Appendix A Recommended Amendments

The proposed amendments in the table below are notated as follows:

Black strike through and underlining – Provision as notified, black text without underlining is operative text
Red strike through and underlining – Provision as recommended by the S42A officer
Blue strike through and underlining – Provision as recommended in the statement of evidence.
(strikethrough indicates deletions and underlining indicates additions)

Where I do not agree with the Section 42A authors recommended amendments the tracking below is from the notified version.

1. **Add a new Regionally significant climate change Issue 7 as set out below:**

Funding Requirements: It is recognised that significant funding is required to implement the measures required to achieve a reduction in greenhouse gas emissions and support climate change resilience and better wellbeing outcomes. This plan has a key role to play in supporting change alongside other legislative and financial tools.

2. **Amend Regionally Significant Issue 3 as set out below: The risks associated with natural hazards are exacerbated by climate change**

The hazard exposure of our communities, land, mana whenua/tangata whenua sites, wāhi tapu, infrastructure, food security (including mahinga kai), and water security is increasing because of climate change impacts on a range of natural hazards. Traditional approaches to development ~~that~~ tend not to have ~~not~~ fully considered the impacts on natural systems. ~~, and our over-reliance~~ on ~~H~~hard engineered protection works that have not been designed to withstand the impacts of climate change, ~~which will~~ ~~inevitably~~ may become compromised, ~~overwhelmed~~ and uneconomic to sustain, ~~will~~ which can ultimately increase the risk to communities and the environment.

3. **Amend Issue 6 as set out below: Social inertia and competing interests need to be overcome to successfully address climate change**

Many people and businesses lack the ~~an understanding, of the connection between their actions, greenhouse gas emissions and climate change and the ways that climate change it will impact their lives~~ ability or support make the changes needed transition to a low-emissions and climate-resilient future. ~~In turn, this detracts from our ability to conceive of the changes we can make to help the transition to a low-emissions and climate-resilient future~~. ~~Social inertia and competing interests are some of the biggest issues to overcome to address climate change.~~

4. **Delete Objective CC.2 entirely as shown below:**

~~The costs and benefits of transitioning to a low-emission and climate-resilient region are shared fairly to achieve social, cultural, and economic well-being across our communities.~~

5. **Amend Objective CC.3 as set out below:**

The management of natural and physical resources ~~T~~to support the global goal of limiting warming to 1.5 degrees Celsius~~, net greenhouse gas emissions from transport, agriculture, stationary energy, waste, and industry in the Wellington Region are reduced:~~

and ~~(a) By 2030, to~~ contribute to a 50 percent reduction in greenhouse gas emissions by 2030 from 2019 levels and~~, including a:~~

~~(i) 35 percent reduction from 2018 levels in land transport generated greenhouse gas emissions,~~

~~(ii) (ii) 40 percent increase in active travel and public transport mode share from 2018 levels, and (iii) 60 percent reduction in public transport emissions, from 2018 levels, and~~

~~(b) By 2050, to contribute~~ to achieve net-zero greenhouse gas emissions by 2050.

6. **Amend Objective CC.7as set out below:**

People and businesses are informed about ~~understand~~ ~~what~~ the current and future effects of climate change, how this may impact them, ~~means for their future~~ and how they can be supported in achieving ~~are actively involved in~~ ~~planning and implementing~~ appropriate climate change mitigation and climate change adaptation responses.

7. **Delete Policy CC.8 and explanation entirely as shown below:**

~~Policy CC.8: Prioritising the reduction of greenhouse gas emissions reduction over offsetting – district and regional plans~~

~~District and regional plans shall include objectives, policies, rules and/or methods to prioritise reducing greenhouse gas emissions in the first instance rather than applying offsetting, and to identify the type and scale of the activities to which this policy should apply.~~

~~Explanation:~~

~~This policy recognises the importance of reducing greenhouse gas as the first priority, and only using carbon removals to offset emissions from hard to abate sectors. Relying heavily on offsetting will delay people taking actions that reduce gross emissions, lead to higher cumulative emissions and push the burden of addressing gross emissions onto future generations.~~

8. **Delete Policy CC.5 and explanation entirely as shown below**:

~~Policy CC.5: Avoid increases in agricultural greenhouse gas emissions[4] – regional plan~~

~~Regional plans shall include objectives, policies, rules and/or methods to avoid changes to land use activities and/or management practices that result in an increase, in gross greenhouse gas emissions from agriculture.~~

~~Explanation:~~
~~As agriculture is the second largest emitter of greenhouse gases in the Wellington Region, contributing 34 percent of the region's greenhouse gas emissions, reducing emissions from the agricultural sector is critical to contribute to achieving Objective CC.3. While central government is taking the lead on the policy approach to reduce agricultural greenhouse gas emissions through the use of a pricing mechanism (the Emissions Trading Scheme), this policy sets a minimum expectation that there should be no increase in agricultural greenhouse gas emissions in the Wellington Region.~~

~~As of 30 November 2022, regional councils are able to make rules to control the discharge of greenhouse gases having regard to the effects on climate change. A plan change process will determine the way in which Policy CC.5 is given effect to and will need to consider issues such as equity and the relationship with the national pricing approach for agricultural emissions.~~

9. **Amend Policy CC.15 Explanation as set out below:**

Explanation:

This policy promotes and supports low emission agriculture and increased rural resilience to climate change.

Implementation:
Greater Wellington Regional Council

10. Amend the definition of "nature-based solutions" as set out below

~~Actions to protect, enhance, or restore natural ecosystems, and the~~ ~~incorporation of natural elements~~ ~~into built environments.~~ The use and management of natural processes or ~~of~~ engineered systems that mimic natural processes, to reduce greenhouse gas emissions and/or strengthen the resilience of ~~humans~~ people, indigenous biodiversity, and ~~the~~ natural and physical resources ~~environment~~ to the effects of climate change.

Note, ~~E~~examples include:
Reducing greenhouse gas emissions (climate change mitigation):
• planting forests to sequester carbon
• ~~protecting~~ maintaining peatland to retain carbon stores

a) providing resilience for people
- • planting street trees to ~~provide relief from high temperatures~~ reduce urban heat
- • restoring coastal dunelands to provide increased resilience to the damaging effects of storm~~s~~ surges linked to sea level rise
- • leaving space for rivers to undertake their natural movement and accommodate increased floodwaters
- • the use of water-sensitive urban design principles and methods, such as rain gardens to manage contaminants and reduce stormwater runoff in urban areas
- • retaining wetlands and planting swales on farmland to slow runoff, reduce flood peaks, retain base flows, and protect water quality.

b. providing resilience for ecosystems and species
- • restoring indigenous forest to a healthy state to increase its resilience to increased climate extremes
- • leaving space for estuarine ecosystem, such as salt marshes, to retreat inland in response to sea level rise.

11. Amend Objective CC.4 as set out below:

Nature-based solutions ~~are~~ can be an ~~integral~~ important part of climate change mitigation and climate change adaptation, improving the health and resilience of people, indigenous biodiversity, and ~~the~~ natural and physical resources ~~environment~~.

12. Delete Policy CC.14 and explanation entirely as shown below:

~~Policy CC.14: Climate-resilient development urban areas – district and city council consideration~~

~~When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district or regional plan, provide for actions and initiatives, particularly the use of nature-based solutions, that contribute to climate-resilient urban areas, including:~~

~~(a) maintaining, enhancing, restoring, and/or creating urban greening at a range of spatial scales to provide urban cooling, including working towards a target of 10 percent tree canopy cover at a suburb-scale by 2030, and 30 percent cover by 2050,~~
~~(b) the application of water sensitive urban design principles to integrate natural water systems into built form and landscapes, to reduce flooding, improve water quality and overall environmental quality,~~
~~(c) capturing, storing, and recycling water at a community-scale (for example, by requiring rain tanks, and setting targets for urban roof area rainwater collection),~~
~~(d) protecting, enhancing, or restoring natural ecosystems to strengthen the resilience of communities to the impacts of natural hazards and the effects of climate change,~~
~~(e) providing for efficient use of water and energy in buildings and infrastructure, and~~
~~(f) buildings and infrastructure that are able to withstand the predicted future temperatures, intensity and duration of rainfall and wind.~~
~~This policy identifies the key attributes required to develop climate-resilience in urban areas and requires district and regional councils to take all opportunities to provide for actions and initiatives, particularly nature-based solutions, that will prepare our urban communities for the changes to come.~~

~~Explanation~~
~~Climate change, combined with population growth and housing intensification, is increasingly challenging the resilience and well-being of urban communities and natural ecosystems, with increasing exposure to natural hazards, and increasing pressure on water supply, wastewater and stormwater infrastructure, and the health of natural ecosystems.~~

~~This policy identifies the key attributes required to develop climate-resilience in urban areas and requires district and regional councils to take all opportunities to provide for actions and initiatives, particularly nature-based solutions, that will prepare our urban communities for the changes to come.~~

13. Do not add Policy CC.14A recommended in the Section 42A report.

14. Amend Policy CC.4 as set out below

Policy CC.4: Climate-resilient development ~~urban areas~~ – district and regional plans

District and regional plans shall include objectives, policies, rules and / or methods to provide for increased climate-resiliencet, ~~urban areas~~ which prioritises ~~by providing for actions and initiatives described in Policy CC.14 which support delivering the characteristics and qualities of well-functioning urban environments~~ the use of nature-based solutions where possible~~.~~

Explanation
Climate change, combined with population growth and housing intensification, is increasingly challenging the resilience and well-being of urban communities and natural ecosystems, with increasing exposure to natural hazards, and increasing pressure on water supply, wastewater and stormwater infrastructure, and the health of natural ecosystems.

Policy CC.4 directs regional and district plans to include ~~relevant~~ provisions to provide for climate-resilient development and infrastructure. ~~urban areas.~~ The policy seeks that priority be given to the use of nature-based solutions, recognising the multiple-benefits they can provide for people and nature. It also seeks to manage any adverse effects of activities on the climate change functions and values of ecosystems. ~~For the purposes of this policy, climate-resilient urban areas mean urban environments that have the ability to withstand:~~
~~• Increased temperatures and urban heat island~~
~~• Increased intensity of rainfall and urban flooding and increased discharge of urban contaminants~~
~~• Droughts and urban water scarcity and security~~
~~• Increased intensity of wind, cold spells, landslides, fire, and air pollution~~

~~The policy is directly associated with Policy CC.14 which provides further direction on actions and initiatives to provide for climate resilient urban areas~~
It is noted that other policies of this RPS also provide for actions and initiatives to deliver climate-resilient development and infrastructure urban areas, including Policy FW.3.

15. Do not add Policy CC.4A recommended in the Section 42A report.

16. Amend Method CC.6 as set out below:

Method CC.6: Identifying nature-based solutions for climate change

By 30 June 2024, the Wellington Regional Council will, in partnership with mana whenua/tangata whenua, identify ecosystems ~~in the Wellington Region that should be prioritised for protection, enhancement, and restoration~~ for their contribution as a nature-based solution to climate change, which may include ~~including~~ those that:
(a) sequester and/or store carbon (e.g., forest, peatland),
(b) provide resilience to people from the impacts of climate change, including from natural hazards (e.g., coastal dunelands, street trees, and wetlands),
(c) provide resilience for indigenous biodiversity from the impacts of climate change, enabling ecosystems and species to persist or adapt (e.g., improving the health of a forest to allow it to better tolerate climate extremes). Implementation: Wellington Regional Council

17. Amend Objective CC.5 as set out below:

Objective CC.5: By 2030, Regional and District Plans will include objectives, policies, rules and /or methods to provide for the use and management of land that supports the development ~~there is an increase in the area~~ and health of permanent forest, preferably indigenous forest, in the Wellington Region, maximising benefits for carbon sequestration, indigenous biodiversity, land stability, water quality, and social, cultural, and economic well-being.

18. Amend Policy 7 as set out below:

Policy 7: Recognising the benefits from renewable energy and regionally significant infrastructure – district and regional plans

District and regional plans shall include objectives, policies and/or methods ~~to that~~provide for ~~recognise~~: ~~(a)~~ ~~recognise~~ the use and management of land to:

(a) support the social, economic, cultural and environmental benefits of regionally significant infrastructure, ~~and in particular low and zero carbon regionally significant infrastructure~~ including:

(i) people and goods can travel to, from and around the region efficiently and safely and in ways that support the transition~~ing~~ to low or zero carbon multi modal transport ~~travel~~ modes;
(ii) public health and safety is maintained through the provision of essential services:~~-~~ supply of potable water, the collection and transfer of sewage and stormwater, and the provision of emergency services;
(iii) people have access to energy, and preferably low or zero carbon renewable energy, so as to meet their needs;

(iii) the provision of an efficient, effective and resilient electricity transmission network; and
(~~i~~v) people have access to telecommunication services.

b) support the social, economic, cultural and environmental benefits of energy generated from renewable energy resources including:

(i) avoiding, reducing and displacing greenhouse gas emissions
(ii) contributing to the security of supply security of supply, resilience, independence and diversification of ~~our~~ energy sources
(ii~~i~~) reducing dependency on imported energy resources; ~~and~~
(~~ii~~iv) ~~reducing greenhouse gas emissions~~ using renewable resources rather than finite resources; and
(v) the reversibility of the adverse effects on the environment of some renewable electricity generation technologies.
(c) ~~recognise~~ support the benefits of regionally significant infrastructure to reduce greenhouse gas.

Explanation: ~~Notwithstanding that renewable energy generation and regionally significant infrastructure can have adverse effects on the surrounding environment and community.,~~ Policy 7 recognises that renewable energy generation and regionally significant infrastructure ~~these activities~~ can provide a range of local, regional and national benefits ~~both within and outside the region~~, including helping to reduce greenhouse gas emissions and provide essential services for the well-being of people and communities. ~~particular if regionally significant infrastructure is a low or zero carbon development.~~

19. Amend Policy 11 as set out below:

Policy 11: ~~Promoting and~~ e~~E~~nabling energy efficient design and small and community scale renewable energy generation – district plans

District plans shall include policies and/or rules and other methods that:

(a)~~promote~~ enable energy efficient design ~~and the energy efficient alterations to existing buildings;~~
b) enable the development, operation, maintenance and upgrading of ~~installation and use of domestic scale (up to 20 kW~~) and small and community scale distributed renewable energy generation. (up to 100 kW);

Explanation:
Policy 11 ~~promotes~~ enables energy efficient design, energy efficient alterations to existing buildings, and enables the development of ~~installation of domestic~~ small and community scale ~~and~~ renewable energy generation ~~(up to 100kW~~).

Energy efficient design and alteration to existing buildings can reduce total energy costs (i.e., heating) and reliance on non-renewable energy supply.

~~Small scale distributed renewable electricity generation means renewable electricity generation for the purpose of using electricity on a particular site, or supplying an immediate community, or connecting into the distribution network. (from NPS-REG 2011).~~

Small and community-scale renewable energy generation provides a range of benefits, including increasing local security of supply, energy and community resilience, and providing for the well-being of people and communities. Small and community-scale renewable energy generation also plays an important role in reducing greenhouse gas emissions and meeting national and regional emission reduction targets.

20. Amend Policy 29 as set out below:

Policy 29: A~~voiding inappropriate~~ Managing subdivision, use and development in areas at risk from natural hazards – district and regional plans

Regional and district plans shall manage subdivision, use and development in areas at risk from natural hazards as follows:

~~Managing subdivision, use and development in areas at risk from natural hazards – district and regional plans~~

~~Regional and district plans shall:~~

a) identify areas affected by natural hazards; and
b) use a risk-based approach to assess the consequences to new or existing subdivision, use and development from natural hazard and climate change impacts over at least a 100 year planning horizon which identifies the hazards as being low, medium or high;
c) include hazard overlays, objectives, polices and rules to ~~manage~~ avoid inappropriate subdivision, use and development in those areas where the hazards ~~and~~ or risks are assessed as low to medium ~~moderate~~; and
d) include hazard overlays, objectives, polices and rules to avoid subdivision, use ~~or~~ and development and hazard sensitive activities where the hazards and risks are assessed as high ~~to extreme~~, unless there is a functional or operational need to be located in these areas.

Explanation
Policy 29 establishes a framework to:
1. identify natural hazards that may affect the region or district; and then
2. apply a risk-based approach for assessing the potential consequences to new or existing

3. develop provisions to manage subdivision, use and development in those areas.

The factors listed in Policies 51 and 52 should be considered when implementing Policy 29 and when writing policies and rules to manage subdivision, use and development in areas identified as being affected by natural hazards.

~~Explanation~~

~~The process of identifying 'areas at high risk' from natural hazards must consider the potential natural hazard events that may affect an area and the vulnerability of existing and/ or foreseeable subdivision or development. An area should be considered high risk if there is the potential for moderate to high levels of damage to the subdivision or development, including the buildings, infrastructure, or land on which it is situated. The assessment of areas at high risk should factor in the potential for climate change and sea level rise and any consequential effect that this may have on the frequency or magnitude of related hazard events.~~

~~Examples of the types of natural hazards or hazard events that may cause an area or subdivision or development to be considered high risk include – but are not limited to – fault rupture zones, beaches that experience cyclical or long-term erosion, failure prone hill slopes, or areas that are subject to serious flooding.~~

~~The factors listed in policies 51 and 52 should be considered when implementing policy 29 and writing policies and rules to avoid inappropriate subdivision and development in areas at high risk.~~

~~Most forms of residential, industrial or commercial development would not be considered appropriate and should be avoided in areas at high risk from natural hazards, unless it is shown that the effects, including residual risk, will be managed appropriately.~~

~~Hazard mitigation works can reduce the risk from natural hazards in high hazard areas.~~

~~To give effect to this policy, district and regional plans should require assessments of the risks and consequential effects associated with any extensive structural or hard engineering mitigation works that are proposed. For a subdivision or development to be considered appropriate in areas at high risk of natural hazards, any hazard mitigation works should not:~~
~~• Adversely modify natural processes to a more than minor extent,~~
~~• Cause or exacerbate hazards in adjacent areas to a more than minor extent,~~
~~• Generally result in significant alteration of the natural character of the landscape,~~
~~• Have unaffordable establishment and maintenance costs to the community,~~
~~• Leave a more than minor residual risk, and/or~~
~~• Result in more than minor permanent or irreversible adverse effects.~~

~~Examples of how this may be applied to identified high hazard areas include: fault rupture avoidance zones 20 metres either side of a fault trace; setback distances from an eroding coastline; design standards for floodplains; or, requirements for a geotechnical investigation before development proceeds on a hill slope identified as prone to failure.~~

~~This policy promotes a precautionary, risk-based approach, taking into consideration the characteristics of the natural hazard, its magnitude and frequency, potential impacts and the vulnerability of development.~~

~~Guidance documents that could be used to assist in the process include:~~
~~• Risk Management Standard AS/NZS 4360:2004~~
~~• Guidelines for assessing planning policy and consent requirements for landslide prone land, GNS Science (2008)~~
~~• Planning for development of land on or close to active faults, Ministry for the Environment (2003)~~
~~• Coastal Hazards and Climate Change: A Guidance Manual for Local Government in New Zealand, Ministry for the Environment (2008)~~
~~• Other regional documents relating to the management of natural hazards.~~

~~This policy also recognises and supports the Civil Defence Emergency Management principles – risk reduction, readiness, response and recovery – in order to encourage more resilient communities that are better prepared for natural hazards, including climate change impacts.~~

~~Policy 29 will act to reduce risk associated with natural hazards. The risks are to people and communities, including businesses, utilities and civic infrastructure.~~

~~This policy and the Civil Defence Emergency Management framework recognise the need to involve communities in preparing for natural hazards. If people are prepared and able to cope, the impacts from a natural hazard event are effectively reduced.~~

Guidance documents that can be used to assist in incorporating a risk-based approach to hazard risk management and planning include:
• Risk Tolerance Methodology: A risk tolerance methodology for central, regional, and local government agencies who manage natural hazard risks. Toka Tū Ake | EQC (2023);
• Planning for natural hazards in the Wellington region under the National Policy Statement on Urban Development, GNS Science Misc. Series 140 (2020);
• Coastal Hazards and Climate Change: Guidance for Local Government, Ministry for the Environment (2017);
• Risk Based Approach to Natural Hazards under the RMA, Prepared for MfE by Tonkin & Taylor (2016);
• Planning for Risk: Incorporating risk-based land use planning into a district plan, GNS Science (2013);
• Preparing for future flooding: a guide for local government in New Zealand, MfE (2010);
• Guidelines for assessing planning policy and consent requirements for landslide prone land, GNS Science (2008);
• Planning for development of land on or close to active faults, Ministry for the Environment (2003) and;

• Other regional documents and strategies relating to the management of natural hazards."

21. Amend Policy 52 as set out below:

Policy 52: Avoiding or ~~M~~minimising adverse effects of hazard mitigation measures – consideration

When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district or regional plan, for hazard mitigation measures, particular regard shall be given to:
(~~a) the need for structural protection works or hard engineering methods~~;
(b) whether ~~non-structural~~ nature-based solutions, ~~green infrastructure, room for the river~~ or Mātauranga Māori or soft engineering options ~~provide~~ are a more appropriate ~~or suitably innovative~~ solution;
(c) avoiding structural protection works or hard engineering methods unless it is necessary to protect existing development, regionally significant infrastructure or property from unacceptable risk and the works form part of a long-term hazard management strategy agreed to by relevant authorities that represents the best practicable option for the future;
(d) the long-term viability of maintaining the structural protection works with particular regard to how climate change may increase the risk over time;
(e) adverse effects on Te Mana o te Wai, mahinga kai, Te Rito o te Harakeke, natural processes, or ~~the local~~ indigenous ecosystems and biodiversity;
(f) sites of significance to mana whenua/tangata whenua identified in a planning document recognised by an iwi authority and lodged with a local authority or scheduled in a ~~city~~, district or regional plan;
(g) a no more than minor increase in risk to nearby areas as a result of changes to natural processes from the hazard mitigation works;
(h) the cumulative effects of isolated structural protection works;
(i) any residual risk remaining after mitigation works are in place, so that they minimise ~~reduce~~ and do not increase the risks from ~~of~~ natural hazards.

Explanation
Policy 52 recognises that the effects of hard engineering protection structures can have adverse effects on the environment, increase the risks from natural hazards over time and transfer the risks to nearby areas. It provides direction to consider lower impact methods of hazard mitigation such as ~~non-structural~~, soft engineering, nature-based solutions ~~green infrastructure, room for the river~~ or Mātauranga Māori options, that may be more appropriate, providing they can suitably mitigate the hazard.

~~Objective 19 seeks to reduce the risks and consequences from natural hazards, while Objective 20 aims to ensure activities, including hazard mitigation measures, do not increase the risk and consequences from natural hazards. Policy 52 promotes these objectives.~~

~~Having established there is a need for protection works, non-structural and soft engineering methods should be the first option for hazard mitigation. Soft engineering methods may include, for example; hazard avoidance or controlled activity zones; setback or buffer distances; managed retreat or land retirement; a 'do nothing' policy; restoration projects for wetlands, dunes or hillslopes prone to flooding, slipping or erosion.~~

~~Activities such as river bed gravel extraction which may assist in the avoidance or mitigation of natural hazards are also a consideration under this policy.~~

~~Structural measures or hard engineering methods can have significant environmental effects and should be considered as the least desirable option for natural hazard control. Where there is an unacceptable risk to development or property, there may be a place for structural measures or hard engineering methods, if they are part of a long-term hazard management strategy that includes other measures. Policy 51 will need to be considered alongside policy 52(c) when deciding whether a development faces an unacceptable risk or not.~~

~~The risk that remains after protection works are put in place is known as the residual risk. Stopbanks, seawalls, and revetments and other engineered protection works can create a sense of security and encourage further development. In turn, this increases the extent and value of assets that could be damaged if the protection works fail or an extreme event exceeds the structural design parameters.~~

22. Amend Policy CC.16 as set out below:

Policy CC.16: Climate change adaptation strategies, plans and implementation programmes – non-regulatory

Regional, city and district councils should, ~~under the Local Government Act 2002~~, partner with mana whenua / tangata whenua and engage local communities in a decision-making process to develop and implement strategic climate change adaptation plans that map out management options over short, medium and long term timeframes, using a range of tools and methods including, but not limited to:
(a) Te Ao Māori and Mātauranga Māori approaches;
(b) Dynamic adaptive planning pathways or similar adaptive planning approaches;
(c)~~City, dDistrict or regional plan objectives, policies and rules that address subdivision, use and development for~~ addressing ~~areas~~ the impacts of ~~impacted by~~ climate change and sea level rise;
(d) Options for managed retreat or relocation;
(e) A consideration of Te Mana o te Wai and Te Rito o te Harakeke;
(f) Hazard mitigation options including soft engineering, ~~green infrastructure or room for the river~~ nature-based solutions and methods to reduce the risks from natural hazards exacerbated by climate change and sea level rise; and
(g) Equitable funding options required to implement the programme.

Explanation Policy CC.16 provides a range of options for development and implementation of adaptation strategies or plans to suit a particular programme or local circumstances. In some instances, the outcomes may require implementation as objectives, policies, and rules in regional or district plans, but this is not expected to be a requirement."

23. Amend Method 22 as set out below:

Method 22: Integrated hazard risk management and climate change adaptation planning ~~Information about areas at high risk from natural hazards~~

Integrate hazard risk management and climate change adaptation planning in the Wellington region by:

(a) developing non-statutory strategies, where appropriate, for integrating hazard risk management and climate change adaptation approaches between local authorities in the region;
(b) developing consistency in natural hazard planning ~~provisions in city, district and regional plans;~~
(c) assisting mana whenua/tangata whenua in the development of iwi climate change adaptation plans…….

24. Amend Policy EIW as set out below:

Policyy EIW.1: Enabling ~~Promoting~~ affordable high quality active mode and public transport services – Regional Land Transport Plan The Wellington Regional Land Transport Plan shall include objectives, policies and methods that support ~~promote~~ equitable and accessible high quality active mode infrastructure, and affordable public transport services with sufficient frequency and connectedness, including between modes, for people to live in urban areas without the need to have access to a private vehicle.~~, by contributing to reducing greenhouse emissions~~.

Explanation

This policy provides direction to the Regional Land Transport Plan, acknowledging the connectedness, including between modes, for people to live in urban areas without the need to have access to a private vehicle.~~, by contributing to reducing greenhouse emissions~~.
Explanation This policy provides direction to the Regional Land Transport Plan, acknowledging the role of the objectives and policies in that plan, to ~~promote~~ support mode shift from private vehicles to public transport and active modes by providing connected, accessible, affordable and extensive multi modal infrastructure and services

25. Amend Policy CC.1 as set out below:

CC.1: Reducing greenhouse gas emissions associated with vehicular transport infrastructure – district and regional plans

District and regional plans shall include objectives, policies, rules and/or methods to provide for the management and use of land to support ~~to require that all new and altered transport infrastructure to be is designed, constructed, and operated in a way that contribute to~~ an efficient transport network, maximises mode shift, and reduc~~inge~~s greenhouse gas emissions ~~by~~:

~~(a) Optimising overall transport demand;~~
~~(b) Maximising mode shift from private vehicles to public transport or active modes; and~~
(~~c) Supporting the move towards low and zero-carbon modes~~.

Explanation This policy requires transport infrastructure planning (including design, construction and operation) to consider and choose solutions that will contribute to reducing greenhouse gas emissions.

26. Amend Policy CC.2 as set out below:

CC.2: Travel choice assessment ~~demand management plans~~– district plans

~~By 30 June 2025, d~~District plans shall include objectives, policies and rules that require subdivision, use and development to support the reduction of greenhouse gas emissions by requiring ~~consent applicants~~ applications over a specific threshold to provide a travel ~~demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for~~ choice assessment ~~that: where there is a potential for a more than minor increase in private vehicles and/or freight travel movements and associated increase in greenhouse gas emissions~~.

Explanation
~~Location suitable development t~~hresholds ~~triggering a consent requirement for a travel demand management plan are to be developed by territorial authorities and should apply to residential, education, office, industrial, community, entertainment and other land use activities that could generate private vehicle trips and freight travel Development thresholds should specify the trigger levels (for example, number of dwellings, number of people accommodated or gross florr area) where the travel demand management plan requirement applies~~. ~~The regional travel choice thresholds have been developed as a minimum and as guidance to assist city and district councils in developing their local travel choice thresholds~~. Travel choice assessments can support mode shift, and ~~l~~local ~~travel choice~~ thresholds are important to reflect the differences in connectivity and accessibility between rural and urban areas~~. In addition, local travel choice thresholds should reflect local issues, challenges and opportunities. Local travel choice thresholds~~

27. Amend Policy CC.3 as set out below:

Policy CC.3: Enabling a shift to low and zero-carbon emission transport – district plans

~~By 30 June 2025~~, ~~d~~District plans shall include objectives, policies, rules and methods ~~that enable infrastructure~~ that support~~s~~ the uptake of zero and low-carbon multi modal transport that contribute to reducing greenhouse gas emissions.

Explanation District plans must provide a supportive planning framework (for example, permitted activity status) for zero and low-carbon multi modal transport infrastructure, such as public transport infrastructure, cycleways, footpaths, walkways ~~and public EV charging network for EV modes of transport~~

28. Amend Policy CC.9 as set out below

Policy CC.9: Reducing greenhouse gas emissions associated with ~~transport infrastructure~~ subdivision, use or development – consideration

When considering ~~an application for a resource consent, notice of requirement, or~~ a change, variation or review of a regional or district plan, particular regard shall be given to how ~~whether the~~ subdivision, use ~~and~~ or development ~~have~~ ~~has been~~ can be planned in a way that contributes to reducing greenhouse gas emissions ~~to optimise~~ ~~overall transport demand from private vehicles to public transport or active modes, in a way that contributes to reducing greenhouse gas emissions.~~

Explanation
This policy requires regional and district councils to consider whether subdivision, use and development proposals have fully considered all options to reduce greenhouse gas emissions as far as practicable.

29. Amend Policy CC.10 as set out below:

Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions – consideration

When considering ~~an application for a resource consent, notice of requirement, or~~ a change, variation or review of a regional or district plan for ~~freight distribution centres and~~ new industrial areas ~~or similar activities with significant freight servicing requirements~~, particular regard shall be given to the proximity of efficient transport networks and locations that will contribute to efficient freight movements and minimising associated greenhouse gas emissions.

Explanation This policy requires decisions for freight land use or servicing to consider transport efficiency to contribute to minimising greenhouse gas emissions

30. Delete Policy CC.11 as set out below:

~~Policy CC.11: Encouraging whole of life carbon emissions assessment – consideration~~

~~When considering an application for a resource consent, notice of requirement, or a change, variation or review of a regional or district plan, a whole of life carbon emissions assessment is encouraged for all new or altered transport infrastructure as part of the information submitted with the application. This information will assist with evaluating the potential greenhouse gas emissions, options for reducing direct and indirect greenhouse gas emissions and whether the infrastructure has been designed and will operate in a manner that contributes to the regional target for a reduction to transport-related greenhouse gas emissions.~~

~~Explanation~~
~~This policy encourages a whole of life carbon emissions assessment for new or altered transport infrastructure. This assessment will provide information and evidence on predicted emissions to enable assessment of impacts and options in the context of regional targets to reduce greenhouse gas emissions. Waka Kotahi has a tool providing accepted assessment methodology.~~