permitted Where:</p> <p>PER-1</p> <p>In the National Grid Yard:</p> <ol style="list-style-type: none"> any alteration or addition to an existing building or structure for a sensitive activity does not involve an increase in the building height for network utility structures or footprint; or it is a network utility undertaken by a network utility operator (other than for the reticulation and storage of water in canals, dams or reservoirs including for irrigation purposes); or it is a non-habitable building or structure for primary production in the Rural Zones, including yards for milking/dairy sheds and artificial crop protection structures (but does not include any building for intensive primary production, commercial greenhouses or milking/dairy sheds); or it is a yard for milking/dairy sheds; or it is an artificial crop protection and support structure; or it is not for the storage and/or handling of hazardous substances with explosive or flammable intrinsic properties; and <u>maintains access to the National Grid.</u> <p>PER-2</p> <p>In the National Grid Yard, the building or structure is located at least 12m from the outer visible edge of any National Grid tower or pole and associated stay wire, unless it does not permanently physically obstruct existing vehicular access to a National Grid support structure and it is one of the following:</p> <ol style="list-style-type: none"> a network utility undertaken by a network utility operator (other than for the reticulation and storage of water in canals, dams or 	Accept in part

						<p>reservoirs including for irrigation purposes); or</p> <p>2. a fence no greater than 2.5m high and that is no closer than 5m to the nearest National Grid pole; or no closer than 6m to the nearest National Grid tower; or</p> <p>[...]</p>	
Kāinga Ora	229.22	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R27 Buildings or structures within the National Grid Yard	Opposes the National Grid provisions and seeks the full package of provisions (objectives, policies, rules and definitions) be reviewed. Considers the proposed National Grid provisions are overly restrictive and do not efficiently manage sensitive activities within close proximity to and under the National Grid.	<p>Amend EI-R27 as follows:</p> <p>EI-R27 Buildings or structures within the National Grid Yard Activity status:</p> <p>Permitted</p> <p>Where:</p> <p>PER-1</p> <p>In the National Grid Yard:</p> <ol style="list-style-type: none"> any alteration or addition to an existing building or structure for a sensitive activity does not involve an increase in the building height for network utility structures or footprint; or it is a network utility undertaken by a network utility operator (other than for the reticulation and storage of water in canals, dams or reservoirs including for irrigation purposes); or [...] <p>[...]</p>	Accept in part
Transpower New Zealand Limited	159.49	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R27 Buildings or structures within the National Grid Yard	Supports the rule and, in conjunction with related provisions, gives effect to Policy 10 and Policy 11 of the NPSET and Policy 16.3.4 of the CRPS. However, the submitter notes duplication and the need to reflect the evolving nationally consistent approach to giving effect to the NPSET, including in respect of the default to non-complying activity status.	<p>Amend as follows:</p> <p>Activity status: Permitted Where:</p> <p>PER-1</p> <p>In the National Grid Yard:</p> <ol style="list-style-type: none"> any alteration or addition to an existing building or structure for a sensitive activity does not involve an increase in the building height for network utility structures or footprint; or it is a network utility undertaken by a network utility operator (other than for the reticulation and storage of water in canals, dams or reservoirs including for irrigation purposes); or it is a non-habitable building or structure for primary production in the Rural Zones, including yards for milking/dairy sheds and artificial crop protection structures (but does not include any building for intensive primary production, commercial greenhouses or milking/dairy sheds); or it is a yard for milking/dairy sheds; or it is an artificial crop protection and support structure; or it is not for the storage and/or handling of hazardous substances with explosive or flammable intrinsic properties; and <p>PER-2</p> <p>In the National Grid Yard, the building or structure is located at least 12m from the outer visible edge of any National Grid tower or pole and</p>	Accept

						<p>associated stay wire, unless it does not permanently physically obstruct existing vehicular access to a National Grid support structure and it is one of the following:</p> <ol style="list-style-type: none"> 1. a network utility undertaken by a network utility operator (other than for the reticulation and storage of water in canals, dams or reservoirs including for irrigation purposes); or 2. a fence no greater than 2.5m high and that is no closer than 5m to the nearest National Grid pole; or no closer than 6m to the nearest National Grid tower; or <p>[...]</p>	
Horticulture New Zealand	245.47	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R28 Earthworks, and land disturbance for the installation of fence posts within the National Grid Yard	Considers that the rule should apply to earthworks and land disturbance and does not need to be limited to the installation of fence posts. The conditions of the rule will dictate the type of activity that can be undertaken.	<p>1. Amend the title of EI-R28 as follows:</p> <p>EI-R28 Earthworks, and land disturbance for the installation of fence posts within the National Grid Yard.</p> <p>AND</p> <p>2. Retain the Restricted Discretionary activity status.</p>	Accept in part
Transpower New Zealand Limited	159.50	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R28 Earthworks, and land disturbance for the installation of fence posts within the National Grid Yard	<p>Supports the rule but considers the approach to the management of earthworks in the National Grid Yard, should be refined to ensure earthworks can be undertaken safely and appropriately, without the National Grid being compromised. Considers a 'default' to non-complying activity status is appropriate, as the restricted discretionary activity status is not sufficient or appropriate to give effect to Policy 10 of the National Policy Statement on Electricity Transmission or Policy 16.3.4 of the Canterbury Regional Policy Statement.</p> <p>Amendments are also sought to better mirror mandatory requirements in applicable standards.</p> <p>[Refer original submission for full reason]</p>	<p>Amend EI-R28 Earthworks, and land disturbance for the installation of fence posts within the National Grid Yard as follows:</p> <p>Activity status: Permitted Where:</p> <p>PER-1</p> <p>The depth of the earthworks or land disturbance is:</p> <ol style="list-style-type: none"> 1. is no greater than 300mm deep within 6-12 metres of the outer visible edge of a foundation of a National Grid transmission line tower or pole; and 2. the work does not compromise the stability of a National Grid transmission line tower or pole; or <p>x. does not result in a reduction in the ground to conductor clearance distances below what is required by Table 4 of NZECP34:2001 (New Zealand Electrical Code of Practice for Electrical Safe Distances);</p> <p>x. does not result in existing vehicle access to a National Grid support structure being permanently obstructed; except that</p> <p>3. clauses (1a) to and (xb) do not apply to:</p> <ol style="list-style-type: none"> a. the repair or resealing of a road, footpath, driveway or farm track; and b. excavation of a vertical hole, not exceeding 500mm in diameter, that is more than 1.5m from outer visible edge of foundation of a National Grid transmission line pole or stay wire. <p>Activity status when compliance not achieved: <u>Non-complying Restricted Discretionary Matters over which discretion is restricted:</u></p> <ol style="list-style-type: none"> 1. effects on the operation, maintenance, upgrading and development of the National Grid; and 2. the risk to the structural integrity of the National Grid support structure(s); and 3. any impact on the ability to access the National Grid; and 4. the risk of electrical hazards affecting public or individual safety and the 	Accept in part

						<p><i>risk of property damage; and</i></p> <p><i>5. the outcome of any consultation with the owner and operator of the National Grid.” and insert the following new Rule in EI-R28:</i></p> <p>AND insert new rule within EI-R28 as follows:</p> <p><u>Activity status:</u></p> <p><u>Restricted Discretionary Where:</u></p> <p><u>RDIS-1</u></p> <p><u>The earthworks or land disturbance:</u></p> <p><i>1. is greater than 300mm deep and less than 3 metres deep between 6 metres and 12 metres of the outer visible edge of a foundation of a National Grid transmission line tower or pole;</i></p> <p><i>2. does not compromise the stability of a National Grid transmission line tower or pole;</i></p> <p><i>3. does not result in a reduction in the ground to conductor clearance distances below what is required by Table 4 of NZECP34:2001 (New Zealand Electrical Code of Practice for Electrical Safe Distances); or</i></p> <p><i>4. does not result in existing vehicle access to a National Grid support structure being permanently obstructed; except that 3. clauses (1) to (4) do not apply to:</i></p> <p><i>a. the repair or resealing of a road, footpath, driveway or farm track; and</i></p> <p><i>b. excavation of a vertical hole, not exceeding 500mm in diameter, that is more than 1.5m from outer visible edge of foundation of a National Grid transmission line pole or stay wire.</i></p> <p><u>Matters over which discretion is restricted:</u></p> <p><i>1. effects on the operation, maintenance, upgrading and development of the National Grid; and</i></p> <p><i>2. the risk to the structural integrity of the National Grid support structure(s); and</i></p> <p><i>3. any impact on the ability to access the National Grid; and</i></p> <p><i>4. the risk of electrical hazards affecting public or individual safety and the risk of property damage; and</i></p> <p><i>5. the outcome of any consultation with the owner and operator of the National Grid.”</i></p> <p><u>Activity status when compliance not achieved: Non-complying</u></p>	
Kāinga Ora	229.23	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R29 Subdivision of land within the National Grid Subdivision Corridor	Opposes the National Grid provisions and seeks the full package of provisions (objectives, policies, rules and definitions) be reviewed. Considers the proposed National Grid provisions are overly restrictive and do not efficiently manage sensitive activities within close proximity to and under the National Grid.	Delete EI-R29.	Reject
Transpower New Zealand Limited	159.51	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R29 Subdivision of land within the National Grid Subdivision	Supports the rule and considers that, in conjunction with related provisions, gives effect Policy 10 and Policy 11 of the NPSET and Policy 16.3.4 of the CRPS.	Retain as notified.	Accept

				Corridor			
Horticulture New Zealand	245.48	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R30 Sensitive activities, including within an existing building or the erection of buildings for sensitive activities, within the National Grid Yard	Seeks a specific definition for 'activities sensitive to transmission lines' to distinguish from the definition of 'sensitive activities' in the Plan. This is to align with NPSET. There are also buildings which will be non-complying that are not sensitive activities such as buildings for intensive primary production, commercial greenhouse and dairy sheds. These are not adequately reflected in EI-R30.	Amend EI-R30 as follows: EI-R30 Sensitive activities, including within an existing building or the erection of buildings for sensitive activities, Building not provided for within the National Grid Yard Activity Status: Non-complying <u>1. Buildings for activities sensitive to transmission lines</u> <u>2. Buildings for intensive primary production, commercial greenhouses and dairy sheds.</u>	Reject
Transpower New Zealand Limited	159.52	EI - Energy and Infrastructure	Rules Section D - Rules for the National Grid	EI-R30 Sensitive activities, including within an existing building or the erection of buildings for sensitive activities, within the National Grid Yard	Supports the rule and considers that, in conjunction with related provisions, gives effect Policy 11 of the NPSET and Policy 16.3.4 of the CRPS.	Retain as notified.	Accept
Opuha Water Limited	181.36	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R31 Installation, operation, maintenance, repair ... for renewable electricity generation	Supports E1-R31 as it provides specific rules for all types of renewable energy generation facilities and activities. This inclusion, and the proposed rules, ensure that the PDP gives appropriate effect to the National Policy Statement for Renewable Energy Generation 2011.	Retain as notified.	Accept
Rooney Group Limited	249.15	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	Considers EI-R32.1 is unnecessary as it does not provide for excess electricity to be supplied back into the National Grid in the Rural Lifestyle Zone as a permitted activity. This rule captures any property that supplements mains supply with renewable electricity generation such as solar panels and provides excess electricity to the National Grid. Therefore, discouraging not enabling renewable energy implementation and development.	Amend EI-R32 by: 1. Deleting EI-R32.1 for Rural Lifestyle Zone 2. Change EI-R32.2 to apply to all zones.	Accept
Rooney Farms Limited	250.15	EI - Energy and Infrastructure	Rules Section E - Rules for	EI-R32 The installation,	Considers EI-R32.1 is unnecessary as it does not provide for excess electricity to be supplied back into the National Grid in the Rural	Amend EI-R32 by:	Accept

			Renewable Electricity Generation	operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	Lifestyle Zone as a permitted activity. This rule captures any property that supplements mains supply with renewable electricity generation such as solar panels and provides excess electricity to the National Grid. Therefore, discouraging not enabling renewable energy implementation and development.	<ol style="list-style-type: none"> 1. Deleting EI-R32.1 for Rural Lifestyle Zone 2. Change EI-R32.2 to apply to all zones. 	
Rooney Earthmoving Limited	251.15	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	Considers EI-R32.1 is unnecessary as it does not provide for excess electricity to be supplied back into the National Grid in the Rural Lifestyle Zone as a permitted activity. This rule captures any property that supplements mains supply with renewable electricity generation such as solar panels and provides excess electricity to the National Grid. Therefore, discouraging not enabling renewable energy implementation and development.	<p>Amend EI-R32 by:</p> <ol style="list-style-type: none"> 1. Deleting EI-R32.1 for Rural Lifestyle Zone 2. Change EI-R32.2 to apply to all zones. 	Accept
Timaru Developments Limited	252.15	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	Considers EI-R32.1 is unnecessary as it does not provide for excess electricity to be supplied back into the National Grid in the Rural Lifestyle Zone as a permitted activity. This rule captures any property that supplements mains supply with renewable electricity generation such as solar panels and provides excess electricity to the National Grid. Therefore, discouraging not enabling renewable energy implementation and development.	<p>Amend EI-R32 by:</p> <ol style="list-style-type: none"> 1. Deleting EI-R32.1 for Rural Lifestyle Zone 2. Change EI-R32.2 to apply to all zones. 	Accept
GJH Rooney	191.15	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	<p>Considers EI-R32.1 is unnecessary as it does not provide for excess electricity to be supplied back into the National Grid in the Rural Lifestyle Zone as a permitted activity. This rule captures any property that supplements mains supply with renewable electricity generation such as solar panels and provides excess electricity to the National Grid. Therefore, discouraging not enabling renewable energy implementation and development.</p>	<p>Amend EI-R32 by:</p> <ol style="list-style-type: none"> 1. Deleting EI-R32.1 for Rural Lifestyle Zone 2. Change EI-R32.2 to apply to all zones. 	Accept

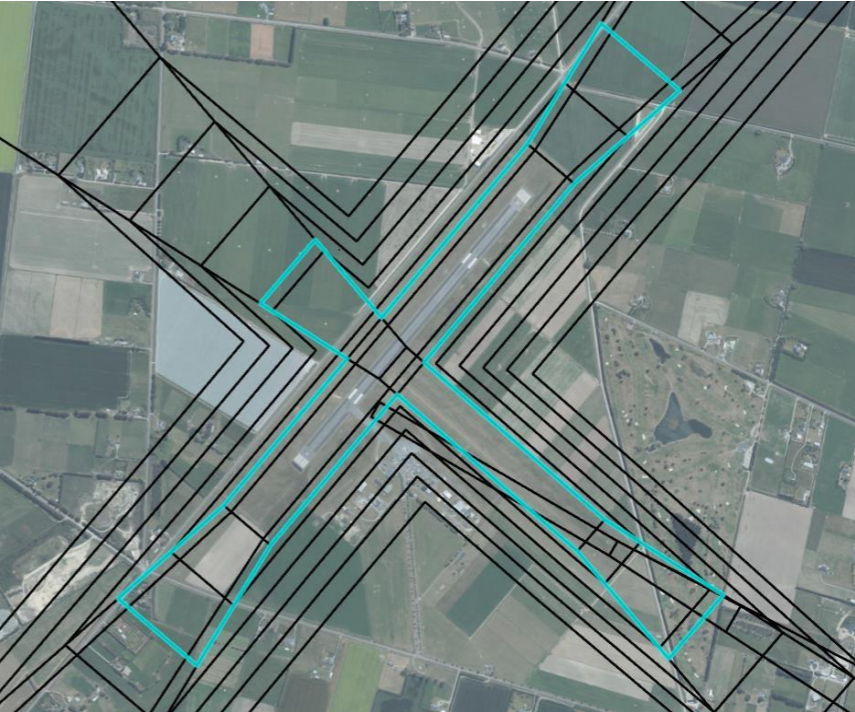
Rooney Holdings Limited	174.15	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	Considers EI-R32.1 is unnecessary as it does not provide for excess electricity to be supplied back into the National Grid in the Rural Lifestyle Zone as a permitted activity. This rule captures any property that supplements mains supply with renewable electricity generation such as solar panels and provides excess electricity to the National Grid. Therefore, discouraging not enabling renewable energy implementation and development.	Amend EI-R32 by: 1. Deleting EI-R32.1 for Rural Lifestyle Zone Change EI-R32.2 to apply to all zones.	Accept
Royal Forest and Bird Protection Society	156.73	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	Considers "small scale" is unclear and may affect the habitat of indigenous species such as bird breeding, roosting, and feeding in the coastal environment of bat habitat. The removal of trees including exotic trees that provide for bat habitat should not be a permitted activity.	Amend EI-R32 with the following changes: ADD a new PER-X <i>The installation and upgrading is not in the coastal environment</i> ADD a new PER-X <i>The installation and upgrading does not include the removal of any trees</i> AND ADD the following matters of discretion : - <i>Effects on the coastal environment;</i> - <i>Effects on bats</i> [The submitter has not specified which Zone(s) the request relates to]	Reject
Opuha Water Limited	181.37	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	Supports E1-R31 as it provides specific rules for all types of renewable energy generation facilities and activities and gives appropriate effect to the National Policy Statement for Renewable Energy Generation 2011.	Retain as notified.	Accept in part
Bruce Speirs	66.19	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell or any array of solar cells for a small-scale renewable electricity generation and its use.	As currently written, you would need a restricted discretionary consent to feed excess power into the electricity grid.	Amend EI-R32 The installation, operation, maintenance, upgrading and removal of a solar cell for small scale renewable electricity generation and its use as follows: 1. Rural Lifestyle Zone Activity status: Permitted Where: PER-1 <i>The electricity generated is solely principally for use on the site and ancillary to the principal use of the site; and</i> PER-2	Accept in part

						[...]	
Royal Forest and Bird Protection Society	156.74	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R33 The installation, operation, maintenance, upgrading and removal of a small-scale wind turbine/s for small scale-scale renewable electricity generation and its use	Considers “small scale” is unclear and may affect the habitat of indigenous species such as bird breeding, roosting, and feeding in the coastal environment of bat habitat. The removal of trees including exotic trees that provide for bat habitat should not be a permitted activity.	<p>Amend EI-R33 The installation, operation, maintenance, upgrading and removal of a small-scale wind turbine/s for small-scale renewable electricity generation and its use as follows:</p> <p>Activity status:</p> <p>Permitted Where:</p> <p>PER-1</p> <p>[...]</p> <p>PER-7</p> <p><i>The installation and upgrading is not in the coastal environment;</i></p> <p>PER-8</p> <p><i>The installation and upgrading does not include the removal of any trees;</i></p> <p>Activity status when compliance not achieved with PER-1 to PER-5, PER-7 and PER-8: Restricted Discretionary</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. the functional needs and operational needs of, and benefits from, the activity; and 2. the impact on the character and qualities of the surrounding area; and 3. noise; and 4 .effects on the coastal environment; and 5. effects on bats. 	Reject
Opuha Water Limited	181.38	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R33 The installation, operation, maintenance, upgrading and removal of a small-scale wind turbine/s for small scale-scale renewable electricity generation and its use	Supports EI-R33 as it provides specific rules for all types of renewable energy generation facilities and activities and gives effect to the National Policy Statement for Renewable Energy Generation 2011.	Retain as notified.	Accept
Bruce Speirs	66.20	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R33 The installation, operation, maintenance, upgrading and removal of a small-scale wind turbine/s for small scale-scale renewable electricity	Corrections to text.	<p>Amend EI-R33 The installation, operation, maintenance, upgrading and removal of a small-scale wind turbine/s for small scale-scale renewable electricity generation and its use, as follows:</p> <p>Activity status: Permitted Where:</p> <p>[...]</p> <p>PER-2</p> <p><i>If PER-1.2.a. applies, no more than one wind turbine is erected on a site; and</i></p>	Accept

				generation and its use		PER-3 <i>If PER-1.2.b. applies, the wind turbines are either erected on a single site or clustered on one or more of sites; and</i>	
Opuha Water Limited	181.40	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R34 Solar hot water system	Supports EI-R34 as it provides specific rules for all types of renewable energy generation facilities and activities and gives effect to the National Policy Statement for Renewable Energy Generation 2011.	Retain as notified.	Accept
Rooney Group Limited	249.16	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R35 The installation and upgrading of large-scale renewable electricity generation activities	Opposes EI-R35. It is submitted that a discretionary activity rule will not enable and facilitate large scale renewable energy generation facilities such as solar arrays on large buildings. The proposed plan should include an enabling policy and a permitted activity rule to provide for large scale solar arrays, especially on existing buildings within industrial or rural zones where electricity will be returned to the national grid on a commercial scale.	1. Amend EI-R35 The installation and upgrading of large-scale renewable electricity generation activities to exclude solar arrays. And 2. Include new policy and rules to enable large scale solar arrays as requested earlier.	Reject
Rooney Farms Limited	250.16	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R35 The installation and upgrading of large-scale renewable electricity generation activities	Opposes EI-R35. It is submitted that a discretionary activity rule will not enable and facilitate large scale renewable energy generation facilities such as solar arrays on large buildings. The proposed plan should include an enabling policy and a permitted activity rule to provide for large scale solar arrays, especially on existing buildings within industrial or rural zones where electricity will be returned to the national grid on a commercial scale.	1. Amend EI-R35 The installation and upgrading of large-scale renewable electricity generation activities to exclude solar arrays. And 2. Include new policy and rules to enable large scale solar arrays as requested earlier.	Reject
Rooney Earthmoving Limited	251.16	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R35 The installation and upgrading of large-scale renewable electricity generation activities	Opposes EI-R35. It is submitted that a discretionary activity rule will not enable and facilitate large scale renewable energy generation facilities such as solar arrays on large buildings. The proposed plan should include an enabling policy and a permitted activity rule to provide for large scale solar arrays, especially on existing buildings within industrial or rural zones where electricity will be returned to the national grid on a commercial scale.	1. Amend EI-R35 The installation and upgrading of large-scale renewable electricity generation activities to exclude solar arrays. And 2. Include new policy and rules to enable large scale solar arrays as requested earlier.	Reject
Timaru Developments Limited	252.16	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R35 The installation and upgrading of large-scale renewable electricity generation activities	Opposes EI-R35. It is submitted that a discretionary activity rule will not enable and facilitate large scale renewable energy generation facilities such as solar arrays on large buildings. The proposed plan should include an enabling policy and a permitted activity rule to provide for large scale solar arrays, especially on existing buildings within industrial or rural zones where electricity will be returned to the national grid on a commercial scale.	1. Amend EI-R35 The installation and upgrading of large-scale renewable electricity generation activities to exclude solar arrays. And 2. Include new policy and rules to enable large scale solar arrays as requested earlier.	Reject
GJH Rooney	191.16	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R35 The installation and upgrading of large-scale renewable electricity generation activities	Opposes EI-R35. It is submitted that a discretionary activity rule will not enable and facilitate large scale renewable energy generation facilities such as solar arrays on large buildings. The proposed plan should include an enabling policy and a permitted activity rule to provide for large scale solar arrays, especially on existing buildings within industrial or rural zones where electricity will be returned to the national grid on a commercial scale.	1. Amend EI-R35 The installation and upgrading of large-scale renewable electricity generation activities to exclude solar arrays. And 2. Include new policy and rules to enable large scale solar arrays as requested earlier.	Reject
Rooney Holdings Limited	174.16	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable	EI-R35 The installation and upgrading of large-	Opposes EI-R35. It is submitted that a discretionary activity rule will not enable and facilitate large scale renewable energy generation facilities such as solar arrays on large buildings. The proposed plan	1. Amend EI-R35 The installation and upgrading of large-scale renewable electricity generation activities to exclude solar arrays. And	Reject

			Electricity Generation	scale renewable electricity generation activities	should include an enabling policy and a permitted activity rule to provide for large scale solar arrays, especially on existing buildings within industrial or rural zones where electricity will be returned to the national grid on a commercial scale.	2. Include new policy and rules to enable large scale solar arrays as requested earlier.		
Opuha Limited	Water	181.41	EI - Energy and Infrastructure	Rules Section E - Rules for Renewable Electricity Generation	EI-R35 The installation and upgrading of large-scale renewable electricity generation activities	Supports EI-R35 as it provides specific rules for all types of renewable energy generation facilities and activities and gives effect to the National Policy Statement for Renewable Energy Generation 2011.	Retain as notified.	Accept
Road Company Limited	Metals	169.10	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R38 Creation of a new stormwater basin or water body (including wastewater oxidation pond) which exceeds 500m in area)	There are many waterbodies (e.g. quarry wash water ponds) where stormwater management experience is not needed. Stormwater management does not appear to be relevant to the standards listed in PER-3. Request the rule explicitly states that replacement ponds do not require consent.	Amend EI-R38 Creation of a new stormwater basin or water body (including wastewater oxidation pond) which exceeds 500m in area as follows: <i>EI-R38 Creation of a new stormwater basin or water body (including wastewater oxidation pond but excluding a replacement of an existing pond) which exceeds 500m² in area</i> Activity status: Permitted Where: [...] PER-3 Any water body has been designed by a suitably qualified person, with experience in stormwater management systems , to the following standards: [...]	Accept in part
Fulton Limited	Hogan	170.11	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R38 Creation of a new stormwater basin or water body (including wastewater oxidation pond) which exceeds 500m in area)	There are many waterbodies (e.g. quarry wash water ponds) where stormwater management experience is not needed. Stormwater management does not appear to be relevant to the standards listed in PER-3. Request the rule explicitly states that replacement ponds do not require consent.	Amend <i>EI-R38 Creation of a new stormwater basin or water body (including wastewater oxidation pond but excluding a replacement of an existing pond) which exceeds 500m² in area</i> as follows: Activity status: Permitted Where: [...] PER-3 Any water body has been designed by a suitably qualified person, with experience in stormwater management systems , to the following standards: [...]	Accept in part
Opuha Limited	Water	181.42	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R38 Creation of a new stormwater basin or water body (including wastewater oxidation Pond) which exceeds 500m in area)	The submitter opposes E1-R38 in part as it may foreclose the future upgrade of its Levels Plains water scheme that is located within the Birdstrike Management Area Overlay and which requires a restricted discretionary consent for a storage pond. Considers it appropriate for the matters of discretion to include operational and function requirements of such infrastructure. Also considers there is an inconsistency between the rule title and PER-1 regarding the waterbody threshold.	Amend EI -R38 as follows: <i>EI-R38 Creation of a new stormwater basin; or water body (including wastewater oxidation pond) which exceeds 500 1000m² in area</i> [...] Matters of discretion are restricted to: <i>1. The functional needs and operational needs of, and benefits from,</i>	Reject

						<i>the activity:</i> 2. 1. Scale and significance of birdstrike risk likely to be created at the location proposed; and [...]	
North Meadows 2021 Limited and Thompson Engineering (2002) Limited	190.6	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R39 Buildings, structures or trees with the Aerodrome Flight Paths Protection Area Overlay	Support in part EI- R39, however, greater clarity/detail of the Airport certification process is required.	Amend Rule EI- R39 Buildings, structures or trees with the Aerodrome Flight Paths Protection Area Overlay by inserting detail of the certification process at PER-1 or potentially via a note.	Accept in part
Hilton Haulage Limited Partnership	168.24	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R39 Buildings, structures or trees with the Aerodrome Flight Paths Protection Area Overlay	Supports the safe operation of aircraft. Requests clarity as to whether the height limit in the Aerodrome Flight Protection Path applies to the land within the horizontal and conical surfaces (or just the runway approaches).	1. Amend EI-R39 by inserting detail of the certification process at PER-1, potentially via a note. AND Clarify if the height limits noted for the Aerodrome Flight Protection Path apply to land within the horizontal and conical surfaces.	Accept in part
Milward Finlay Lobb	60.11	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R39 Buildings, structures or trees with the Aerodrome Flight Paths Protection Area Overlay	No reason specified.	Amend EI-R39 as follows: Activity status: Permitted Where: PER-1 <i>Richard Pearce (Timaru) Airport <u>or a Licensed Cadastral Surveyor</u> has provided written certification to Timaru District Council that the building, structure or tree complies with Appendix 10; or</i> [...]	Reject
Bruce Speirs	66.21	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R39 Buildings, structures or trees with the Aerodrome Flight Paths Protection Area Overlay	Grammatical error and correction.	Amend EI-R39 Buildings, structures or trees with within the Aerodrome Flight Paths Protection Area Overlay , as follows: [...] PER-2 <i>The building, structure or tree is located in an urban area of Temuka or Timaru and is no higher than 10 <u>m</u> above- existing ground level.</i>	Accept
Southern Proteins Limited	140.6	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R39 Buildings, structures or trees with the Aerodrome Flight Paths Protection Area Overlay	Supports EI-R39 to ensure the safe operation of aircraft is supported. However, consider greater clarity/detail of the Airport certification process is required.	Amend EI-R39 by inserting detail of the certification process at PER-1, potentially via a note.	Accept in part
Road Metals Company Limited	169.11	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	EI-R40 New landfills, excluding clean fills, within the Bird strike Management Overlay	The narrow definition of cleanfill means that many other types of fill (e.g. construction and demolition waste) cannot be used. That type of material does not attract birds and is not a bird strike risk. It is presently deposited in quarries at levels and close to Christchurch airport. Using this narrow definition limits the ability to rehabilitate quarries. Managed and controlled fills that do not include putrescible waste and do not attract birds should be excluded.	Amend EI-R40 as follows: EI-R40 New landfills, excluding clean fills, <u>managed or controlled fills</u> within the Bird strike Management Overlay	Accept in part
Fulton Hogan Limited	170.12	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for	EI-R40 New landfills, excluding clean fills, within	The narrow definition of cleanfill means that many other types of fill (e.g. construction and demolition waste) cannot be used. That type of material does not attract birds and is not a bird strike risk. It is	Amend EI-R40 New landfills, excluding clean fills, within the Bird strike Management Overlay as follows:	Accept in part

			Richard Pearse Airport (Timaru Airport)	the Bird strike Management Overlay	presently deposited in quarries at levels and close to Christchurch airport. Using this narrow definition limits the ability to rehabilitate quarries. Managed and controlled fills that do not include putrescible waste and do not attract birds should be excluded.	EI-R40 New landfills, excluding clean fills, <u>managed or controlled fills</u> within the Bird strike Management Overlay [...]	
Horticulture New Zealand	245.49	EI - Energy and Infrastructure	Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)	General	Considers there are other ways that this can be achieved without rules being included in the Plan. Growers regularly work with providers in other areas on finding solutions without needing to have a rules-based approach.	Delete Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport) comprising EI-R37, EI-R38, EI-R39, EI-R40.	Reject
Timaru District Council	42.79	Planning Maps	Aerodrome Flight Paths Protection Area		The map does not clearly identify a necessary layer around Timaru Airport, which is a line 500m from the runway and runway extension. This line is within the Aerodrome Fight Path Protection Area.	Amend the Planning Maps to illustrate the 500m of the runway and runway extension, as shown in the map attached. 	Accept
Rooney Holdings Limited	174.17	Planning Maps	Birdstrike Management Area		Opposes in part the BMAO. The overlay unnecessarily encroaches on Future Development Area (FDA) 14.	Amend the Birdstrike Management Overlay to avoid FDA14.	Reject
GJH Rooney	191.17	Planning Maps	Birdstrike Management Area		Opposes in part the BMAO. The overlay unnecessarily encroaches on Future Development Area (FDA) 14.	Amend the Birdstrike Management Overlay to avoid FDA14.	Reject
Rooney Group Limited	249.17	Planning Maps	Birdstrike Management Area		Opposes in part the BMAO. The overlay unnecessarily encroaches on Future Development Area (FDA) 14.	Amend the Birdstrike Management Overlay to avoid FDA14.	Reject
Rooney Farms Limited	250.17	Planning Maps	Birdstrike Management Area		Opposes in part the BMAO. The overlay unnecessarily encroaches on Future Development Area (FDA) 14.	Amend the Birdstrike Management Overlay to avoid FDA14.	Reject
Rooney Earthmoving Limited	251.17	Planning Maps	Birdstrike Management Area		Opposes in part the BMAO. The overlay unnecessarily encroaches on Future Development Area (FDA) 14.	Amend the Birdstrike Management Overlay to avoid FDA14.	Reject

Timaru Developments Limited	252.17	Planning Maps	Birdstrike Management Area		Opposes in part the BMAO. The overlay unnecessarily encroaches on Future Development Area (FDA) 14.	Amend the Birdstrike Management Overlay to avoid FDA14.	Reject
Milward Lobb Finlay	60.58	APP10 - Flight Path Protection Areas	Flight Paths	(8) Table 1: Location of takeoff and approach surface bases	Considers the list of coordinates without reference to site control and meridional circuits makes establishing these positions ambiguous.	Amend (8) Table 1: Location of takeoff and approach surface bases to include coordinated site control marks and confirmation of the meridional circuit.	Accept in part
Milward Lobb Finlay	60.59	APP10 - Flight Path Protection Areas	Flight Paths	(9) Table 2: Coordinates of points A - T on Figure 7(b)	Considers the list of coordinates without reference to site control and meridional circuits makes establishing these positions ambiguous.	Amend (9) Table 2: Coordinates of points A - T on Figure 7(b) to include coordinated site control marks and confirmation of the meridional circuit.	Accept in part
KiwiRail Holdings Limited	187.28	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunication s poles (including the combined height of poles and antenna)	Supports a higher height standard to the underlying zone.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.29	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunication s poles (including the combined height of poles and antenna)	Considers the standard is appropriate in the context of each zone and the Submitter supports this standard.	Retain EI-S1 as notified.	Accept in part
Connexa Limited	176.58	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunication s poles (including the combined height of poles and antenna)	Supports the permitted pole heights in all zones, being 5m above the permitted building height limit in the relevant zone. The standard title refers to poles and telecommunication poles. The definitions in the PDP do not differentiate. Therefore, considers the term telecommunication poles should be removed from the standard title.	Amend the title of EI-S1 as follows: <i>EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunications poles (including the combined height of poles and antenna)</i>	Accept
Spark New Zealand Trading Limited	208.58	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of	Supports the permitted pole heights in all zones, being 5m above the permitted building height limit in the relevant zone. The	Amend the title of EI-S1 as follows:	Accept

				poles, antenna, towers and telecommunication poles (including the combined height of poles and antenna)	standard title refers to poles and telecommunication poles. The definitions in the PDP do not differentiate. Therefore, considers the term telecommunication poles should be removed from the standard title.	<i>EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunications poles (including the combined height of poles and antenna)</i>	
Chorus New Zealand Limited	209.58	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunication poles (including the combined height of poles and antenna)	Supports the permitted pole heights in all zones, being 5m above the permitted building height limit in the relevant zone. The standard title refers to poles and telecommunication poles. The definitions in the PDP do not differentiate. Therefore, considers the term telecommunication poles should be removed from the standard title.	Amend the title of EI-S1 as follows: <i>EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunications poles (including the combined height of poles and antenna)</i>	Accept
Vodafone New Zealand Limited	210.58	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunication poles (including the combined height of poles and antenna)	Supports the permitted pole heights in all zones, being 5m above the permitted building height limit in the relevant zone. The standard title refers to poles and telecommunication poles. The definitions in the PDP do not differentiate. Therefore, considers the term telecommunication poles should be removed from the standard title.	Amend the title of EI-S1 as follows: <i>EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunications poles (including the combined height of poles and antenna)</i>	Accept
Transpower New Zealand Limited	159.53	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunication poles (including the combined height of poles and antenna)	The submitter generally supports the standard and considers it appropriately manages the potential effects of infrastructure activities.	Retain as notified.	Accept in part
Opuha Water Limited	181.43	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunication poles (including	Considers the 'interchangeable use of 'infrastructure' and 'network utilities' is confusing and it makes it difficult for plan users to determine which standards apply to water infrastructure. Notes that adjustments to the terminology in the title and listed requirements in the standards maybe required if it is intended that EI-S1 applies to water infrastructure, as opposed to network utilities ancillary to such infrastructure (such as boosters and repeaters).	Retain EI-SI subject to amending the terminology used in the standard to ensure consistency and alignment with the Objectives and Policies (particularly the interchangeable use of the terms 'infrastructure' and 'network utilities'), if this is necessary to reflect that it was intended for other than the below elements of EI-S1 to apply to water infrastructure (as opposed to network utilities ancillary to such infrastructure): • E1-S2(1) • EI-S2(8)	Accept in part

				the combined height of poles and antenna)		<ul style="list-style-type: none"> • EI-S2(11) • E1-S2 - matters of discretion (1) and (2) for Restricted Discretionary Activities. 	
Radio New Zealand Limited	152.45	EI - Energy and Infrastructure	Standards	EI-S1 Maximum structure height for network utility structures of poles, antenna, towers and telecommunication poles (including the combined height of poles and antenna)	Support EI-S1 with amendments to permit existing utilities that exceed height limits. Amendments also sought to the matters of discretion, to limit consideration of effects to the change in effects.	<p>1. Add new note to EI-S1 as follows: <i><u>EI-S1 does not apply to works and changes to already existing network utility structures that exceed the permitted height limit, provided that the works and changes do not increase the exceedance of the permitted height limit.</u></i></p> <p>AND</p> <p>2. Amend the matters of discretion of EI-S1 as follows: Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. <i><u>Changes in visual dominance; and;</u></i> 2. <i><u>Changes in the impact on the character and qualities of the surrounding area [...]</u></i> 	Accept
KiwiRail Holdings Limited	187.29	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	The submitter accepts upgrading infrastructure must be within 5m of the existing alignment or location.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.30	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	Supports the standard, noting it excludes petroleum pipelines. This exclusion is supported. The reason for the “within 5m” restriction, is unclear, in particular where the infrastructure may be wholly underground. The s32 report does not provide specific justification for these provisions.	Retain EI-S2.1 as notified.	Accept
Spark New Zealand Trading Limited	208.59	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	Supports EI-S2 that provides directive parameters for the permitted upgrading of infrastructure. The parameters are appropriate for telecommunications infrastructure and generally align with the NESTF.	Retain as notified.	Accept in part
Chorus New Zealand Limited	209.59	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	Supports EI-S2 that provides directive parameters for the permitted upgrading of infrastructure. The parameters are appropriate for telecommunications infrastructure and generally align with the NESTF.	Retain as notified.	Accept in part
Vodafone New Zealand Limited	210.59	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	Supports EI-S2 that provides directive parameters for the permitted upgrading of infrastructure. The parameters are appropriate for telecommunications infrastructure and generally align with the NESTF.	Retain EI-S2 as notified.	Accept in part
Transpower New Zealand Limited	159.54	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	Considers the standard appropriately manages the potential effects of infrastructure activities and is generally consistent with the Regulations in the NESETA.	Retain as notified.	Accept in part
Connexa Limited	176.59	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	Supports EI-S2 that provides directive parameters for the permitted upgrading of infrastructure. The parameters are appropriate for telecommunications infrastructure and generally align with the NESTF.	Retain as notified.	Accept in part
Opuha Water Limited	181.44	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	Considers the interchangeable use of ‘infrastructure’ and ‘network utilities’ is confusing and it makes it difficult for plan users to determine which standards apply to water infrastructure. Notes	Retain EI-S2 subject to amending the terminology used to ensure consistency and alignment with the Objectives and Policies (particularly the interchangeable use of the terms “infrastructure” and “network utilities”),	Reject

					that adjustments to the terminology in the title and listed requirements in the standards maybe required if it is intended that EI-S1 applies to water infrastructure, as opposed to network utilities ancillary to such infrastructure (such as boosters and repeaters).	if this is necessary to reflect that it was intended for other than the below elements of EI-S1 to apply to water infrastructure (as opposed to network utilities ancillary to such infrastructure): <ul style="list-style-type: none"> • EI-S2(1) • EI-S2(8) • EI-S2(11) • EI-S2 - matters of discretion (1) and (2) for Restricted Discretionary Activities. 	
Radio New Zealand Limited	152.46	EI - Energy and Infrastructure	Standards	EI-S2 Upgrading infrastructure	Support with amendments EI-S2 to explicitly limit consideration of effects to the change in effects.	Amend EI-S2 as follows: EI-S2 Upgrading infrastructure [...] Matters of discretion are restricted to: [...] 2. Changes in t he bulk, height, location and design of the network utility, including any associated buildings or structures; and 3. Changes in t he impact on the character and qualities of the surrounding area.	Accept
Transpower New Zealand Limited	159.107	Planning Maps	National Grid Line		Supports the inclusion of the National Grid transmission lines on the Planning Map and notes that the mapping of the lines is a requirement of Policy 12 of the NPSET. The submitter considers that PDP users would be assisted by the clear identification of the voltage of each line so that the definition (and associated provisions) of 'National Grid Yard' and 'National Grid Subdivision Corridor' may be easily understood.	Amend the National Grid line overlay notation for each to include reference to the voltage of that transmission line.	Accept
Transpower New Zealand Limited	159.100	NOSZ - Natural Open Space Zone	Policies	NOSZ-P6 Other activities	Considers the policies fail to recognise the existing location of the National Grid within these zones and because the policies may prevent the National Grid from being located in the Zone in a manner that is contrary to the NPSET.	Amend NOSZ-P6 Other activities as follows: Only allow other activities where they: <u>x. are regionally significant infrastructure that has an operational need or functional need for its location; or</u> 1. contribute to the overall health and wellbeing of the community; and [...]	Reject
Transpower New Zealand Limited	159.101	OSZ - Open Space Zone	Policies	OSZ-P10 Other activities	Considers the policy fails to recognise the existing location of the National Grid within these zones and because the policies may prevent the National Grid from being located in the Zone in a manner that is contrary to the NPSET.	Amend OSZ-P10 Other activities as follows: Only allow other activities where they: <u>x. are regionally significant infrastructure that has an operational need or functional need for its location; or</u> 1. are compatible with the purpose, character and qualities of the Open Space Zone; and [...]	Reject

Transpower New Zealand Limited	159.102	SARZ - Sport and Active Recreation Zone	Policies	SARZ-P8 Other activities	Considers the policy fails to recognise the existing location of the National Grid within these zones and because the policies may prevent the National Grid from being located in the Zone in a manner that is contrary to the NPSET.	Amend	Reject
Transpower New Zealand Limited	159.66	HS - Hazardous Substances	General	General	<p>The submitter assumes the adverse effects of the use and storage of hazardous substances in the National Grid Yard are addressed in the EI- Energy and Infrastructure chapter, therefore, is neutral on the hazardous substances provisions.</p> <p>The submitter outlines that within the National Grid Yard, their nationally consistent approach to the management of activities includes seeking that the storage and uses of hazardous substances with explosive or flammable properties (at greater than domestic quantities) is a non-complying activity.</p>	<p>1. Retain the HS - Hazardous Substances Chapters as notified; AND</p> <p>Include a rule in the EI- Energy and Infrastructure Chapter to address the use and storage of hazardous substances in the National Grid Yard.</p>	<p>Accept</p> <p><i>Note: Part 1 was accepted in CL / HS s42A report for HS D.</i></p>
Timaru District Council	42.8	General	General	General	Amend the entire PDP to ensure the PDP is future-proofed and aligns with changes under the expected Three Waters legislation (currently the Water Services Entities Bill (WSE Bill) in relation to ownership and operation of Timaru District Council (TDC's) Three Waters infrastructure.	<p>Amend the PDP in its entirety to replace all references to "Council's" infrastructure in relation to Three Waters infrastructure as "public infrastructure";</p> <p>AND</p> <p>Amend requirements in conditions of rules/standards for Council's written consent to future connections to Three Waters infrastructure currently owned and operated by TDC to the written consent being required from the "operator" of the infrastructure; and any additional and consequential amendments required to address the issues raised;</p> <p>OR</p> <p>Alternatively, amend the Part 1 to include a section that explains that the term 'Council' includes successors of infrastructure management;</p> <p>OR</p> <p>Add a new definition to the PDP, explaining that the term 'Council' includes successors of infrastructure management.</p>	Accept
PrimePort Limited	175.7	Planning Maps	Urban Area boundary		The Urban Area encompasses the large majority of the Port Zone, which is supported as the Port Zone is developed and utilised for urban purposes. There is however a sliver of land in the north eastern section of the Port Zone that is zoned "Port Zone" but lies outside the Urban Area boundaries. That area should also be zoned Urban Area. The area of land in question is annotated on the image in blue below.	Retain the Urban Area boundary and amend to fully encompass the Port Zone.	Defer to a later hearing covering the Urban Area Overlay extent


							
North Meadows 2021 Limited and Thompson Engineering (2002) Limited	190.2	Planning Maps	Urban Areas Overlay	Urban Area - Timaru	Opposes the extent of the Timaru Urban Area. The extent of the Timaru Urban Area should be extended from Aorangi Road to the northern boundary of 236 Meadows Road including the neighbouring land to the south.	Amend the Planning Maps so that the Urban Area Overlay boundary is extended from Aorangi Road to the northern boundary of 236 Meadows Road including the neighbouring land to the south.	Defer to a later hearing covering the Urban Area Overlay extent

Table 4 - Stormwater Management

Submitter	Sub No.	Section/ Appendix	Sub-section	Provision	Submission Point Summary	Relief/ Decision Sought Summary	Accept / Reject
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.31	SW - Stormwater Management	General	General	Supports the introduction and the intent to provide clarity regarding the interaction of these provisions with regional rules and Council's reticulated stormwater network. Where sanctioned by regional resource consent, the Submitter seek to clarify that Council's input will be under the bylaw and specific to the capacity of the network.	Retain the introduction to the SW-Stormwater Chapter as notified.	Accept in part
Waka Kotahi NZ Transport Agency	143.4	Definitions	Definitions	Available Reticulated Stormwater Network	Supports the definition of Available Reticulated Stormwater Network as it outlines that reticulated stormwater networks must have acceptance of the stormwater from the network operator.	Retain as notified.	Accept
Kāinga Ora	229.24	SW - Stormwater Management	General	General	Concerns around the proposed plans approach to stormwater management. The proposed provisions discourage intensification in accordance with plan zoning. The s32 does not provide	Delete SW-Stormwater Chapter . AND	Accept in part

					<p>sufficient justification or reasoning to support this onsite management approach across the whole district.</p> <p>Additionally the relationship between these stormwater provisions and the Financial Contributions Chapter and Appendix 7 is unclear.</p>	<p>The Council provide further information and evidence around the effectiveness and efficiency of the proposed provisions, and whether this approach is reasonable;</p> <p>AND</p> <p>Develop new provisions relating to stormwater which are:</p> <ul style="list-style-type: none"> - based on complete and accessible technical advice; - provide clarity about the relationship of on-site stormwater management and the payment of financial contributions. - seek a simpler regime for managing stormwater onsite. - provide alternative options to storage tanks as stormwater management options. - provide more clarity around the relationship of on-site stormwater management and the payment of financial contributions. 	
Woolworths New Zealand Limited	242.11	SW - Stormwater Management	General	General	Support the chapter in its entirety.	Retain as notified.	Accept in part
Timaru District Council	42.23	SW - Stormwater Management	Introduction	General	<p>Considers that more consistent use of terminology is required in the Stormwater Introduction.</p> <p>The Introduction refers to "the Council's reticulated stormwater network". To future proof the PDP, recognising expected changes under Three Waters legislation to the way in which Council's infrastructure will be owned, this term should be replaced with "a public reticulated stormwater network".</p>	<p>Replace the term Environment Canterbury with Canterbury Regional Council and insert the word "Canterbury" before "Land and Water Regional Plan".</p> <p>Replace all references to "the Council's reticulated stormwater network" in the Introduction, to "a public reticulated stormwater network".</p>	Accept in part
Fonterra Limited	165.36	SW - Stormwater Management	Introduction	General	Considers that appropriate recognition is included in the Introduction to exclude activities that hold regional consent for the discharge of stormwater.	Retain as notified.	Accept in part
Timaru District Council	42.24	SW - Stormwater Management	Policies	General	As notified, Policies SW-P1, SW-P3 and SW-P5, refer to "the Council's reticulated stormwater network". To future proof the PDP, recognising expected changes under Three Waters legislation to the way in which Council's infrastructure will be owned, this term should be replaced with "a public reticulated stormwater network".	<p>Replace all references to "the Council's reticulated stormwater network" in the Policies SW-P1, SW-P3 and SW-P5, to "a public reticulated stormwater network".</p> <p>OR</p> <p>in the alternative, include a statement within Part 1 of the Plan or new definition that the term 'Council' includes successors for infrastructure management.</p>	Accept
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.32	SW - Stormwater Management	Policies	SW-P1 Stormwater quantity neutrality	Supports this policy which seeks to manage stormwater quantities to manage the capacity of the network and flooding effects.	Retain SW-P1 as notified.	Accept
Waka Kotahi NZ Transport Agency	143.32	SW - Stormwater Management	Policies	SW-P2 Water quality	Considers it is not always possible to enhance the quality of stormwater. It is recommended that the policy be amended to state either maintain or enhance.	<p>Amend SW-P2 as follows:</p> <p>SW-P2 Water quality Maintain and enhance stormwater quality</p> <p>Maintain or and enhance stormwater quality by requiring:</p>	Accept

						<p>1. restrictions on specified cladding materials that contribute to stormwater contamination; and</p> <p>2. the treatment of stormwater quality for new or increased impervious surfaces created by subdivision, use or development.</p>	
Canterbury Regional Council (Environment Canterbury)	183.23	SW - Stormwater Management	Policies	SW-P2 Water quality	<p>Supports the use of clause (1) to improve stormwater quality and hence improve water quality outcomes.</p> <p>[See original submission for full detail].</p>	Retain SW-P2 as notified or preserve the original intent.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.33	SW - Stormwater Management	Policies	SW-P2 Water quality	<p>Support the policy in that it explicitly relates to new or increased impervious areas, however the degree of maintenance or, in particular, enhancement of stormwater quality, including point of compliance to meet the policy, is questioned and the requirement for treatment may not be necessary in all circumstances, especially where the network already has capacity and the proposed increase of impervious surfaces is nominal.</p>	<p>Amend SW-P2 Water quality as follows:</p> <p>Maintain and enhance stormwater quality by requiring:</p> <p>1. restrictions on specified cladding materials that contribute to stormwater contamination; and</p> <p><i>consider the need for</i> the treatment of stormwater quality for new or increased impervious surfaces created by subdivision, use or development.</p>	Accept in part
Transpower New Zealand Limited	159.55	SW - Stormwater Management	Policies	SW-P3 Connection to reticulated stormwater networks	<p>Does not support the absolute requirement to connect to the Council's stormwater network. The submitter is concerned that alternative stormwater disposal options are not provided for that may be more appropriate in some circumstances.</p> <p>These circumstances include stormwater discharges from substation sites.</p>	<p>Amend SW-P3 Connection to reticulated stormwater networks as follows:</p> <p><i>Except where Policy SW-P4 applies or where stormwater is able to be managed within a site that accommodates Regionally Significant Infrastructure, require</i> all subdivision, use and development to connect to the Council's reticulated stormwater network within reticulated infrastructure boundaries, to:</p> <p>1. ensure that stormwater does not create increased flood risk on other properties; and</p> <p>2. manage stormwater quality impacts through an integrated management approach.</p>	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.34	SW - Stormwater Management	Policies	SW-P3 Connection to reticulated stormwater networks	<p>Supports as it provides a measured approach to the management of stormwater, ensuring that flood risks are not increased and an integrated management approach is adopted.</p>	Retain SW-P3 as notified.	Accept
Timaru District Council	42.25	SW - Stormwater Management	Rules	General	<p>As notified, Rules SW-R1 to R7 (inclusive) refer to "the Council's reticulated stormwater network". To future proof the PDP, recognising expected changes under Three Waters legislation to the way in which Council's infrastructure will be owned, this term should be replaced with "a public reticulated stormwater network".</p>	<p>Replace all references to "the Council's reticulated stormwater network" in the Rules SW-R1 -R7 (inclusive), to "a public reticulated stormwater network".</p> <p>OR</p> <p>in the alternative, include a statement within Part 1 of the Plan or new definition that the term 'Council' includes successors for infrastructure management.</p>	Accept
Waka Kotahi NZ Transport Agency	143.33	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement	SW-R1 All developments, other than a road [...]	<p>Supports SW-R1 as it requires all developments, other than a road, with specified areas of impervious surfaces to be captured and directed into the Council's reticulated stormwater network, which does not include the state highway stormwater network. The associated matters of discretion also allow for consideration of adverse effects of stormwater on a neighbouring road. The rule will ensure that runoff from adjoining development is</p>	Retain as notified.	Accept in part

			Zone and Māori Purpose Zone		appropriately managed and will not undermine regional consents for stormwater.		
Milward Finlay Lobb	60.16	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R2 All developments, other than a road, that result in an increase in impervious surfaces of 500m2 or greater, or where 70% or more of the site is impervious surface	Concerned the reference to no stormwater entering neighbouring properties and questions why a 24 hour event is referred to when TDC system has a peak at 1 hour.	Amend SW-R2 as follows: Activity status: Permitted Where: PER-1 <i>All stormwater is captured and directed to the Council's reticulated stormwater network and does not flow onto neighbouring properties dwellings or buildings; and</i> [...]	Accept in part
Waka Kotahi NZ Transport Agency	143.34	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R2 All developments, other than a road, that result in an increase in impervious surfaces of 500m2 or greater, or where 70% or more of the site is impervious surface	Supports SW-R2 as it requires all developments, other than a road, with specified areas of impervious surfaces to be captured and directed into the Council's reticulated stormwater network, which does not include the state highway stormwater network. The associated matters of discretion also allow for consideration of adverse effects of stormwater on a neighbouring road.	Retain as notified.	Accept in part
Milward Finlay Lobb	60.17	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the relevant regional plan	Concerned the reference to no stormwater entering neighbouring properties and questions why a 24 hour event is referred to when TDC system has a peak at 1 hour.	Amend SW-R3 as follows Activity status: Permitted Where: PER-1 <i>All stormwater is captured and directed to the Council's reticulated stormwater network and does not flow onto neighbouring properties dwellings or buildings; and</i> [...]	Accept in part
Waka Kotahi NZ Transport Agency	143.35	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone,	SW-R3 Non-Residential activities that include impervious	Supports SW-R3 as it requires all stormwater for non- residential activities that include impervious surfaces of 500m2 or more for car parking to be captured and directed into the Council's reticulated stormwater network, which does not include the state highway stormwater network. The associated matters of discretion also	Retain as notified.	Accept in part

			Settlement Zone and Māori Purpose Zone	surfaces of 500m2 or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the relevant regional plan	allow for consideration of adverse effects of stormwater on a neighbouring road.		
Rooney Holdings Limited	174.18	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the relevant regional plan	Support in part. Considers the rule requires clarification to enable it to be easily applied and understood.	Amend the rule heading of SW-R3 as follows: <i>SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for car parking, excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council <u>or is permitted</u> pursuant to the relevant Regional Plan.</i>	Reject
GJH Rooney	191.18	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the relevant regional plan	Support in part. Considers the rule requires clarification to enable it to be easily applied and understood.	Amend the rule heading of SW-R3 as follows: <i>SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for car parking, excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council <u>or is permitted</u> pursuant to the relevant Regional Plan.</i>	Reject

Rooney Group Limited	249.18	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the relevant regional plan	Support in part. Considers the rule requires clarification to enable it to be easily applied and understood.	Amend the rule heading of SW-R3 as follows: <i>SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for car parking, excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council <u>or is permitted</u> pursuant to the relevant Regional Plan.</i>	Reject
Rooney Farms Limited	250.18	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the relevant regional plan	Support in part. Considers the rule requires clarification to enable it to be easily applied and understood.	Amend the rule heading of SW-R3 as follows: <i>SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for car parking, excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council <u>or is permitted</u> pursuant to the relevant Regional Plan.</i>	Reject
Rooney Earthmoving Limited	251.18	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the	Support in part. Considers the rule requires clarification to enable it to be easily applied and understood.	Amend the rule heading of SW-R3 as follows: <i>SW-R3 Non-Residential activities that include impervious surfaces of 500m2 or greater for car parking, excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council <u>or is permitted</u> pursuant to the relevant Regional Plan.</i>	Reject

				relevant regional plan			
Timaru Developments Limited	252.18	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R3 Non-Residential activities that include impervious surfaces of 500m ² or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the relevant regional plan	Support in part. Considers the rule requires clarification to enable it to be easily applied and understood.	Amend the rule heading of SW-R3 as follows: <i>SW-R3 Non-Residential activities that include impervious surfaces of 500m² or greater for car parking, excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council or is permitted pursuant to the relevant Regional Plan.</i>	Reject
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.35	SW - Stormwater Management	Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone	SW-R3 Non-Residential activities that include impervious surfaces of 500m ² or greater for carparking, excluding stormwater discharges that are authorised by a resource consent from the canterbury regional council prior to the relevant regional plan	Supports this rule providing it relates to new car parks as opposed to alterations to existing or redevelopment of existing car parking / impervious areas. If this assumption is not correct, management of stormwater from higher contaminant generating car parking areas would be better reflected by a car parking number threshold. [see original submission for full reasons].	1. Confirm that the rule relates to new car parking areas and not redevelopment or enlargement (by less than the 500m ² threshold) of existing car parks; OR 2. Amend Rule SW-R3 so that the threshold for applicability of the rule is based on the number of car parks.	Accept
Milward Finlay Lobb	60.18	SW - Stormwater Management	Section B: Activities in the General Industrial Zone, Port Zone and Open Space and Recreation zones	SW-R4 All developments, other than a road, that result in an increase in impervious surfaces of greater than 30m ² , excluding stormwater discharges that are authorised by a resource consent from the	Concerned the reference to no stormwater entering neighbouring properties and questions why a 24 hour event is referred to when TDC system has a peak at 1 hour.	Amend SW-R4 All developments, other than a road as follows: <i>Activity status: Permitted Where:</i> <i>PER-1</i> <i>All stormwater is captured and directed to the Council's reticulated stormwater network and does not flow onto neighbouring properties dwellings or buildings; and</i> [...]	Accept in part

				Canterbury Regional Council pursuant to the relevant regional plan			
Fonterra Limited	165.37	SW - Stormwater Management	Section B: Activities in the General Industrial Zone, Port Zone and Open Space and Recreation zones	SW-R4 All developments, other than a road, that result in an increase in impervious surfaces of greater than 30m ² , excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant regional plan	Supports the recognition that the rule does not apply to those activities that hold regional consent(s) relating to stormwater. However, a consequential amendment is required to account for the new SPZ-SRI proposed by Fonterra	Amend SW-R4 All developments, other than a road ... as follows: <i>Section B: Activities in the General Industrial Zone, <u>Strategic Rural Industry Zone</u>, Port Zone and Open Space and Recreation zones</i> Add 'Strategic Rural Industry Zone' to the left column.	Accept
Silver Fern Farms	172.18	SW - Stormwater Management	Section B: Activities in the General Industrial Zone, Port Zone and Open Space and Recreation zones	SW-R4 All developments, other than a road, that result in an increase in impervious surfaces of greater than 30m ² , excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant regional plan	Considers that while it is appropriate to provide for onsite stormwater disposal as Restricted Discretionary, the rule appears to inappropriately anticipate stormwater devices being maintained. Typically, consent conditions would require maintenance.	Amend SW-R4 as follows: SW-R4 All developments [....] [....] Activity status when compliance not achieved: Restricted Discretionary Matters of discretion are restricted to: 1. the extent to which design, location, capacity, type and construction... 2. [....] 3. <i>The consequences of a lack of maintenance of the stormwater neutrality device; and</i> 4. [....]	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.36	SW - Stormwater Management	Section B: Activities in the General Industrial Zone, Port Zone and Open Space and Recreation zones	SW-R4 All developments, other than a road, that result in an increase in impervious surfaces of greater than 30m ² ,	The submitter assumes that the rule means: 1. If a resource consent is obtained from the regional council for a stormwater discharge, then focus and interest of TDC's acceptance of the stormwater discharge to the network is narrowed to matters of carrying capacity and quantity. In particular, that the requirements of this rule (specifically SW-S4) are not considered (or relevant) in the network operator's	Retain SW-R4 as notified subject to clarification that the submitter's assumption is correct. AND Amend the Matters of Discretion as follows: <i>Matters of discretion are restricted to:</i> 1. [...]	Accept

				excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant regional plan	<p>consideration of the SWD approval application to council; and</p> <p>2. If the stormwater discharge is a permitted activity in the relevant regional plan, SW-R4 is applicable.</p> <p>If the above assumption is correct, the submitter supports PER-1.</p> <p>Regarding PER-2, the Submitter have experienced instances where network operators have not been accepting of discharges of stormwater from industrial or trade premises to the reticulated stormwater network despite them being in accordance with good practice and permitted under the relevant regional plan. The Submitter seek to ensure that the role of industry good practice is recognised (in the case of the Submitter that is provided by the Environmental Guidelines for Water Discharges from Petroleum Industry Sites in NZ (MFE, 1998)).</p>	<p>2. <i>the extent of any potential flood risk from additional stormwater exceeding the capacity of the Council's reticulated stormwater network; and</i></p> <p>3. <i>the effectiveness of the maintenance plan that is in place for the consequences of a lack of maintenance of the stormwater neutrality device; and</i></p> <p>4. <i>the adverse effects of stormwater on a neighbouring property, waterway or road; and</i></p> <p>2. [...]</p>	
Milward Finlay Lobb	60.19	SW - Stormwater Management	Section C: Activities in the Commercial and mixed-use zones	SW-R5 All developments, other than a road, that result in an increase in impervious surfaces of greater than 50m ² , excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant Regional Plan	<p>Concerned the reference to no stormwater entering neighbouring properties and questions why a 24-hour event is referred to when TDC system has a peak at 1 hour.</p>	<p>Amend SW-R5 as follows; Activity status: Permitted Where:</p> <p>PER-1</p> <p><i>All stormwater is captured and directed to the Council's reticulated stormwater network and does not flow onto neighbouring properties dwellings or buildings; and</i></p> <p>[...]</p>	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.37	SW - Stormwater Management	Section C: Activities in the Commercial and mixed-use zones	SW-R5 All developments, other than a road, that result in an increase in impervious surfaces of greater than 50m ² , excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council	<p>The submitter assumes that the rule means:</p> <p>1. If a resource consent is obtained from the regional council for a stormwater discharge, then focus and interest of TDC's acceptance of the stormwater discharge to the network is narrowed to matters of carrying capacity and quantity. In particular, that the requirements of this rule (specifically SW-S4) are not considered (or relevant) in the network operator's consideration of the SWD approval application to council; and</p> <p>2. If the stormwater discharge is a permitted activity in the relevant regional plan, SW-R4 is applicable.</p> <p>If the above assumption is correct, the submitter supports PER-1.</p>	<p>Retain SW-R5 as notified subject to clarification that the submitter's assumption is correct; AND</p> <p>Amend the Matters of Discretion as follows:</p> <p><i>Matters of discretion are restricted to:</i></p> <p>1. [...]</p> <p>2. <i>the extent of any potential flood risk from additional stormwater exceeding the capacity of the Council's reticulated stormwater network; and</i></p> <p>3. <i>the effectiveness of the maintenance plan that is in place for the consequences of a lack of maintenance of the stormwater neutrality device; and</i></p>	Accept

				pursuant to the relevant Regional Plan	Regarding PER-2, the Submitter have experienced instances where network operators have not been accepting of discharges of stormwater from industrial or trade premises to the reticulated stormwater network despite them being in accordance with good practice and permitted under the relevant regional plan. The Submitter seek to ensure that the role of industry good practice is recognised (in the case of the Submitter that is provided by the Environmental Guidelines for Water Discharges from Petroleum Industry Sites in NZ (MFE, 1998)).	4. <i>the adverse effects of stormwater on a neighbouring property, waterway or road; and</i> [...]	
Rooney Holdings Limited	174.19	SW - Stormwater Management	Section D: Activities in all zones	SW-R7 The installation of any copper, galvanised metal, unpainted zincalume or any other unpainted metal, used in roof materials, gutters, downpipes or external cladding of buildings or structures	The submitters have a neutral position SW-R7 as the effects of the rule are still being assessed.	Not specified.	Noted
GJH Rooney	191.19	SW - Stormwater Management	Section D: Activities in all zones	SW-R7 The installation of any copper, galvanised metal, unpainted zincalume or any other unpainted metal, used in roof materials, gutters, downpipes or external cladding of buildings or structures	The submitters have a neutral position SW-R7 as the effects of the rule are still being assessed.	Not specified.	Noted
Rooney Group Limited	249.19	SW - Stormwater Management	Section D: Activities in all zones	SW-R7 The installation of any copper, galvanised metal, unpainted zincalume or any other unpainted metal, used in roof materials, gutters, downpipes or external cladding of buildings or structures	The submitters have a neutral position SW-R7 as the effects of the rule are still being assessed.	Not specified.	Noted
Rooney Farms Limited	250.19	SW - Stormwater Management	Section D: Activities in all zones	SW-R7 The installation of any copper, galvanised metal, unpainted zincalume or any other unpainted	The submitters have a neutral position SW-R7 as the effects of the rule are still being assessed.	Not specified.	Noted

				metal, used in roof materials, gutters, downpipes or external cladding of buildings or structures			
Rooney Earthmoving Limited	251.19	SW - Stormwater Management	Section D: Activities in all zones	SW-R7 The installation of any copper, galvanised metal, unpainted zincalume or any other unpainted metal, used in roof materials, gutters, downpipes or external cladding of buildings or structures	The submitters have a neutral position SW-R7 as the effects of the rule are still being assessed.	Not specified.	Noted
Timaru Developments Limited	252.19	SW - Stormwater Management	Section D: Activities in all zones	SW-R7 The installation of any copper, galvanised metal, unpainted zincalume or any other unpainted metal, used in roof materials, gutters, downpipes or external cladding of buildings or structures	The submitters have a neutral position SW-R7 as the effects of the rule are still being assessed.	Not specified.	Noted
Timaru District Council	42.26	SW - Stormwater Management	Standards	General	As notified, Standards SW-S3 and SW-S4 (inclusive) refer to “the Council’s reticulated stormwater network”. To future proof the PDP, recognising expected changes under Three Waters legislation to the way in which Council's infrastructure will be owned, this term should be replaced with “a public reticulated stormwater network”.	Replace all references to “the Council’s reticulated stormwater network” in the Standards SW-S3 and SW-S4 to “a public reticulated stormwater network”. OR in the alternative, include a statement within Part 1 of the Plan or new definition that the term 'Council' includes successors for infrastructure management.	Accept
Rooney Holdings Limited	174.20	SW - Stormwater Management	Standards	SW-S1 Rainwater storage systems	The submitters oppose this standard applying to DEV2 - Gleniti Residential Development Area as the Gleniti bund and swale network has been designed to capture additional post development stormwater flows from this area.	Amend SW-S1 Rainwater Storage Systems to exclude DEV2 - Gleniti Residential Development Area from this standard.	Accept in part

GJH Rooney	191.20	SW - Stormwater Management	Standards	SW-S1 Rainwater storage systems	The submitters oppose this standard applying to DEV2 - Gleniti Residential Development Area as the Gleniti bund and swale network has been designed to capture additional post development stormwater flows from this area.	Amend SW-S1 Rainwater Storage Systems to exclude DEV2 - Gleniti Residential Development Area from this standard.	Accept in part
Rooney Group Limited	249.20	SW - Stormwater Management	Standards	SW-S1 Rainwater storage systems	The submitters oppose this standard applying to DEV2 - Gleniti Residential Development Area as the Gleniti bund and swale network has been designed to capture additional post development stormwater flows from this area.	Amend SW-S1 Rainwater Storage Systems to exclude DEV2 - Gleniti Residential Development Area from this standard.	Accept in part
Rooney Farms Limited	250.20	SW - Stormwater Management	Standards	SW-S1 Rainwater storage systems	The submitters oppose this standard applying to DEV2 - Gleniti Residential Development Area as the Gleniti bund and swale network has been designed to capture additional post development stormwater flows from this area.	Amend SW-S1 Rainwater Storage Systems to exclude DEV2 - Gleniti Residential Development Area from this standard.	Accept in part
Rooney Earthmoving Limited	251.20	SW - Stormwater Management	Standards	SW-S1 Rainwater storage systems	The submitters oppose this standard applying to DEV2 - Gleniti Residential Development Area as the Gleniti bund and swale network has been designed to capture additional post development stormwater flows from this area.	Amend SW-S1 Rainwater Storage Systems to exclude DEV2 - Gleniti Residential Development Area from this standard.	Accept in part
Timaru Developments Limited	252.20	SW - Stormwater Management	Standards	SW-S1 Rainwater storage systems	The submitters oppose this standard applying to DEV2 - Gleniti Residential Development Area as the Gleniti bund and swale network has been designed to capture additional post development stormwater flows from this area.	Amend SW-S1 Rainwater Storage Systems to exclude DEV2 - Gleniti Residential Development Area from this standard.	Accept in part
Te Runanga o Ngai Tahu	185.65	SW - Stormwater Management	Standards	SW-S2 Storm water neutrality devices or systems	Acknowledges that this rule supports Kāti Huirapa values as documented in the Background Report.	Retain SW-S2 Storm water neutrality devices or systems as notified.	Accept
PrimePort Limited	175.22	SW - Stormwater Management	Standards	SW-S2 Stormwater neutrality devices or systems	Considers stormwater neutrality is onerous and impractical for the Port Zone, which been densely developed and has little space for the size of stormwater neutrality devices for large warehouse buildings and extensive sealed areas.	1. Delete SW-S2 ; OR 2. Amend SW-S2 so that Port Zone is excluded.	Reject
Timaru District Holdings Limited	186.8	SW - Stormwater Management	Standards	SW-S2 Stormwater neutrality devices or systems	Considers stormwater neutrality is onerous and impractical for the Port Zone, which been densely developed and has little space for the size of stormwater neutrality devices for large warehouse buildings and extensive sealed areas.	Delete SW-S2 OR Amend SW-S2 so that Port Zone is excluded.	Reject
Milward Finlay Lobb	60.20	SW - Stormwater Management	Standards	SW-S3 Stormwater quantity permission requirements	Questions why a 24 hour event been selected, when the Timaru District Council system has a peak at 1 hour.	Amend event duration in SW-S3 Stormwater quantity permission requirements from 24-hour event to 1-hour event in Table 4, Table 5 and Table 6.	Reject
PrimePort Limited	175.23	SW - Stormwater Management	Standards	SW-S3 Stormwater quantity permission requirements	Considers stormwater neutrality is onerous and impractical for the Port Zone, which been densely developed and has little space for the size of stormwater neutrality devices for large warehouse buildings and extensive sealed areas.	1. Delete SW-S3.2 ; OR 2. Amend SW-S3.2 so that Port Zone is excluded.	Reject
Timaru District Holdings Limited	186.9	SW - Stormwater Management	Standards	SW-S3 Stormwater quantity	Considers stormwater neutrality is onerous and impractical for the Port Zone, which been densely developed and has little space for the size of stormwater neutrality devices for large warehouse buildings and extensive sealed areas.	Delete SW-S3.2 OR	Reject

				permission requirements		Amend SW-S3.2 so that Port Zone is excluded.	
PrimePort Limited	175.24	SW - Stormwater Management	Standards	SW-S4 Stormwater quality permission requirements	<p>Considers the standard is impractical and onerous. The removal rates should be expressed as a trigger value, beyond which adverse water quality effects can be expected. Anything less than that trigger should be permitted.</p> <p>Under this rule, a new roof would require reduction of suspended solids by more than 80%, even though a nil reduction would likely still result in a significantly less suspended solids discharge than, for example, a new road.</p>	<p>1. Delete SW-S4; OR</p> <p>2. Amend SW-S4 so that Port Zone is excluded.</p>	Accept in part
Timaru District Holdings Limited	186.10	SW - Stormwater Management	Standards	SW-S4 Stormwater quality permission requirements	<p>Considers the standard is impractical and onerous. The removal rates should be expressed as a trigger value, beyond which adverse water quality effects can be expected. Anything less than that trigger should be permitted.</p> <p>Under the rule as written, a brand new roof would require reduction of suspended solids by more than 80%, even though a nil reduction would likely still result in a significantly less suspended solids discharge than, for example, a new road.</p>	<p>Delete SW-S4</p> <p>OR</p> <p>Amend SW-S4 so that Port Zone is excluded.</p>	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.38	SW - Stormwater Management	Standards	SW-S4 Stormwater quality permission requirements	<p>Considers the required percentage reductions of contaminants in Standard SW-S4 will not be achievable where stormwater is low in particular contaminants to begin with. An approach, recognised the MfE Guidelines as good practice, would be supported as an alternative.</p> <p>[see original submission for full reasons]</p>	<p>Delete SW-S4; AND</p> <p>Replace with an appropriate risk-based standard that requires treatment where appropriate to manage particular contaminants of concern.</p>	Accept in part
Kāinga Ora	229.4	Definitions	Definitions	Stormwater neutrality	The definition of 'Stormwater neutrality' and its associated provisions are opposed. Reasoning is discussed further in the submission points relating to stormwater management in the General District wide rules section.	Delete the definition of Stormwater Neutrality.	Reject
Kāinga Ora	229.5	Definitions	Definitions	Stormwater neutrality device	Concerns over the stormwater neutrality approach taken in the proposed plan. While the definition is appropriate, amendments sought for a number of provisions which use the definition of 'Stormwater Neutrality Device'. Reasoning is discussed further in the submission points relating to stormwater management in the General District wide rules section.	Delete the definition of Stormwater Neutrality Device.	Reject

Table 5 - Transport

Submitter	Sub No.	Section/ Appendix	Sub-section	Provision	Submission Point Summary	Relief/ Decision Sought Summary	Accept / Reject
Bruce Speirs	66.22	TRAN - Transport	General	General	Notes that from the Objectives onwards, the font size needs to be made consistent with the balance of the document. The reduced font size of the majority of this section of the plan is hard to read.	Amend the font size of the TRAN-Transport chapter .	Accept
The Retirement Villages Association of New Zealand Incorporated	230.23	TRAN - Transport	General	General	The submitter is concerned with the provisions in the Transport chapter being restrictive for necessary retirement village development. The submitter notes that retirement villages do not generate large volumes of traffic and traffic movements.	Not specified.	Reject
Royal Forest and Bird Protection Society	156.75	TRAN - Transport	Introduction	General	Not specified.	Retain as notified.	Accept
Fonterra Limited	165.38	TRAN - Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure	It is appropriate that transport infrastructure aligns with growth and encourages sustainable economic development.	Retain as notified.	Accept in part
Ministry of Education	106.8	TRAN - Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure	Supports the promotion of safe and efficient transport networks that meet the needs of all transport users.	Retain as notified.	Accept in part
Z Energy Limited	116.5	TRAN - Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure	Support TRAN-O1 as it broadly promotes resilience to the effects of climate change and a reduction in greenhouse gas emissions through clauses 1 and 2.	Retain as notified.	Accept in part
Waka Kotahi NZ Transport Agency	143.36	TRAN - Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure	Supports TRAN-O1 as it identifies the outcomes for well-connected, integrated and accessible transport infrastructure, which aligns with the Waka Kotahi statutory functions. However, TRAN-O1.1 should be amended to reflect the Land Transport Management Act 2003 by replacing sustainable with effective.	Amend TRAN-O1 as follows: TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure <i>Land transport infrastructure that is well-connected, integrated, and accessible, and which:</i> <i>1. Is safe, efficient and effective sustainable for all transport modes; [...]</i>	Accept in part

KiwiRail Holdings Limited	187.30	TRAN - Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure	Supports the objective for safe, efficient, integrated and sustainable land transport infrastructure.	Retain as notified.	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.39	TRAN - Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure	Supports as objective broadly promotes resilience to the effects of climate change and a reduction in greenhouse gas emissions.	Retain TRAN-O1 as notified.	Accept in part
Kāinga Ora	229.25	TRAN - Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure	None specified.	Retain as notified.	Accept in part
Royal Forest and Bird Protection Society	156.76	TRAN - Transport	Objectives	TRAN-O1 Safe, efficient, Land transport	Considers low emissions should be included in the objective.	Amend TRAN-O1 Safe, efficient, integrated and sustainable land transport infrastructure as follows: <i>Land transport infrastructure that is well-connected, integrated, and accessible and supports low emissions and which:</i> [...]	Accept
Royal Forest and Bird Protection Society	156.77	TRAN - Transport	Objectives	TRAN-O2 Transport related effects	Supports as adverse effects arising from Transport activities should be addressed in other more specific chapters.	Retain as notified.	Accept
Penny Nelson, Director- General of Conservation Tumuaki Ahurei	166.24	TRAN - Transport	Objectives	TRAN-O2 Transport related effects	The submitter supports the intent of the proposed objective, policies and rules that give effect to Objective 5.2.3 and Policies 5.3.7 & 5.3.8 of the CRPS.	Retain as notified.	Accept
Waka Kotahi NZ Transport Agency	143.37	TRAN - Transport	Objectives	TRAN-O2 Transport related effects	Supports TRAN-O2 as it manages adverse effects on the environment from the use, construction, maintenance and development of land transport infrastructure to achieve the character and qualities of the underlying zone or overlay.	Retain as notified.	Accept
KiwiRail Holdings Limited	187.31	TRAN - Transport	Objectives	TRAN-O2 Transport related effects	Supports the use of 'avoid, remedy or mitigate' within this objective. The effects of rail infrastructure cannot always be avoided and recognition of this when assessing transport related effects is supported.	Retain as notified.	Accept
Kāinga Ora	229.26	TRAN - Transport	Objectives	TRAN-O2 Transport related effects	None specified.	Retain as notified.	Accept

Royal Forest and Bird Protection Society	156.78	TRAN - Transport	Objectives	TRAN-O3 Adverse effects on land transport infrastructure	Neutral position on this objective.	Retain as notified.	Accept in part
Waka Kotahi NZ Transport Agency	143.38	TRAN - Transport	Objectives	TRAN-O3 Adverse effects on land transport infrastructure	Supports TRAN-O3 as it recognises that land transport infrastructure should not be compromised by incompatible activities that may result in conflict or reverse sensitivity effects. The objective supports the ongoing operation of the state highway infrastructure while managing effects from adjacent use and development.	Retain as notified.	Accept in part
KiwiRail Holdings Limited	187.32	TRAN - Transport	Objectives	TRAN-O3 Adverse effects on land transport infrastructure	Supports this policy which seeks to protect land transport infrastructure from incompatible activities.	Retain as notified.	Accept in part
Kāinga Ora	229.27	TRAN - Transport	Objectives	TRAN-O3 Adverse effects on land transport infrastructure	While reverse sensitivity needs to be taken into consideration, land which has been zoned for a specific use, should be able to be used in line with the zoning. Considers the policy is amended to give clearer direction.	Amend TRAN-O3 as follows: TRAN-O3 Adverse effects on land transport infrastructure <i>Land transport infrastructure is not compromised by incompatible activities that may will result in adverse conflict or reverse sensitivity effects.</i>	Accept in part
Rooney Holdings Limited	174.21	TRAN - Transport	Policies	TRAN-P1 Active transport	Oppose TRAN-P1(5) using the word “requiring”. Considers Council should be encouraging and promoting cycle parking, not requiring it, as it is not appropriate in all circumstances.	Amend TRAN-P1 as follows: TRAN-P1 Active transport <i>Encourage active transport modes such as cycling and walking by:</i> <i>1.ensuring safe pedestrian access to building entrances; 2.requiring permeable road layouts;</i> <i>3.requiring footpaths and other active transport infrastructure; 4.requiring consolidated settlement patterns;</i> <i>5.requiring encouraging secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and</i> <i>6.encouraging the provision of end-Of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.</i>	Reject

GJH Rooney	191.21	TRAN - Transport	Policies	TRAN-P1 Active transport	Oppose TRAN-P1(5) using the word “requiring”. Considers Council should be encouraging and promoting cycle parking, not requiring it, as it is not appropriate in all circumstances.	Amend TRAN-P1 as follows: TRAN-P1 Active transport <i>Encourage active transport modes such as cycling and walking by:</i> <i>1.ensuring safe pedestrian access to building entrances; 2.requiring permeable road layouts;</i> <i>3.requiring footpaths and other active transport infrastructure; 4.requiring consolidated settlement patterns;</i> <i>5.requiring encouraging secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and</i> <i>6.encouraging the provision of end-Of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.</i>	Reject
Rooney Group Limited	249.21	TRAN - Transport	Policies	TRAN-P1 Active transport	Oppose TRAN-P1(5) using the word “requiring”. Considers Council should be encouraging and promoting cycle parking, not requiring it, as it is not appropriate in all circumstances.	Amend TRAN-P1 as follows: TRAN-P1 Active transport <i>Encourage active transport modes such as cycling and walking by:</i> <i>1.ensuring safe pedestrian access to building entrances; 2.requiring permeable road layouts;</i> <i>3.requiring footpaths and other active transport infrastructure; 4.requiring consolidated settlement patterns;</i> <i>5.requiring encouraging secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and</i> <i>6.encouraging the provision of end-Of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.</i>	Reject

Rooney Farms Limited	250.21	TRAN - Transport	Policies	TRAN-P1 Active transport	Oppose TRAN-P1(5) using the word "requiring". Considers Council should be encouraging and promoting cycle parking, not requiring it, as it is not appropriate in all circumstances.	Amend TRAN-P1 as follows: TRAN-P1 Active transport <i>Encourage active transport modes such as cycling and walking by:</i> <i>1.ensuring safe pedestrian access to building entrances; 2.requiring permeable road layouts;</i> <i>3.requiring footpaths and other active transport infrastructure;</i> <i>4. requiring consolidated settlement patterns;</i> <i>5. requiring encouraging secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and</i> <i>encouraging the provision of end-Of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.</i>	Reject
Rooney Earthmoving Limited	251.21	TRAN - Transport	Policies	TRAN-P1 Active transport	Oppose TRAN-P1(5) using the word "requiring". Considers Council should be encouraging and promoting cycle parking, not requiring it, as it is not appropriate in all circumstances.	Amend TRAN-P1 as follows: TRAN-P1 Active transport <i>Encourage active transport modes such as cycling and walking by:</i> <i>1.ensuring safe pedestrian access to building entrances; 2.requiring permeable road layouts;</i> <i>3.requiring footpaths and other active transport infrastructure; 4.requiring consolidated settlement patterns;</i> <i>5. requiring encouraging secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and</i> <i>6.encouraging the provision of end-Of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.</i>	Reject

Timaru Developments Limited	252.21	TRAN - Transport	Policies	TRAN-P1 Active transport	Oppose TRAN-P1(5) using the word “requiring”. Considers Council should be encouraging and promoting cycle parking, not requiring it, as it is not appropriate in all circumstances.	Amend TRAN-P1 as follows: TRAN-P1 Active transport <i>Encourage active transport modes such as cycling and walking by:</i> <i>1.ensuring safe pedestrian access to building entrances; 2.requiring permeable road layouts;</i> <i>3.requiring footpaths and other active transport infrastructure; 4.requiring consolidated settlement patterns;</i> <i>5.requiring encouraging secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and</i> <i>6.encouraging the provision of end-Of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.</i>	Reject
H B	74.2	TRAN - Transport	Policies	TRAN-P1 Active transport	While TRAN-P1 encourages cycling within settlements, it does not necessarily encourage cycling between settlements. [Please see original submission for full details].	Amend TRAN-P1 Active transport as follows: <i>Encourage active transport modes such as cycling and walking by:</i> <i>1. ensuring safe pedestrian access to building entrances '[...];</i> <i>7. <u>encourage a cycleway along State Highway 1 between the Ashburton District Council boundary in the north to the Waimate District Council boundary in the south.</u></i>	Reject
Waka Kotahi NZ Transport Agency	143.39	TRAN - Transport	Policies	TRAN-P1 Active transport	Supports TRAN-P1 as it encourages active modes of transport, such as cycling and walking. Matters have been identified in this policy to achieve this, which include safe pedestrian access, footpaths and other active transport infrastructure, consolidated settlement patterns, etc.	Retain as notified.	Accept
Kāinga Ora	229.28	TRAN - Transport	Policies	TRAN-P1 Active transport	None specified.	Retain as notified.	Accept
Waka Kotahi NZ Transport Agency	143.40	TRAN - Transport	Policies	TRAN-P2 Public transport	Supports the policy as it supports the integrated public transport system in the region.	Retain as notified.	Accept
Kāinga Ora	229.29	TRAN - Transport	Policies	TRAN-P2 Public transport	None specified.	Retain as notified.	Accept
PrimePort Limited	175.25	TRAN - Transport	Policies	TRAN-P3 Existing land transport infrastructure	The ongoing operation, maintenance and upgrading of existing land transport infrastructure is appropriate.	Retain as notified.	Accept in part

Waka Kotahi NZ Transport Agency	143.41	TRAN - Transport	Policies	TRAN-P3 Existing land transport infrastructure	Supports TRAN-P3, however, it is recommended that the policy also enables the safe use of the land transport infrastructure as it is a key outcome for the transport network.	Amend TRAN-P3 as follows: TRAN-P3 Existing land transport infrastructure <i>Enable the <u>safe and</u> efficient use of the existing land transport infrastructure by providing for its operation, maintenance and upgrading.</i>	Accept
Timaru District Holdings Limited	186.11	TRAN - Transport	Policies	TRAN-P3 Existing land transport infrastructure	The ongoing operation, maintenance and upgrading of existing land transport infrastructure is appropriate.	Retain as notified.	Accept in part
KiwiRail Holdings Limited	187.33	TRAN - Transport	Policies	TRAN-P3 Existing land transport infrastructure	Supports that the policy enables the efficient use of existing land transport infrastructure. Minor amendment is sought to emphasise that the land transport network should not only be efficient, but also safe.	Amend TRAN-P3 Existing land transport infrastructure as follows: <i>Enable the <u>safe and</u> efficient use of existing land transport infrastructure by providing for its operation, maintenance and upgrading.</i>	Accept
Royal Forest and Bird Protection Society	156.79	TRAN - Transport	Policies	TRAN-P4 New land transport infrastructure	Considers the term land transport infrastructure is far ranging and many of these activities should not necessarily be allowed in sensitive environments. TRAN-P4 (1) (b) mentions objectives and policies in the more prescriptive relevant chapters. The word protect does not equal the directive wording of avoid where protection could lead to significant temporary effects.	Amend TRAN-P4 New land transport infrastructure as follows: <i>Only allow land transport infrastructure:</i> <i>1. Within sensitive environments/overlays, where it can be demonstrated that:</i> <i>a. the identified characteristics and values of the Overlay it is within will be protected; and</i> <i>b. the relevant objectives for the Overlay will be achieved; and</i> <i><u>c. policies in the Natural Environment Chapter will be achieved.</u></i>	Accept in part
Penny Nelson, Director- General of Conservation Tumuaki Ahurei	166.25	TRAN - Transport	Policies	TRAN-P4 New land transport infrastructure	The submitter supports the intent of the proposed objective, policies and rules that give effect to Objective 5.2.3 and Policies 5.3.7 & 5.3.8 of the CRPS.	Retain as notified.	Accept in part
Heritage New Zealand Pouhere Taonga	114.13	TRAN - Transport	Policies	TRAN-P4 New land transport infrastructure	Supports policy TRAN-P4 which only promotes new land transport infrastructure where it protects identified characteristics and values of overlays it falls within, including heritage items, heritage item extents and sites and areas of significance to Māori overlays.	Retain as notified.	Accept in part
Waka Kotahi NZ Transport Agency	143.42	TRAN - Transport	Policies	TRAN-P4 New land transport infrastructure	Supports the intent of TRAN-P4. However, there are instances where strategic land infrastructure, such as the state highway, has a functional and/or operational need to be located within sensitive environment / overlays. It is recommended that the policy be amended to reflect this.	Amend TRAN-P4 as follows: TRAN-P4 New land transport infrastructure <i>Only allow land transport infrastructure:</i> <i>1. Within sensitive environments / overlays, where it can be demonstrated that:</i> <i>a. <u>There is a functional or operational need; or</u></i> <i>ab. The identified characters and values of the Overlay it is within will be protected; and bc. The relevant objectives for the Overlay will be achieved; and</i>	Accept in part

						[...]	
KiwiRail Holdings Limited	187.34	TRAN - Transport	Policies	TRAN-P4 New land transport infrastructure	Supports policy direction which allows for new land transport infrastructure within sensitive environments/overlays. However, amendments are sought to recognise that, in some instances, there may be a functional or operational need to locate rail infrastructure within a sensitive environmental or overlay. [see original submission for full reason]	Amend TRAN-P4 New land transport infrastructure as follows: Only allow new land transport infrastructure: 1. within sensitive environments / overlays, where it can be demonstrated that: a. the adverse effects on identified characteristics and values of the Overlay it is within is-protected are avoided, remedied or mitigated; and b. there is a functional or operational need for the land transport infrastructure to be located in the Overlay; and c. b- the relevant objectives for the Overlay will be achieved; and 2. in other locations, where it is consistent with or will not compromise achieving the relevant objectives of the zone(s) it is or will be situated.	Accept
Waka Kotahi NZ Transport Agency	143.43	TRAN - Transport	Policies	TRAN-P5 Road classification	Supports the policy that requires roads to be classified and built according to their anticipated function.	Retain as notified.	Accept in part
Kāinga Ora	229.30	TRAN - Transport	Policies	TRAN-P5 Road classification	Supports the policy in principle, but seeks that safety is added.	Amend TRAN-P5 as follows: TRAN-P5 Road classification Require the District's roads to be classified and built according to their anticipated function and maintained to enable land transport infrastructure to operate safely and effectively.	Accept
Fire and Emergency New Zealand	131.6	TRAN - Transport	Policies	TRAN-P6 Effects on land transport infrastructure	Supports TRAN-P6 as it requires subdivision, use and development within the Timaru district to have efficient infrastructure.	Retain as notified.	Accept
Waka Kotahi NZ Transport Agency	143.44	TRAN - Transport	Policies	TRAN-P6 Effects on land transport infrastructure	Supports TRAN-P6 as it requires subdivision, use and development to support the safe and efficient operation of land transport infrastructure.	Retain as notified.	Accept
KiwiRail Holdings Limited	187.35	TRAN - Transport	Policies	TRAN-P6 Effects on land transport infrastructure	Supports policy direction that requires subdivision, use and development to be designed in a way that supports the safe and efficient operation and development of land transport infrastructure. The Submitter supports policy that seeks to protect the rail corridor from incompatible activities.	Retain as notified.	Accept
Kāinga Ora	229.31	TRAN - Transport	Policies	TRAN-P6 Effects on land transport infrastructure	None specified.	Retain as notified.	Accept

Fonterra Limited	165.39	TRAN - Transport	Policies	TRAN-P7 High traffic generating activities	Submitter agrees that alternative transport modes should be encouraged (rather than mandated) as this recognises that not all high traffic generators are appropriate for alternative transport modes.	Retain as notified.	Accept
Waka Kotahi NZ Transport Agency	143.45	TRAN - Transport	Policies	TRAN-P7 High traffic generating activities	Supports TRAN-P7 as it requires consideration of high traffic generating activities to ensure they support the safe, efficient and effective use of the land transport infrastructure and encourage a range of transport modes, such as public transport and active transport.	Retain as notified.	Accept
Kāinga Ora	229.32	TRAN - Transport	Policies	TRAN-P7 High traffic generating activities	None specified.	Retain as notified.	Accept
Fonterra Limited	165.40	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	Submitter does not support the requirement for landscaping of all parking areas. The policy should recognise that landscaping should be provided, where appropriate and relative to the zoning of the land.	Amend TRAN-P8 Parking, loading and manoeuvring as follows: <i>Require land use activities to provide: [...]</i> <i>4. <u>where appropriate</u>, landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values <u>anticipated for the zone</u>.</i>	Accept in part
Rooney Holdings Limited	174.22	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	Oppose TRAN-P8(3) as the policy duplicates the requirements of the Building Act 2004.	Amend TRAN-P8 as follows: TRAN-P8 Parking, loading and manoeuvring <i>Require land use activities to provide:</i> <i>1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-Site, including for emergency service vehicles;</i> <i>2. accessible parking spaces on-Site for non-Residential activities with a large floor area;</i> <i>3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and</i> <i>4. <u>3.</u> landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values.</i>	Reject
GJH Rooney	191.22	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	Oppose TRAN-P8(3) as the policy duplicates the requirements of the Building Act 2004.	Amend TRAN-P8 as follows: TRAN-P8 Parking, loading and manoeuvring <i>Require land use activities to provide:</i> <i>1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-Site, including for emergency service vehicles;</i> <i>2. accessible parking spaces on-Site for non-Residential activities with a large floor area;</i> <i>3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and</i>	Reject

						<u>3. landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values.</u>	
Rooney Group Limited	249.22	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	Oppose TRAN-P8(3) as the policy duplicates the requirements of the Building Act 2004.	Amend TRAN-P8 as follows: TRAN-P8 Parking, loading and manoeuvring Require land use activities to provide: 1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-Site, including for emergency service vehicles; 2. accessible parking spaces on-Site for non-Residential activities with a large floor area; 3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and <u>3. landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values.</u>	Reject
Rooney Farms Limited	250.22	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	Oppose TRAN-P8(3) as the policy duplicates the requirements of the Building Act 2004.	Amend TRAN-P8 as follows: TRAN-P8 Parking, loading and manoeuvring Require land use activities to provide: 1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-Site, including for emergency service vehicles; 2. accessible parking spaces on-Site for non-Residential activities with a large floor area; 3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and <u>3. landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values.</u>	Reject
Rooney Earthmoving Limited	251.22	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	Oppose TRAN-P8(3) as the policy duplicates the requirements of the Building Act 2004.	Amend TRAN-P8 as follows: TRAN-P8 Parking, loading and manoeuvring Require land use activities to provide:	Reject

						<p>1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-Site, including for emergency service vehicles;</p> <p>2. accessible parking spaces on-Site for non-Residential activities with a large floor area;</p> <p>3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and</p> <p><u>3. landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values.</u></p>	
Timaru Developments Limited	252.22	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	Oppose TRAN-P8(3) as the policy duplicates the requirements of the Building Act 2004.	<p>Amend TRAN-P8 as follows:</p> <p>TRAN-P8 Parking, loading and manoeuvring</p> <p>Require land use activities to provide:</p> <p>1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-Site, including for emergency service vehicles;</p> <p>2. accessible parking spaces on-Site for non-Residential activities with a large floor area;</p> <p>3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and</p> <p><u>3. landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values.</u></p>	Reject
Waka Kotahi NZ Transport Agency	143.46	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	Supports TRAN-P8 for parking, loading and manoeuvring to be provided on site and that it maintains safety for pedestrians and cyclists.	Retain as notified.	Accept in part
Kāinga Ora	229.33	TRAN - Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	<p>Supports the policy generally, however seeks that: - the reference the vehicle manoeuvring is deleted as not all sites will be designed to accommodate vehicle loading.</p> <p>Landscaping is only provided for large parking areas.</p>	<p>Amend TRAN-P8 as follows:</p> <p>TRAN-P8 Parking, loading and manoeuvring</p> <p>Require land use activities to provide:</p> <ol style="list-style-type: none"> 1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-site, including for emergency service vehicles; 2. accessible parking spaces on-site for non-residential activities with a large floor area; 3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and 4. landscaping is provided <u>in large</u> parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values. 	Accept in part
H B	74.1	TRAN - Transport	Policies	TRAN-P9 Non-transport related activities	<p>The car driving experience along State Highway 1 from Christchurch to Timaru could be improved by a corridor of indigenous vegetation.</p> <p>[Please see original submission for full details].</p>	<p>Amend TRAN-P9 Non -transport related activities as follows:</p> <p>Encourage road and railway corridor to be used for:</p> <ol style="list-style-type: none"> 1. Other co-located network utilities; 	Reject

						<p>2. <i>Non-transport related activities which contribute to public amenity values and well-being while:</i></p> <p>a. <i>Mitigating any adverse effects on the safety, efficiency and functionality of the transport corridor, including in the future; and</i></p> <p>b. <i>Being consistent with the character and qualities of adjoining zones.</i></p> <p>3. <u><i>Provide for a green corridor of indigenous vegetation plantings along the whole of State Highway 1 in Rural areas between the Ashburton District Council boundary in the north to the Waimate District Council boundary in the south.</i></u></p>	
Waka Kotahi NZ Transport Agency	143.47	TRAN - Transport	Policies	TRAN-P9 Non-transport related activities	Supports TRAN-P9 that co-located network activities can be allowed within the road corridor. However, there is concern that non-transport related activities are encouraged if they can mitigate adverse effects and that are consistent with the character and qualities of the zone. It is not considered appropriate for non-transport related activities to be established within the state highway and this policy would encourage this.	<p>Amend TRAN-P9 as follows:</p> <p>TRAN-P9 Non-transport related activities</p> <p><i>Encourage <u>the road (excluding any state highway)</u> and railway corridor to be used for:</i></p> <p>1. <i>Other co-located network utilities;</i></p> <p>2. <i>Non-transport related activities which contribute to public amenity values and well-being while:</i></p> <p>a. <i>Mitigating any adverse effects on the safety, efficiency and functionality of the transport corridor, including in the future; and</i></p> <p>b. <i>Being consistent with the character and qualities of adjoining zones.</i></p>	Accept in part
KiwiRail Holdings Limited	187.36	TRAN - Transport	Policies	TRAN-P9 Non-transport related activities	Notes the policy direction to encourage transport corridors be used for other network utilities. Considers the approval of any activities within the rail corridor will be at the discretion of the submitter.	None specified.	Noted
Z Energy Limited	116.6	TRAN - Transport	Policies	New	<p>The suite of proposed Transport policies does not clearly relate to the Chapter's clear intent (through proposed permitted Rule TRAN-R9) to encourage or enable EV charging facilities in all zones. The submitter anticipates the use of electric vehicles (EVs) will be important to help achieve the Council's greenhouse gas reduction and climate change goals (Refer Objective SD-O3). A new policy that encourages the provision of charging stations for electric vehicles is required.</p>	<p>Add a new Policy as follows:</p> <p>TRAN-PX</p> <p><u><i>Encourage existing and new land uses to support an integrated and sustainable transport network by:</i></u></p> <p><u><i>a) Enabling charging stations for electric vehicles.</i></u></p>	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.40	TRAN - Transport	Policies	New	<p>Considers the suite of proposed Transport policies does not clearly relate to the Chapter's clear intent (through proposed permitted Rule TRAN-R9) to encourage or enable EV charging facilities in all zones. A new policy that encourages the provision of charging stations for electric vehicles is required.</p>	<p>Add to the TRAN-Transport Chapter, a new Policy as follows:</p> <p><u><i>TRAN-PX Encourage existing and new land uses to support an integrated and sustainable transport network by:</i></u></p> <p><u><i>a. Enabling charging stations for electric vehicles.</i></u></p>	Accept in part

Penny Nelson, Director- General of Conservation Tumuaki Ahurei	166.26	TRAN - Transport	Rules	Note	The submitter supports the note relating to other rules in the plan that are relevant to transport however it is suggested that hyperlinks are included in the note to specifically reference the relevant sections as has been done under the Energy and Infrastructure Chapter. This provides clarity to the user of the plan.	Amend the Note which precedes the Rules section, by including a hyperlink to the chapters in Part 2 - District Wide Matters.	Defer to a wrap up hearing
Waka Kotahi NZ Transport Agency	143.48	TRAN - Transport	Rules	TRAN-R1 Maintenance of existing land transport infrastructure	Supports TRAN-R1 that maintenance of existing land transport infrastructure is a permitted activity.	Retain as notified.	Accept
KiwiRail Holdings Limited	187.37	TRAN - Transport	Rules	TRAN-R1 Maintenance of existing land transport infrastructure	Supports the permitted activity status of maintaining existing land transport infrastructure.	Retain as notified.	Accept
KiwiRail Holdings Limited	187.38	TRAN - Transport	Rules	TRAN-R2 Upgrading any existing land transport infrastructure	Supports the permitted activity status of upgrading any existing land transport infrastructure subject the upgrading being within 5m of the outer edge of the outer edge of an existing railway line.	Retain as notified.	Accept
Waka Kotahi NZ Transport Agency	143.49	TRAN - Transport	Rules	TRAN-R3 New vehicle access way	TRAN-R3 is generally supported, but it is recommended that the vehicle access way rule has a better link to the new vehicle crossings rules under TRAN-R4. A vehicle access way could be established where a vehicle crossing could not. The rule should require compliance with TRAN-S12, S14, S15, and S16, which should also be amended to reflect that they relate to vehicle access ways.	Amend TRAN-R3 as follows: <i>TRAN-R3 New vehicle access way</i> <i>Activity status: Permitted</i> <i>Where:</i> <i>PER-1</i> <i>TRAN-S9, TRAN-S10, <u>TRAN-S12, TRAN-S14, TRAN-S15, TRAN-S16 and TRAN-S18</u> are complied with.</i> <i>[...]</i>	Accept
KiwiRail Holdings Limited	187.39	TRAN - Transport	Rules	TRAN-R3 New vehicle access way	Supports the permitted activity status of new vehicle access ways and crossings, subject to compliance with TRAN-S9.	Retain as notified.	Accept in part
Kāinga Ora	229.34	TRAN - Transport	Rules	TRAN-R3 New vehicle access way	Seeks amendments and clarity on TRAN-S10.	Retain TRAN-R3 as proposed, noting submission on TRAN-S10.	Accept in part
Waka Kotahi NZ Transport Agency	143.50	TRAN - Transport	Rules	TRAN-R4 New Vehicle Crossings	Supports TRAN-R4 and associated transport standards are supported, as they adequately provide for new vehicle crossings.	Retain as notified.	Accept in part
KiwiRail Holdings Limited	187.40	TRAN - Transport	Rules	TRAN-R4 New Vehicle Crossings	Supports the permitted activity status of new vehicle access ways and crossings, subject to compliance with TRAN-S9.	Retain as notified.	Accept in part

J R Livestock Limited	241.33	TRAN - Transport	Rules	TRAN-R4 New Vehicle Crossings	Considers that TRAN-R4 PER-1 singles out the site and it is unclear what for. There is concern that it applies to the whole site (52ha), which includes the 40ha GRUZ which contains farming activities and residential activities.	<p>Amend TRAN-R4 as follows:</p> <p>TRAN-S4 New Vehicle Crossings Activity status: Permitted Where:</p> <p>PER-1</p> <p><i>The vehicle crossing is not located on the site between Tiplady Road and the Winchester Geraldine Road legally described as Lot 1 DP8102 (or its successor); and</i></p> <p>PER-2 PER-1</p> <p>TRAN-S9, TRAN-S10, TRAN-S12, TRAN-S13, TRAN-S14, TRAN-S15, TRAN-S16, TRAN-S17 and TRAN-S18 are complied with.</p> <p>Activity status when compliance not achieved with PER-1: Controlled</p> <p>CON-1</p> <p><i>There is a maximum of two vehicle crossings from each road frontage of the land legally described as Lot 1 DP8102 (or its successor).</i></p> <p>Matters of control are restricted to:</p> <p><i>1. the number and location of access points onto roads;</i></p> <p><i>2. boundary screening and landscaping.</i></p> <p>Activity status when compliance not achieved with CON-1: Restricted</p> <p>Discretionary</p> <p>Matters of discretion are restricted to:</p> <p><i>1. traffic safety and impact on public road.</i></p> <p>Activity status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion are restricted to:</p> <p><i>1. the matters of discretion for any infringed standard.</i></p>	Accept in part
Waka Kotahi NZ Transport Agency	143.51	TRAN - Transport	Rules	TRAN-R5 Loading and manoeuvring areas for all new activities	Supports TRAN-R5 and associated transport standards, as they adequately provide for loading and manoeuvring areas for all new activities.	Retain as notified	Accept
Waka Kotahi NZ Transport Agency	143.52	TRAN - Transport	Rules	TRAN-R8 New private ways	Supports TRAN-R8 and associated transport standards are supported, as they adequately provide for new private ways.	Retain as notified.	Accept

Kāinga Ora	229.35	TRAN - Transport	Rules	TRAN-R8 New private ways	Supports TRAN-R8 but seeks amendments and clarity on TRAN-S10.	Retain TRAN-R8 as proposed, noting submission on TRAN-S10.	Accept
Z Energy Limited	116.7	TRAN - Transport	Rules	TRAN-R9 Installation of new or replacement charging facilities for electric vehicles	The submitter supports permitting new or replacement charging facilities for electric vehicles in all zones. It is unclear whether this rule overrides other rules in the zone chapters. For example, the Road Setback standards in the residential zones. It is not necessary to require such infrastructure to comply with underlying zone standards such as yard setbacks etc. An amendment is sought accordingly.	Amend TRAN-R9 by adding the note below: <i>TRAN-R9 Installation of new or replacement charging facilities [...]</i> <i>Note: any activity under TRAN-R9 does not have to comply with underlying zone rules/standards.</i>	Accept in part
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.41	TRAN - Transport	Rules	TRAN-R9 Installation of new or replacement charging facilities for electric vehicles	The Submitter supports permitting new or replacement charging facilities for electric vehicles in all zones. However, it is unclear whether this rule overrides other rules in the zone chapters.	Amend TRAN-R9 as follows. TRAN-R9 Installation of new or replacement charging facilities for electric vehicles [...]. <i>Note: any activity under TRAN-R9 does not have to comply with underlying zone rules/standards.</i>	Accept in part
Waka Kotahi NZ Transport Agency	143.53	TRAN - Transport	Rules	TRAN-R9 Installation of new or replacement charging facilities for electric vehicles	Supports in part as electric vehicle charging facilities are encouraged. It makes this type of infrastructure more accessible, which supports lower emission vehicles.	Retain as notified.	Accept in part
Timaru District Council	42.27	TRAN - Transport	Rules	TRAN-R10 High trip generation activities	Heavy vehicle movements on road accelerate the need for maintenance, remediation and/or upgrading of carriageway pavements, when these occur out of zone and/or on roads not designed to carry heavy traffic. A financial contribution toward the upgrade or future maintenance of a road due to an unanticipated increase in heavy vehicle traffic is necessary.	Amend TRAN-R10 RDIS-1.1 and TRAN-R10 RDIS-1.2 to include a matter of discretion referencing APP7-Financial Contribution where increases in heavy vehicle traffic by an activity has potential to generate adverse effects on the road network.	Accept in part
Waka Kotahi NZ Transport Agency	143.54	TRAN - Transport	Rules	TRAN-R10 High trip generation activities	Supports TRAN-R10 for high trip generating activities along with the matters of discretion for both basic and fully Integrated Traffic Assessments (ITAs). The use of ITAs are critical assessment tools to allow for the appropriate consideration of effects on the transport network; including where upgrades or improvements are required for all modes of transport.	Retain as notified.	Accept in part
New Zealand Defence Force	151.8	TRAN - Transport	Rules	TRAN-R10 High trip generation activities	Supports TRAN-R10 which requires high trip generators including TMTA to obtain consent.	Retain as notified.	Accept in part

Rooney Holdings Limited	174.23	TRAN - Transport	Rules	TRAN-R11 New private roads, roads and other land transport infrastructure outside of existing road or rail corridors	There is no definition of a Private Road. Any combined private access appears to meet the definition of a Private Way.	Add a definition of "Private Way" to the definition section or remove the reference to Private Way in TRANS-R11 .	Reject
GJH Rooney	191.23	TRAN - Transport	Rules	TRAN-R11 New private roads, roads and other land transport infrastructure outside of existing road or rail corridors	There is no definition of a Private Road. Any combined private access appears to meet the definition of a Private Way.	Add a definition of "Private Way" to the definition section or remove the reference to Private Way in TRANS-R11 .	Reject
Rooney Group Limited	249.23	TRAN - Transport	Rules	TRAN-R11 New private roads, roads and other land transport infrastructure outside of existing road or rail corridors	There is no definition of a Private Road. Any combined private access appears to meet the definition of a Private Way.	Add a definition of "Private Way" to the definition section or remove the reference to Private Way in TRANS-R11 .	Reject
Rooney Farms Limited	250.23	TRAN - Transport	Rules	TRAN-R11 New private roads, roads and other land transport infrastructure outside of existing road or rail corridors	There is no definition of a Private Road. Any combined private access appears to meet the definition of a Private Way.	Add a definition of "Private Way" to the definition section or remove the reference to Private Way in TRANS-R11 .	Reject
Rooney Earthmoving Limited	251.23	TRAN - Transport	Rules	TRAN-R11 New private roads, roads and other land transport infrastructure outside of existing road or rail corridors	There is no definition of a Private Road. Any combined private access appears to meet the definition of a Private Way.	Add a definition of "Private Way" to the definition section or remove the reference to Private Way in TRANS-R11 .	Reject
Timaru Developments Limited	252.23	TRAN - Transport	Rules	TRAN-R11 New private roads, roads and other land transport infrastructure outside of existing road or rail corridors	There is no definition of a Private Road. Any combined private access appears to meet the definition of a Private Way.	Add a definition of "Private Way" to the definition section or remove the reference to Private Way in TRANS-R11 .	Reject

KiwiRail Holdings Limited	187.41	TRAN - Transport	Rules	TRAN-R11 New private roads, roads and other land transport infrastructure outside of existing road or rail corridors	The submitter notes the discretionary activity status for other land transport infrastructure outside of rail corridors.	Retain as notified.	Accept
Fonterra Limited	165.41	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-Residential activities on a site	Considers that on a site as large and visually complex as those in the SRIZ, it is unreasonable to expect amenity landscaping along a road boundary, where the new additional car parking is not visible from the road.	Amend TRAN-S1 Landscaping as follows: TRAN-S1 All Zones (<i>excluding the Strategic Rural Industry Zone</i>)	Accept
Rooney Holdings Limited	174.24	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-Residential activities on a site	The submitters oppose TRAN-S1. Limiting landscaping to indigenous species and requiring a 40mm minimum diameter (indigenous) tree, as well as being required to source the plantings from within the ecological district is unnecessarily onerous and expensive, let alone potentially difficult to source.	Amend TRAN-S1 with the following changes: TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non- Residential activities on a site 1. to encourage but not mandate indigenous planting. 2. The 40mm diameter requirement of TRAN-S1(5)(b) should be reduced for indigenous tree species.	Accept in part
GJH Rooney	191.24	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-Residential activities on a site	The submitters oppose TRAN-S1. Limiting landscaping to indigenous species and requiring a 40mm minimum diameter (indigenous) tree, as well as being required to source the plantings from within the ecological district is unnecessarily onerous and expensive, let alone potentially difficult to source.	Amend TRAN-S1 with the following changes: TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non- Residential activities on a site 1. to encourage but not mandate indigenous planting. 2. The 40mm diameter requirement of TRAN-S1(5)(b) should be reduced for indigenous tree species.	Accept in part
Rooney Group Limited	249.24	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-Residential activities on a site	The submitters oppose TRAN-S1. Limiting landscaping to indigenous species and requiring a 40mm minimum diameter (indigenous) tree, as well as being required to source the plantings from within the ecological district is unnecessarily onerous and expensive, let alone potentially difficult to source.	Amend TRAN-S1 with the following changes: TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non- Residential activities on a site 1. to encourage but not mandate indigenous planting. 2. The 40mm diameter requirement of TRAN-S1(5)(b) should be reduced for indigenous tree species.	Accept in part

Rooney Farms Limited	250.24	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-Residential activities on a site	The submitters oppose TRAN-S1. Limiting landscaping to indigenous species and requiring a 40mm minimum diameter (indigenous) tree, as well as being required to source the plantings from within the ecological district is unnecessarily onerous and expensive, let alone potentially difficult to source.	Amend TRAN-S1 with the following changes: TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non- Residential activities on a site 1. to encourage but not mandate indigenous planting. The 40mm diameter requirement of TRAN-S1(5)(b) should be reduced for indigenous tree species.	Accept in part
Rooney Earthmoving Limited	251.24	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-Residential activities on a site	The submitters oppose TRAN-S1. Limiting landscaping to indigenous species and requiring a 40mm minimum diameter (indigenous) tree, as well as being required to source the plantings from within the ecological district is unnecessarily onerous and expensive, let alone potentially difficult to source.	Amend TRAN-S1 with the following changes: TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non- Residential activities on a site 1. to encourage but not mandate indigenous planting. 2. The 40mm diameter requirement of TRAN-S1(5)(b) should be reduced for indigenous tree species.	Accept in part
Timaru Developments Limited	252.24	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-Residential activities on a site	The submitters oppose TRAN-S1. Limiting landscaping to indigenous species and requiring a 40mm minimum diameter (indigenous) tree, as well as being required to source the plantings from within the ecological district is unnecessarily onerous and expensive, let alone potentially difficult to source.	Amend TRAN-S1 with the following changes: TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non- Residential activities on a site 1. to encourage but not mandate indigenous planting. 2. The 40mm diameter requirement of TRAN-S1(5)(b) should be reduced for indigenous tree species.	Accept in part
PrimePort Limited	175.26	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-residential activities on a site	The Port Zone is a highly modified urban area with no ability to expand to meet future demand for port-related industry. The efficient use of land is critical. Landscaping in car parking areas would undermine efficiency and could cause a health and safety issue given reduced visibility.	Amend TRAN-S1 follows: TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non- residential activities on a site All Zones <u>except the Port Zone</u> [...]	Accept
Timaru District Holdings Limited	186.12	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-residential activities on a site	The Port Zone is a highly modified urban area with no ability to expand to meet future demand for port-related industry. The efficient use of land is critical. Landscaping in car parking areas would undermine efficiency and could cause a health and safety issue given reduced visibility.	Amend TRAN-S1 Landscaping so it does not apply to the Port Zone as follows: TRAN-S1 Landscaping All Zones <u>except the Port Zone</u>	Accept
Z Energy Limited	116.8	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for	Considers that many of these design requirements will not be appropriate or achievable in many circumstances, including, for example, where changes to an existing established service station are proposed or where there may be five or more car parking spaces on a site, but they're not laid out in a row on the site. The	Amend Standard TRAN-S1 as follows: TRAN-S1 Landscaping by adding an exclusion after clause 6 as follows:	Accept

				<p>non- Residential activities on a site</p> <p>latter is often the case at existing service stations where parking is commonly dispersed around site boundaries, and where a number may be adjacent to the shop building if there is one.</p> <p>Considers integrating landscaping with the stormwater management system is also not appropriate in many cases, in particular at service stations. Low-impact design is difficult to achieve at service station sites. Good industry practice involves stormwater systems designed in accordance with the MfE guidelines for water discharges.</p> <p>Seeks clarification that this standard does not apply to:</p> <ul style="list-style-type: none"> • refuelling lanes at existing or proposed service stations, • where there may be more than five non residential car parking spaces but those spaces are dispersed throughout a site. <p>Seeks exclusions to the standard relevant to EV activities. It is also unclear whether Transport Standard TRAN-S1 (discussed in the row below) is relevant to an activity under Rule TRAN-R9. There are likely to be situations where five or more car parking spaces are proposed/existing with new EV charging facilities to be installed. The location of the EV charging structures needs to be located at the 'front end' of the car parking space(s) so that vehicles can plug in. This functional design requirement means that land at the front of car parking spaces cannot be landscaped in accordance with TRAN-S1.</p> <p>[Refer to original submission for full reason].</p>	<p>[...]</p> <p>6. Landscaping strips or planting protection areas adjacent to a road boundary, or within a parking area, must be protected from damage by vehicles through the use of wheel stop barriers. Such wheel stop barriers must be located at least 1m from any tree.</p> <p><u>Note 1: This standard does not apply to Car Parks for EV Charging Stations.</u></p>	
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Woolworths New Zealand Limited	242.12	TRAN - Transport	Standards	TRAN-S1 Landscaping where five or more at grade car parking spaces are provided for non-residential activities on a site	The submitter accepts that the submission of a landscaping plan for the carpark area is appropriate but considers that current standard is overly prescriptive and arduous.	<p>Amend TRAN-S1 as follows:</p> <table border="1"> <tr> <td data-bbox="1852 184 1958 304">TRAN-S1</td> <td colspan="2" data-bbox="1958 184 2674 304">Landscaping where five or more at grade car parking spaces are provided for non- residential activities on a site</td> </tr> <tr> <td data-bbox="1852 304 1958 798">All Zones</td> <td data-bbox="1958 304 2404 798"> <ol style="list-style-type: none"> Where more than five at grade car parking spaces are provided for non-residential activities on a site, landscaping must be provided within a landscaping strip/s or within a planting protection area/s with a minimum dimension or diameter of 1.5 metres within, or immediately adjacent to, the parking area on the site. </td> <td data-bbox="2404 304 2674 798"> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> the extent of reduction in anticipated on-site and adjacent amenity values; and the extent to which the non-compliance </td> </tr> <tr> <td></td> <td data-bbox="1958 798 2404 1944"> <ol style="list-style-type: none"> Landscaping must consist of a combination of trees, shrubs and ground cover species. Planting must be limited to indigenous vegetation sourced from within the ecological district to enhance local or regional indigenous biodiversity. Landscaping may be integrated with stormwater management for the parking area, and may include the use of raingardens for stormwater collection and attenuation of stormwater runoff. Trees must: <ol style="list-style-type: none"> be spaced one tree every 10 metres of road frontage (excluding access ways and any other means of access to the building) on the side of a road boundary or within a parking area; have a minimum stem diameter of 40mm at the time of planting and be capable of reaching a height of at least three metres at maturity; </td> <td data-bbox="2404 798 2674 1944"> <p>is required for traffic safety reasons or due to impacts on underground services; and</p> <ol style="list-style-type: none"> The landscaping design, type of species and height of landscaping; and <u>Operational and functional requirements of the activity.</u> </td> </tr> </table>	TRAN-S1	Landscaping where five or more at grade car parking spaces are provided for non- residential activities on a site		All Zones	<ol style="list-style-type: none"> Where more than five at grade car parking spaces are provided for non-residential activities on a site, landscaping must be provided within a landscaping strip/s or within a planting protection area/s with a minimum dimension or diameter of 1.5 metres within, or immediately adjacent to, the parking area on the site. 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> the extent of reduction in anticipated on-site and adjacent amenity values; and the extent to which the non-compliance 		<ol style="list-style-type: none"> Landscaping must consist of a combination of trees, shrubs and ground cover species. Planting must be limited to indigenous vegetation sourced from within the ecological district to enhance local or regional indigenous biodiversity. Landscaping may be integrated with stormwater management for the parking area, and may include the use of raingardens for stormwater collection and attenuation of stormwater runoff. Trees must: <ol style="list-style-type: none"> be spaced one tree every 10 metres of road frontage (excluding access ways and any other means of access to the building) on the side of a road boundary or within a parking area; have a minimum stem diameter of 40mm at the time of planting and be capable of reaching a height of at least three metres at maturity; 	<p>is required for traffic safety reasons or due to impacts on underground services; and</p> <ol style="list-style-type: none"> The landscaping design, type of species and height of landscaping; and <u>Operational and functional requirements of the activity.</u> 	Accept in part
TRAN-S1	Landscaping where five or more at grade car parking spaces are provided for non- residential activities on a site															
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	<ol style="list-style-type: none"> Landscaping must consist of a combination of trees, shrubs and ground cover species. Planting must be limited to indigenous vegetation sourced from within the ecological district to enhance local or regional indigenous biodiversity. Landscaping may be integrated with stormwater management for the parking area, and may include the use of raingardens for stormwater collection and attenuation of stormwater runoff. Trees must: <ol style="list-style-type: none"> be spaced one tree every 10 metres of road frontage (excluding access ways and any other means of access to the building) on the side of a road boundary or within a parking area; have a minimum stem diameter of 40mm at the time of planting and be capable of reaching a height of at least three metres at maturity; 	<p>is required for traffic safety reasons or due to impacts on underground services; and</p> <ol style="list-style-type: none"> The landscaping design, type of species and height of landscaping; and <u>Operational and functional requirements of the activity.</u> 														

						<p><i>c.—be planted no closer than 2m from an underground service or 1m from a footpath or kerb.</i></p> <p>6. Landscaping strips or planting protection areas adjacent to a road boundary, or within a parking area, must be protected from damage by vehicles through the use of wheel stop barriers. Such wheel stop barriers must be located at least 1m from any tree.</p>	
Bruce Speirs	66.23	TRAN - Transport	Standards	TRAN-S2 Road design requirements	Correction of typo.	Amend TRAN-S2 Road design requirements as follows: 1. Roads must meet the requirements specified in Table 8- Road design requirements and explained in Figure 56 - Transport corridor cross section example.	Accept
Waka Kotahi NZ Transport Agency	143.55	TRAN - Transport	Standards	TRAN-S3 Street lights	Supports TRAN-S3, the use of the AS/NZS 1158 Lighting for Roads and Public Spaces standard for street lighting, which is consistent with parts of the street lighting within the state highway network.	Retain as notified.	Accept
Transpower New Zealand Limited	159.56	TRAN - Transport	Standards	TRAN-S5 Cycle parking provision	Supports the exemption for un-staffed network utilities, as this appropriately reflects the characteristics of many network utilities (and their limited need to transport related facilities).	Retain the network utility exemptions in TRAN-S5 as notified.	Accept in part
Fonterra Limited	165.42	TRAN - Transport	Standards	TRAN-S5 Cycle parking provision	Considers that it is unnecessary to provide for cycle parking in the SRIZ given their isolated locations. In the event that cycle parking is provided, it will meet the requirements of TRAN-S6	Amend TRAN-S5 Cycle parking provision as follows: TRAN-S5 All Zones (<i>excluding the Strategic Rural Industry Zone</i>)	Accept
Waka Kotahi NZ Transport Agency	143.56	TRAN - Transport	Standards	TRAN-S5 Cycle parking provision	Supports TRAN-S5, the inclusion of cycling parking provisions and the requirements identified, which are considered appropriate to encourage active transport.	Retain as notified.	Accept in part

Waka Kotahi NZ Transport Agency	143.57	TRAN - Transport	Standards	TRAN-S6 Cycle parking technical standards	Supports TRAN-S6, the technical standards for cycle parking, which encourages active transport.	Retain as notified.	Accept
Woolworths New Zealand Limited	242.13	TRAN - Transport	Standards	TRAN-S6 Cycle parking technical standards	None specified.	Retain as notified.	Accept
Transpower New Zealand Limited	159.57	TRAN - Transport	Standards	TRAN-S7 Minimum loading space requirements	Supports the exemption for un-staffed network utilities, as this appropriately reflects the characteristics of many network utilities (and their limited need to transport related facilities).	Retain the network utility exemptions in TRAN-S7 as notified.	Accept
Fonterra Limited	165.43	TRAN - Transport	Standards	TRAN-S7 Minimum loading space requirements	It is not necessary to make specific provision for loading on a site like those in the SRIZ, as suitable loading is inherent to the site's layout and operational requirements. When loading is provided it will comply with the requirements of TRAN-S8.	Amend TRAN-S7 Minimum loading space requirements as follows: TRAN-S7 All Zones (<u>excluding the Strategic Rural Industry Zone</u>)	Reject
Woolworths New Zealand Limited	242.14	TRAN - Transport	Standards	TRAN-S7 Minimum loading space requirements	None specified.	Retain as notified.	Accept
KiwiRail Holdings Limited	187.42	TRAN - Transport	Standards	TRAN-S9 Approach sight triangles for public road/rail level crossings	The submitter notes that public safety at level crossings is crucial, and protection of sight lines and vehicle crossing setbacks are a key means of ensuring this. Therefore it supports the inclusion of a standard for sight triangles for railway level crossings. However, an Amendment is sought to assist with the clear interpretation and implementation of this standard.	Amend TRAN-S9 as follows: TRAN-S9 <u>Rail level crossing sightlines and vehicle crossing setbacks Approach sight triangles for public road/rail level crossings</u> 1. Any vehicle access way and vehicle crossing must not cross a railway line and any vehicle crossing must not be located less than 30 metres from a rail level crossing. <u>The 30 metres shall be measured from the edge of the closest rail track to the edge of seal on the proposed vehicle access point.</u> 2. Any building, structure or planting <u>or other visual obstruction</u> must not be located within the <u>shaded restart or approach sightline areas of a rail level crossing as shown in the shaded areas as identified in Figure 7 or Figure 8 below.</u> Figure 7 - <u>level crossings controlled by Stop or Give Way control Approach sight triangles for level crossings with Give Way signs</u> <u>[...]</u>	Accept
Rooney Holdings Limited	174.25	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	Considers TRAN-S10(2) requires sealing 20 metres is unnecessarily long, and most roads are not sealed to the road boundary. Considers there are many examples where it is appropriate to access from the primary road without any adverse effect. Therefore, considers TRAN-S10(3) should promote rather than require access to the secondary roads. Considers the passing bay width of 5.5 metres in TRAN-S10(4) is excessive. Considers the 5.5m is intended to be the combined width of the carriage way and passing bay, but the drafting does not specify this.	Amend TRAN-S10 Vehicle access way requirements with the following changes: 1. Reduce the sealing requirement of TRAN-S10(2) from 20m to 5 metres from the existing seal formation regardless of the distance to the road boundary, and not require sealing where the road is unsealed. 2. Amend TRAN-S10(3) to promote the access to the secondary road as the principal consideration but provide for access to the primary road as an alternative where there are no resulting adverse effects. 3. Amend TRAN-S10(3) to specify a combined passing bay and carriage way width of 5.5 metres.	Accept in part

GJH Rooney	191.25	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	<p>Considers TRAN-S10(2) requires sealing 20 metres is unnecessarily long, and most roads are not sealed to the road boundary.</p> <p>Considers there are many examples where it is appropriate to access from the primary road without any adverse effect.</p> <p>Therefore, considers TRAN-S10(3) should promote rather than require access to the secondary roads.</p> <p>Considers the passing bay width of 5.5 metres in TRAN-S10(4) is excessive. Considers the 5.5m is intended to be the combined width of the carriage way and passing bay, but the drafting does not specify this.</p>	<p>Amend TRAN-S10 Vehicle access way requirements with the following changes:</p> <ol style="list-style-type: none"> 1.Reduce the sealing requirement of TRAN-S10(2) from 20m to 5 metres from the existing seal formation regardless of the distance to the road boundary, and not require sealing where the road is unsealed. 2.Amend TRAN-S10(3) to promote the access to the secondary road as the principal consideration but provide for access to the primary road as an alternative where there are no resulting adverse effects. <p>Amend TRAN-S10(3) to specify a combined passing bay and carriage way width of 5.5 metres.</p>	Accept in part
Rooney Group Limited	249.25	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	<p>Considers TRAN-S10(2) requires sealing 20 metres is unnecessarily long, and most roads are not sealed to the road boundary.</p> <p>Considers there are many examples where it is appropriate to access from the primary road without any adverse effect.</p> <p>Therefore, considers TRAN-S10(3) should promote rather than require access to the secondary roads.</p> <p>Considers the passing bay width of 5.5 metres in TRAN-S10(4) is excessive. Considers the 5.5m is intended to be the combined width of the carriage way and passing bay, but the drafting does not specify this.</p>	<p>Amend TRAN-S10 Vehicle access way requirements with the following changes:</p> <ol style="list-style-type: none"> 1.Reduce the sealing requirement of TRAN-S10(2) from 20m to 5 metres from the existing seal formation regardless of the distance to the road boundary, and not require sealing where the road is unsealed. 2.Amend TRAN-S10(3) to promote the access to the secondary road as the principal consideration but provide for access to the primary road as an alternative where there are no resulting adverse effects. <p>Amend TRAN-S10(3) to specify a combined passing bay and carriage way width of 5.5 metres.</p>	Accept in part
Rooney Farms Limited	250.25	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	<p>Considers TRAN-S10(2) requires sealing 20 metres is unnecessarily long, and most roads are not sealed to the road boundary.</p> <p>Considers there are many examples where it is appropriate to access from the primary road without any adverse effect.</p> <p>Therefore, considers TRAN-S10(3) should promote rather than require access to the secondary roads.</p> <p>Considers the passing bay width of 5.5 metres in TRAN-S10(4) is excessive. Considers the 5.5m is intended to be the combined width of the carriage way and passing bay, but the drafting does not specify this.</p>	<p>Amend TRAN-S10 Vehicle access way requirements with the following changes:</p> <ol style="list-style-type: none"> 1.Reduce the sealing requirement of TRAN-S10(2) from 20m to 5 metres from the existing seal formation regardless of the distance to the road boundary, and not require sealing where the road is unsealed. 2.Amend TRAN-S10(3) to promote the access to the secondary road as the principal consideration but provide for access to the primary road as an alternative where there are no resulting adverse effects. <p>Amend TRAN-S10(3) to specify a combined passing bay and carriage way width of 5.5 metres.</p>	Accept in part

Rooney Earthmoving Limited	251.25	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	<p>Considers TRAN-S10(2) requires sealing 20 metres is unnecessarily long, and most roads are not sealed to the road boundary.</p> <p>Considers there are many examples where it is appropriate to access from the primary road without any adverse effect.</p> <p>Therefore, considers TRAN-S10(3) should promote rather than require access to the secondary roads.</p> <p>Considers the passing bay width of 5.5 metres in TRAN-S10(4) is excessive. Considers the 5.5m is intended to be the combined width of the carriage way and passing bay, but the drafting does not specify this.</p>	<p>Amend TRAN-S10 Vehicle access way requirements with the following changes:</p> <ol style="list-style-type: none"> 1. Reduce the sealing requirement of TRAN-S10(2) from 20m to 5 metres from the existing seal formation regardless of the distance to the road boundary, and not require sealing where the road is unsealed. 2. Amend TRAN-S10(3) to promote the access to the secondary road as the principal consideration but provide for access to the primary road as an alternative where there are no resulting adverse effects. <p>Amend TRAN-S10(3) to specify a combined passing bay and carriage way width of 5.5 metres.</p>	Accept in part
Timaru Developments Limited	252.25	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	<p>Considers TRAN-S10(2) requires sealing 20 metres is unnecessarily long, and most roads are not sealed to the road boundary.</p> <p>Considers there are many examples where it is appropriate to access from the primary road without any adverse effect.</p> <p>Therefore, considers TRAN-S10(3) should promote rather than require access to the secondary roads.</p> <p>Considers the passing bay width of 5.5 metres in TRAN-S10(4) is excessive. Considers the 5.5m is intended to be the combined width of the carriage way and passing bay, but the drafting does not specify this.</p>	<p>Amend TRAN-S10 Vehicle access way requirements with the following changes:</p> <ol style="list-style-type: none"> 1. Reduce the sealing requirement of TRAN-S10(2) from 20m to 5 metres from the existing seal formation regardless of the distance to the road boundary, and not require sealing where the road is unsealed. 2. Amend TRAN-S10(3) to promote the access to the secondary road as the principal consideration but provide for access to the primary road as an alternative where there are no resulting adverse effects. <p>Amend TRAN-S10(3) to specify a combined passing bay and carriage way width of 5.5 metres.</p>	Accept in part
Andrew Scott Rabbidge, Holly Renee Singline and RSM Trust Limited	27.3	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	<p>Considers clause 2 which requires the form, seal and drain for the first 20m from road boundary is excessive.</p>	<p>Amend TRAN-S10 Vehicle access way requirements as follows:</p> <ol style="list-style-type: none"> 1. <i>Vehicle access way must meet the requirements outlined in Table 15 - Vehicle access way requirements, measured in accordance with Figure 14 in TRAN-S13.</i> 2. Where a vehicle access way is provided in Rural lifestyle zone, Settlement zone, Māori Purpose or General rural zone, then the vehicle access way must be formed, sealed and drained for at least the first 20m from the road boundary. Vehicle access way in other zones must be formed, sealed and drained for their entire length. <p>3-2 [...]</p> <p>4-3 [...]</p> <p>Table 15 - Vehicle access way requirements</p> <p>[...]</p>	Accept in part
Milward Finlay Lobb	60.21	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	<p>Opposes clause 2 as the required 20m sealing width is considered excessive.</p>	<p>Amend TRAN-S10 Vehicle access way requirements as follows:</p> <ol style="list-style-type: none"> 1. <i>Vehicle access way must meet the requirements outlined in Table 15 - Vehicle access way requirements, measured in accordance with Figure 14 in TRAN-S13.</i> 2. Where a vehicle access way is provided in Rural lifestyle zone, Settlement zone, Māori Purpose or General rural zone, then the vehicle access way must be formed, sealed and drained for at least the first 20m from the road boundary. Vehicle access way in other zones must be formed, sealed and drained for their entire length. 	Accept in part

						<p>3. Where any site fronting a Primary Road (National Route, Regional Arterial, District Arterial or Principal Road) also has frontage to a Secondary Road (Collector or Local Road or a Service Lane), all vehicle access way to the site (providing for either ingress or egress) must be provided to the Secondary Road.</p> <p>4. When a vehicle access way is provided in the Residential Zones, where two-way access (5.5m formed width or greater) is not provided, a passing bay is required at the boundary, and thereafter at a minimum interval of every 50m. A passing bay should have a minimum width of 5.5m and length 7m with 45-degree tapers.</p> <p>Table 15 [...]</p>						
John Leonard Shirtcliff and Rosemary Jean Shirtcliff	81.4	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	Considers the requirement to seal an RLZ accessway for 20 metres from the road is an unnecessary requirement that will add further and appreciable cost to subdivision within the RLZ to no obvious benefit over the existing and proposed Rural zone requirement to seal to the property boundary.	Amend TRAN-S10 to adopt Rural zone accessway sealing requirement for RLZ.	Accept in part					
Fire and Emergency New Zealand	131.7	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	The submitter needs to be able to reach buildings with their different vehicles in a fire or other emergency. Carriageways therefore need to be wide enough to allow emergency vehicles to get through them easily and to allow emergency personnel to carry out emergency operations.	Amend TRAN-S10 to include the following amendment under Table 15: Table 15 - Vehicle access way requirements [...] *[...] **[...] <u>*** The vehicle access point complies with the dimensions required for fire appliances for developments in SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice where a driveway length exceeds 75m or a fire appliance is not able to reach the source of a firefighting water supply from a public road.</u>	Accept in part					
Waka Kotahi NZ Transport Agency	143.58	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	Supports TRAN-S10 the vehicle access way requirements, which includes that any site with two road frontages requires access to be obtained from the secondary road frontage with the lower roading classification.	Retain as notified.	Accept in part					
Kāinga Ora	229.36	TRAN - Transport	Standards	TRAN-S10 Vehicle access way requirements	Considers the formation requirements for more than 3-9 residential units is overly prescriptive and may inhibit further residential intensification. Considers the note which states that 'vehicle access ways where 10 or more parking spaces are provided, should be vested as a road' does not appear to be an equivalent rule for road vesting.	Clarify if access ways which serve more than 10 parking spaces must be vested as a road, or if more than 10 parking spaces results in the requirement for a Restricted Discretionary Activity consent. AND Amend TRAN-S10 Vehicle access way requirements as follows: Table 15 - Vehicle access way requirements <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 20%;"></td> <td style="width: 20%;"></td> <td style="width: 20%;">Minimum vehicle access</td> <td style="width: 20%;">Minimum vehicle access way</td> <td style="width: 20%;"></td> </tr> </table>			Minimum vehicle access	Minimum vehicle access way		Accept in part
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						<table border="1"> <thead> <tr> <th>Zone</th> <th>Development served</th> <th>way width</th> <th>formed width</th> <th>Maximum length</th> <th>Maximum gradient**</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Residential Zones</td> <td>1 to 2 parking spaces</td> <td>3.5m**</td> <td>2.7m</td> <td>No limit</td> <td>1:5 (20%)</td> </tr> <tr> <td>3 to 9 parking spaces*</td> <td>5m</td> <td>4m 3.5m</td> <td>No Limit</td> <td></td> </tr> <tr> <td><u>10+parking spaces</u></td> <td><u>6.5m</u></td> <td><u>4.5m</u></td> <td><u>No Limit</u></td> <td></td> </tr> </tbody> </table>						Zone	Development served	way width	formed width	Maximum length	Maximum gradient**	Residential Zones	1 to 2 parking spaces	3.5m**	2.7m	No limit	1:5 (20%)	3 to 9 parking spaces*	5m	4m 3.5m	No Limit		<u>10+parking spaces</u>	<u>6.5m</u>	<u>4.5m</u>	<u>No Limit</u>							
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Waka Kotahi NZ Transport Agency	143.59	TRAN - Transport	Standards	TRAN-S12 Minimum sight distance from vehicle crossings	Supports the diagram in Figure 12 but considers that this should be applied to all posted speed limits of 50km/h or greater, which would be consistent with the New Zealand Transport Agency Planning Policy Manual.	Amend TRAN-S12.1 as follows: TRAN-S12 Minimum sight distance from vehicle 1. Any vehicle crossing onto roads with <u>equal to or greater than a 50km/h</u> 60km/h posted speed must comply with the minimum sight distance in Figure 12. [...]						Accept in part																											
Waka Kotahi NZ Transport Agency	143.60	TRAN - Transport	Standards	TRAN-S14 Maximum number of vehicle crossings	Supports TRAN-S14 as it provides a maximum of 1 vehicle crossing from a site to a National Route, which includes the state highway network.	Retain as notified.						Accept																											
Waka Kotahi NZ Transport Agency	143.61	TRAN - Transport	Standards	TRAN-S15 Minimum distance between vehicle crossings	Supports TRAN-S15 as it provides minimum distances between vehicle crossings on the same side of the road based on the speed limit. However, the standards in Table 18 are inconsistent with the Waka Kotahi Policy Planning Manual - Appendix 5B (PPM) for vehicle crossings onto the state highway with a 70km/h posted speed or greater. As currently proposed, this could result in adverse safety effects on the state highway network.	Amend TRAN-S15 as follows: TRAN-S15 Minimum distance between vehicle crossings Table 18 <table border="1"> <thead> <tr> <th>Frontage road speed limit</th> <th>Minimum distance between vehicle crossing on <u>Local, Collector, Regional Arterial, District Arterial and Principal.</u></th> <th><u>Minimum distance between vehicle crossing on National Route</u></th> </tr> </thead> <tbody> <tr> <td>70km/h</td> <td>40m</td> <td><u>40m</u></td> </tr> <tr> <td>80km/h</td> <td>70m</td> <td><u>100m</u></td> </tr> <tr> <td>90km/h</td> <td>85m</td> <td><u>200m</u></td> </tr> <tr> <td>100km/h</td> <td>105m</td> <td><u>200m</u></td> </tr> </tbody> </table>						Frontage road speed limit	Minimum distance between vehicle crossing on <u>Local, Collector, Regional Arterial, District Arterial and Principal.</u>	<u>Minimum distance between vehicle crossing on National Route</u>	70km/h	40m	<u>40m</u>	80km/h	70m	<u>100m</u>	90km/h	85m	<u>200m</u>	100km/h	105m	<u>200m</u>	Accept												
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Waka Kotahi NZ Transport Agency	143.62	TRAN - Transport	Standards	TRAN-S16 Minimum distance between vehicle crossings	Supports TRAN-S16 with associated Table 19 and Figure 15, as they provide for appropriate standards for the minimum distances between vehicle crossings and intersections which are consistent with the Waka Kotahi PPM.	Retain as notified.						Accept																											

Waka Kotahi NZ Transport Agency	143.63	TRAN - Transport	Standards	TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits	<p>The intent of the standard is generally supported as it provides for vehicle crossing designs onto roads with a 70km/h or greater posted speed limit.</p> <p>However, Table 20.b, for daily vehicle movement of 1-30 over a vehicle crossing on a State Highway, incorrectly references the vehicle crossing design to meet Figure 17, rather than in Figure 16, which is equivalent to a Waka Kotahi Diagram C in the PPM.</p> <p>The requirement for 31-100 daily traffic volumes on a state highway to meet Figure 17 is supported and is consistent with the Waka Kotahi PPM.</p>	<p>Amend the third column of Table 20.b of TRAN-S17 as follows:</p> <p>Table 20 - Vehicle crossings</p> <table border="1"> <thead> <tr> <th></th> <th>Daily Traffic Volumes using the vehicle crossing (ECMs*)</th> <th>Is the vehicle crossing on a state highway?</th> <th>Figure to use for vehicle crossing design</th> </tr> </thead> <tbody> <tr> <td>b.</td> <td>1 - 30</td> <td>Yes</td> <td> <p><u>Figure 16 (Vehicle crossing without shoulder widening)</u></p> <p><u>Figure 17 (Vehicle crossing with shoulder widening)</u></p> </td> </tr> </tbody> </table>		Daily Traffic Volumes using the vehicle crossing (ECMs*)	Is the vehicle crossing on a state highway?	Figure to use for vehicle crossing design	b.	1 - 30	Yes	<p><u>Figure 16 (Vehicle crossing without shoulder widening)</u></p> <p><u>Figure 17 (Vehicle crossing with shoulder widening)</u></p>	Accept
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b.	1 - 30	Yes	<p><u>Figure 16 (Vehicle crossing without shoulder widening)</u></p> <p><u>Figure 17 (Vehicle crossing with shoulder widening)</u></p>												
Rooney Holdings Limited	174.26	TRAN - Transport	Standards	TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits	The submitter is neutral on TRAN-S17.1 as the Plan does not appear to specify Gate Setback Distances referred to in the standard.	Amend TRAN-S17.1 to specify Gate Setback Distances.	Reject								
GJH Rooney	191.26	TRAN - Transport	Standards	TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits	The submitter is neutral on TRAN-S17.1 as the Plan does not appear to specify Gate Setback Distances referred to in the standard.	Amend TRAN-S17.1 to specify Gate Setback Distances.	Reject								
Rooney Group Limited	249.26	TRAN - Transport	Standards	TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits	The submitter is neutral on TRAN-S17.1 as the Plan does not appear to specify Gate Setback Distances referred to in the standard.	Amend TRAN-S17.1 to specify Gate Setback Distances.	Reject								
Rooney Farms Limited	250.26	TRAN - Transport	Standards	TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits	The submitter is neutral on TRAN-S17.1 as the Plan does not appear to specify Gate Setback Distances referred to in the standard.	Amend TRAN-S17.1 to specify Gate Setback Distances.	Reject								
Rooney Earthmoving Limited	251.26	TRAN - Transport	Standards	TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits	The submitter is neutral on TRAN-S17.1 as the Plan does not appear to specify Gate Setback Distances referred to in the standard.	Amend TRAN-S17.1 to specify Gate Setback Distances.	Reject								
Timaru Developments Limited	252.26	TRAN - Transport	Standards	TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits	The submitter is neutral on TRAN-S17.1 as the Plan does not appear to specify Gate Setback Distances referred to in the standard.	Amend TRAN-S17.1 to specify Gate Setback Distances.	Reject								

Timaru District Council	42.29	TRAN - Transport	Standards	TRAN-S18 Reverse manoeuvring	The current wording of TRAN-S18(1) controls how a vehicle is driven, as opposed to ensuring that vehicle manoeuvring space is available on a site. Some existing residential streets have been elevated from Collector to Principal Roads and new development on these streets needs to ensure that suitable on-site manoeuvring is maintained.	Amend TRAN-S18 Reverse manoeuvring as follows: 1. Where vehicular access is from a National, or Regional, or District Arterial or Principal Road as identified in SCHED1 - Schedule of Roding Hierarchy, there must be <u>sufficient space provided to ensure</u> no reverse manoeuvring onto or off the road; and 2. [...]	Accept
Waka Kotahi NZ Transport Agency	143.64	TRAN - Transport	Standards	TRAN-S18 Reverse manoeuvring	Support TRAN-18 that requires there be no reverse manoeuvring onto the site or off the road from a National Road.	Retain as notified.	Accept in part
Rooney Holdings Limited	174.27	TRAN - Transport	Standards	TRAN-S19 Lighting of parking and manoeuvring	Oppose TRAN-S19 referring to all zones. This standard conflicts with Light restrictions within Light Sensitive Areas as it is not clear what the standard means when it states "...that comply with the rules in the Light Chapter...".	Amend TRAN-S19 Lighting of parking and manoeuvring with the following matters considered: 1. Provide an exemption within Light Sensitive Areas, and all activities that are not commercial or industrial. 2. Many farms (Primary Production properties) will load and unload stock in darkness at certain times of the year and it is unnecessary to require lighting of these areas for when this activity occurs. 3. Many rural or rural lifestyle residential properties will have more than 10 or more (unmarked) parking spaces.	Accept in part
GJH Rooney	191.27	TRAN - Transport	Standards	TRAN-S19 Lighting of parking and manoeuvring	Oppose TRAN-S19 referring to all zones. This standard conflicts with Light restrictions within Light Sensitive Areas as it is not clear what the standard means when it states "...that comply with the rules in the Light Chapter...".	Amend TRAN-S19 Lighting of parking and manoeuvring with the following matters considered: 1. Provide an exemption within Light Sensitive Areas, and all activities that are not commercial or industrial. 2. Many farms (Primary Production properties) will load and unload stock in darkness at certain times of the year and it is unnecessary to require lighting of these areas for when this activity occurs. 3. Many rural or rural lifestyle residential properties will have more than 10 or more (unmarked) parking spaces.	Accept in part
Rooney Group Limited	249.27	TRAN - Transport	Standards	TRAN-S19 Lighting of parking and manoeuvring	Oppose TRAN-S19 referring to all zones. This standard conflicts with Light restrictions within Light Sensitive Areas as it is not clear what the standard means when it states "...that comply with the rules in the Light Chapter...".	Amend TRAN-S19 with the following matters considered: TRAN-S19 Lighting of parking and manoeuvring 1. Provide an exemption within Light Sensitive Areas, and all activities that are not commercial or industrial. 2. Many farms (Primary Production properties) will load and unload stock in darkness at certain times of the year and it is unnecessary to require lighting of these areas for when this activity occurs. 3. Many rural or rural lifestyle residential properties will have more than 10 or more (unmarked) parking spaces.	Accept in part
Rooney Farms Limited	250.27	TRAN - Transport	Standards	TRAN-S19 Lighting of parking and manoeuvring	Oppose TRAN-S19 referring to all zones. This standard conflicts with Light restrictions within Light Sensitive Areas as it is not clear what the standard means when it states "...that comply with the rules in the Light Chapter...".	Amend TRAN-S19 with the following matters considered: TRAN-S19 Lighting of parking and manoeuvring 1. Provide an exemption within Light Sensitive Areas, and all activities that are not commercial or industrial. 2. Many farms (Primary Production properties) will load and unload stock in darkness at certain times of the year and it is unnecessary to require lighting of these areas for when this activity occurs.	Accept in part

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Rooney Earthmoving Limited	251.27	TRAN - Transport	Standards	TRAN-S19 Lighting of parking and manoeuvring	Oppose TRAN-S19 referring to all zones. This standard conflicts with Light restrictions within Light Sensitive Areas as it is not clear what the standard means when it states "...that comply with the rules in the Light Chapter...".	Amend TRAN-S19 with the following matters considered: TRAN-S19 Lighting of parking and manoeuvring 1. Provide an exemption within Light Sensitive Areas, and all activities that are not commercial or industrial. 2. Many farms (Primary Production properties) will load and unload stock in darkness at certain times of the year and it is unnecessary to require lighting of these areas for when this activity occurs. 3. Many rural or rural lifestyle residential properties will have more than 10 or more (unmarked) parking spaces.	Accept in part															
Timaru Developments Limited	252.27	TRAN - Transport	Standards	TRAN-S19 Lighting of parking and manoeuvring	Oppose TRAN-S19 referring to all zones. This standard conflicts with Light restrictions within Light Sensitive Areas as it is not clear what the standard means when it states "...that comply with the rules in the Light Chapter...".	Amend TRAN-S19 with the following matters considered: TRAN-S19 Lighting of parking and manoeuvring 1. Provide an exemption within Light Sensitive Areas, and all activities that are not commercial or industrial. 2. Many farms (Primary Production properties) will load and unload stock in darkness at certain times of the year and it is unnecessary to require lighting of these areas for when this activity occurs. 3. Many rural or rural lifestyle residential properties will have more than 10 or more (unmarked) parking spaces.	Accept in part															
Fonterra Limited	165.44	TRAN - Transport	Standards	TRAN-S20 High Trip Generating Activities	Traffic generation for development in the SRIZ will be controlled by a new provision for that zone.	Amend TRAN-S20 High Trip Generating Activities as follows: TRAN-S20 All Zones <i>(excluding the Strategic Rural Industry Zone)</i>	Reject															
Timaru District Council	42.28	TRAN - Transport	Standards	TRAN-S20 High Trip Generating Activities	Heavy vehicle movements on road accelerate the need for maintenance, remediation and/or upgrading of carriageway pavements, when these occur out of zone and/or on roads not designed to carry heavy traffic. Table 21 for High Trip Generating Activities outlines various thresholds that focus on GFA/lots/# of movements/etc. Any movements quantum would appear to relate to light vehicle movements, where heavy vehicles generate wear and tear on the road network at an accelerated rate.	Amend TRAN-S20 table 21 to either: Include a quantum of heavy vehicle traffic to trigger an ITA (full or basic). OR add a heavy vehicle movement percentage increase based on the pre-activity % of heavy vehicle movements along the accessing road.	Accept in part															
Ministry of Education	106.9	TRAN - Transport	Standards	TRAN-S20 High Trip Generating Activities	Supports the inclusion of education facilities within Table 21, however requests that the qualifiers are raised, particularly given the number of students is not an accurate reflection of traffic movements. Acknowledges that education facilities can result in high volumes of traffic, however the qualifiers specified in Table 21 are considered to be too low.	Amend Table 21 as follows: Table 21 - High traffic generating activities. <table border="1"> <thead> <tr> <th>Activity</th> <th colspan="2">ITA Required</th> <th colspan="2">Full ITA Required</th> </tr> </thead> <tbody> <tr> <td>Education - Pre-school</td> <td>40</td> <td>Children</td> <td>90</td> <td>Children</td> </tr> <tr> <td>Education - Schools</td> <td>70 100</td> <td>Students</td> <td>170</td> <td>Students</td> </tr> </tbody> </table>	Activity	ITA Required		Full ITA Required		Education - Pre-school	40	Children	90	Children	Education - Schools	70 100	Students	170	Students	Reject
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						[...]	[...]	[...]	[...]	[...]	
Z Energy Limited	116.9	TRAN - Transport	Standards	TRAN-S20 High Trip Generating Activities	<p>The submitter supports the standard in part however seeks clarification that the thresholds (and therefore the standard) need only be considered/applicable where new or expanded existing activities are proposed. The Submitter seeks to ensure that the standard is not triggered by, for example, the installation of 1 x additional fuel dispenser, existing site upgrades or redevelopment of the same character and intensity.</p> <p>[Refer to original submission for full reason]</p>	Amend Table 21 in Standard TRAN-S20 as follows:					Accept in part
						Activity	Basic ITA Required		Full ITA Required		
						[...]	[...]	[...]	[...]	[...]	
						Large Format Retail other than trade suppliers	550	m ² GLFA	2300	m ² GLFA	
						New Service Station	2	Filling points	6	Filling points	
						[...]	[...]	[...]	[...]	[...]	
BP Oil, Mobil Oil New Zealand Limited, Z Energy	196.42	TRAN - Transport	Standards	TRAN-S20 High Trip Generating Activities	<p>Considers the standard should only apply to new or extension of existing activity.</p> <p>The submitter seeks to ensure that the standard is not triggered by, existing site upgrades or redevelopment of the same character and intensity, including EVs which do not generate new transport movements perse, rather replace existing vehicles on our roads that would otherwise visit the site, just for a different fuel type.</p> <p>[Refer original submission for full reason]</p>	Amend Table 21 in Standard TRAN-S20 as follows:					Accept in part
						<i>New Service Stations - [...]</i>					
Waka Kotahi NZ Transport Agency	143.65	TRAN - Transport	Standards	TRAN-S20 High Trip Generating Activities	Supports TRAN-S20 and associated table, Table 21, which identifies thresholds for high traffic generating activities that require either a basic ITA or a full ITA.	Retain as notified.					Accept in part
New Zealand Defence Force	151.9	TRAN - Transport	Standards	TRAN-S20 High Trip Generating Activities	Supports the thresholds in TRAN-S20, namely those for 'mixed use or other activities', under which TMTA will be captured.	Retain as notified.					Accept in part
Woolworths New Zealand Limited	242.15	TRAN - Transport	Standards	TRAN-S20 High Trip Generating Activities	Considers that the Plan's definition of supermarket which includes a GFA threshold of 1500m ² is currently misaligned with the standard. The thresholds are currently unnecessarily low such that the established baseline against which traffic effects will be required to be assessed against is also too low.	Amend TRAN-S20 as follows:					Accept in part
						TRAN-S20 High Generating Activities					
						Table 21 - High traffic generating activities					

						Activity		Basic ITA Required		Full ITA Required		Note: peak hour means any hour when the greatest number of vehicle movements occurs
							
						Residential Activity	40	Residential Unit / lot	90	Residential Unit / lo		
						General Retail and supermarkets	200	m ² GLFA	800	m ² GLFA		
						Supermarkets			1500 m ²	GFA		
						[...]		
Timaru District Council	42.69	SCHED1 - Schedule of Rooding Hierarchy	SCHED1 - Schedule of Rooding Hierarchy	Principal Roads	A new Road to link Seadown Road and Meadows Road identified in DEV 3 - Washdyke Industrial Development Area Plan should be classed the same as the roads it links. Falvey Road, Levels Plain Road, Brosnan Road should be classed as Principal Roads.	Amend SCHED1 as follows: SCHED1 Principal Roads <u>Road 5 of Washdyke Industrial Development Area Plan; Falvey Road;</u> <u>Levels Plain Road; Brosnan Road.</u>					Accept in part	
Fonterra Limited	165.6	Planning Maps	Regional Arterial route		Given the role of Kotuku Place, submitter considers that the Regional Arterial status of Kotuku Place should be removed and the Regional Arterial route instead continued on Canal Road to the intersection of Canal Road / Rolleston Road / Milford Clandeboye Road.	1. Delete the Regional Arterial status shown on Kotuku Place; AND 2. Instead, extend the Regional Arterial status along Canal Road to the intersection of Canal Road / Rolleston Road / Milford Clandeboye Road.					Accept	
Rooney Holdings Limited	174.95	SCHED1 - Schedule of Rooding Hierarchy	Local Roads	All other roads are local roads.	Oppose DEV3-S1 but do not oppose the location of ROAD 5.	Amend SCHED1 - Schedule of Rooding Hierarchy to include ROAD 5 or note on DEV3 - Washdyke Industrial Development Plan that ROAD 5 is a Local Road.					Reject	
GJH Rooney	191.95	SCHED1 - Schedule of Rooding Hierarchy	Local Roads	All other roads are local roads.	Oppose DEV3-S1 but do not oppose the location of ROAD 5.	Amend SCHED1 - Schedule of Rooding Hierarchy to include ROAD 5 or note on DEV3 - Washdyke Industrial Development Plan that ROAD 5 is a Local Road.					Reject	
Rooney Group Limited	249.95	SCHED1 - Schedule of Rooding Hierarchy	Local Roads	All other roads are local roads.	Oppose DEV3-S1 but do not oppose the location of ROAD 5.	Amend SCHED1 - Schedule of Rooding Hierarchy to include ROAD 5 or note on DEV3 - Washdyke Industrial Development Plan that ROAD 5 is a Local Road.					Reject	
Rooney Farms Limited	250.95	SCHED1 - Schedule of Rooding Hierarchy	Local Roads	All other roads are local roads.	Oppose DEV3-S1 but do not oppose the location of ROAD 5.	Amend SCHED1 - Schedule of Rooding Hierarchy to include ROAD 5 or note on DEV3 - Washdyke Industrial Development Plan that ROAD 5 is a Local Road.					Reject	

Rooney Earthmoving Limited	251.95	SCHED1 - Schedule of Roding Hierarchy	Local Roads	All other roads are local roads.	Oppose DEV3-S1 but do not oppose the location of ROAD 5.	Amend SCHED1 - Schedule of Roding Hierarchy to include ROAD 5 or note on DEV3 - Washdyke Industrial Development Plan that ROAD 5 is a Local Road.	Reject
Timaru Developments Limited	252.95	SCHED1 - Schedule of Roding Hierarchy	Local Roads	All other roads are local roads.	Oppose DEV3-S1 but do not oppose the location of ROAD 5.	Amend SCHED1 - Schedule of Roding Hierarchy to include ROAD 5 or note on DEV3 - Washdyke Industrial Development Plan that ROAD 5 is a Local Road.	Reject
Broughs Gully Development Limited	167.49	SCHED1 - Schedule of Roding Hierarchy	Collector Roads	Lancewood Terrace, Timaru Full length	SCHED1 identifies Lancewood Terrace as a 'collector road'. It is unclear whether 'Road 1', which is essentially an extension to Lancewood Terrace will also be a 'collector road' - if so SCHED1 should be updated to reflect this. The submitter requests an amendment.	Clarify if Road 1 will be classified as a collector road.	Accept
Waka Kotahi NZ Transport Agency	143.6	Definitions	Definitions	Land Transport Infrastructure	Supports definition of Land Transport Infrastructure.	Retain as notified.	Accept
KiwiRail Holdings Limited	187.2	Definitions	Definitions	Land transport infrastructure	Supports as it means any infrastructure, land, building, equipment or devices that support the movement of people and goods by land including railway tracks, bridges, tunnels, signalling, access tracks and facilities.	Retain as notified.	Accept
Bruce Speirs	66.5	Definitions	Definitions	Personal services	Considers the listed services are not a complete list of services offered to people, but gives the impression that other services not listed are excluded.	Amend the definition of Personal Services as follows: <i>means an activity which provides individual service to people and includes hairdressers, beauticians and photographers.</i>	Reject
Bruce Speirs	66.11	Definitions	Definitions	Vehicle parking area	Amend the definition of VEHICLE PARKING AREA to: 'VEHICLE PARKING AND MANOEUVRING AREA to provide clarity.	Amend the definition of Vehicle Parking Area as follows: 'Vehicle Parking and Manoeuvring Area <i>means that part of a site or building within which vehicle parking and manoeuvring are accommodated'.</i>	Accept in part