

APPENDIX A – DETAILED RELIEF SOUGHT

The below uses the Decisions Version (clean) as base text. Insertions are shown in bold underlined text and deletions are shown in bold strikethrough text.

The "Explanation" wording that follows the provisions under appeal has not been replicated in this document. However, for the avoidance of doubt, consequential changes to the "Explanation" sections may be required.

Chapter	Amend / Delete	Provision and relief sought
	Amend the "Urban zones" definition	<p>Urban zones</p> <p>Means the following any zones as identified <u>as urban</u> in the Wellington city, Porirua city, City of Lower Hutt, Upper Hutt city, Kāpiti coast and Wairarapa combined district plans, <u>including (but not limited to):</u></p> <ul style="list-style-type: none"> • Large Lot Residential • Low Density Residential • General Residential • Medium Density Residential • High Density Residential • Commercial and mixed use zones

		<ul style="list-style-type: none"> • Industrial zones • <u>Future urban zones</u> • <u>Relevant open space and recreation zones</u> • <u>Relevant special purpose zones</u>
Chapter 3.1A: Climate change	Delete Objective CC.2	<p>Objective CC.2</p> <p>The costs and benefits of transitioning to a low-emission and climate-resilient region are equitable between sectors and communities.</p>
	Amend Objective CC.3	<p>Objective CC.3</p> <p>To support the global goal of limiting warming to 1.5 degrees Celsius and New Zealand’s greenhouse gas emissions reduction targets, net greenhouse gas emissions in the Wellington Region are reduced:</p> <p>(a) to contribute to a 50 percent reduction in net greenhouse gas emissions from 2019 levels by 2030; and</p> <p>(b) to contribute to achieving net-zero greenhouse gas emissions by 2050.</p> <p><u>Advice note: Meeting the goals set out in this Objective will rely on a range of non-RMA methods.</u></p>
	Delete Policy CC.2	<p>Policy CC.2: Travel choice assessment—district plans</p>

		<p>By 30 June 2025, district plans shall include objectives, policies and rules that require subdivision, use and development to contribute to the reduction of greenhouse gas emissions by requiring consent applicants to provide travel choice assessment that:</p> <p>(a) demonstrates how the use of public transport and active modes will be maximised; and</p> <p>(b) demonstrates how the use of private vehicles will be minimised; and</p> <p>(c) includes measures within the design of subdivision, use and development which addresses parts (a) and (b) above.</p> <p>The requirement for a travel choice assessment must apply to all new subdivision, use and development over a specified travel choice threshold as required by Policy CC.2A.</p> <p>The results of travel choice assessments may form the basis for conditions of consent.</p>
	<p><i>Delete Policy CC.2A</i></p>	<p>Policy CC.2A: Travel choice assessment local thresholds – district plans</p> <p>By 30 June 2025, district plans shall include local thresholds for travel choice assessments as required by Policy CC.2. As a minimum, city and district councils must use the regional thresholds set out in Table 1 as the basis for developing their own local thresholds. The regional thresholds in Table 1 will cease to apply when Policy CC.2A is given effect through a district plan. To contribute to reducing greenhouse gas emissions city and district councils must develop their own travel choice thresholds that are locally specific.</p>

		<p>Table 1: Regional Thresholds</p> <table border="1"> <tr> <td data-bbox="770 272 1848 352">Activity and Threshold per application</td> </tr> <tr> <td data-bbox="770 352 1848 432">100 residential units located within a walkable catchment</td> </tr> <tr> <td data-bbox="770 432 1848 512">Commercial development of 2,500m² gross floor area</td> </tr> <tr> <td data-bbox="770 512 1848 587">Greenfield subdivision over 100 residential units</td> </tr> </table>	Activity and Threshold per application	100 residential units located within a walkable catchment	Commercial development of 2,500m² gross floor area	Greenfield subdivision over 100 residential units
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100 residential units located within a walkable catchment						
Commercial development of 2,500m² gross floor area						
Greenfield subdivision over 100 residential units						
	<p><i>Delete Policy CC.4</i></p>	<p>Policy CC.4: Climate responsive development—district plans</p> <p>District plans shall include objectives, policies, rules and/or non-regulatory methods to require development and infrastructure to be located, designed, and constructed in ways that provide for climate change mitigation, climate change adaptation and climate resilience, prioritising the use of nature-based solutions and informed by mātauranga Māori.</p> <p>This includes, as appropriate to the scale and context of the activity:</p> <p>(a) requiring provision of urban green space, particularly canopy trees, to reduce urban heat and reduce stormwater flowrates:</p> <p>(i) prioritising the use of appropriate indigenous species, and</p> <p>(ii) contributing to achieving a wider target of 10 percent tree canopy cover at a suburb-scale by 2030, and 30 percent cover by 2050; and</p>				

		<p>(b) requiring methods to increase water resilience, including harvesting of water at a domestic and/or community-scale for non-potable uses (for example by requiring rain tanks, rainwater reuse tanks, and setting targets for urban roof area rainwater collection); and an ecosystem shall be avoided, and other adverse effects on these functions and values shall be avoided, minimised, or remedied; and</p> <p>(c) promoting efficient use of water and energy in buildings and infrastructure; and</p> <p>(d) promoting appropriate design of buildings and infrastructure so they are able to withstand the predicted future higher temperatures, intensity and duration of rainfall and wind over their anticipated life span.</p>
Chapter 3.8: Natural hazards	<i>Amend Objective 19</i>	<p>Objective 19</p> <p>The risks to people, communities, business, property, and infrastructure from natural hazards and the effects of climate change are avoided or minimised.</p>
	<i>Amend Policy 29</i>	<p>Policy 29: Managing subdivision, use and development in areas at risk from natural hazards – district and regional plans.</p> <p>Regional and district plans shall manage subdivision, use and development in areas at risk from natural hazards as follows:</p> <p>(a) identify areas potentially affected by natural hazards; and</p>

		<p>(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 or risks as being low, medium or high; and</p> <p>(c) include hazard overlays, objectives, policies and rules to manage new and existing avoid inappropriate subdivision, use and development in those areas where the hazards and or risks are assessed as low to <u>moderate medium</u> in order to minimise or not increase the risks from natural hazards; and</p> <p>(d) include hazard overlays, objectives, policies and rules to avoid new and minimise or not increase the risks to existing subdivision, use and development and hazard sensitive activities in areas where the hazards and or risks are assessed as high <u>to extreme</u>, unless there is a functional or operational need to be located in these areas.</p>
	<p><i>Amend Policy 51</i></p>	<p>Policy 51: Avoiding or mMinimising the risks and consequences of natural hazards – consideration</p> <p>When considering an application for a resource consent, notice of requirement, or a change, variation or review to a district or regional plan, the risk and consequences of natural hazards on people, communities, their property and infrastructure shall be avoided or minimised, and/or in determining whether an activity is inappropriate particular regard shall be given to:</p>

		<ul style="list-style-type: none">(a) the likelihood and consequences of the range of natural hazards that may adversely affect the subdivision, use or development, including those that may be exacerbated by climate change and sea level rise; and(b) whether the location of the subdivision, use or development will foreseeably require hazard mitigation works in the future; and(c) the potential for injury or loss of life, social and economic disruption and civil defence emergency management implications – such as access routes to and from the site; and(d) whether the subdivision, use or development causes any change in the risks and consequences from natural hazards in areas beyond the application site; and(e) minimising effects of the subdivision, use or development on any natural features that may act as a buffer to reduce the impacts from natural hazards; and(f) avoiding subdivision, use or and development and hazard sensitive activities where the hazards and risks are assessed as high <u>to extreme</u>, unless there is a functional or operational need to be located in these areas; and(g) appropriate hazard risk management and/or adaptation measures for subdivision, use or development in areas where the hazards and risks are assessed as low to moderate, including an assessment of residual risk; and(h) the allowance for floodwater conveyancing in identified overland flow paths and stream corridors; and
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		<p>(i) the need to locate floor levels of habitable buildings and buildings used as places of employment above the 1% AEP annual exceedance probability (1:100 year) flood level, in identified flood hazard areas; and</p> <p>(j) whether Te Ao Māori or mātauranga Māori provides a broader understanding of the hazards and risk management options.</p>
	<p><i>Alternative relief sought</i></p>	<p>Policy 51: Avoiding or mMinimising the risks and consequences of natural hazards – consideration</p> <p>When considering an application for a resource consent, notice of requirement, or a change, variation or review to a district or regional plan, the risk and consequences of natural hazards on people, communities, their property and infrastructure shall be avoided or <i>minimised</i>, and/or in determining whether an activity is inappropriate particular regard shall be given to:</p> <p>(a) the likelihood and consequences of the range of natural hazards that may adversely affect the subdivision, use or development, including those that may be exacerbated by climate change and sea level rise; and</p> <p>(b) whether the location of the subdivision, use or development will foreseeably require hazard mitigation works in the future; and</p> <p>(c) the potential for injury or loss of life, social and economic disruption and civil defence emergency management implications – such as access routes to and from the site; and</p>

		<p>(d) whether the subdivision, use or development causes any change in the risks and consequences from natural hazards in areas beyond the application site; and</p> <p>(e) minimising effects of the subdivision, use or development on any natural features that may act as a buffer to reduce the impacts from natural hazards; and</p> <p>(f) avoiding 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; and</p> <p>(g) appropriate hazard risk management and/or adaptation measures for subdivision, use or development in areas where the hazards and risks are assessed as low to moderate, including an assessment of residual risk; and</p> <p>(h) the allowance for floodwater conveyancing in identified overland flow paths and stream corridors; and</p> <p>(i) the need to locate floor levels of habitable buildings and buildings used as places of employment above the 1% AEP annual exceedance probability (1:100 year) flood level, in identified flood hazard areas; and</p> <p>(j) whether Te Ao Māori or mātauranga Māori provides a broader understanding of the hazards and risk management options.</p>
Chapter 3.9: Regional form,	<i>Amend Policy 57</i>	Policy 57: Integrating land use and transportation – consideration

<p>design and function</p>		<p>When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district plan, seek to achieve integrated land use and transport within the Wellington Region by: <u>for subdivision, use or development, require land use and transport planning within the Wellington Region is integrated in a way which:</u></p> <ul style="list-style-type: none"> (a) supports a safe, reliable, inclusive and efficient transport network; locating development in areas near centres and well-served by existing or planned public transport, to minimise private vehicle travel and trip length and maximise mode shift to public transport or active modes; and (b) supporting connectivity with, and accessibility to <u>or provision of access to</u>, public services or amenities, activities, key centres of employment activity or retail activity via public and active transport networks; and (c) <u>minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes;</u> supporting a safe, reliable, equitable, inclusive and efficient transport network including through connections with the wider transport network; (d) <u>encourages an increase in the amount of travel made by public transport and active modes;</u> providing safe and accessible multi-modal transport networks along connected routes that are designed for public and active transport, while recognising that the delivery of public transport services may not always be efficient or practical; and
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		<p>(e) <u>provides for well-connected, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or practical; supporting and enabling the rapid transport network and the growth corridors in the Wellington Region, including:</u></p> <ul style="list-style-type: none"> i. Western Growth Corridor – Tawa to Levin; ii. Eastern Growth Corridor – Hutt to Masterton; iii. Let’s Get Wellington Moving Growth Corridor; and <p>(f) <u>supports and enables the growth corridors in the Wellington Region, including:</u></p> <ul style="list-style-type: none"> iv. <u>Western Growth Corridor – Tawa to Levin;</u> v. <u>Eastern Growth Corridor – Hutt to Masterton;</u> vi. <u>Let’s Get Wellington Moving Growth Corridor; and</u> <p>minimising the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.</p>
	<p><i>Alternative relief sought</i></p>	<p>Policy 57: Integrating land use and transportation – consideration</p> <p>When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district plan, seek to achieve integrated land use and transport within</p>

the Wellington Region by: for subdivision, use or development, require land use and transport planning within the Wellington Region is integrated in a way which:

- (a) supports a safe, reliable, inclusive and efficient transport network; locating development in areas near centres and well-served by existing or planned public transport, to minimise private vehicle travel and trip length and maximise mode shift to public transport or active modes; and
- (b) supporting connectivity with, and accessibility to or provision of access to, public services or amenities, activities, key centres of employment activity or retail activity via public and active transport networks; and
- (c) minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes; supporting a safe, reliable, equitable, inclusive and efficient transport network including through connections with the wider transport network;
- (d) encourages an increase in the amount of travel made by public transport and active modes; providing safe and accessible multi-modal transport networks along connected routes that are designed for public and active transport, while recognising that the delivery of public transport services may not always be efficient or practical; and
- (e) provides for well-connected, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or

		<p>practical; supporting and enabling the rapid transport network and the growth corridors in the Wellington Region, including:</p> <p>vii. Western Growth Corridor – Tawa to Levin;</p> <p>viii. Eastern Growth Corridor – Hutt to Masterton;</p> <p>ix. Let’s Get Wellington Moving Growth Corridor; and</p> <p>(f) <u>supports and enables the growth corridors in the Wellington Region, including:</u></p> <p>x. <u>Western Growth Corridor – Tawa to Levin;</u></p> <p>xi. <u>Eastern Growth Corridor – Hutt to Masterton;</u></p> <p>xii. <u>Let’s Get Wellington Moving Growth Corridor; and</u></p> <p>minimising the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.</p>
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