

Appendix 2: Definitions - Regionally Significant Infrastructure National Grid and Strategic Transport Network - Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Decision Requested	Summary Recommendation
S10.007	Transpower New Zealand Limited	National grid	Support in part	While Transpower supports the provision of a definition of National Grid, it seeks amendment to the definition to refer to that provided within the National Policy Statement for Electricity Transmission 2008.	Amend the definition of National Grid as follows: National grid as defined by the Electricity Industry Act 2010 . National Policy Statement for Electricity Transmission 2008.	Accept
S10.008	Transpower New Zealand Limited	Regionally significant infrastructure	Support	Transpower supports the amended definition of Regionally Significant Infrastructure as it relates to the National Grid.	Retain the amended definition.	Accept in part
S16.093	Kāpiti Coast District Council	Regionally significant infrastructure	Support in part	<p>Council supports the inclusion of the following in the definition of regionally significant infrastructure:</p> <ul style="list-style-type: none"> the local authority water supply network (including intake structures) and water treatments plants the local authority wastewater and stormwater networks and systems, including treatment plants and storage and discharge facilities <p>The following local arterial routes: Masterton-Castlepoint Road, Blairlogie-Langdale/Homewood/Riversdale Road and Cape Palliser Road in Wairarapa, Titahi Bay Road and Grays Road in Porirua, and Kāpiti Road, Marine Parade, Mazengarb Road, Te Moana Road, Akatārawa Road, Matatua Road, Rimu Road, Epiha Street, Paekakariki Hill Road, The Parade [Paekakariki] and The Esplanade [Raumati South] in Kāpiti</p> <ul style="list-style-type: none"> Kapiti Coast Airport <p>Council also seeks that the following roads be added to the definition, which will become Council's responsibility once revocation occurs:</p> <ul style="list-style-type: none"> Old SH1 (Main Road Raumati) - from Poplar Avenue to Raumati Road Roundabout. Old SH1 (Main Road Paraparaumu) - from Raumati Road roundabout to Otaihanga Road roundabout. Old SH1 (Main Road Waikanae) - from Otaihanga Road roundabout to Peka Peka Road roundabout. Old SH1 (Main Road Te Horo) - from Peka Peka Road roundabout to Otaki River Bridge. 	<p>Retain the inclusion of the following infrastructure:</p> <ul style="list-style-type: none"> the local authority water supply network (including intake structures) and water treatments plants the local authority wastewater and stormwater networks and systems, including treatment plants and storage and discharge facilities The following local arterial routes: Masterton-Castlepoint Road, Blairlogie-Langdale/Homewood/Riversdale Road and Cape Palliser Road in Wairarapa, Titahi Bay Road and Grays Road in Porirua, and Kāpiti Road, Marine Parade, Mazengarb Road, Te Moana Road, Akatārawa Road, Matatua Road, Rimu Road, Epiha Street, Paekakariki Hill Road, The Parade [Paekakariki] and The Esplanade [Raumati South] in Kāpiti Kapiti Coast Airport <p>Amend definition as necessary to also include:</p> <ul style="list-style-type: none"> Old SH1 (Main Road Raumati) - from Poplar Avenue to Raumati Road Roundabout. Old SH1 (Main Road Paraparaumu) - from Raumati Road roundabout to Otaihanga Road roundabout. Old SH1 (Main Road Waikanae) - from 	Accept in part

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				<ul style="list-style-type: none"> • Old SH1 (Main Road Otaki) - Otaki River Bridge to Taylors Road • Old SH1 (Main Road North Otaki) - Taylors Road to District Boundary 	<p>Otaihanga Road roundabout to Peka Peka Road roundabout.</p> <ul style="list-style-type: none"> • Old SH1 (Main Road Te Horo) - from Peka Peka Road roundabout to Otaki River Bridge. • Old SH1 (Main Road Otaki) - Otaki River Bridge to Taylors Road • Old SH1 (Main Road North Otaki) - Taylors Road to District Boundary 	
S49.008	Chorus New Zealand Limited, Spark New Zealand Trading Limited, Vodafone Spark New Zealand Trading Limited	Regionally significant infrastructure	Support	The definition of regionally significant infrastructure as amended in Proposed Change 1 appropriately recognises statutory definitions of both telecommunications and radiocommunications.	Retain as notified	Accept in part
S99.006	Genesis Energy Limited	Regionally significant infrastructure	Support	Genesis considers the proposed definition is appropriate to support the provisions contained in RPS Change 1.	Retain the fifth bullet: Regionally significant infrastructure includes: ... • facilities for the generation and/or transmission of electricity where it is supplied to the National grid and/or the local distribution network	Accept in part
S100.028	Meridian Energy Limited	Regionally significant infrastructure	Support	The definition is appropriate to support the proposed objectives, policies and methods.	Retain the fifth bullet unchanged: 'facilities for the generation and/or transmission of electricity where it is supplied to the National grid and/or the local distribution network'.	Accept in part
S113.053	Wellington Water	Regionally significant infrastructure	Oppose	Fails to give effect to the NPS-FM	Amend the definition as follows: ... • the local authority wastewater and stormwater networks and systems, including treatment plants and , storage and discharge facilities and any infrastructure, assets or interventions to give effect to Te Mana o te Wai ...	Reject
S114.007	Fulton Hogan Ltd	Regionally significant infrastructure	Support in part	Given the recognition that has been provided in national level policy such as the NES-F and NPS-HPL for aggregate extraction, we recommend that there be provision for regionally or nationally significant aggregate quarries in the definition of "regionally significant infrastructure"	<p>Add a bullet point to the activities listed in the definition of regionally significant infrastructure.</p> <ul style="list-style-type: none"> • Aggregate extraction that provides significant national or regional public benefit that could not otherwise be 	Reject

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					achieved using resources within New Zealand.	
FS27.034	Winstone Aggregates	Regionally significant infrastructure	Support	If specific recognition of mineral resources is not provided alongside the definition of regionally significant infrastructure, Winstone supports the inclusion of aggregate extraction in the definition of regionally significant infrastructure.	Allow	Reject
S117.002	Sustainable Electricity Association of New Zealand (SEANZ)	Regionally significant infrastructure	Support	The definition is suitable	Retain "facilities for the generation and/or transmission of electricity where it is supplied to the National grid and/or the local distribution network" as part of the definition	Accept
S124.013	KiwiRail Holdings Limited	Regionally significant infrastructure	Support in part	KiwiRail supports the definition of Regional Significant Infrastructure and inclusion of the Strategic Transport Network including ancillary structures required to operate, maintain, upgrade and develop that network. The amended definition applies to both rail and ferry terminal infrastructure which is supported by KiwiRail. KiwiRail seeks an addition to clarify that the Interislander ferry terminal is expressly included in this definition. The description of the Strategic Transport Network in Appendix B of the Wellington Regional Land Transport Plan 2021 refers to railway corridors. While the railway corridor extends to the Interislander ferry terminal, it is not expressly referenced in the description. KiwiRail seeks to avoid any ambiguity that the ferry terminal is not part of the Strategic Transport Network.	Amend as follows: Regionally significant infrastructure includes: • Interislander Ferry Terminal , Wellington City bus terminal and Wellington Railway Station terminus;	Reject
FS2.39	Rangitāne o Wairarapa Inc	Regionally significant infrastructure	Support	Rangitāne supports the submitters request to include the Interislander Ferry Terminal in Wellington in the definition of Regionally Significant infrastructure.	Allow	Reject
S126.001	Templeton Kapiti Limited (TKL)	Regionally significant infrastructure	Oppose in part	<p>Kāpiti Coast Airport does not significantly support efficient travel to and from the region or significantly support the maintenance of public health and safety through essential services. There is no legal obligation for, or basis for an assumption that, KCA will remain as operational infrastructure.</p> <p>The inclusion of KCA in the RSI Definition effectively prevents a potentially more appropriate use and development of the TKL Land for other purposes that would better enable people and communities to provide for their social, economic and cultural wellbeing and would better achieve the Urban Design Amendments, the Freshwater Amendments and the Indigenous Biodiversity Amendments. The site is ideally suited being bounded by urban development.</p>	Remove Kāpiti Coast Airport from the definition of regionally significant infrastructure.	Reject
FS20.055	Ātiawa ki Whakarongotai Charitable Trust	Regionally significant infrastructure	Oppose	<p>Ātiawa vehemently oppose the submission by Templeton Kāpiti Limited. Ātiawa take an active interest in this submission point, Ngāti Puketapu hapū are mana whenua in regards to the whenua where the Kāpiti Coast Airport is currently located.</p> <p>Ātiawa have not finalised our Treaty of Waitangi Settlement with the Crown it is therefore inappropriate to make further decisions in relation to this whenua given its history and Crown concessions that it breached Te Tiriti o Waitangi, and its own laws in relation to the surplus land sold.</p>	Disallow Disallow the submission point. Ātiawa request that Greater Wellington Regional Council engage with Ngāti Puketapu hapū who are mana whenua in regards to the whenua where the Kāpiti Coast Airport is currently located.	Accept

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				It is offensive to Ātiawa for the 'landowner' to suggest that this whenua should be enable for residential purposes given its illegitimate and unlawful possession.		
S134.020	Powerco Limited	Regionally significant infrastructure	Support	The definition of Regionally Significant Infrastructure appropriately recognises the gas and electricity distribution networks and reflects the definition recently agreed through mediation as part of the PNRP.	Retain as notified.	Accept in part
S148.056	Wellington International Airport Ltd (WIAL)	Regionally significant infrastructure	Support in part	WIAL supports the definition of Regionally Significant Infrastructure	Retain the definition and for clarity amend to include all associated supporting infrastructure for the Airport, such as its navigational infrastructure and the sea wall	Accept in part
S157.048	BP Oil NZ Ltd, Mobil Oil Ltd and Z Energy Ltd	Regionally significant infrastructure	Support	<p>That part of the definition of Regionally Significant Infrastructure relating to petroleum pipelines and associated fittings, appurtenances, fixtures or equipment will apply to wharflines and bunkerlines and associated equipment and bulk storage tanks and is supported.</p> <p>The clause relating to commercial port areas should, however, be amended to remove the reference to 'the Lambton Harbour Area'. This reference was not included in the mediated wording of the definition of regionally significant infrastructure in the PNRP as confirmed by Environment Court consent order dated 1 July 2021. It effectively excludes the bulk fuel supply infrastructure located at Seaview in Lower Hutt and those located at Kaiwharawhara and is opposed.</p>	<p>Retain the definition of Regionally Significant Infrastructure to the extent it applies to petroleum pipelines and associated fittings, appurtenances, fixtures or equipment, but amend that part of the definition relating to commercial port areas to ensure the bulk fuel supply infrastructure where it is associated with port activities is clearly recognised as regionally significant infrastructure, as follows:</p> <p>Regionally significant infrastructure includes:</p> <ul style="list-style-type: none"> • pipelines for the distribution or transmission of natural or manufactured gas or petroleum, including any associated fittings, appurtenances, fixtures or equipment. • ... • Commercial Port Areas and infrastructure associated with Port related activities in the Lambton Harbour Area within Wellington Harbour (Port Nicholson) and adjacent land used in association with the movement of cargo and passengers and including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharflines 	Accept
S30.0110	Porirua City Council	Regionally significant infrastructure	Support in part	<p>The RPS should use the One Network Framework for roading hierarchy, which Waka Kotahi now requires for all transport planning.</p> <p>Paekakariki Hill Road is also located within Porirua City Council's district. It does not make sense to only include that part of the Paekakariki Hill Road that is located within the Kapiti Coast as a local arterial route, when the road has been reclassified as a secondary collector under the One Network Framework now that Te Aranui o Te Rangihaeata has opened.</p>	Amend definition to use the One Network Framework for roading hierarchy.	Reject
FS25.027	Peka Peka Farm Limited	Regionally significant infrastructure	Support	The submission provides a comprehensive analysis of the proposed change including in relation to matters of scope and jurisdiction. It is supported without prejudice to the specific relief sought in the primary submission or this further submission by Peka Peka Farm Ltd.	Allow	Reject

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S163.0113	Wairarapa Federated Farmers	Regionally significant infrastructure	Oppose	Defer to the 2024 RPS review. Further reasons set out in our relief on Chapter 3.3. The definition does not provide for the expanded range of water storage infrastructure - municipal, community and rural - which will be critical across all sectors in the future.	Delete the amendments to the definition	Reject
FS28.096	Horticulture New Zealand	Regionally significant infrastructure	Support in part	HortNZ would support consideration of water storage infrastructure in this definition - this would be consistent with the amended definition of specified infrastructure in the NPSFM	Allow in part Allow relief that provides for water storage infrastructure.	Reject
FS7.054	Royal Forest and Bird Protection Society (Forest & Bird)	Regionally significant infrastructure	Oppose	It is completely appropriate to include climate change, biodiversity and freshwater provisions in the plan change. This plan change creates efficiency by considering multiple policy directives from central government. The amendments sought by Federated Farmers fail to give effect to the NPSFM, the NPS for Indigenous Biodiversity, for which there is an exposure draft and the final version is due out this month, and do not achieve the purpose of the RMA or the Climate Change Response (Zero Carbon) Amendment Act 2019.	Disallow Disallow whole submission	Accept
FS20.176	Ātiawa ki Whakarongotai Charitable Trust	Regionally significant infrastructure	Oppose	Ātiawa oppose the entire submission by Wairarapa Federated Farmers. The relief sought by Federated Farmers is to effectively delete the entire proposed plan change (except for submission points S163.083, S163.084). The basis for deleting the proposed plan change is to delay decision-making. Ātiawa do not accept that delaying responding to national direction is an appropriate course of action, and will further compound environmental and resource management issues.	Disallow Disallow the entire submission by Wairarapa Federated Farmers.	Accept
FS29.027	Ngā Hapu o Otaki	Regionally significant infrastructure	Oppose	Section 18, page 4: General Comments - OPPOSE Section 25, Page 5 Going Forward - OPPOSE It is disheartening to see that Wairarapa Federated Farmers aren't capable of recognizing the obligations GWRC must maintain with Treaty Partners. It must be understood that Manawhenua are not simply 'groups of people' but a representation of the signatories that signed the Treaty of Waitangi and the original kaitiaki and custodians of the taonga in question when considering how these plan changes are implemented. Wairarapa Federated Farmers indicate a lack of awareness to the value of manawhenua engagement. Their stated 'aspirations of delivering environmental improvements alongside a thriving bio-economy' aren't feasible without considering the intergenerational insight and technical direction that only Mātauranga Māori can offer.	Not stated	Accept
FS30.083	Beef + Lamb New Zealand Ltd	Regionally significant infrastructure	Support	B+LNZ agree that the scope of RPS PC1 should be restricted to those changes necessary to give effect to the National Policy Statement for Urban Development and that any other matters should be subject to proper review in the Schedule full review of the RPS in 2024 and in the scheduled reviews of the Natural Resources Plan in	Allow	Reject

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				2023 and 2024. Where alternative relief is provided, B+LNZ generally support this relief.		
S165.0137	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Regionally significant infrastructure	Support		Retain	Accept in part
FS20.096	Ātiawa ki Whakarongotai Charitable Trust	Regionally significant infrastructure	Support in part	Ātiawa seek that the definitions are retained as drafted.	Retain definition of regionally significant infrastructure	Accept in part
FS30.319	Beef + Lamb New Zealand Ltd	Regionally significant infrastructure	Oppose	B+LNZ generally oppose the submission on the grounds that's B+LNZ are seeking changes of the plan change are restricted to those necessary to give effect to the National Policy Statement for Urban Development and that any other matters should be subject to proper review in the Schedule full review of the RPS in 2024 and in the scheduled reviews of the Natural Resources Plan in 2023 and 2024. This is because the changes materially impact on communities, including rural communities and we do not consider that the necessary engagement has been undertaken to adequately inform these provisions or to meet the requirements of Part 3.2 of the NPS-FM. Furthermore, there is a risk that including matters relating to climate change and indigenous biodiversity before key national legislation is gazetted or implemented is premature and will lead to the inefficient implementation and confusion amongst those who it impacts materially.	Disallow	Reject
S124.014	KiwiRail Holdings Limited	Strategic Transport network	Support	KiwiRail supports the inclusion of all railway corridors as identified in the Wellington Regional Land Transport Plan 2021 in this definition.	Retain as notified.	Accept
S34.0108	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Strategic Transport network	Not Stated / Neutral	This is only referred to in definitions so there are no provisions relating to it. Method 16 still refers to the strategic public transport network, but this is just provision of information on areas with good access to the network. May require amendment for consistency.	Amend to address comments.	Reject
FS3.060	Waka Kotahi NZ Transport Agency (Waka Kotahi)	Strategic Transport network	Support	Waka Kotahi supports this submission point that greater consistency is needed.	Allow	Reject
S16.0106	Kāpiti Coast District Council	General comments - overall	Oppose	Provisions that are not supported by the RMA, statutory planning documents, or an evidence base that supports and justifies the proposed provisions: We have been unable to find an evidence base supporting and justifying a number of provisions in the plan change. The section 32 evaluation does not assist us in understanding the resource management basis or evidence base for many of the proposed provisions - particularly where a regulatory method is proposed.	Delete all provisions that are not supported by the RMA, statutory planning documents, or a robust evidence base that supports and justifies their inclusion in a regional policy statement.	Accept in part

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S30.0116	Porirua City Council	General comments - overall	Not Stated / Neutral	The real value of regional policy statements is to provide policy direction that either does not exist at a national level or exists at a national level but needs to be articulated at a regional level. Council is concerned about the many provisions in Proposed Change 1 that either duplicate or are inconsistent with matters now comprehensively addressed by national direction. In some instances, they duplicate national direction without giving specific guidance in a Wellington Region context.	Greater alignment with National Direction	Accept in part
FS25.033	Peka Peka Farm Limited	General comments - overall	Support	The submission provides a comprehensive analysis of the proposed change including in relation to matters of scope and jurisdiction. It is supported without prejudice to the specific relief sought in the primary submission or this further submission by Peka Peka Farm Ltd.	Allow	Accept in part
FS25.159	Peka Peka Farm Limited	General comments - overall	Support	The submission provides a comprehensive analysis of the proposed change including in relation to matters of scope and jurisdiction. It is supported without prejudice to the specific relief sought in the primary submission or this further submission by Peka Peka Farm Ltd.	Allow	Accept in part
S30.0120	Porirua City Council	General comments - overall	Not Stated / Neutral	Not stated	In addition to the relief sought as set out in our submission, as outlined above Council considers that the best course of action would be to withdraw much of Proposed Change 1, or otherwise work with councils on a variation to significantly amend most of its contents.	Reject
FS25.038	Peka Peka Farm Limited	General comments - overall	Support	The submission provides a comprehensive analysis of the proposed change including in relation to matters of scope and jurisdiction. It is supported without prejudice to the specific relief sought in the primary submission or this further submission by Peka Peka Farm Ltd.	Allow	Reject
S34.0111	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	General comments - overall	Oppose in part	Council has not: • undertaken a complete check of whether detailed relief sought in this submission, could be/are partly or fully addressed by other provisions in RPS PC1 • undertaken a full review of background documents and higher order documents supporting or relating to these provisions • identified all consequential amendments needed in response to relief sought on specific provisions or that might address our concerns	Seeks any and all other amendments that will address the relief sought.	Accept in part
S34.0116	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	General comments - overall	Oppose	Lack of higher order document or evidentiary support for provisions, and policies which duplicate national direction: Many of the proposed provisions do not appear to be adequately supported within the Section 32 Assessment by robust evidence, including any existing legislation or higher-level strategic planning document such as a national policy statement. This is particularly evident for the proposed climate change and indigenous biodiversity provisions.	Council submits that a full legal and planning review is undertaken to address these inconsistencies and seeks relief to specific provisions as identified in Table 1 below.	Accept in part
S34.0118	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	General comments - overall	Oppose	Inadequacy of Section 32 Assessment: Council is concerned that the Section 32 assessment is not sufficiently evidenced and does not fully evaluate whether many of the regulatory provisions are practical / can be achieved and are the best method of achieving the outcomes sought.	These provisions should be deleted and considered in a later plan change.	Accept in part

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S34.0120	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	General comments - overall	Oppose	Council considers that there are fundamental issues with the proposed provisions that require significant revision or deletion to ensure the RPSPC1 is legally robust and practical to implement. Thus, Council seeks that GWRC undertake a full legal and planning review of the proposed provisions and amend the RPSPC1 to address these concerns, including detailed submission points on individual provisions included in Table 1.	Council also seeks any other consequential amendments to remedy errors and address relief sought.	Accept in part
S30.099	Porirua City Council	General comments - definitions	Oppose	Clear and concise definitions are critical to assist in interpretation and implementation of the RPS.	Add any further definitions for any terms that are unclear and where a definition would assist in interpretation and implementation, including any relevant terms proposed to be introduced in response to submissions.	Accept in part
FS25.132	Peka Peka Farm Limited	General comments - definitions	Support	The submission provides a comprehensive analysis of the proposed change including in relation to matters of scope and jurisdiction. It is supported without prejudice to the specific relief sought in the primary submission or this further submission by Peka Peka Farm Ltd.	Allow	Accept in part