

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S16.014	Kāpiti Coast District Council	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Oppose	It is unclear to us what the policy would expect city and district councils to do through their district plans. Considering city and district councils have no responsibilities for discharges to air, and regional councils are responsible for public transport services, we find the policy confusing and without a legislative basis on which to base it on. As a mandatory policy that city and district councils would be required to give effect to, this is particularly concerning.	Delete Policy CC.1 or apply it only to regional councils.		Reject
FS20.040	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure – district and regional plans	Oppose	Kāpiti Coast District Council have a role in roading, subdivision, use and development and therefore transportation. District and city councils should take a leadership role in ensuring that any resource consents that involve the design, construction, operation (including maintenance) of roads actively contribute to reducing green house gas emission. Kāpiti Coast District Council should consider climate change as part of their decision-making processes during the resource consent application process.	Disallow		Accept
S25.015	Carterton District Council	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	<p>While CDC supports the intent of this policy, applying the requirements in (a)-(c) to all new and altered transport infrastructure does not allow for the scale or type of the alterations to be considered.</p> <p>For example, an alteration to transport infrastructure could comprise a new roundabout, or creation of a heavy vehicle bypass - there are many types of alterations where consideration of these matters would not be appropriate, either because the alteration is minor in nature, or because it provides greater efficiency for the wider transport network - but not necessarily for zero- or low- carbon modes. While there might be flow-on effects (e.g. a heavy vehicle bypass might make other urban streets more attractive for active modes), these would not necessarily meet the criteria in (b) and (c).</p> <p>CDC also requests that the policy is amended so that it applies in urban areas only.</p>	Amend [Amendment sought applies to Policy CC.9, Chapter 4.2]	Amend the policy so that it does not apply to small-scale transport infrastructure alterations and does not apply outside urban areas.	Reject
S30.025	Porirua City Council	Policy CC.1: Reducing greenhouse gas emissions associated	Oppose	<p>The policy lacks the necessary precision to enable its meaningful implementation, and due to its drafting and scope represents a high regulatory requirement. Issues of concerns include:</p> <ul style="list-style-type: none"> • District plans cannot regulate how transport infrastructure is operated. The policy needs to be amended to reflect that district plans can only manage the 	Delete policy.	Alternatively, amend policy so that it provides clear and appropriate direction to plan users in line with objectives,	Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		with transport infrastructure - district and regional plans		<p>future development, use and subdivision of land. Waka Kotahi and the Regional Transport Committee have a significant role in directing how the network is operated through the Regional Land Transport Plan and through Waka Kotahi's National Land Transport Plan and Waka Kotahi implementation on the GPS on Transport Funding. The other mechanism to deliver these outcomes is activity management plans of road controlling authorities and public transport agencies. Noting that affordability is a big issue for councils such as Porirua City Council with a constrained rating base.</p> <ul style="list-style-type: none"> • A definition is needed for "transport infrastructure". For example, is a private car parking garage on a residential property a piece of transport infrastructure? • This Policy applies to "all new and altered transport infrastructure" which would unnecessarily capture a very wide range of infrastructure including altered bus stops, small scale repair works, and EV charging points. There is no definition for altered and one needs to be provided to avoid unintended consequences of very small scale alterations being captured. • It is unclear what is meant by "optimising overall transport demand" and how district plans will help achieve this. • It is unclear what level of change is required to meet "maximising" mode shift and how this would be measured in the regulatory context of district plan rules. • It is unclear what is meant by "support". How will this be achieved in district plan rules or methods? 	and is within the scope of what can be achieved under RMA. Provide definitions for 'Transport infrastructure' and 'altered' if these terms are retained.		
FS25.058	Peka Peka Farm Limited	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	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
S34.025	Te Kaunihera o Te Awa Kairangi ki Uta,	Policy CC.1: Reducing greenhouse gas	Oppose	<p>Council considers that there is no legislative support for this policy, and it is not clear how district plans are expected to give effect to this policy.</p> <p>The road controlling authorities are responsible for the design, construction</p>	Amend the provision to read: "Policy CC.1: Reducing greenhouse gas emissions		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
	Upper Hutt City Council	emissions associated with transport infrastructure - district and regional plans		<p>and operation of the transport network and regional council is responsible for public transport provision.</p> <p>There is also a scale and significance issue with this policy, particularly when it is applied to altered transport infrastructure and no threshold has been proposed. For example, many of the existing projects in Upper Hutt in the RLTP do not align with this and would be very difficult to achieve under this policy. The policy seems to be a catch all policy that is at odds with the projects named within the RLTP.</p> <p>The ability to do this is also wholly reliant on the provision of funding and this could have unintended consequences on the ability to perform maintenance and renewal function and create additional resource burdens on territorial authorities. Under clause a) optimising transport demand is also ambiguous.</p>	<p>associated with transport infrastructure - district and regional plans</p> <p>District and regional plans shall include objectives, policies, rules and/or methods to consider how require that all new and altered transport infrastructure is designed, constructed, and operated in a way that contributes to reducing greenhouse gas emissions by:</p> <p>(a) Optimising overall transport demand;</p> <p>(b) Maximising mode shift from private vehicles to public transport or active modes; and</p> <p>(c) Supporting the move towards low and zero-carbon mode"</p>		
S79.018	South Wairarapa District Council	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	<p>It is unclear as to the degree of change that can be undertaken by the South Wairarapa District in particular that; a. The towns of the South Wairarapa are largely 'walkable' and 'cyclable' already for those who are able bodied; b. Very little regional funding for public transport is provided to the South Wairarapa; c. It is unclear how the large network of rural transport infrastructure in the rural environment can be amended to achieve the outcomes sought; d. There are limited or no alternatives provided for agricultural and forestry transport in the near future; e. Assumes alternatives are available for those who are aged, have limited mobility, have fixed/low incomes. Managing in this manner may be piecemeal and lead to sub-optimal outcomes. More strategic network wide assessments need to be undertaken and priorities set that was rather than imposing change on an ad-hoc basis. While the intent of this policy is supported, applying the requirements in (a)-(c) to all new and altered transport infrastructure does not allow for the scale or type of the alterations to be considered. For example, an alteration to transport infrastructure could comprise a new roundabout, or creation of a heavy vehicle bypass - there are many types of alterations where consideration of these matters would not be appropriate, either because the alteration is minor in nature, or because it provides</p>	<p>Amend Policy CC.1 as follows:[Note no change from Policy CC.1 shown in submission point] District and regional plans shall include objectives, policies, rules and/or methods to require that all new and altered transport infrastructure is designed, constructed, and operated in a way that contribute to reducing 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</p>		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				greater efficiency for the wider transport network - but not necessarily for zero- or low-carbon modes. While there might be flow-on effects (e.g. a heavy vehicle bypass might make other urban streets more attractive for active modes), these would not necessarily meet the criteria in (b) and (c).	towards low and zero-carbon modes. [End of amendments to Policy CC.1] AND; Or, similar relief to the same effect; AND; Any consequential amendments to give effect to the relief sought.		
FS14.022	Masterton District Council	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	Agree with: It is unclear as to the degree of change that can be undertaken by the South Wairarapa District in particular that; a. The towns of the South Wairarapa are largely 'walkable' and 'cyclable' already for those who are able bodied; b. Very little regional funding for public transport is provided to the South Wairarapa; c. It is unclear how the large network of rural transport infrastructure in the rural environment can be amended to achieve the outcomes sought; d. There are limited or no alternatives provided for agricultural and forestry transport in the near future; e. Assumes alternatives are available for those who are aged, have limited mobility, have fixed/low incomes. Managing in this manner may be piecemeal and lead to sub-optimal outcomes. More strategic network wide assessments need to be undertaken and priorities set that was rather than imposing change on an ad-hoc basis. While the intent of this policy is supported, applying the requirements in (a)-(c) to all new and altered transport infrastructure does not allow for the scale or type of the alterations to be considered. For example, an alteration to transport infrastructure could comprise a new roundabout, or creation of a heavy vehicle bypass - there are many types of alterations where consideration of these matters would not be appropriate, either because the alteration is minor in nature, or because it provides greater efficiency for the wider transport network - but not necessarily for zero- or low-carbon modes. While there might be flow-on effects (e.g. a heavy vehicle bypass might make other urban streets more attractive for active modes), these would not necessarily meet the criteria in (b) and (c).	Not stated	Agree with Relief sought: Amend Policy CC.1 as follows:[Note no change from Policy CC.1 shown in submission point] District and regional plans shall include objectives, policies, rules and/or methods to require that all new and altered transport infrastructure is designed, constructed, and operated in a way that contribute to reducing 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	Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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						move towards low and zero-carbon modes. [End of amendments to Policy CC.1] AND; Or, similar relief to the same effect; AND; Any consequential amendments to give effect to the relief sought.	
S102.012	Te Tumu Paeroa Office of the Māori Trustee	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support	Generally supports the regulatory policies in the 'Climate Change' chapter.	Retain as notified.		Accept in part
S115.027	Hutt City Council	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	District plans have limited ability to regulate how transport infrastructure is operated. District plans regulate land use and cannot generally affect how road and rail infrastructure is allocated between modes or used. In general, the major decisions around how transport infrastructure is designed and constructed to reduce greenhouse gas emissions are locked in when a project's broad outlines are set, and the choice is made to fund the project. By the time a project is at detailed consenting stage, it is too late to make major changes (such as route or mode). Therefore, we see more of the detailed design choices as being best achieved outside the resource management system, through: • Decisions on infrastructure investment made in the Regional Land Transport Plan (see amendments proposed to Policy 9 and new Policy EIW.1, and Action 10.1.4 in the Ministry for the Environment's Emissions Reduction Plan) • Mode choice decisions made by individuals in response to the incentives provided for by the NZ Emissions Trading Scheme, regional council decisions on public transport fares, etc. This policy retains its importance chiefly through the ability to, and the threat of, inappropriate projects having their consents declined. We therefore suggest amendments to strengthen the policy that it can realistically be used to decline inappropriate projects. That said, we still support the policy's direction to control the design and construction of transport infrastructure to	Substitute new Policy CC.1 completely with: Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans District and regional plans shall include objectives, policies, and methods that only enable new transport infrastructure or significant alterations to transport infrastructure where it: (a) does not provide added transport network capacity for high-carbon passenger transport modes; and (b) to the extent possible for a project of its scale, maximises local and regional mode shift		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				the extent this is possible at the stage it is controlled by the resource management system.	from high-carbon passenger transport modes to low and zero-carbon modes; and (c) is designed and constructed to minimise greenhouse gas emissions; and (d) can be and is intended to be operated to minimise greenhouse gas emissions		
FS17.005	Wellington International Airport Limited ("WIAL")	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Oppose in part	WIAL oppose the relief sought as it is inconsistent with WIAL's primary submission. Aircraft emission technology is still evolving, and it would therefore be inappropriate if this policy were extended to air transportation.	Disallow in part	Disallow or for example amend to ensure the policy relates to land transportation infrastructure only.	Accept
S116.001	Doctors for Active, Safe Transport (DAST)	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	The health of people should be explicitly stated as a rationale for mode shift (in addition to climate change). This is "tucked into" provisions very explicitly about climate change. We are a network of over 130 Wellington and Lower Hutt Hospital doctors advocating for the benefits of active transport. This submission is informed by our experience of Riverlink, where GWRC (as one of three applicants) approved of the worsening health outcomes that health experts said would result from further increases in motorised traffic because they were "not worse than currently expected". This is appalling. Protecting and improving the health of your people is central to your mandate. The link between transport and health should be explicit.	Amend Policy CC.1 by addition as follows: "District and regional plans shall include objectives, policies, rules and/or methods to require that all new and altered transport infrastructure is designed, constructed, and operated in a way that contribute to reducing greenhouse gas emissions and improved health outcomes by:... "		Reject
S116.002	Doctors for Active, Safe Transport (DAST)	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and	Support in part	Proposals for "maximising mode shift" should be required to robustly assess options. Our experience from Riverlink was that motorised transport was subject to detailed evaluation or impacts on flow and safety. Assessment of active modes was cursory and qualitative only. Proposals for "maximising mode shift" should also consider the impact on the wider network. In Riverlink, improvements for motorised transport claimed benefits from decreased congestion, but did not assess worsening congestion elsewhere on the road network. Likewise, active transport improvements were proposed independently of, and disconnected from, the cycle network outside of the project designation.	Amend Policies CC.9, policy EIW.1 and Policy 57 to require a robust quantitative assessment of mode shift options and consideration of impacts on the wider network.		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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		regional plans					
S124.003	KiwiRail Holdings Limited	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Not Stated / Neutral	KiwiRail supports the new policy which requires transport infrastructure planning to consider and choose solutions that will contribute to reducing greenhouse gas emissions.	Retain as notified.		Accept in part
FS3.016	Waka Kotahi NZ Transport Agency (Waka Kotahi)	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support	Waka Kotahi supports the submission point and also seeks further clarity as to how this will be implemented.	Allow	Waka Kotahi seeks that this submission point be allowed and requests involvement with any redrafting to ensure clarity as to how it would be implemented.	Accept in part
S131.047	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	Ātiawa have an interest in this Policy. In principle Ātiawa supports the intent of Policy CC.1 to reduce carbon emissions generated by transport. Ātiawa wants to ensure that maximising modal shift from private vehicles to public transport or active modes does not exacerbate existing inequalities. That is, ensuring accessibility for all capabilities - those who cannot easily walk or cycle, ensuring equity for Māori, and those with care-giving responsibilities. For example, it is reported 'that low-income people in some areas, consider it essential to own a car, because they have no other way to do what they need to get done in their lives. Work and other activities are not close enough to walk to; the cycling networks are not safe enough; and public transport is neither frequent nor direct for people who do not work in the central city and live close to train lines or rapid bus routes.'	Ātiawa seek that the Regional Council partner with all parts of the community and mana whenua to manage transport infrastructure and planning to ensure those that faces that biggest barriers are provided for.		Reject
FS2.66	Rangitāne o Wairarapa Inc	Policy CC.1: Reducing greenhouse gas emissions associated with	Support	Rangitāne supports Ātiawa in seeking to ensure that the Regional Council partner with all parts of the community and mana whenua to manage transport infrastructure and planning so that those who face the biggest barriers are provided for.	Allow		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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		transport infrastructure - district and regional plans					
FS29.317	Ngā Hapu o Otaki	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degredation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.</p>	Not stated		Reject
S140.029	Wellington City Council (WCC)	Policy CC.1: Reducing greenhouse gas emissions associated with	Support in part	<p>We support this policy but recommend that the policy can be further strengthened by: a reference to the prioritisation of various modes based on the sustainable transport hierarchy.</p>	<p>Add:</p> <p>A reference to the prioritisation of various modes based on the sustainable transport hierarchy.</p>		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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		transport infrastructure - district and regional plans					
S142.003	Combined Cycle Submitters (CCS)	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support	Supports these two policies. Consider that they provide appropriately clear direction which aligns the RPS with the approach to mode shift and climate mitigation in relevant non-statutory documents and regional commitments.	Retain as notified.		Accept in part
S144.004	Sustainable Wairarapa Inc	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	The Methods proposed under this policy -- CC.2, CC.7 and CC.10 -- don't seem up to the task of achieving the Objective CC.3.	Retain as notified.		Accept in part
S148.021	Wellington International Airport Ltd (WIAL)	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	As set out above it may take some time to develop the strategies that are necessary to achieve zero emissions in the aviation sector. It would therefore be inappropriate if this policy were to extend to air transportation.	Amend the policy to ensure it relates to land transportation infrastructure, rather than inadvertently capturing all modes of transportation.		Accept in part
FS8.006	Guardians of the Bays Inc	Policy CC.1: Reducing greenhouse gas	Oppose	Transportation needs to include all transport modes including aviation. The only way we can achieve zero emissions in the aviation industry is to proactively look for alternatives now rather than in 30 years time.	Disallow		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		emissions associated with transport infrastructure - district and regional plans					
S151.004	NZ Centre for Sustainable Cities	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support	Support the provisions for limiting emissions-inducing sprawl	Not stated.		Accept
S163.044	Wairarapa Federated Farmers	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Oppose	Defer to the full RPS review in 2024. Accepting the intent to optimise urban transport infrastructure, we point out that mode-shift is not a practical option in rural areas, nor for heavy vehicles. See submission for more detail.	That Policy CC.1 be deleted		Reject
FS7.088	Royal Forest and Bird Protection Society (Forest & Bird)	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	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

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
FS20.210	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	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
FS29.061	Ngā Hapu o Otaki	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	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
FS30.117	Beef + Lamb New Zealand Ltd	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	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 2023 and 2024. Where alternative relief is provided, B+LNZ generally support this relief.	Allow		Reject
S165.034	Royal Forest and Bird Protection Society of New	Policy CC.1: Reducing greenhouse gas emissions	Support in part	The terms "contribute to reducing" are redundant. The key focus must be to reduce greenhouse gas emissions.	District and regional plans shall include objectives, policies, rules and/or methods to require that all new and altered transport		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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	Zealand Inc. (Forest & Bird)	associated with transport infrastructure - district and regional plans			infrastructure is designed, constructed, and operated in a way that contribute to reducing 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 zerocarbon modes.		
FS20.068	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	In principle, Ātiawa support the rationale set out by Forest and Bird. Ātiawa support actions to reduce greenhouse gas emissions, particularly the transport infrastructure should consider ways to reduce greenhouse gas emissions as part of their design, construction and operation. Ātiawa seek that planning provisions that maximise mode shift away from private vehicles does not exacerbate existing inequalities.	Allow in part	Allow in part, provided that regional council engage sectors of the community that are vulnerable to transport decision-making outcomes as provided in our original submission.	Reject
FS30.319	Beef + Lamb New Zealand Ltd	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	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		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S166.042	Masterton District Council	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	Agree in principle - it is being looked at in the Wairarapa Combined District Plan review. Acknowledge that targets are set as 'contributing to' the regional targets and that each district council will need to show how they contribute towards the regional target through their objectives, policies and rules i.e., when developing their objectives, policies and rules how that contributes to the overall targets. We also note that the extent that each council can contribute will differ.	Retain as notified. However: More clarity needed on what support will be provided for smaller councils to put infrastructure in place to contribute to these regional targets.		Accept in part
S167.061	Taranaki Whānui	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support in part	Taranaki Whānui supports the principle of new Policy CC.1 but would like to see stronger protection for lower-decile areas (including Māori). Lower-decile areas (including Māori) have been historically disadvantaged by the public transport system. Taranaki Whānui would like to partner and be involved in the decision-making of transport infrastructure planning.	Insert a new sub-part which ensures a focus on equity of access		Reject
FS2.84	Rangitāne o Wairarapa Inc	Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure - district and regional plans	Support	Rangitāne support the amendment proposed by Taranaki Whānui to insert a new sub-part to Policy CC.1 which ensures a focus on equity of access.	Allow		Reject
S16.015	Kāpiti Coast District Council	Policy CC.2: Travel demand management plans - district plans	Oppose	We oppose this policy and consider a non-regulatory method appropriate for encouragement of the desired outcomes. We consider it inappropriate to require city and district councils to develop threshold targets. Traffic volumes and decisions by individuals on whether or not to use a private vehicle, buy an electric vehicle, or use public transport are not matters that can be addressed or required via regulatory methods in a district plan. Council already requires transport assessments on developments where it is considered to be appropriate, and this often includes travel plans to address transport effects where specific transport concerns are identified. As city and	Delete policy CC.2 or amend it to require non-regulatory methods that will be explored by Greater Wellington Regional Council and city and district councils in partnership.		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				district councils have no legal authority under the RMA to manage discharges to air, travel assessments are required for safety purposes rather than emissions purposes. We also oppose the suggested requirement for a formal plan change to give effect to this policy by June 2025. We recommend deleting policy or amending it to provide for non-regulatory methods to encourage the desired changes in travel mode.			
FS20.042	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.2: Travel demand management plans - district plans	Oppose	Kāpiti Coast District Council should take a leadership role in supporting and providing for outcomes that will result in reduce in green house gas emissions. While Kāpiti Coast District Council cannot influence individual choice, it can incentivise and disincentive actions, including developing travel management plans as part of resource consent applications. Considering the impacts of climate change is part of their role as decision-makers under the RMA.	Disallow		Accept
S30.026	Porirua City Council	Policy CC.2: Travel demand management plans - district plans	Oppose	<p>Council opposes this policy and seeks its deletion. The policy requirement represents a piecemeal "ambulance at the bottom of the cliff" approach. It is more effective to intervene at an earlier stage in the development process by requiring:</p> <ul style="list-style-type: none"> • Regulatory land use frameworks that manage the distribution of activities across urban environments in a way that achieve Objective 3 to the NPS-UD. • The location of urban subdivisions together with subdivision design enable people to have a choice in transport modes. • Good quality urban design that ensures new developments are laid out and/or incorporate features that encourage active and public transport usage. The policy applies equally to "out of zone" development as much as "in-zone" development, and in so doing fails to incentivise or recognise the location of developments. For example, a new office building in the Porirua Metropolitan Centre Zone is already well served by active and public transport modes yet it would be required to incur consenting costs in producing a travel demand management plan as would an "out of zone" office building in a rural zone. <p>The policy also cannot address operational issues that present barriers to active and public transport usage such as ticketing policies, fares, levels of services etc. As such it alone cannot "maximise" use of public and active transport modes.</p> <p>The policy only requires that a travel demand management plan is produced. It is silent on the implementation of such plans nor what happens if the plan fails to maximise the use of public and active modes, for example due to people's preferences.</p>	<p>Delete policy. OR</p> <p>Alternatively, amend policy so that it provides appropriate direction to plan users in line with objectives, and/or reword policy as follows:</p> <p>Policy CC.2: Travel demand management plans Increased reliance on public transport and active transport modes - district plans</p> <p>By 30 June 2025, district plans shall include objectives, policies and rules that:</p> <p>(a) require subdivision, use and development consent applicants to provide travel demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for all new subdivision, use and development over a specified development threshold where there is a potential for a more than minor increase in private</p>		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				Travel demand management plans are just a type of method to implement the policy and should be deleted from the policy. Rather, the policy needs to be reframed to provide direction on increasing the use of public transport and active modes.	vehicles and/or freight travel movements and associated increase in greenhouse gas emissions; and (b) minimise reliance on private vehicles.		
FS13.012	Wellington City Council	Policy CC.2: Travel demand management plans - district plans	Not Stated / Neutral	Consistent with Wellington City Council's position on the matter.	Allow		Accept in part
FS25.059	Peka Peka Farm Limited	Policy CC.2: Travel demand management plans - district plans	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
S34.026	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Policy CC.2: Travel demand management plans – district plans	Oppose	<p>Council opposes the inclusion of arbitrary timescales and requirements on territorial authorities. The regional council not in a position to mandate this, particularly in a residential context. It is not considered that this is sufficiently evidenced, nor an appropriate RMA tool that is supported by legislation or a higher order document.</p> <p>The provision, and the deadline imposed by it, places an undue resource burden on territorial authorities to identify these thresholds and a definition of "more than minor" with respect to different parts of the local transport network and for different sites.</p> <p>A threshold in an area with known capacity issues, would be lower than where sufficient capacity exists. It also does not account for differences in site location and development typology.</p> <p>It would be unrealistic to reflect these differences in a rule and is unnecessary given that district plans contain provisions to address adverse effects, which include effects on the transport network.</p> <p>By making this a regulatory method - GWRC creates additional regulatory debate for each territorial authority with our communities, and places additional consent burdens on each plan, likely limiting development in the process which is at odds with our housing needs and the intentions of the NPS-UD.</p>	<p>Delete provision or amend provision to read:</p> <p>"By 30 June 2025, dDistrict plans shall include objectives, policies and rules that require subdivision, use and development consent applicants to consider provide travel demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for all new subdivision, use and development where there are known capacity issues over a specified development threshold. 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."</p>		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S64.001	Rachel Bolstad	Policy CC.2: Travel demand management plans - district plans	Support in part	Support all councils ensuring that more homes doesn't mean more emissions. At this time of climate crisis, must keep a clear focus on massively reducing travel emissions by enabling more active transport, public transport, and giving people safe and accessible low-emissions mobility options for their day to day lives.	Request a new Policy CC.2A which requires new subdivisions/developments to have a Travel Demand Management Plan (TDM) and/or additional or different policy tools that ensures developments aren't private car-centric and proves they will not lead to huge growth in private vehicle driving. Provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.		Reject
S77.003	James Burgess	Policy CC.2: Travel demand management plans - district plans	Support	Supports Policy CC.2 that introduces travel demand management plans. The thresholds for their use should be as low as possible so that they are used wherever they can have an impact.	Retain as notified.		Accept in part
S78.005	Beef + Lamb New Zealand Limited	General comments - regulatory policies	Not Stated / Neutral	Accepts that the amendments to the chapter heading and introduction detailed on page 95 of PC1 are required to give effect to the NPS-UD but neither supports nor opposes the provisions.	Retain as notified		Accept
FS20.313	Ātiawa ki Whakarongotai Charitable Trust	General comments - regulatory policies	Oppose	Ātiawa oppose the entire submission by Beef + Lamb New Zealand Limited. The relief sought by Beef + Lamb is to withdraw all proposed amendments, apart from those which give effect to NPS-UD. The basis for deleting the proposed amendments (apart from NPS-UD provisions) is to delay decision-making until further national direction is gazetted or until the scheduled full review of the RPS. Ātiawa do not accept that delaying proposed RPS Change 1 is an appropriate course of action, further delays would permit further degradation of te taiao and continue to have perverse outcomes for mana whenua.	Disallow	Disallow the relief sought where the submitter seeks the deletion of proposed amendments.	Reject
S79.019	South Wairarapa District Council	Policy CC.2: Travel demand management plans - district plans	Support in part	It is unclear how the large network of rural transport infrastructure in the rural environment can be amended to achieve the outcomes sought. It is unclear on a regional scale what a 'more than minor' increase would be. The objective requires the support of an amended and detailed transport network assessment and strategy that sets out realistic, specific and specific implementable options for applicants to incorporate into their development.	Amend Policy CC. 2 as follows: By 30 June 2025, district plans shall include objectives, policies and rules that require subdivision, use and development consent applicants to provide travel demand management plans		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					<p>to minimise reliance on private vehicles and maximise use of public transport and active modes for all new subdivision, use and development over a specified development threshold 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, regional and subregional transport strategies are developed and adopted that set out network wide, mode and location specific strategic development actions and requirements for all new subdivision, use and development to:(a) Identify appropriate thresholds for require travel demand management plan to give effect to this policy; and(b) minimise reliance on private vehicles, and;(c) maximise use of public transport and active modes, and;(d) avoid more than minor increases in greenhouse gas emissions, and;(e) require district plans are amended to include objectives, policies and rules that require subdivision, use and development consent applicants to implement the requirements in (a) to (d) above.</p>		
S82.004	Jonathan Markwick	General comments -	Support	Support all policies that enforce emissions reductions through mode-shift.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		regulatory policies					
S85.002	Lachlan Patterson	General comments - overall	Support	Car-dependent sprawling developments should not be the norm, or even tolerated, in a climate crisis. We need our development and urban form to work in tandem with the radical mode shift we need for a zero carbon capital city. Support the changes that ensure Councils require new developments to minimise private vehicle use and encourage public and active transport instead. New subdivisions will last for decades. The way they are developed and designed now will lock in dependence on particular modes that are bad for our planet and also bad for communities and their wellbeing. This needs to be avoided at the start. Support the need for travel demand management plans in these developments. Any tools in the RPS to support Councils to discourage car dependency ought to be strengthened where possible.	Retain as notified.		Accept in part
S88.001	River Wicks	General comments - overall	Not Stated / Neutral	Supports the requiring developers to prove they won't put an undue burden of cars on our roads as empirically car-centric low-density housing is expensive in cost, negative for the environment, and alienates New Zealanders from each other by placing greater distance between them. It also produces large amounts of noise pollution, which has severe and hard-to-understate negative effects on all aspects of our health. Infrastructure lasts a very long time. Let's not lock in the mistakes of the last century this century.	Retain as notified.		Accept in part
S90.003	Bronwyn Bell	General comments - urban development	Support	There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric.	Consider other tools than TDM plans. Provisions should be strengthened, enhanced, made more sophisticated and more comprehensive, rather than diluted.		Reject
S94.008	Guardians of the Bays Incorporated	Policy CC.2: Travel demand management plans - district plans	Support	Not stated	Retain as notified		Accept in part
S94.014	Guardians of the Bays Incorporated	General comments - Urban development	Support in part	Supports the proposed amendments to the chapter, such as the new climate change topic and policies and considers the need for inter-regional, national and internal transport framework (primarily rail and sea) with less reliance of transport modes that rely on high greenhouse emissions.	Insert a new policy to support inter-regional, national and internal transport connections that are less reliant on high greenhouse emissions.		Reject
S102.013	Te Tumu Paeroa Office of the Māori Trustee	Policy CC.2: Travel demand management plans - district plans	Support	Generally supports regulatory policies in the 'Climate Change' chapter.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S115.028	Hutt City Council	Policy CC.2: Travel demand management plans - district plans	Oppose	Travel demand management plans are only one tool for achieving travel demand management and driving mode shift. For small developments, developments without parking, or developments in zones already identified as well-located suitable for denser development, they are generally impractical or disproportionately burdensome. We request the policy be deleted, and district plans and resource consent decisions decide what situations would require travel demand management plans as well as the threshold of scale to be applied.	Delete new Policy CC.2		Reject
FS12.008	Kāinga Ora - Homes and Communities	Policy CC.2: Travel demand management plans - district plans	Support	Kāinga Ora considers that this policy should be deleted. The broad application of this policy is not adequately refined to achieve the outcome sought.	Allow		Reject
S118.005	Peka Peka Farm Limited	Policy CC.2: Travel demand management plans - district plans	Oppose	Concerned that Policy CC.2 creates uncertainty by shifting this requirement to district plan level, leaving the potential for individual district plans to set potentially varying thresholds. The use of 'more than minor' is open to interpretation and therefore creates additional uncertainty of application. Also concerned at the difficulty in ongoing monitoring and enforcement that this policy will create.	Delete Policy CC.2.		Reject
S119.001	Summerset Group Holdings Limited	Policy CC.2: Travel demand management plans - district plans	Oppose	Policy CC.2 creates uncertainty by shifting this requirement to district plan level, leaving the potential for individual district plans to set potentially varying thresholds. There is also uncertainty created through the use of 'more than minor' and related to the ongoing monitoring and enforcement of travel demand management plans.	Delete Policy CC.2.		Reject
S120.001	The Retirement Villages Association of New Zealand	Policy CC.2: Travel demand management plans - district plans	Oppose	Policy CC.2 creates uncertainty by shifting this requirement to district plan level, leaving the potential for individual district plans to set potentially varying thresholds. There is also uncertainty created through the use of 'more than minor' and related to the ongoing monitoring and enforcement of travel demand management plans.	Delete Policy CC.2.		Reject
S129.007	Waka Kotahi NZ Transport Agency	Policy CC.2: Travel demand management plans - district plans	Support	Supports the direction to District Councils to consider travel demand management plans to identify trip generation and provide opportunities to address Vehicle Kilometres Travelled (VKT).	Retain as notified.		Accept in part
S131.048	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.2: Travel demand management plans - district plans	Support	In principle Ātiawa supports Policy CC.2.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
FS29.318	Ngā Hapu o Otaki	Policy CC.2: Travel demand management plans - district plans	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degredation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.</p>	Not stated		Accept
S133.035	Muaūpoko Tribal Authority	Policy CC.2: Travel demand management plans - district plans	Support	Supports the inclusion of additional policy that addresses climate change and climate change impacts across the region.	Retain as notified. OR Alternative relief that maybe necessary or appropriate to ensure Muaūpoko's connection to Te-Whanganui-a-Tarais recognised.		Accept in part
FS6.063	Te Rūnanga o Toa Rangatira on behalf of Ngāti Toa Rangatira	Policy CC.2: Travel demand management	Oppose	We oppose this submission because as Muaūpoko claims are inappropriate. This not only causes confusion around which iwi are Tangata Whenua in Te Whanganui a Tara rohe and which iwi to engage with, but also portrays a false perception of who the mana whenua are, which is also inappropriate.	Disallow	We seek that this part of the submission is disallowed.	Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		plans - district plans					
FS20.382	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.2: Travel demand management plans - district plans	Oppose	<p>Ātiawa vehemently oppose the submission and claims made by Muaūpoko Tribal Authority. The assertions made by Muāupoko Tribal Authority are categorically incorrect and highly offensive to Ātiawa ki Whakarongotai. While Muaūpoko may have historical associations with Te Whanganui-a-Tara and Kāpiti. These associations are recognised as historical only. Ātiawa refer to the evidence provided by Ngārongo Iwikatea Nicholson in support of Ngāti Toarangatira's claims which were upheld and settled by the Crown. Pages 26-34 sets out the extinguishment of Muaūpoko rights in our rohe. From both a tikanga Māori perspective and a Crown law perspective, Muaūpoko do not hold mana whenua (including for the purposes of the Resource Management Act). There is therefore no basis for Muaūpoko Tribal Authority to be recognised as being kaitiaki in the rohe; to do so would be incomprehensible and irreconcilable to Ātiawa, and more generally an affront to tikanga Māori. Muaūpoko Tribal Authority have cited Te Kāhui Māngai mapping as evidence of the spatial extent that they exercise kaitiakitanga. This in itself evidences the lack of basis to their claims, in that Te Kāhui Māngai map simply reflects claims made by Māori groups, and from our previous inquiry to Te Puni Kōkiri who are responsible for this map, we learned that Muaūpoko Tribal Authority included that spatial extent in their Agreement in Principle. Agreements in Principle provide claimants the opportunity to set out everything that a claimant wants from the Crown. They have no legal effect and are therefore not legally recognised. We strongly advise the Council to remain conscious that it is not appropriate for regional planning processes to be exploited in the manner suggested by the Muaūpoko Tribal Authority, that dealing with the false claims of groups like these must be left to the Crown, and that settlements must not pre-empted. Whilst Muaūpoko Tribal Authority may wish to seek out new territories through online maps, this is not of course how mana whenua is gained or held. We remain as ahi kā and mana whenua on the land, as we have undisturbed for over 198 years.</p>	Disallow	Disallow the whole submission	Reject
S135.003	Best Farm Ltd/Hunters Hill Ltd/Lincolnshire Farm Ltd/Stebbings Farmlands Ltd	Policy CC.2: Travel demand management plans - district plans	Oppose	<p>This policy is excessive and represents an additional cost to development and the achievement of other objectives set out under Chapter 3.9 that seek to provide for an increase in housing supply. It is unrealistic to expect a developer to implement a plan that is reliant on the purchasers of private property to minimise or reduce private vehicle use, and to increase their use of public transport. The new policy is also very unclear as to what the 'specified development threshold' will be therefore the policy is ambiguous and confusing. Overall, requiring Travel Demand Management Plans in District Plans will be ineffective and impossible to enforce; and that efforts to curb carbon in Wellington should focus on incentivising electric car and public transport use through subsidies.</p>	Delete Policy CC.2		Reject
S140.030	Wellington City Council (WCC)	Policy CC.2: Travel	Support in part	<p>At a high level WCC supports provisions which will discourage vehicular generating activities in greenfield areas, and in areas not close to public</p>	Delete policy CC.2 and the integrate the Policy into the		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		demand management plans - district plans		<p>transport and employment. A major concern is that the lack of specificity will lead to inconsistencies in the approach across the region and create tension between the intended outcome of this policy and the practical implementation carried out by Territorial Authorities. Additionally, when looking at the definition of a 'travel demand management plan', the policy will likely result in the consideration of the individual development only, which has the risk of ignoring region-wide pressures.</p> <p>Policy CC.2 also reads as being more appropriate as a consideration policy, where having a more flexible approach is enabled and can be utilised more effectively by a Territorial Authority.</p>	<p>Regional Land Transport Plan.</p> <p>Or</p> <p>Amend Policy CC.2 to be a consideration policy with clearer direction on the outcomes being sought.</p>		
FS14.037	Masterton District Council	Policy CC.2: Travel demand management plans - district plans	Support	<p>Agree with WCC that: • the lack of specificity will lead to inconsistencies in the approach across the region and create tension between the intended outcome of this policy and the practical implementation carried out by Territorial Authorities. • when looking at the definition of a 'travel demand management plan', the policy will likely result in the consideration of the individual development only, which has the risk of ignoring region-wide pressures. • Policy CC.2 also reads as being more appropriate as a consideration policy, where having a more flexible approach is enabled and can be utilised more effectively by a Territorial Authority.</p>	Not stated	<p>Agree with WCC re: • Delete policy CC.2 and the integrate the Policy into the Regional Land Transport Plan. Or • Amend Policy CC.2 to be a consideration policy with clearer direction on the outcomes being sought.</p>	Accept in part
S141.005	Generation Zero Wellington	Policy CC.2: Travel demand management plans - district plans	Support	<p>Recognise that greater density is not a silver bullet, and employing greater density doesn't preclude the creation of new greenfield developments. Supports the introduction of the requirement for these developments to present a Travel Demand Management (TDM) plan and believe this is a good and crucial step to ensuring that any of these new developments are founded around principles of sustainable mobility. These plans will help to ensure that future generations are not locked into the car-centric design philosophies that are currently commonplace.</p>	Retain as notified.		Accept in part
S148.022	Wellington International Airport Ltd (WIAL)	Policy CC.2: Travel demand management plans - district plans	Oppose in part	<p>WIAL is actively involved in initiatives such as the Let's Get Wellington Moving programme to improve connectivity between the airport and key nodes and realise the potential to shift to more sustainable travel modes. This seeks to deliver a 'whole of system' approach that encompasses a range of measures which work together to improve transport access and associated levels of service as well as increasing sustainability. Against this background, WIAL seeks that policy such as CC.2 would not inadvertently require the airport to prepare individual travel demand management plans for each development or new facility located at the airport.</p>	Amend this policy to clarify and therefore ensure that this policy does not apply to development associated with Wellington International Airport.		Reject
FS8.007	Guardians of the Bays Inc	Policy CC.2: Travel	Oppose	<p>Wellington Airport creates a large amount of private vehicle, taxi, uber, public transport, freight and construction traffic. Wellington Airport needs</p>	Disallow		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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		demand management plans - district plans		Travel Demand Management Plans for its development and new facilities located in the airport. Wellington Airport needs to embrace zero and low carbon multi modal transport options.			
S151.006	NZ Centre for Sustainable Cities	Policy CC.2: Travel demand management plans - district plans	Support	Support Policy CC.2 that would provide that developers wanting to build a subdivision on the outskirts of the region would have to demonstrate no increase in emissions - whether through the building of the houses and associated infrastructure or by creating heavy car dependency among its residents - before being granted consents.	Not stated.		Accept
S158.013	Kāinga Ora Homes and Communities	Policy CC.2: Travel demand management plans - district plans	Oppose	Opposes the requirements for subdivision, use and development consent applicants to provide travel demand management plans. Considers that travel management is better undertaken at a neighbourhood scale and that they are prepared by councils rather than applicants.	Delete the policy in its entirety.		Reject
FS16.003	Stride Investment Management Limited	Policy CC.2: Travel demand management plans - district plans	Support	It is inappropriate and unnecessary for the RPS to require district plans to require consent applicants to provide travel demand management plans; territorial authorities have the capability to request travel demand management plans when required.	Allow		Reject
FS1.003	Investore Property Limited	Policy CC.2: Travel demand management plans - district plans	Support	It is inappropriate and unnecessary for the RPS to require district plans to require consent applicants to provide travel demand management plans; territorial authorities have the capability to request travel demand management plans when required.	Allow		Reject
S162.036	Winstone Aggregates	Policy CC.2: Travel demand management plans - district plans	Not Stated / Neutral	Winstone is neutral on the intent of this policy, however suggests that these plans recognise that quarrying must locate where there is accessible resource, and that aggregate providers have very little control over where its customers seek to transport the aggregate to once it leaves the gate. Development/Construction activities seeking consent should be encouraged to source materials from local aggregate source in an effort to reduce their emissions.	Exclude quarrying activities from the requirement to provide travel demand management plans.		Reject
FS20.304	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.2: Travel demand management plans - district plans	Oppose	Ātiawa oppose the submissions from Aggregate and Quarry Association and Winstone Aggregates to the extent that the relief sought is inconsistent with national direction, particularly the NPS-FM. Ātiawa are particularly sensitive to aggregate extraction from awa, it is mana whenua who are guaranteed tino rangatiratanga over the land, waterways and all other taonga (including aggregate) through Te Tiriti o Waitangi. Historically aggregate extraction industry has failed to uphold the articles and the principles of Te Tiriti. Additionally, aggregate extraction has adverse effects on te taiao and mana whenua values. On the matter of 'balancing' national policy statements', recent case law states that the NPS-FM 2020 and NPS-UD 2020 are to be	Disallow		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				read together and reconciled under the regional policy statement and the district plans. It goes on to say, development capacity does not outweigh (trump) Te Mana o te Wai. Te Mana o te Wai is the fundamental concept of freshwater management: any thinking to the converse would not give effect to either national policy statement. Therefore, to reconcile national direction, it is not a balancing act, or even a compromise, the NPS-FM must be given effect to while achieving the purpose of the NPS-UD for example. This can be applied to aggregate extraction, the activity must be consistent with Te Mana o te Wai and the NPS-FM. The need for housing capacity is not license to forgo the requirements of the NPS-FM.			
S163.045	Wairarapa Federated Farmers	Policy CC.2: Travel demand management plans - district plans	Oppose	Defer to the full RPS review in 2024. Accepting the intent to optimise urban transport infrastructure, we point out that mode-shift is not a practical option in rural areas, nor for heavy vehicles. See submission for more detail.	That Policy CC.2 be deleted.		Reject
FS7.089	Royal Forest and Bird Protection Society (Forest & Bird)	Policy CC.2: Travel demand management plans - district plans	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
FS20.211	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.2: Travel demand management plans - district plans	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
FS29.062	Ngā Hapu o Otaki	Policy CC.2: Travel demand management plans - district plans	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	Not stated		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				feasible without considering the intergenerational insight and technical direction that only Mātauranga Māori can offer.			
FS30.118	Beef + Lamb New Zealand Ltd	Policy CC.2: Travel demand management plans - district plans	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 2023 and 2024. Where alternative relief is provided, B+LNZ generally support this relief.	Allow		Reject
S165.035	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Policy CC.2: Travel demand management plans - district plans	Support in part	The requirement for travel demand management plans is supported. However, do not support the use of a threshold to trigger the requirement for such plans. It is unclear how "more than minor" will be determined in the context of greenhouse gas emissions whereby an individual's or group of individuals' emissions may be minor but nonetheless contribute cumulatively.	Delete the inclusion of a specified development threshold as follows: By 30 June 2025, district plans shall include objectives, policies and rules that require subdivision, use and development consent applicants to provide travel demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for all new subdivision, use and development. over a specified development threshold 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.		Reject
FS30.319	Beef + Lamb New Zealand Ltd	Policy CC.2: Travel demand management plans - district plans	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		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S166.043	Masterton District Council	Policy CC.2: Travel demand management plans - district plans	Support	Note that the travel management plans need to be reflected in our Wairarapa Combined District Plans by June 2025.	Retain as notified.		Accept in part
S167.062	Taranaki Whānui	Policy CC.2: Travel demand management plans - district plans	Support	Taranaki Whānui supports new Policy CC.2	Retain as notified.		Accept in part
S170.041	Te Rūnanga o Toa Rangatira	Policy CC.2: Travel demand management plans - district plans	Not Stated / Neutral	The policy intent of asking territorial authorities to prepare travel demand management plans is unclear. What does preparing travel demand management plans look like and whether this distracts the local authorities to execute zero carbon policies? Because producing such plans will take time, resources and requires robust evidence. It is unclear also whether producing these plans will bear any additional costs to communities and whether this can be done in a more efficient way through a resource consent application. It is unclear, the word 'minimising' in the policy refers to District Plan minimising the reliance on private vehicles, or developers are required to prepare travel management plans so that they can provide a plan on how their development promotes and enables a zero carbon travel framework.	Amend the provision to make it clearer that consent applicants are responsible for the preparation of travel demand management plans. Clarify the content and purpose of these plans.		Accept in part
FS29.155	Ngā Hapu o Otaki	Policy CC.2: Travel demand management plans - district plans	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>Objective 3: Lack of mana whenua / tangata whenua involvement in decision making – Support in principal</p> <p>FW Kaitiakitanga O1, O2, O3 – Support in principal</p> <p>Wai Mate O1,O2,O3 - Support in principal</p>	Not stated		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				<p>Climate Change and Freshwater objectives, CCFW-01, CCFW-02, CCFW-03, CCFW-04, CCFW-05, CCFW-06</p> <p>This submission appropriately articulates Kaitiakitanga, FW objectives regarding Climate Change, Wai mate, Wai ora and the lack of provisions to see balanced decision making between Treaty Partners. Ngā Hapu o Otaki support Te Runanga o Toa Rangatira expression and wish to speak further to such views during the hearing process. We have serious concerns for the degradation of our taonga, in particular our wai. This combined with the projected growth the next generation will see means manawhenua resilience and agility to climate grief and environmental decline is paramount. Ngā Hapu o Otaki seek to support our whanaunga and other Manawhenua groups to build the provisions we will need to solidify our Tino Rangatiratanga and ensure our intergenerational prosperity.</p>			
S168.0115	Rangitāne O Wairarapa Inc	Policy CC.2: Travel demand management plans - district plans	Support	Rangitāne o Wairarapa support the requirement to provide travel demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for all new subdivision, use and development over a specified development threshold. Trigger threshold will need to be carefully considered to ensure the effectiveness of the policy in reducing GHG emissions and guidelines comprehensive to ensure a wide range of options are considered in travel demand management plans to maximise up-take zero and low carbon transport modes.	Retain as notified.		Accept in part
FS31.041	Sustainable Wairarapa inc	Policy CC.2: Travel demand management plans - district plans	Support	<p>Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui Ian Gun</p>	Not stated		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S16.016	Kāpiti Coast District Council	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Oppose	<p>Council opposes this policy on the basis it is unclear how district plans would enable a shift to low and zero-carbon emission transport. Council notes district plans do not contain provisions that specify what transportation or infrastructure types must be adopted, nor do they include provisions that would prevent a shift to low and zero-carbon emission transport.</p> <p>Council considers non-district plan methods would be more efficient and effective at achieving the stated objective, such as GWRC input into Council strategies and plans prepared under the Local Government Act that manage infrastructure such as roads and public spaces. The section 32 does not appear to explore these options. GWRC could also influence the funding and timing of the delivery of projects that may help achieve the stated objective via the Long Term Plan and Annual Plan processes. We consider if such an approach had been carefully considered in the section 32 evaluation report, Policy CC.3 would not have been included in the plan change.</p> <p>As a proposed mandatory policy that city and district councils would be required to give effect to, this policy is particularly concerning to Council.</p>	Delete or amend to clearly specify how district plans could enable the desired shift to low and zero-carbon emission transport.		Reject
FS20.043	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Oppose	<p>Kāpiti Coast District Council should take a leadership role in supporting and providing for outcomes that will result in reduce in green house gas emissions. While Kāpiti Coast District Council cannot influence individual choice, it can incentivise and disincentive actions, including developing travel management plans as part of resource consent applications. Considering the impacts of climate change is part of their role as decision-makers under the RMA.</p>	Disallow		Accept
S25.016	Carterton District Council	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	<p>CDC supports this policy and particularly the 'enable' approach to encourage zero- and low-carbon transport infrastructure.</p>	Retain this policy.		Accept
S30.027	Porirua City Council	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Oppose	<p>Council supports the intent of this policy and has already attempted to enable multi-modal transport through the Infrastructure Chapter in our Proposed District Plan.</p> <p>However, it is also not clear what infrastructure is included in this policy. For example, new roads and multi-lane state highways would support the use of electric vehicles. It is unclear if the intention is for these to be enabled in district plans.</p>	<p>Amend policy so that it provides clear and appropriate direction to plan users in line with objectives.</p> <p>Define 'zero and low-carbon multi-modal transport', with inclusions.</p>		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				To implement the policy, a definition of zero and low-carbon multi-modal transport is required, with inclusions.			
FS25.060	Peka Peka Farm Limited	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	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
S34.027	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Oppose	Support intent but oppose provision as written and the inclusion of arbitrary timescales. Public transport relates to a range of vehicles, and it is not appropriate, for example, to provide for rail infrastructure to be a permitted activity when other environmental effects could be significant. Transport is the responsibility of the road controlling authority and district plans do not prevent the provision of such infrastructure. Most of this will be on public land which will be covered by other processes e.g., bylaws. Council notes, it is unclear how can district plans can support EV charging when all parking standards were required to be removed under the NPS-UD.	Delete policy in its entirety or amend to delete timescale and provide clarity on how this can be achieved.		Reject
S79.020	South Wairarapa District Council	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support in part	The use of the policy to enable infrastructure is supported. It is unclear why this requirement does not extend to regional plans as substantial changes to transport infrastructure is likely to require a multitude of resource consent approvals.	Amend Policy CC.3 to include regional plans.		Reject
S102.014	Te Tumu Paeroa Office of the Māori Trustee	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	Generally supports the regulatory policies in the 'Climate Change' chapter.	Retain as notified.		Accept in part
S113.012	Wellington Water	Policy CC.3: Enabling a shift to low and zero-carbon emission	Support in part	Include a clause that District Plans will also enable infrastructure that gives effect to Te Mana o te Wai, or make suitable provision for this elsewhere in the RPS.	Amend the Policy as follows: By 30 June 2025, district plans shall include objectives, policies, rules and methods that enable infrastructure that:(a) supports the uptake		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		transport - district plans			of zero and low-carbon multi modal transport that contribute to reducing greenhouse gas emissions and/or(b) Gives effect to Te Mana o te Wai . OR Amend another policy or introduce a separate policy (whichever is the most appropriate), to achieve the same policy outcome as the amendment proposed above.		
S115.029	Hutt City Council	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support in part	Support, but a definition for "zero and low-carbon multi-modal transport" needs to be provided.	• Retain Policy CC.3 • Include a definition for 'zero and low-carbon multi-modal transport'.		Reject
FS10.016	BP Oil NZ Ltd Mobil Oil NZ Ltd and Z Energy Ltd (the Fuel Companies)	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	Support retention of Policy CC.3 to enable infrastructure that supports the update of zero and low-carbon transport; as well as introduction of a definition for "zero and low-carbon multi-modal transport". The Fuel Companies anticipate this would include enabling infrastructure such as EV charging facilities and biofuels facilities.	Allow	Allow the submission and retain Policy CC.3 and introduce an appropriate definition for "zero and low-carbon multi-modal transport".	Reject
S124.004	KiwiRail Holdings Limited	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	KiwiRail supports the new policy which requires district plans to provide a supportive planning framework (for example, permitted activity status) for zero and low-carbon multi modal transport infrastructure, such as public transport infrastructure.	Retain as notified		Accept in part
S129.008	Waka Kotahi NZ Transport Agency	Policy CC.3: Enabling a shift to low and zero-carbon emission	Support	Supports this intention to enable mode shift.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		transport - district plans					
S131.049	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	In principle Ātiawa supports Policy CC.3.	Retain as notified.		Accept in part
FS29.319	Ngā Hapu o Otaki	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degredation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.</p>	Not stated		Accept in part
S133.036	Muaūpoko Tribal Authority	Policy CC.3: Enabling a	Support	MTA supports requirements to reduce emissions and improve health and resilience while supporting people and communities.	Retain as notified. OR Alternative relief that maybe		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		shift to low and zero-carbon emission transport - district plans			necessary or appropriate to ensure Muaūpoko's connection to Te-Whanganui-a-Tarais recognised.		
FS6.064	Te Rūnanga o Toa Rangatira on behalf of Ngāti Toa Rangatira	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Oppose	We oppose this submission because as Muaūpoko claims are inappropriate. This not only causes confusion around which iwi are Tangata Whenua in Te Whanganui a Tara rohe and which iwi to engage with, but also portrays a false perception of who the mana whenua are, which is also inappropriate.	Disallow	We seek that this part of the submission is disallowed.	Reject
FS20.383	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Oppose	Ātiawa vehemently oppose the submission and claims made by Muaūpoko Tribal Authority. The assertions made by Muāupoko Tribal Authority are categorically incorrect and highly offensive to Ātiawa ki Whakarongotai. While Muaūpoko may have historical associations with Te Whanganui-a-Tara and Kāpiti. These associations are recognised as historical only. Ātiawa refer to the evidence provided by Ngārongo Iwikatea Nicholson in support of Ngāti Toarangatira's claims which were upheld and settled by the Crown. Pages 26-34 sets out the extinguishment of Muaūpoko rights in our rohe. From both a tikanga Māori perspective and a Crown law perspective, Muaūpoko do not hold mana whenua (including for the purposes of the Resource Management Act). There is therefore no basis for Muaūpoko Tribal Authority to be recognised as being kaitiaki in the rohe; to do so would be incomprehensible and irreconcilable to Ātiawa, and more generally an affront to tikanga Māori. Muaūpoko Tribal Authority have cited Te Kāhui Māngai mapping as evidence of the spatial extent that they exercise kaitiakitanga. This in itself evidences the lack of basis to their claims, in that Te Kāhui Māngai map simply reflects claims made by Māori groups, and from our previous inquiry to Te Puni Kōkiri who are responsible for this map, we learned that Muaūpoko Tribal Authority included that spatial extent in their Agreement in Principle. Agreements in Principle provide claimants the opportunity to set out everything that a claimant wants from the Crown. They have no legal effect and are therefore not legally recognised. We strongly advise the Council to remain conscious that it is not appropriate for regional planning processes to be exploited in the manner suggested by the Muaūpoko Tribal Authority, that dealing with the false claims of groups like these must be left to the Crown, and that settlements must not pre-empted. Whilst Muaūpoko Tribal Authority may wish to seek out new territories through online maps, this is not of course how mana whenua is gained or held. We remain as ahi kā and mana whenua on the land, as we have undisturbed for over 198 years.	Disallow	Disallow the whole submission	Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S135.004	Best Farm Ltd/Hunters Hill Ltd/Lincolnshire Farm Ltd/Stebbings Farmlands Ltd	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Oppose	Do not consider a specific policy in the RPS is necessary to support the uptake of zero and low-carbon multi-modal transport infrastructure such as cycle-ways and EV charging network. This is because the market is driving this change in any event and requiring district plans to include objectives, policies and rules is not considered necessary to enable this shift.	Delete Policy CC.3		Reject
S140.031	Wellington City Council (WCC)	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	The policy statement should focus on "zero-carbon" emission transport. Given that it is a policy to enable mode shift, the use of low-emission transport is a "given" as part of the transition. There are also more modes of low-emission transport that have not been identified.	Amend Policy to have a focus on "zero-carbon" emission transport and expand the types of active transport modes		Accept in part
S151.007	NZ Centre for Sustainable Cities	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	Support enabling a shift to low- and zero-carbon emissions transport - district plans	Not stated.		Accept
S158.014	Kāinga Ora Homes and Communities	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support in part	Supports the intent of the policy, however concerned that the policy places significant burden on district councils to enable a shift to low and zero-carbon emission transport infrastructure in a very short period. Whilst district plans can include enabling objectives, policies and rules to support the policy's intent, there are a number of factors that would hinge on the development of such transport options, including that councils only have jurisdiction over new development, often other reasons of resource consent are triggered such as earthworks, vegetation clearance and structures.	Amend the policy and explanation as follows: By 30 June 2025, district plans shall include objectives, policies, rules and methods that promote the construction of multi modal transport enable infrastructure that supports the reduction in greenhouse gas emissions for multi modal transport that contribute to reducing greenhouse gas emissions. Explanation District plans must provide a supportive planning framework (for example, supportive objectives and policies permitted activity status) for		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					the reduction ingreenhouse gas emmissions zero and low-carbon for multi modal transportinfrastructure, such as public transport infrastructure, cycleways and public EVcharging network.		
S165.036	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support in part	Seek amendment to clarify to focus is on reducing greenhouse gas emissions. Also seek amendment to ensure that the enabling of infrastructure does not cause adverse effects for indigenous biodiversity.	Amend as follows: By 30 June 2025, district plans shall include objectives, policies, rules and methods that enables infrastructure that supports the uptake of zero and low-carbon multi modal transport that contribute to reducing reduce greenhouse gas emissions, while protecting indigenous biodiversity.		Reject
FS20.069	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support in part	Ātiawa seek to ensure that the enabling of infrastructure does not cause adverse effects for indigenous biodiversity.	Allow		Reject
FS26.024	Meridian Energy Limited	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Oppose	Forest & Bird: seeks amendment: 'By 30 June 2025, district Disallow plans shall include objectives,policies, rules and methods that enables infrastructure that supports the uptake of zero and low-carbon multi modal transport that contribute to reducing reduce greenhouse gas emissions, while protecting indigenous biodiversity. ' Meridian does not agree that all indigenous biodiversity warrants protection in all situations and notes that this is not required by section 6 of the Act. Policy CC.3 is an enabling policy and there are other objectives and policies that seek protection of indigenous biodiversity values. The Plan must be read as a whole.	Disallow		Accept
FS30.319	Beef + Lamb New Zealand Ltd	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	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	Disallow		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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				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.			
S167.063	Taranaki Whānui	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	Taranaki Whānui supports new Policy CC.3	Retain as notified.		Accept in part
S170.042	Te Rūnanga o Toa Rangatira	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support in part	Policy CC.3 Environmental integration in urban development -district plans The policy intention is supported however, the policy wording 'ensure' is not strong enough directing district plans to integrate environment in urban development. This policy could give stronger direction to District Councils that the policy is implemented in rules and standards.	Amend the word 'ensure' to provide stronger direction to District Councils.		Reject
FS29.156	Ngā Hapu o Otaki	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community. There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes. This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity. Objective 3: Lack of mana whenua / tangata whenua involvement in decision making – Support in principal FW Kaitiakitanga O1, O2, O3 – Support in principal Wai Mate O1,O2,O3 - Support in principal Climate Change and Freshwater objectives, CCFW-01, CCFW-02, CCFW-	Not stated		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				<p>03, CCFW-04, CCFW-05, CCFW-06</p> <p>This submission appropriately articulates Kaitiakitanga, FW objectives regarding Climate Change, Wai mate, Wai ora and the lack of provisions to see balanced decision making between Treaty Partners. Ngā Hapu o Otaki support Te Runanga o Toa Rangatira expression and wish to speak further to such views during the hearing process. We have serious concerns for the degradation of our taonga, in particular our wai. This combined with the projected growth the next generation will see means manawhenua resilience and agility to climate grief and environmental decline is paramount. Ngā Hapu o Otaki seek to support our whanaunga and other Manawhenua groups to build the provisions we will need to solidify our Tino Rangatiratanga and ensure our intergenerational prosperity.</p>			
S168.0117	Rangitāne O Wairarapa Inc	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	Rangitāne o Wairarapa support the enabling of infrastructure that supports the uptake of zero and low carbon multi-modal transport, that contributes to reducing GHG emissions through district plans. Requiring consideration of transport demand optimisation, and maximising transport mode shift away from private vehicles in planning decisions is also supported.	Retain as notified.		Accept in part
FS31.043	Sustainable Wairarapa inc	Policy CC.3: Enabling a shift to low and zero-carbon emission transport - district plans	Support	<p>Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui Ian Gun</p>	Not stated		Accept in part
S17.005	Chelsea Kershaw	General comments -	Support in part	Do not support greenfield subdivisions that externalise environmental and infrastructure costs, As such, support requirement for new greenfield developments to show a Travel Demand Management (TDM) plan. There		Consider other policy tools than TDM plans -	Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		urban development		may be other options besides TDM plans to ensure the development of an urban form that is not private car-dependent.		provisions should be strengthened rather than diluted.	
S24.001	Helen Payn	General comments - urban development	Support	To make sure that new developments allow people to use other transport options than private vehicles.		Consider other policy tools, besides TDM plans, provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	Reject
S27.004	Peter Ramage	General comments - urban development	Support in part	To make sure that new developments allow people to use other transport options than private vehicles.		Consider other policy tools, besides TDM plans, provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	Reject
S28.001	Philippa Yasbek	General comments - urban development	Support	Support ensuring that new homes generate fewer emissions on average than existing homes. Building sprawling, car-intensive suburbs locks in large amounts of emissions for decades as these are very long-lived investments. New housing should be through intensification of existing areas and those close to amenities rather than creating new car-dependent suburbs. Transport Demand Management Plans would be a helpful check on unsustainable new suburbs.		Retain as notified.	Accept in part
S35.003	Oliver Bruce	General comments - urban development	Support in part	Need to make sure that new developments allow people to use other transport options than private vehicles. There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric.		Consider other policy tools, besides TDM plans, that councils can use to ensure developments	Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
						aren't private-car-centric. Provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	
S37.003	Jennifer Van Beynen	General comments - urban development	Support in part	There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric.		Consider other policy tools to TDM, provisions should be strengthened, enhanced, made more sophisticated and more comprehensive.	Reject
S51.003	Khoi Phan	General comments - urban development	Not Stated / Neutral	Active transport mode must be integrated into existing plans for public transport to further enable Bike-Train mode. Currently there are provision to encourage the uptake of this mode in the regional plan, district plan nor the regional-rail business case.	Strengthen provision relating to public and active transport.	Strengthen provision relating to public and active transport.	Reject
S51.004	Khoi Phan	General comments - urban development	Support in part	Requirements to have TDM plan not strong enough. There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric.	Consider other tools than TDM plans, provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	Consider other tools than TDM plans, provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	Reject
S53.003	Ellen Legg	General comments - urban development	Support in part	To make sure that new developments allow people to use other transport options than private vehicles.		Consider other policy tools in addition to TDM's to allow people to use other transport options.	Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S60.004	Grant Buchan	General comments - urban development	Support in part	To make sure that new developments allow people to use other transport options than private vehicles.		Consider other policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric. Provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	Reject
S61.004	Patrick Morgan	General comments - urban development	Support in part	To make sure that new developments allow people to use other transport options than private vehicles.		Consider other policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric. Provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	Reject
S92.001	Ruby Miller-Kopelov	General comments - urban development	Support	The policy deters greenfield subdivisions that externalise environmental and infrastructure costs. There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric.		Consider other tools than TDM - provisions should be strengthened, enhanced, made more	Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
						sophisticated and more comprehensive rather than diluted.	
S93.001	Isabella Cawthorn	General comments - urban development	Support	The RPS helps to deliver more homes without higher transport-related greenhouse gas emissions. The policy deters greenfield subdivisions that externalise environmental and infrastructure costs. There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric.		Consider other tools to TDM - provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	Reject
S94.013	Guardians of the Bays Incorporated	General comments - urban development	Support in part	Supports ensuring more homes do not mean more green house emissions, but suggests a more inter-regional transport framework through rail and sea rather than flying (emissions).		Amend the provision to address the relief sought in the submission.	Reject
S16.034	Kāpiti Coast District Council	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	Council supports GWRC taking responsibility for actions under this policy as they align with GWRC's functions under section 30 of the RMA. Council requests responsibility for the implementation of this policy remains with GWRC.	Retain		Accept
S30.036	Porirua City Council	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional	Support	Council supports that the lead for this policy should be the Regional Transport Committee, and outcomes be delivered through the Regional Land Transport Plan. Noting that affordability is a big issue for councils such as Council with a constrained rating base.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		Land Transport Plan					
FS25.069	Peka Peka Farm Limited	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	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
S34.031	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	Support insofar as this relates to regional plans.	Retain provisions as notified.		Accept in part
S115.034	Hutt City Council	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	Support as proposed, note our comments on proposed new Policy CC.1 that the Regional Land Transport Plan is a useful tool to achieve the relevant objectives.	Retain as notified.		Accept in part
S129.018	Waka Kotahi NZ Transport Agency	Policy 9: Promoting greenhouse	Support in part	Generally supports Policy 9 and the promotion of a shift to low emission fuels. The current wording can be interpreted to suggest that the onus falls	Seeks further clarification with regard to how the RPS will direct the shift to greenhouse		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan		on transport infrastructure providers, like Waka Kotahi, to provide the incentives to achieve the outcomes of this method.	gas reduction and low emission fuels.		
FS10.038	BP Oil NZ Ltd Mobil Oil NZ Ltd and Z Energy Ltd (the Fuel Companies)	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	The Fuel Companies agree that further clarification is needed with regard to how the RPS will direct a shift to greenhouse gas reduction and low emission fuels.	Allow	Allow the submission and amend Policy CC.9 as sought.	Reject
FS24.034	Powerco Limited	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	Powerco agrees that further clarification is needed with regard to how the RPS will direct a shift to greenhouse gas reduction and low emission fuels.	Allow	Allow the submission and amend Policy CC.9 as sought.	Reject
S131.057	Ātiawa ki Whakarongotai Charitable Trust	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels -	Support	In principle Ātiawa supports Policy 9.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		Regional Land Transport Plan					
FS29.327	Ngā Hapu o Otaki	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degredation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.</p>	Not stated		Accept in part
S133.057	Muaūpoko Tribal Authority	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission	Support	Supports these policies surrounding effective management and measures for climate change and climate change effects.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		fuels - Regional Land Transport Plan					
FS20.404	Ātiawa ki Whakarongotai Charitable Trust	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Oppose	<p>Ātiawa vehemently oppose the submission and claims made by Muaūpoko Tribal Authority. The assertions made by Muāupoko Tribal Authority are categorically incorrect and highly offensive to Ātiawa ki Whakarongotai. While Muaūpoko may have historical associations with Te Whanganui-a-Tara and Kāpiti. These associations are recognised as historical only. Ātiawa refer to the evidence provided by Ngārongo Iwikatea Nicholson in support of Ngāti Toarangatira's claims which were upheld and settled by the Crown. Pages 26-34 sets out the extinguishment of Muaūpoko rights in our rohe. From both a tikanga Māori perspective and a Crown law perspective, Muaūpoko do not hold mana whenua (including for the purposes of the Resource Management Act). There is therefore no basis for Muaūpoko Tribal Authority to be recognised as being kaitiaki in the rohe; to do so would be incomprehensible and irreconcilable to Ātiawa, and more generally an affront to tikanga Māori. Muaūpoko Tribal Authority have cited Te Kāhui Māngai mapping as evidence of the spatial extent that they exercise kaitiakitanga. This in itself evidences the lack of basis to their claims, in that Te Kāhui Māngai map simply reflects claims made by Māori groups, and from our previous inquiry to Te Puni Kōkiri who are responsible for this map, we learned that Muaūpoko Tribal Authority included that spatial extent in their Agreement in Principle. Agreements in Principle provide claimants the opportunity to set out everything that a claimant wants from the Crown. They have no legal effect and are therefore not legally recognised. We strongly advise the Council to remain conscious that it is not appropriate for regional planning processes to be exploited in the manner suggested by the Muaūpoko Tribal Authority, that dealing with the false claims of groups like these must be left to the Crown, and that settlements must not pre-empted. Whilst Muaūpoko Tribal Authority may wish to seek out new territories through online maps, this is not of course how mana whenua is gained or held. We remain as ahi kā and mana whenua on the land, as we have undisturbed for over 198 years.</p>	Disallow	Disallow the whole submission	No recommendation
S137.014	Greater Wellington Regional Council (GWRC)	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional	Support in part	<p>Proposed RPS Change 1 as notified does not specifically address public transport vehicle fleets reducing emissions, which is identified as an outcome in Objective CC.3 seeks (among other things) that public transport emissions are reduced by 20% from 2018 levels. However, there is no policy or method to implement this part of the objective. Policy 9 and Method CC.10, which link to Objective CC.3, should be amended to reflect this outcome sought.</p>	Amend Policy 9 as follows: The Wellington Regional Land Transport Plan shall include objectives and policies that promote: ... (c) increasing the uptake of low emission or zero carbon fuels, biofuels and new technologies.; and		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		Land Transport Plan					
FS14.008	Masterton District Council	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support in part	Agree with: Proposed RPS Change 1 as notified does not specifically address public transport vehicle fleets reducing emissions, which is identified as an outcome in Objective CC.3 seeks (among other things) that public transport emissions are reduced by 20% from 2018 levels. However, there is no policy or method to implement this part of the objective. Policy 9 and Method CC.10, which link to Objective CC.3, should be amended to reflect this outcome sought.	Not stated	<p>Agree with relief sought:</p> <p>Amend Policy 9 as follows:</p> <p>The Wellington Regional Land Transport Plan shall include objectives and policies that promote: ...</p> <p>(c) increasing the uptake of low emission or zero carbon fuels, biofuels and new technologies ;</p> <p>and Insert new clause:</p> <p>(d) the decarbonisation of the public transport vehicle fleet.</p>	Accept in part
S137.015	Greater Wellington Regional Council (GWRC)	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support in part	Proposed RPS Change 1 as notified does not specifically address public transport vehicle fleets reducing emissions, which is identified as an outcome in Objective CC.3 seeks (among other things) that public transport emissions are reduced by 20% from 2018 levels. However, there is no policy or method to implement this part of the objective. Policy 9 and Method CC.10, which link to Objective CC.3, should be amended to reflect this outcome sought.	Insert new clause: (d) the decarbonisation of the public transport vehicle fleet.		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
FS13.017	Wellington City Council	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Not Stated / Neutral	Consistent with Wellington City Council's position on the matter.	Allow		Accept
S140.036	Wellington City Council (WCC)	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	Support as proposed, note our comments on proposed new Policy CC.2 that the Regional Land Transport Plan is a useful tool to create a Transport Demand Management Plan for the region or at least guidance for how to create one that will achieve the best outcomes for the region.	Amend Policy 9 as needed.		Reject
S148.032	Wellington International Airport Ltd (WIAL)	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	Support this policy on the basis that it is directed at land transportation requirements. WIAL also notes that it will take some time to transition to Sustainable Aviation Fuels. This was recognised in the Government's proposal to introduce a sustainable biofuels mandate. It is currently proposed that this mandate would not include sustainable aviation fuels. This is to be addressed separately as it is recognised that there are currently technological barriers in decarbonising the aviation industry. As such, there is more uncertainty as the policy direction the Government will take in the aviation sector across future emission budgets. It would be inappropriate for the RPS to be inconsistent with this national level policy.	Ensure that this policy retains its focus on land transportation.		Accept
S165.044	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Policy 9: Promoting greenhouse gas emission reduction and uptake	Support in part	The policy provides for a reduction but is not linked to the specific reductions sought in Objective CC.3	Amend so that reductions provided for in the policy are linked to the reductions identified in Objective CC.3.		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		of low emission fuels - Regional Land Transport Plan					
FS30.319	Beef + Lamb New Zealand Ltd	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	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		No recommendation
S166.023	Masterton District Council	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support in part	Agree in principle - but further clarity is required regarding how this will work for Tier 3 Councils.	Retain as notified. However: further clarity is required regarding how this will work for Tier 3 Councils.		No recommendation
S167.071	Taranaki Whānui	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land	Support	Taranaki Whānui supports the amendments to Policy 9.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		Transport Plan					
S170.022	Te Rūnanga o Toa Rangatira	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Oppose in part	The preparation of another plan (Regional Land Transport Plan) to give effect to Policy 9 dilutes the policy intent. It is unclear that as a higher order document, the RPS will be reconciled with a lower order document (Regional Land Transport Plan), which may not be binding, producing policies to give effect to policy 9. The wording also 'promotes reduction', it is more cost-effective to reduce than promote, and why promote while we can be more directive to 'reduce'.	Reword "promote reduction" to "reduce" in the policy		Reject
FS29.136	Ngā Hapu o Otaki	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>Objective 3: Lack of mana whenua / tangata whenua involvement in decision making – Support in principal</p> <p>FW Kaitiakitanga O1, O2, O3 – Support in principal</p> <p>Wai Mate O1,O2,O3 - Support in principal</p> <p>Climate Change and Freshwater objectives, CCFW-01, CCFW-02, CCFW-03, CCFW-04, CCFW-05, CCFW-06</p> <p>This submission appropriately articulates Kaitiakitanga, FW objectives regarding Climate Change, Wai mate, Wai ora and the lack of provisions to see balanced decision making between Treaty Partners. Ngā Hapu o Otaki support Te Runanga o Toa Rangatira expression and wish to speak further</p>	Not stated		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				to such views during the hearing process. We have serious concerns for the degradation of our taonga, in particular our wai. This combined with the projected growth the next generation will see means manawhenua resilience and agility to climate grief and environmental decline is paramount. Nga Hapu o Otaki seek to support our whanaunga and other Manawhenua groups to build the provisions we will need to solidify our Tino Rangatiratanga and ensure our intergenerational prosperity.			
S168.0140	Rangitāne O Wairarapa Inc	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	Rangitāne o Wairarapa strongly support objectives and policies that promote reducing non-renewable fuel consumption, and transport-related GHG and pollutant emissions, and uptake of low emissions or zero-carbon fuel.	Retain as notified.		Accept in part
FS31.069	Sustainable Wairarapa inc	Policy 9: Promoting greenhouse gas emission reduction and uptake of low emission fuels - Regional Land Transport Plan	Support	Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui Ian Gun	Not stated		Accept in part
S16.035	Kāpiti Coast District Council	Policy 10: Promoting travel demand	Support	Council supports the deletion of this policy as a district plan cannot influence the use and consumption of non-renewable transport fuel, or carbon dioxide emissions from transportation.	Retain deletion of Policy 10.		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		management - district plans and the Regional Land Transport Strategy					
S78.009	Beef + Lamb New Zealand Limited	Policy 10: Promoting travel demand management - district plans and the Regional Land Transport Strategy	Not Stated / Neutral	Accepts- that the deletion of operative Policy 10 is required to give effect to the NPS-UD but neither supports nor opposes the deletion.	Delete as notified		Accept
FS20.317	Ātiawa ki Whakarongotai Charitable Trust	Policy 10: Promoting travel demand management - district plans and the Regional Land Transport Strategy	Oppose	Ātiawa oppose the entire submission by Beef + Lamb New Zealand Limited. The relief sought by Beef + Lamb is to withdraw all proposed amendments, apart from those which give effect to NPS-UD. The basis for deleting the proposed amendments (apart from NPS-UD provisions) is to delay decision-making until further national direction is gazetted or until the scheduled full review of the RPS. Ātiawa do not accept that delaying proposed RPS Change 1 is an appropriate course of action, further delays would permit further degradation of te taiao and continue to have perverse outcomes for mana whenua.	Disallow	Disallow the relief sought where the submitter seeks the deletion of proposed amendments.	Reject
S115.035	Hutt City Council	Policy 10: Promoting travel demand management - district plans and the Regional Land Transport Strategy	Support	Support the deletion of this policy	Delete Policy 10 as proposed		Accept
S131.058	Ātiawa ki Whakarongotai Charitable Trust	Policy 10: Promoting travel demand management	Support		Ātiawa supports the deletion of Policy 10 as its content has been provided through Policy 9 and Policy CC.2 which better provide for climate		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		- district plans and the Regional Land Transport Strategy			change through greenhouse gas emission reductions from the transport industry.		
FS29.328	Ngā Hapu o Otaki	Policy 10: Promoting travel demand management - district plans and the Regional Land Transport Strategy	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degredation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environemental resilience and the cultural agility our shared whakapapa offers.</p>	Not stated		Accept
S140.037	Wellington City Council (WCC)	Policy 10: Promoting travel demand management - district	Support	Support deletion of this policy.	Retain as notified		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		plans and the Regional Land Transport Strategy					
S158.017	Kāinga Ora Homes and Communities	Policy 10: Promoting travel demand management - district plans and the Regional Land Transport Strategy	Support	Supports the deletion of policy 10.	Support deletion.		Accept
S166.024	Masterton District Council	Policy 10: Promoting travel demand management - district plans and the Regional Land Transport Strategy	Support in part	Agree in principle - but how will this work for Tier 3 Councils? Please clarify.	Retain as notified. However: further clarity is required regarding how this will work for Tier 3 Councils.		Accept
S167.072	Taranaki Whānui	Policy 10: Promoting travel demand management - district plans and the Regional Land Transport Strategy	Support		Retain as notified.		Accept
S170.024	Te Rūnanga o Toa Rangatira	Policy 10: Promoting travel demand management - district plans and	Support in part	Detailed travel demand management plans would help us make aligned decisions while land use is being planned. The production of a travel demand management plan will be time and resource intensive. It is unclear, undertaking such exercise, just to 'promote' the reduction of using non-renewables and GHG emissions justifies the time and resource required to complete these plans. It is unclear whether they are secondary decision-making documents; should they be prepared to produce evidence for our	Retain policy 10.		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		the Regional Land Transport Strategy		reductions, or because they offer opportunity to change the way land is used, should they be directive rather than promotional and optional.			
FS29.138	Ngā Hapu o Otaki	Policy 10: Promoting travel demand management - district plans and the Regional Land Transport Strategy	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>Objective 3: Lack of mana whenua / tangata whenua involvement in decision making – Support in principal</p> <p>FW Kaitiakitanga O1, O2, O3 – Support in principal</p> <p>Wai Mate O1,O2,O3 - Support in principal</p> <p>Climate Change and Freshwater objectives, CCFW-01, CCFW-02, CCFW-03, CCFW-04, CCFW-05, CCFW-06</p> <p>This submission appropriately articulates Kaitiakitanga, FW objectives regarding Climate Change, Wai mate, Wai ora and the lack of provisions to see balanced decision making between Treaty Partners. Ngā Hapu o Otaki support Te Runanga o Toa Rangatira expression and wish to speak further to such views during the hearing process. We have serious concerns for the degradation of our taonga, in particular our wai. This combined with the projected growth the next generation will see means manawhenua resilience and agility to climate grief and environmental decline is paramount. Ngā Hapu o Otaki seek to support our whanaunga and other Manawhenua groups to build the provisions we will need to solidify our Tino Rangatiratanga and ensure our intergenerational prosperity.</p>	Not stated		Reject
S16.045	Kāpiti Coast District Council	Policy EIW.1: Promoting affordable high quality	Support	Council supports GWRC's intent expressed in the policy on the condition implementing the policy via regulatory methods remains the responsibility of GWRC only.	Retain.		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		active mode and public transport services - Regional Land Transport Plan					
S30.037	Porirua City Council	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support	Council supports that the lead for this policy should be the Regional Transport Committee, and outcomes be delivered through the Regional Land Transport Plan. Noting that affordability is a big issue for councils such as Porirua City Council with a constrained rating base.	Retain as notified.		Accept in part
FS25.070	Peka Peka Farm Limited	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	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		No recommendation
S34.019	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support in part	<p>Support insofar as it only applies to the RLTP.</p> <p>This provides appropriate direction for the regional land transport plan, which in turn will support advocacy for the regional and territorial authorities to seek funding for public transport and active modes. However, we consider this should go further and this should be prioritised not only promoted.</p> <p>Council notes however, that the implementation of which may be difficult to achieve and will require engagement with Waka Kotahi and KiwiRail for efficient regional planning for Wellington.</p>	<p>Amend policy to read:</p> <p>"Policy EIW.1: Prioritising Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan</p> <p>The Wellington Regional Land Transport Plan shall include objectives, policies and methods that prioritise promote equitable....."</p>		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S115.036	Hutt City Council	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support	Support as proposed, note our comments on proposed new Policy CC.1 that the Regional Land Transport Plan is a useful tool to achieve the relevant objectives.	Retain as notified		Accept in part
S131.060	Ātiawa ki Whakarongotai Charitable Trust	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support	Ātiawa supports Policy EIW.1. Ātiawa recognises the impacts of the transport industry on climate change. Ātiawa seeks that Regional Council actively work with a range of people who represent all capabilities, abilities, and minorities to develop the Regional Land Transport Plan to ensure that the transportation needs reflect all parts of the community, including the most vulnerable, whilst reducing greenhouse gas emissions.	Ātiawa recognises the impacts of the transport industry on climate change. Ātiawa seeks that Regional Council actively work with a range of people who represent all capabilities, abilities, and minorities to develop the Regional Land Transport Plan to ensure that the transportation needs reflect all parts of the community, including the most vulnerable, whilst reducing greenhouse gas emissions.		Reject
FS29.330	Ngā Hapu o Otaki	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Pla	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p>	Not stated		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				<p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degradation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.</p>			
S133.054	Muaūpoko Tribal Authority	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support	Support the inclusion of this policy.	Retain as notified.		Accept in part
FS20.401	Ātiawa ki Whakarongotai Charitable Trust	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Oppose	<p>Ātiawa vehemently oppose the submission and claims made by Muaūpoko Tribal Authority. The assertions made by Muāupoko Tribal Authority are categorically incorrect and highly offensive to Ātiawa ki Whakarongotai. While Muaūpoko may have historical associations with Te Whanganui-a-Tara and Kāpiti. These associations are recognised as historical only. Ātiawa refer to the evidence provided by Ngārongo Iwikatea Nicholson in support of Ngāti Toarangatira's claims which were upheld and settled by the Crown. Pages 26-34 sets out the extinguishment of Muaūpoko rights in our rohe. From both a tikanga Māori perspective and a Crown law perspective, Muaūpoko do not hold mana whenua (including for the purposes of the Resource Management Act). There is therefore no basis for Muaūpoko Tribal Authority to be recognised as being kaitiaki in the rohe; to do so would be incomprehensible and irreconcilable to Ātiawa, and more generally an affront to tikanga Māori. Muaūpoko Tribal Authority have cited Te Kāhui Māngai mapping as evidence of the spatial extent that they exercise kaitiakitanga. This in itself evidences the lack of basis to their claims, in that Te Kāhui Māngai map simply reflects claims made by Māori groups, and</p>	Disallow	Disallow the whole submission	No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				from our previous inquiry to Te Puni Kōkiri who are responsible for this map, we learned that Muaūpoko Tribal Authority included that spatial extent in their Agreement in Principle. Agreements in Principle provide claimants the opportunity to set out everything that a claimant wants from the Crown. They have no legal effect and are therefore not legally recognised. We strongly advise the Council to remain conscious that it is not appropriate for regional planning processes to be exploited in the manner suggested by the Muaūpoko Tribal Authority, that dealing with the false claims of groups like these must be left to the Crown, and that settlements must not pre-empted. Whilst Muaūpoko Tribal Authority may wish to seek out new territories through online maps, this is not of course how mana whenua is gained or held. We remain as ahi kā and mana whenua on the land, as we have undisturbed for over 198 years.			
S137.017	Greater Wellington Regional Council (GWRC)	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support in part	Amendments are required to improve readability and clarity.	The Wellington Regional Land Transport Plan shall include objectives, policies and methods that 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.		Accept
FS13.018	Wellington City Council	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Not Stated / Neutral	Consistent with Wellington City Council's position on the matter.	Allow		Accept
S140.038	Wellington City Council (WCC)	Policy EIW.1: Promoting affordable high quality	Support	Support as proposed.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		active mode and public transport services - Regional Land Transport Plan					
S148.034	Wellington International Airport Ltd (WIAL)	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support in part	WIAL supports initiatives to be contained within the Regional Land Transport Plan to assist in facilitating high quality active mode infrastructure and affordable public transport services with sufficient frequency. WIAL is however concerned that it may be unrealistic as an outcome within the RPS to expect that people will be able to live without the need to have access to a private vehicle. WIAL also submits that the current structure of the policy does not make grammatical sense and the last part should be deleted.	Delete the expectation that people will live without the need to access a private vehicle. Amend as follows: The Wellington Regional Land Transport Plan shall include objectives, policies and methods that 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.		Reject
FS8.009	Guardians of the Bays Inc	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Oppose	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan -People living without a private vehicle should be the normal situation rather than something to be worry about by a aviation infrastructure provider. Travel to Wellington Airport should not be done solely by a private vehicle. The majority of users coming to the airport should be able to come by public transport, cycling and walking.	Disallow		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S158.018	Kāinga Ora Homes and Communities	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support	Supports this policy and in particular the requirement that the Regional Land Transport Plan includes provisions that promote equitable and accessible high quality active mode infrastructure	Retain as notified.		Accept in part
S165.046	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support in part	The intent of the policy is supported but the drafting is poor, in particular the concluding words "by contributing to reducing greenhouse emissions" do not make sense	The Wellington Regional Land Transport Plan shall include objectives, policies and methods that achieve the greenhouse emission targets in Objective CC.3 , give effect to the 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.		Accept in part
FS30.319	Beef + Lamb New Zealand Ltd	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	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		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S166.056	Masterton District Council	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support in part	Agree in principle - but how will this work for Tier 3 Councils?	Retain as notified. However: Further clarity sought on how this will impact Tier 3 councils.		Accept in part
S167.074	Taranaki Whānui	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support	Taranaki Whānui supports the inclusion of this new policy. We note in particular the aim for equity and accessibility. Lower-decile areas (including Māori) have been historically disadvantaged by the public transport system.	Retain as notified.		Accept in part
S170.023	Te Rūnanga o Toa Rangatira	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support in part	The intent of the policy is supported - however we are conscious a variety of infrastructure is needed to be present to align, to make this happen. Without needing to own a private vehicle is a significant statement, where for affordable high quality active mode and car share infrastructure, and public transport services may not be available for our communities. We need to ensure that the policy intention is not disadvantaging our communities.	Reword the policy to include sentences to read: Regional Land Transport Plan should provide detail frameworks how this can be implemented with iwi partners and ensure a detailed co-design is worked with Tangata Whenua.		Reject
FS29.137	Ngā Hapu o Otaki	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional	Support	Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community. There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.	Not stated		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		Land Transport Plan		<p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>Objective 3: Lack of mana whenua / tangata whenua involvement in decision making – Support in principal</p> <p>FW Kaitiakitanga O1, O2, O3 – Support in principal</p> <p>Wai Mate O1,O2,O3 - Support in principal</p> <p>Climate Change and Freshwater objectives, CCFW-01, CCFW-02, CCFW-03, CCFW-04, CCFW-05, CCFW-06</p> <p>This submission appropriately articulates Kaitiakitanga, FW objectives regarding Climate Change, Wai mate, Wai ora and the lack of provisions to see balanced decision making between Treaty Partners. Ngā Hapu o Otaki support Te Runanga o Toa Rangatira expression and wish to speak further to such views during the hearing process. We have serious concerns for the degradation of our taonga, in particular our wai. This combined with the projected growth the next generation will see means manawhenua resilience and agility to climate grief and environmental decline is paramount. Ngā Hapu o Otaki seek to support our whanaunga and other Manawhenua groups to build the provisions we will need to solidify our Tino Rangatiratanga and ensure our intergenerational prosperity.</p>			
S168.0135	Rangitāne O Wairarapa Inc	Policy EIW.1: Promoting affordable high quality active mode and public transport services - Regional Land Transport Plan	Support	Rangitāne o Wairarapa strongly support the promotion of equitable public transport and active modes which are connected, accessible, affordable, supported by extensive multi modal infrastructure and services.	Retain as notified.		Accept in part
FS31.063	Sustainable Wairarapa inc	Policy EIW.1: Promoting affordable high quality active mode	Support	Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its	Not stated		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		and public transport services - Regional Land Transport Plan		ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui lan Gun			
S16.022	Kāpiti Coast District Council	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	<p>We note district plans and decisions under them have no ability to have particular regard to whether subdivision, use and development have been planned to optimise overall transport demand, or maximise mode shift from private vehicles to public transport or active modes in a way that contributes to reducing greenhouse gas emissions. We are confused as to why GWRC would consider this an appropriate policy compared to other more effective and appropriate methods to achieve the desired greenhouse gas emission reductions. We do not consider the RPS or district plans to be effective or appropriate resource management tools to achieve the stated goals.</p> <p>Council also notes the policy suffers from the same contradiction as other consideration policies, where the policy wording also requires particular regard to be had. These verbs have very different meanings under the RMA.</p>	Delete Policy CC.9 or alter its applicability so it is only relevant to regional plans and decisions under regional plans.		Reject
FS20.047	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	<p>Ātiawa are disappointed with the regressive approach taken by Kāpiti Coast District Council in regard to nature based solutions to climate change. It is evident that current approaches to managing the environment are inadequate, and that options such as nature-based solutions could provide better outcomes, culturally, socially and economically. While nothing in legislation specifically requires local authorities to consider nature-based solutions, the RMA (s7) and the NPS-UD (Objective 8, Policy 1, Policy 6) all require local authorities to have particular regard to the effects of climate change in resource management decision making and provide well-functioning urban environment that are resilient to the effects of climate change, which could include options such as nature-based solutions and mātauranga Māori.</p>	Disallow		Accept
S30.058	Porirua City Council	Policy CC.9: Reducing greenhouse gas	Oppose	<p>The policy lacks the necessary precision to enable its meaningful implementation, directs district plans to address matters which are outside their scope, and due to its drafting and scope represents a high regulatory requirement. Issues of concern include:</p>	Delete policy. ORAlternatively, amend policy so that it provides clear and appropriate direction to		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		emissions associated with transport infrastructure - consideration		<ul style="list-style-type: none"> • No threshold is included and as drafted would apply to all resource consents, change, variation or review of RMA plans regardless of scale and type of activity. For example, a dormer window breaching a height in relation to boundary standard in a district plan would trigger this policy. • It is unclear what is meant by "optimise overall transport demand", this policy needs greater clarity to allow it to be implemented. • Relief sought in relation to Policy CC.2 applies equally in relation to Policy CC.9. • This policy should only apply to resource consents so it does not conflict and/or duplicate earlier regulatory policies that apply to the development of regional and district plans. 	plan users in line with objectives, and ensures the requirements are within the scope of what a district plan can achieve. Amend policy to only apply to resource consents.		
FS25.091	Peka Peka Farm Limited	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	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
S34.032	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	<p>Council supports the intent of this policy but considers that district plans, and in particular resource consents and notice of requirements cannot achieve this, particularly in relation to optimising travel demand and influencing travel choice and ensuring public transport service provision, given public transport is a regional function.</p> <p>It is also unclear what is meant by optimising travel demand. As with other policies there is also an issue of significance of scale.</p> <p>As an example, it is inappropriate for alterations of buildings to have particular regard to this.</p> <p>The NPS-UD already directs that district plans cannot require parking standards, the effects of which are yet to be fully identified.</p>	Amend to read: 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 whether the subdivision, use and development have been planned to optimise overall transport demand, maximising mode shift from private vehicles to public transport or active modes, in a way that contributes to		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					reducing greenhouse gas emissions		
S79.039	South Wairarapa District Council	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	SWDC supports the approach in principle, but are of the view that this is more achievable by the tier 1 Council's in the region that receive significant investment in public transport. SWDC still wish to support the approach to a degree that is practicable in its context. However, this may be of a significantly smaller scale than the policy intends. Matters such as the application of good urban design principles for connectivity, walkability and cyclability for able bodied residents and suitable street furniture are the most probable extents that can be applied in our context.	Amend policy CC.9 as follows: 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 whether the subdivision, use and development have been planned to optimise overall transport demand, maximising mode shift from private vehicles to public transport or active modes, in a way that contributes to reducing greenhouse gas emissions where practicable . Or, similar relief to the same effect; AND; Any consequential amendments to give effect to the relief sought.		Reject
S82.006	Jonathan Markwick	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support	Support policy to enforce emissions reductions through mode-shift.	Retain as notified.		Accept in part
S102.020	Te Tumu Paeroa Office of the Māori Trustee	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure	Support	Generally supports the policy to be considered in the 'Climate Change' chapter.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		- consideration					
S115.058	Hutt City Council	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	While we support the intent of the policy, this assessment is not feasible in relation to individual resource consent applications.	<ul style="list-style-type: none"> Remove the requirement to undertake this assessment for individual resource consent applications. Include a definition of 'optimise' within RPS Change 1. 		Accept in part
S118.008	Peka Peka Farm Limited	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	The policy lacks clarity to enable its meaningful implementation.	Delete Policy CC.9.		Reject
S129.010	Waka Kotahi NZ Transport Agency	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	Supports the reduction of greenhouse gases which align with direction from Central Government as it becomes available.	Seeks alignment with the direction of Central Government.		Reject
S131.082	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure	Support	Ātiawa supports reducing greenhouse gas emissions from transport by ensuring that resource consent for subdivision, use and development are designed in a way that optimise travel demand and maximise modal shift (from private vehicles to public transport and active modes). We support development centred around public transport hubs and walkable catchments. However, the scale of that development needs to be planned and delivered in a way that recognises the rangatiratanga of hapū and iwi in relation to their land and waterways, and how this can be exercised to better manage the sustainable use of these resources.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		- consideration					
FS29.352	Ngā Hapu o Otaki	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degradation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.</p>	Not stated		Accept in part
S133.042	Muaūpoko Tribal Authority	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure	Support	Supports the inclusion of additional policy that addresses climate change and climate change impacts across the region.	Retain as notified. OR Alternative relief that maybe necessary or appropriate to ensure Muaūpoko's connection to Te-Whanganui-a-Tarais recognised.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		- consideration					
FS20.389	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	<p>Ātiawa vehemently oppose the submission and claims made by Muaūpoko Tribal Authority. The assertions made by Muāupoko Tribal Authority are categorically incorrect and highly offensive to Ātiawa ki Whakarongotai. While Muaūpoko may have historical associations with Te Whanganui-a-Tara and Kāpiti. These associations are recognised as historical only. Ātiawa refer to the evidence provided by Ngārongo Iwikatea Nicholson in support of Ngāti Toarangatira's claims which were upheld and settled by the Crown. Pages 26-34 sets out the extinguishment of Muaūpoko rights in our rohe. From both a tikanga Māori perspective and a Crown law perspective, Muaūpoko do not hold mana whenua (including for the purposes of the Resource Management Act). There is therefore no basis for Muaūpoko Tribal Authority to be recognised as being kaitiaki in the rohe; to do so would be incomprehensible and irreconcilable to Ātiawa, and more generally an affront to tikanga Māori. Muaūpoko Tribal Authority have cited Te Kāhui Māngai mapping as evidence of the spatial extent that they exercise kaitiakitanga. This in itself evidences the lack of basis to their claims, in that Te Kāhui Māngai map simply reflects claims made by Māori groups, and from our previous inquiry to Te Puni Kōkiri who are responsible for this map, we learned that Muaūpoko Tribal Authority included that spatial extent in their Agreement in Principle. Agreements in Principle provide claimants the opportunity to set out everything that a claimant wants from the Crown. They have no legal effect and are therefore not legally recognised. We strongly advise the Council to remain conscious that it is not appropriate for regional planning processes to be exploited in the manner suggested by the Muaūpoko Tribal Authority, that dealing with the false claims of groups like these must be left to the Crown, and that settlements must not pre-empted. Whilst Muaūpoko Tribal Authority may wish to seek out new territories through online maps, this is not of course how mana whenua is gained or held. We remain as ahi kā and mana whenua on the land, as we have undisturbed for over 198 years.</p>	Disallow	Disallow the whole submission	Accept in part
S137.009	Greater Wellington Regional Council (GWRC)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	Amendments are required to improve readability and consistency with Policy CC.1.	Amend Policy CC.9 as follows: 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 whether the subdivision, use and-or development have has been planned in a way that contributes to reducing		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					greenhouse gas emissions by to optimise optimising overall transport demand, maximising mode shift from private vehicles to public transport or active modes, and supporting the move towards low and zero-carbon modes in a way that contributes to reducing greenhouse gas emissions.		
FS17.008	Wellington International Airport Limited ("WIAL")	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	WIAL oppose the relief sought as it is inconsistent with WIAL's primary submission.	Disallow		Reject
FS10.006	BP Oil NZ Ltd Mobil Oil NZ Ltd and Z Energy Ltd (the Fuel Companies)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose in part	The Fuel Companies agree that changes are required to Policy CC.9 to clarify the intent. However, the changes proposed by S137 to the wording of Policy CC.9 place an obligation on all subdivision, use or development to demonstrate a contribution to reducing greenhouse gas emissions and supporting the move towards low and zero-carbon modes. While the general intent is acknowledged, there will continue to be reliance on carbon-based energy sources and associated infrastructure, at least in the short term. The proposed policy wording may undermine the ability for such facilities to undertake essential maintenance, repair and upgrade work (for example replacement of underground fuel tanks at a service station) to ensure the risk and effects of such facilities continue to be managed in an appropriate manner.	Allow in part	Allow the submission to the extent that amendments are made to clarify the intent of Policy CC.9, but do not make the wording changes sought by GWRC.	Reject
FS13.026	Wellington City Council	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Not Stated / Neutral	Consistent with Wellington City Council's position on the matter.	Allow		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S140.059	Wellington City Council (WCC)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	Overall WCC supports the intent of Policy CC.9, however the wording is uncertain and confusing meaning it will be difficult to implement in a consistent and practicable manner. Similarly to Policy CC.2, as it will likely be implemented at a local scale, there is the risk of missing region-wide pressures... and planning for reducing emissions will need to be done at a regional scale to achieve optimal results and reduce cross-boundary pressures	Delete Policy CC.9		Reject
FS3.034	Waka Kotahi NZ Transport Agency (Waka Kotahi)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	Waka Kotahi seeks further clarity on the intent and implementation of this policy.	Not stated	Waka Kotahi seeks clarification as to the intent and implementation of this policy	Accept
S142.004	Combined Cycle Submitters (CCS)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support	Supports these two policies. We consider that they provide appropriately clear direction which aligns the RPS with the approach to mode shift and climate mitigation in relevant non-statutory documents and regional commitments.	Retain as notified.		Accept in part
S148.025	Wellington International Airport Ltd (WIAL)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose in part	As set out above it may take some time to develop the strategies that are necessary to address emissions in the airport and aviation sector. It would therefore be inappropriate if this policy were to extend to air transportation.	Amend this policy so that it is clear that it does not apply to the airport and aviation industry, or delete		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
FS7.012	Royal Forest and Bird Protection Society (Forest & Bird)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	It is not appropriate for the airport and aviation industry to be exempt from these policies.	Disallow		Accept
FS8.013	Guardians of the Bays Inc	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	Wellington Airport and the aviation industry with both is aviation and land based transport should not be removed from Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure. The air transport should be included in greenhouse emissions	Disallow		Accept
S163.065	Wairarapa Federated Farmers	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	This policy is inappropriate for rural production and rural living areas where public transport or 'active modes' are non-existent. Requiring this policy to apply to such land would serve no purpose other than to require additional assessment for these matters that would produce the same conclusion i.e., that public transport or 'active modes' are non-existent or impractical in rural areas.	That Policy CC.9 be deleted.		Reject
FS7.108	Royal Forest and Bird Protection Society (Forest & Bird)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	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

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
FS20.230	Ātiawa ki Whakarangotai Charitable Trust	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	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
FS29.081	Ngā Hapu o Otaki	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	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
FS30.137	Beef + Lamb New Zealand Ltd	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	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 2023 and 2024. Where alternative relief is provided, B+LNZ generally support this relief.	Allow		Reject
S165.063	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	The intent of this policy is supported in that it directs reduction; however it needs to contain stronger direction and link to achieving the specific reductions sought in Objective CC.3.	Amend as follows: 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 whether ensure the subdivision, use and development have been		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					planned to optimise overall transport demand, maximising mode shift from private vehicles to public transport or active modes, in a way that achieves the greenhouse gas emission targets in Objective CC.3 . contributes to reducing greenhouse gas emissions		
FS17.009	Wellington International Airport Limited ("WIAL")	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Oppose	WIAL oppose the relief sought as it is inconsistent with WIAL's primary submission.	Disallow		Accept
FS30.319	Beef + Lamb New Zealand Ltd	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	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		Accept
S166.049	Masterton District Council	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	Supportive in principle but would like to know how this intends to be applied to provincial areas with significant rural roading networks.	Retain as notified. However: More clarity on this policy required.		No recommendation required.

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S167.098	Taranaki Whānui	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support in part	Lower-decile areas (including Māori) have been historically disadvantaged by the public transport system. Taranaki Whānui supports the principle of new Policy CC.9 but again would like to see stronger protection for lower-decile areas (including Māori). Suggest a sub-part which ensures a focus on equity of access or a cross reference.	Retain as notified.		Accept in part
S170.064	Te Rūnanga o Toa Rangatira	Policy IM.2	Not Stated/ Neutral	Policy CC.9 Equity and inclusiveness – consideration This clause should apply all policy in the RPS, not just to Climate Change parts. Inter-racial and inter-generational equity is impacting iwi and Mana Whenua differently as far as Climate Change impacts.	This clause should apply all policy in the RPS, not just to Climate Change parts. It should also be recognised that inter-racial and inter-generational equity is impacting iwi and Mana Whenua differently as far as Climate Change impacts.	-	Deleted
FS29.178	Ngā Hapu o Otaki	Policy IM.2	Support	Co-design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community. There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes. This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity. Objective 3: Lack of mana whenua / tangata whenua involvement in decision making – Support in principal FW Kaitiakitanga O1, O2, O3 – Support in principal Wai Mate O1,O2,O3 – Support in principal Climate Change and Freshwater objectives, CCFW-01, CCFW-02, CCFW-03, CCFW-04, CCFW-05, CCFW-06	Not stated	-	Deleted

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				<p>This submission appropriately articulates Kaitiakitanga, FW objectives regarding Climate Change, Wai mate, Wai ora and the lack of provisions to see balanced decision making between Treaty Partners. Nga Hapu o Otaki support Te Runanga o Toa Rangatira expression and wish to speak further to such views during the hearing process. We have serious concerns for the degradation of our taonga, in particular our wai. This combined with the projected growth the next generation will see means manawhenua resilience and agility to climate grief and environmental decline is paramount. Ngā Hapu o Otaki seek to support our whanaunga and other Manawhenua groups to build the provisions we will need to solidify our Tino Rangatiratanga and ensure our intergenerational prosperity.</p>			
S168.0118	Rangitāne O Wairarapa Inc	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support	<p>Rangitāne o Wairarapa support the enabling of infrastructure that supports the uptake of zero and low carbon multi-modal transport, that contributes to reducing GHG emissions through district plans. Requiring consideration of transport demand optimisation, and maximising transport mode shift away from private vehicles in planning decisions is also supported.</p>	Retain as notified.		Accept in part
FS31.044	Sustainable Wairarapa inc	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support	<p>Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui Ian Gun</p>	Not stated		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S168.0170	Rangitāne O Wairarapa Inc	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support	Rangitāne o Wairarapa support the enabling of infrastructure that supports the uptake of zero and low carbon multi-modal transport, that contributes to reducing GHG emissions through district plans. Requiring consideration of transport demand optimisation, and maximising transport mode shift away from private vehicles in planning decisions is also supported.	Retain as notified.		Accept in part
FS31.100	Sustainable Wairarapa inc	Policy CC.9: Reducing greenhouse gas emissions associated with transport infrastructure - consideration	Support	Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui lan Gun	Not stated		Accept in part
S16.023	Kāpiti Coast District Council	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support in part	The intent of the policy to provide regional direction on the consideration of new freight distribution centres is useful and Council supports this. Council notes the policy suffers from the same contradiction as other consideration policies, where the policy wording also requires particular regard to be had. These verbs have very different meanings under the RMA. We request an amendment to address this.	Amend Policy CC.10 as follows: 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		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					regional or district plan for freight distribution centres and new industrial areas or similar activities with significant freight servicing requirements, particular regard regard consideration 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.		
S34.033	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support in part	These matters, especially new industrial areas, are also most appropriately dealt with at a plan change or variation scale.	Amend policy to read: "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.."		Reject
S83.003	CentrePort Limited	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support in part	The submitter supports the protection of strategic freight network locations to enable carbon efficiency	Retain as notified. However, potential further emphasis on identifying and protecting strategic locations for freight movement facilities		Accept in part
S102.021	Te Tumu Paeroa Office of the Māori Trustee	Policy CC.10: Freight movement	Support	Generally supports the policy to be considered in the 'Climate Change' chapter.	Retain as notified.		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		efficiency and minimising greenhouse gas emissions - consideration					
S115.059	Hutt City Council	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support in part	While we support direction on this issue to inform zoning decisions for the appropriate location for freight distribution facilities and industrial areas, this assessment is not feasible in relation to individual resource consent applications.	Remove the requirement to undertake this assessment for individual resource consent applications.		Reject
S129.014	Waka Kotahi NZ Transport Agency	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support in part	Supports efficiency of freight movements and recognises the contribution this has in the minimisation of greenhouse gas emissions.	Requests to be involved in further discussions about the drafting Policy CC.10 and the methods to implement this direction.		Reject
S131.083	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support	While Ātiawa acknowledges the Regional Council's views on freight distribution centres and their proximity to efficient transport networks, Ātiawa is concerned that there could be adverse affects on mana whenua values from their construction in our rohe. Ātiawa seeks active involvement in decision-making to avoid adverse outcomes for mana whenua and our relationship with our culture, traditions, ancestral lands, water, sites, wāhi tapu and other taonga in the development of new freight distribution centres and new industrial areas.	Retain as notified.		Accept in part
FS29.353	Ngā Hapu o Otaki	Policy CC.10: Freight movement efficiency	Support	Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.	Not stated		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		and minimising greenhouse gas emissions - consideration		<p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degradation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.</p>			
S133.043	Muaūpoko Tribal Authority	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support	Supports the inclusion of additional policy that addresses climate change and climate change impacts across the region.	Retain as notified. OR Alternative relief that maybe necessary or appropriate to ensure Muaūpoko's connection to Te-Whanganui-a-Tarais recognised.		Accept
FS20.390	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.10: Freight movement efficiency and	Oppose	Ātiawa vehemently oppose the submission and claims made by Muaūpoko Tribal Authority. The assertions made by Muāupoko Tribal Authority are categorically incorrect and highly offensive to Ātiawa ki Whakarongotai. While Muaūpoko may have historical associations with Te Whanganui-a-Tara and Kāpiti. These associations are recognised as historical only. Ātiawa refer to the evidence provided by Ngārongo Iwikatea Nicholson in	Disallow	Disallow the whole submission	Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		minimising greenhouse gas emissions - consideration		support of Ngāti Toarangatira's claims which were upheld and settled by the Crown. Pages 26-34 sets out the extinguishment of Muaūpoko rights in our rohe. From both a tikanga Māori perspective and a Crown law perspective, Muaūpoko do not hold mana whenua (including for the purposes of the Resource Management Act). There is therefore no basis for Muaūpoko Tribal Authority to be recognised as being kaitiaki in the rohe; to do so would be incomprehensible and irreconcilable to Ātiawa, and more generally an affront to tikanga Māori. Muaūpoko Tribal Authority have cited Te Kāhui Māngai mapping as evidence of the spatial extent that they exercise kaitiakitanga. This in itself evidences the lack of basis to their claims, in that Te Kāhui Māngai map simply reflects claims made by Māori groups, and from our previous inquiry to Te Puni Kōkiri who are responsible for this map, we learned that Muaūpoko Tribal Authority included that spatial extent in their Agreement in Principle. Agreements in Principle provide claimants the opportunity to set out everything that a claimant wants from the Crown. They have no legal effect and are therefore not legally recognised. We strongly advise the Council to remain conscious that it is not appropriate for regional planning processes to be exploited in the manner suggested by the Muaūpoko Tribal Authority, that dealing with the false claims of groups like these must be left to the Crown, and that settlements must not pre-empted. Whilst Muaūpoko Tribal Authority may wish to seek out new territories through online maps, this is not of course how mana whenua is gained or held. We remain as ahi kā and mana whenua on the land, as we have undisturbed for over 198 years.			
S140.060	Wellington City Council (WCC)	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Oppose	Applying this consideration to resource consents and notices of requirement will result in unnecessary bureaucracy. Freight servicing developments already look for transport networks and freight movements that are efficient, because this is critical to their business. Greenhouse gas emission reductions for freight businesses are far more effective through tools such as ETS placing costs on fuel, incentives for alternative fuels, etc. This can be a relevant consideration for plan changes that enable freight activities, for example where to zone a new industrial area. However, this is included in Policy CC.9 above.	Delete Policy CC.10.		Reject
S148.026	Wellington International Airport Ltd (WIAL)	Policy CC.10: Freight movement efficiency and minimising greenhouse gas	Oppose in part	WIAL submits that the intention of this policy is somewhat unclear. The Airport is a major distributor of freight for the region and it is not clear how this policy would impact on its operations in this regard.	Amend this policy so that it is clear that it does not apply to the airport and aviation industry, or delete.		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		emissions - consideration					
FS7.013	Royal Forest and Bird Protection Society (Forest & Bird)	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Oppose	It is not appropriate for the airport and aviation industry to be exempt from these policies.	Disallow		Accept
FS8.014	Guardians of the Bays Inc	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Oppose	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - should contain stronger direction and link to specific reduction targets rather than being amended or deleted because of air transport freight.	Disallow		Accept
S165.064	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support in part	This policy should contain stronger direction and link to achieving the specific reductions sought in Objective CC.3.	Amend as follows: 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 ensure the proximity of efficient transport networks and locations that will contribute to efficient freight movements in a way that achieves the greenhouse gas emission targets in		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					Objective CC.3 and minimising associated greenhouse gas emissions.		
FS8.015	Guardians of the Bays Inc	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support	The amendments are supported in giving stronger direction in reducing greenhouse gas emissions.	Allow		Reject
FS30.319	Beef + Lamb New Zealand Ltd	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	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		No recommendation
S166.050	Masterton District Council	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support in part	Supportive in principle but would like more information on how it would work practically with some of our main trucking industries (especially stock moving and log hauling).	Retain as notified However: More clarity on this policy required.		Accept
S167.099	Taranaki Whānui	Policy CC.10: Freight movement efficiency and minimising	Support in part	Taranaki Whānui supports the principle of new Policy CC.10 but wants to see protections in place for mana whenua values.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		greenhouse gas emissions - consideration					
S30.0124	Porirua City Council	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Oppose	<p>The policy lacks the necessary precision to enable its meaningful implementation and does not align with objectives. Issues of concerns include:</p> <ul style="list-style-type: none"> • The management of transport effects from land use activities is more efficiently and effectively addressed at the time of zoning and in the regulatory framework for managing the location of land uses. • The policy does not distinguish between "in zone" freight distribution centres (namely those anticipated in a particular zone) and those located "out of zone". • The policy does not distinguish between different scales and purposes of freight distribution centres. For example, a national carrier versus those serving a regional catchment or those providing specialist freight services. • The policy requires a definition of "freight distribution centres" and policy guidance on what is meant by "significant freight servicing requirements". • An 'efficient transport network' also needs to be defined so it is not interpreted differently across the region - the same way a well-functioning urban environment is defined for example. 	<p>Amend policy so that it provides clear and appropriate direction to plan users inline with objectives.</p> <p>Provide definitions for:</p> <ul style="list-style-type: none"> • 'Freight-distribution centre' • 'Significant freight servicing requirements' • 'Efficient transport network' 		Reject
FS25.042	Peka Peka Farm Limited	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support	<p>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.</p>	Allow		Reject
S168.0124	Rangitāne O Wairarapa Inc	Policy CC.10: Freight movement efficiency and minimising greenhouse	Support	<p>Rangitāne o Wairarapa support the requirement to consider the proximity of efficient transport networks for freight distribution centres or new development which will generate significant freight servicing requirements, to optimise freight movement and reduce GHG emissions.</p>	Retain as notified.		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		gas emissions - consideration					
FS31.051	Sustainable Wairarapa inc	Policy CC.10: Freight movement efficiency and minimising greenhouse gas emissions - consideration	Support	Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui Ian Gun	Not stated		Accept
S16.024	Kāpiti Coast District Council	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Oppose	Council opposes Policy CC.11 in its entirety on the basis it will simply add unnecessary cost to transport infrastructure applications without any real-world benefits in the form of greenhouse gas reductions. As an example, a notice of requirement or resource consent application for a new road is unlikely to present any practicable options to reduce transport-related greenhouse gas emissions. Council notes greenhouse gas emissions come from the vehicles using the transport network rather than from the transportation infrastructure. Decisions on resource consents, resource consents, and district plans cannot determine the greenhouse gas emissions of the vehicles that will use the transport infrastructure. Council appreciates this policy may be more applicable to regional council functions with respect to the provisions of public transport infrastructure, and on this basis, amendments are requested to ensure the policy relevant only to regional council plans and decisions.	Amend Policy CC.11 so it only applies to regional plans and other relevant regional council functions and decisions.		Reject
FS20.041	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.11: Encouraging whole of life carbon emissions	Oppose	Kāpiti Coast District Council have a role in roading, subdivision, use and development and therefore transportation. District and city councils should take a leadership role in ensuring that any resource consents that involve the design, construction, operation (including maintenance) of roads actively contribute to reducing green house gas emission. Kāpiti Coast District	Disallow		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		assessment - consideration		Council should consider climate change as part of their decision-making processes during the resource consent application process.			
S30.059	Porirua City Council	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Oppose	<p>Council opposes policy as it is simply encouraging information be included in Assessments of Environmental Effects for resource consents and supporting information for RMA plans. Issues of concern include:</p> <ul style="list-style-type: none"> • It is unclear how this relates to a plan change/variation/review - the term "submitted with an application" suggests that the intention was for this policy to apply to resource consents. • The policy or method needs to clarify what type and scale of infrastructure would trigger this encouragement since as drafted it would apply to anything from a new EV point or a new bus stop up to a new Motorway. Without a scaled approach to a Whole of life carbon assessment, or tools that planners can use to conduct one, its application would be inconsistent at best and useless at worst. • It should only come into effect after the regional council has published guidance and an appropriate methodology for identifying and measuring the total volume of greenhouse gases emitted at different stages of a project lifecycle. Territorial authorities do not have the necessary expertise to review and test a carbon emissions assessment. • A whole of life carbon emissions assessment is a method to implement the policy. There is no definition of what a whole of life carbon emissions assessment is. If this term is to be retained, then it needs to be defined. 	Delete policy. OR Alternatively, amend policy to be a non-regulatory method, and ensure that it provides clear and appropriate direction to plan users in line with objectives. If the term "whole-of-life carbon emissions assessment" is to be retained, it needs to be defined.		Reject
FS10.035	BP Oil NZ Ltd Mobil Oil NZ Ltd and Z Energy Ltd (the Fuel Companies)	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support	The Fuel Companies own submission seeks inclusion of a definition for 'transport infrastructure' to provide certainty around the type and scale of infrastructure this policy applies to. However, as an alternative, deletion of the policy, as sought by PCC, is supported. The Fuel Companies would not support application of this policy to EV points, as PCC suggests could be the result from the current lack of certainty.	Allow	Allow the submission and delete Policy CC.11.	Reject
FS25.092	Peka Peka Farm Limited	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	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
S31.024	Robert Anker	Policy CC.11: Encouraging	Oppose in part	It is highly questionable as to whether such an exercise has been undertaken for GWRC EV bus fleet. If such an assessment has been done	GWRC to include the whole of life carbon emissions assessment calculation for its		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		whole of life carbon emissions assessment - consideration		then GWRC should include it in the RPS document as an example of how such a calculation should be presented and subjected to peer review.	EV bus fleet as an example of what is being required.		
S34.034	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Oppose	<p>This will place unnecessary and additional burdens on Councils including consent processes and does not consider scale.</p> <p>'Altered infrastructure' is an all-inclusive term can range from a change from a roundabout to traffic lights to significant road widening.</p> <p>It is also unclear how a policy that 'encourages' an action can be classified as a regulatory policy.</p> <p>Councils have no control over the end user of the infrastructure beyond enabling mode shift through, for example, the provision of cycle lanes and the operation of transport infrastructure is a function of the road controlling authority and not district plans.</p> <p>It is noted that around 51% of transport funding comes from Waka Kotahi, which has its own investment prioritisation method including criteria to assess effects on climate change. It is not considered necessary or appropriate to duplicate or conflict with this (or future) Waka Kotahi assessment processes.</p>	Delete provision in its entirety or amend to provide non-regulatory guidance.		Accept in part
S62.023	Philip Clegg	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support in part	Requests an example of a whole of life carbon assessment to assist people with their preparation. The assessment that GWRC prepared for its EV bus fleet would be an excellent example.	Insert an example of a whole of life carbon assessment (such as the EV bus fleet example) into the RPS or as part of non-regulatory guidance to assist with the preparation of such assessments.		Accept in part
S96.019	Sarah (Dr) Kerkin	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support in part	Requests an example of a whole of life carbon assessment to assist people with their preparation. The assessment that GWRC prepared for its EV bus fleet would be an excellent example.	Insert an example of a whole of life carbon assessment (such as the EV bus fleet example) into the RPS or as part of non-regulatory guidance to assist with the preparation of such assessments.		Accept in part
S102.022	Te Tumu Paeroa Office of the Māori Trustee	Policy CC.11: Encouraging whole of life carbon	Support	Generally supports the policy to be considered in the 'Climate Change' chapter.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		emissions assessment - consideration					
S115.060	Hutt City Council	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Oppose	This assessment is better conducted as part of funding and design decisions made by transport infrastructure providers. By the time a consent application is made, there is little meaningful action possible to affect whole of life emissions other than to decline a proposal. These assessments should be undertaken in the earlier stages of a proposal, before reaching the RMA stage.	Delete Policy CC.11		Reject
S118.009	Peka Peka Farm Limited	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Oppose	The policy encourages a whole of life carbon emissions assessment for all new or altered transport infrastructure. The policy is unclear as to the level of infrastructure that would trigger its requirement, as given the policy wording 'encourages' the provision of the information, it will be open to dispute.	Delete Policy CC.11.		Reject
S131.084	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support in part	<p>Ātiawa supports ensuring that carbon emission assessments are considered in the whole-of-life context to assess the environmental impact of new and altered transport infrastructure.</p> <p>Ātiawa seeks that stronger wording be applied to this policy, rather than the word 'encourage' which could be interpreted an optional part of a resource consent application. Considering greenhouse gases from transport represent the largest contribution (39%) to emissions in the region, the Regional Council should go further to ensure that these assessments are required as part of the consent application.</p>	<p>Amend to:</p> <p>Policy CC.11: Encouraging Whole of life carbon emissions assessment - consideration.</p> <p>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 required 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</p>		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					has been designed and will operate in a manner that contributes to the regional target for a reduction to transport-related greenhouse gas emissions.		
FS29.354	Ngā Hapu o Otaki	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degredation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environemental resilience and the cultural agility our shared whakapapa offers.</p>	Not stated		Reject
S133.044	Muaūpoko Tribal Authority	Policy CC.11: Encouraging whole of life carbon emissions	Support	Supports the inclusion of additional policy that addresses climate change and climate change impacts across the region.	Retain as notified. OR Alternative relief that maybe necessary or appropriate to ensure Muaūpoko's connection to Te-		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		assessment - consideration			Whanganui-a-Tarais recognised.		
FS20.391	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Oppose	<p>Ātiawa vehemently oppose the submission and claims made by Muaūpoko Tribal Authority. The assertions made by Muāupoko Tribal Authority are categorically incorrect and highly offensive to Ātiawa ki Whakarongotai. While Muaūpoko may have historical associations with Te Whanganui-a-Tara and Kāpiti. These associations are recognised as historical only.</p> <p>Ātiawa refer to the evidence provided by Ngārongo Iwikatea Nicholson in support of Ngāti Toarangatira's claims which were upheld and settled by the Crown. Pages 26-34 sets out the extinguishment of Muaūpoko rights in our rohe. From both a tikanga Māori perspective and a Crown law perspective, Muaūpoko do not hold mana whenua (including for the purposes of the Resource Management Act). There is therefore no basis for Muaupoko Tribal Authority to be recognised as being kaitiaki in the rohe; to do so would be incomprehensible and irreconcilable to Ātiawa, and more generally an affront to tikanga Māori. Muaūpoko Tribal Authority have cited Te Kāhui Māngai mapping as evidence of the spatial extent that they exercise kaitiakitanga. This in itself evidences the lack of basis to their claims, in that Te Kāhui Māngai map simply reflects claims made by Māori groups, and from our previous inquiry to Te Puni Kōkiri who are responsible for this map, we learned that Muaūpoko Tribal Authority included that spatial extent in their Agreement in Principle. Agreements in Principle provide claimants the opportunity to set out everything that a claimant wants from the Crown. They have no legal effect and are therefore not legally recognised. We strongly advise the Council to remain conscious that it is not appropriate for regional planning processes to be exploited in the manner suggested by the Muaūpoko Tribal Authority, that dealing with the false claims of groups like these must be left to the Crown, and that settlements must not pre-empted. Whilst Muaūpoko Tribal Authority may wish to seek out new territories through online maps, this is not of course how mana whenua is gained or held. We remain as ahi kā and mana whenua on the land, as we have undisturbed for over 198 years.</p>	Disallow	Disallow the whole submission	No recommendation
S133.045	Muaūpoko Tribal Authority	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support	Supports the inclusion of additional policy that addresses climate change and climate change impacts across the region.	Retain as notified. OR Alternative relief that maybe necessary or appropriate to ensure Muaūpoko's connection to Te-Whanganui-a-Tarais recognised.		Accept in part
FS20.392	Ātiawa ki Whakarongotai Charitable Trust	Policy CC.11: Encouraging whole of life carbon	Oppose	<p>Ātiawa vehemently oppose the submission and claims made by Muaūpoko Tribal Authority. The assertions made by Muāupoko Tribal Authority are categorically incorrect and highly offensive to Ātiawa ki Whakarongotai. While Muaūpoko may have historical associations with Te Whanganui-a-Tara and Kāpiti. These associations are recognised as historical only.</p>	Disallow	Disallow the whole submission	No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		emissions assessment - consideration		<p>Ātiawa refer to the evidence provided by Ngārongo Iwikatea Nicholson in support of Ngāti Toarangatira's claims which were upheld and settled by the Crown. Pages 26-34 sets out the extinguishment of Muaūpoko rights in our rohe. From both a tikanga Māori perspective and a Crown law perspective, Muaūpoko do not hold mana whenua (including for the purposes of the Resource Management Act). There is therefore no basis for Muaūpoko Tribal Authority to be recognised as being kaitiaki in the rohe; to do so would be incomprehensible and irreconcilable to Ātiawa, and more generally an affront to tikanga Māori. Muaūpoko Tribal Authority have cited Te Kāhui Māngai mapping as evidence of the spatial extent that they exercise kaitiakitanga. This in itself evidences the lack of basis to their claims, in that Te Kāhui Māngai map simply reflects claims made by Māori groups, and from our previous inquiry to Te Puni Kōkiri who are responsible for this map, we learned that Muaūpoko Tribal Authority included that spatial extent in their Agreement in Principle. Agreements in Principle provide claimants the opportunity to set out everything that a claimant wants from the Crown. They have no legal effect and are therefore not legally recognised. We strongly advise the Council to remain conscious that it is not appropriate for regional planning processes to be exploited in the manner suggested by the Muaūpoko Tribal Authority, that dealing with the false claims of groups like these must be left to the Crown, and that settlements must not pre-empted. Whilst Muaūpoko Tribal Authority may wish to seek out new territories through online maps, this is not of course how mana whenua is gained or held. We remain as ahi kā and mana whenua on the land, as we have undisturbed for over 198 years.</p>			
S137.057	Greater Wellington Regional Council (GWRC)	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support in part	Greater wellington considers a new non-regulatory method to support Policy CC.11 is required. This will assist with implementation of the policy.	Under Chapter 4.5.2 - Nonregulatory methods - information and guidance, insert a new method CC.3A as follows: Method CC.3A - Whole of life carbon emissions assessments Develop information to support the development of whole of life carbon emissions assessments, in accordance with Policy CC.11. Implementation: Wellington Regional Council		Accept in part
FS13.038	Wellington City Council	Policy CC.11: Encouraging whole of life carbon	Not stated/Neutral	Consistent with Wellington City Councils position on the matter	Allow	Allow	Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		emissions assessment - consideration					
S140.061	Wellington City Council (WCC)	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support in part	The title should be clear that this applies to transport infrastructure, however the policy itself is supported to add rigour to greenhouse gas emission assessments of transport projects and encourage new and more efficient low-carbon technologies More consideration needs to be made for the implementation of this policy to try and ensure that basing a policy off modelling where numbers could change with technology will not end in a situation similar to Nutrient Management and the use of Overseer.	Amend title to read: Encouraging whole of life carbon emissions assessment for transport infrastructure - consideration [End of amendments to Policy CC.11] Clarify and refine policy wording to provide greater certainty of how this policy will be implemented.		Accept in part
FS3.035	Waka Kotahi NZ Transport Agency (Waka Kotahi)	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support in part	Waka Kotahi seeks to understand how this policy will align with Central Government direction. Waka Kotahi requests further clarity on the intent and implementation of this policy.	Not stated	Waka Kotahi seeks clarification as to the intent and implementation of this policy	Reject
S148.027	Wellington International Airport Ltd (WIAL)	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Oppose in part	As set out above technological changes and advances are evolving in the aviation sector to address emissions and it is difficult to prepare a "whole of life carbon emission assessment" which will be fixed at a certain point in time. The industry needs sufficient flexibility to adapt to new technology and respond to climate change. It would be inappropriate for this policy to require Wellington Airport and its operators to prepare a whole of life carbon emission assessment when technology and the industry is rapidly changing. In addition, this type of assessment is not appropriate for notices of requirements where long term development is contemplated and details of specific projects are not yet known.	Delete this policy or make it clear that it does not apply to Wellington International Airport and aviation industry.		Accept in part
FS7.014	Royal Forest and Bird Protection Society (Forest & Bird)	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Oppose	It is not appropriate for the airport and aviation industry to be exempt from these policies.	Disallow		Reject
FS8.016	Guardians of the Bays Inc	Policy CC.11:	Oppose	Adaption of the aviation industry needs to include a whole of life carbon emissions assessment now. The Aviation industry is not adapting rapidly	Disallow		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		Encouraging whole of life carbon emissions assessment - consideration		enough. NOR's can be adapted to contemplate and detail Policy CC.11: Encouraging whole of life carbon emissions assessment			
S165.065	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support		Retain		Accept
FS30.319	Beef + Lamb New Zealand Ltd	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	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
S166.051	Masterton District Council	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Not Stated / Neutral	More clarity is required on this policy.	MDC asks that it is part of developing this assessment.		Reject
S167.0100	Taranaki Whānui	Policy CC.11: Encouraging whole of life carbon emissions assessment - consideration	Support	Taranaki Whānui supports the new Policy CC.11	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S77.002	James Burgess	Method CC.3: Travel demand management plans	Support	Supports Method CC.3 that introduces travel demand management plans. The thresholds for their use should be as low as possible so that they are used wherever they can have an impact.	Retain as notified.		Accept in part
S129.012	Waka Kotahi NZ Transport Agency	Method CC.3: Travel demand management plans	Support	Supports a coordinated approach to travel demand management and Vehicle Kilometres Travelled (VKT) reduction but notes that there is a lack of clarity about how this will be implemented.	Seeks clarification of how this will be implemented.		Reject
FS14.033	Masterton District Council	Method CC.3: Travel demand management plans	Support	MDC is supportive in principle but agrees with Waka Kotahi that there is a lack of clarity as to how this will be implemented.	Not stated	Agree with Waka Kotahi re: Seeking clarification on this will be implemented.	Reject
S140.095	Wellington City Council (WCC)	Method CC.3: Travel demand management plans	Support in part	Prior to the implementation of the Travel Demand Management Plan, guidance in collaboration with the City and District Councils should be provided to City and District Councils in order to provide greater clarity of intent and ensure consistency across the region.	Where requested, The Wellington Regional Council will develop in partnership with TAs assist city and district councils with determining land use thresholds for triggering a Travel Demand Management Plan requirement, as well as guidelines for a Travel Demand Management Plan that city and district councils can provide to developers to assist them with mitigating the travel movements and associated greenhouse gas emissions arising from new subdivision, use and development.	-	Accept in part
S141.006	Generation Zero Wellington	Method CC.3: Travel demand management plans	Support	Recognise that greater density is not a silver bullet, and employing greater density doesn't preclude the creation of new greenfield developments. Supports the introduction of the requirement for these developments to present a Travel Demand Management (TDM) plan and believe this is a good and crucial step to ensuring that any of these new developments are founded around principles of sustainable mobility. These plans will help to ensure that future generations are not locked into the car-centric design philosophies that are currently commonplace.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S158.033	Kāinga Ora Homes and Communities	Method CC.3: Travel demand management plans	Oppose	Consider the method unnecessary to state within the context of the RPS.	Delete the method in its entirety.		Reject
S166.073	Masterton District Council	Method CC.3: Travel demand management plans	Support	Supportive in principle but we would like to know more about how these plans will work in provincial towns/rural areas.	Retain as notified. However: MDC requests involvement in this work.		Reject in part
S165.0100	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Method CC.3: Travel demand management plans	Support in part	As submitted above in respect of policy CC.2, travel demand management plans should not be subject to a threshold.	Amend method as follows: Where requested, the Wellington Regional Council will assist city and district councils with determining land use thresholds for triggering a Travel Demand Management Plan requirement, as well as guidelines for a Travel Demand Management Plan that city and district councils can provide to developers to assist them with mitigating the travel movements and associated greenhouse gas emissions arising from new subdivision, use and development		Reject
FS30.319	Beef + Lamb New Zealand Ltd	Method CC.3: Travel demand management plans	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		No recommendation
S167.0144	Taranaki Whānui	Method CC.3: Travel demand	Support	Taranaki Whānui support the inclusion of this method.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		management plans					
S168.0116	Rangitāne O Wairarapa Inc	Method CC.3: Travel demand management plans	Support	Rangitāne o Wairarapa support the requirement to provide travel demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for all new subdivision, use and development over a specified development threshold. Trigger threshold will need to be carefully considered to ensure the effectiveness of the policy in reducing GHG emissions and guidelines comprehensive to ensure a wide range of options are considered in travel demand management plans to maximise up-take zero and low carbon transport modes.	Retain as notified.		Accept in part
FS31.042	Sustainable Wairarapa inc	Method CC.3: Travel demand management plans	Support	Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui Ian Gun	Not stated		Accept in part
S115.096	Hutt City Council	Method 25: Information about the provision of walking, cycling and public transport for development	Support	No reasons given	Retain as notified		Accept
S140.098	Wellington City Council (WCC)	Method 25: Information about the provision of walking,	Support	Support as proposed.	Retain as notified.		Accept

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		cycling and public transport for development					
S158.035	Kāinga Ora Homes and Communities	Method 25: Information about the provision of walking, cycling and public transport for development	Support	Supports the deletion of this method	Retain as notified.		Accept
S167.0148	Taranaki Whānui	Method 25: Information about the provision of walking, cycling and public transport for development	Support	[Note. No reason given in this submission point]	Retain as notified.		Accept
S102.036	Te Tumu Paeroa Office of the Māori Trustee	Method CC.7: Advocating for the use of transport pricing tools	Support	Generally supports the methods to implement for the 'Climate Change' chapter.	Retain as notified.		Accept
S129.043	Waka Kotahi NZ Transport Agency	Method CC.7: Advocating for the use of transport pricing tools	Support in part	Agrees in principle with the behaviour change being sought however believe that further direction is required from central government before being able to support this method.	Seeks alignment with the direction from Central Government.		Reject
FS14.034	Masterton District Council	Method CC.7: Advocating for the use of transport pricing tools	Support in part	Agree in principle, more guidance would be useful around the use of transport pricing tools under Method CC.7. Agree with Waka Kotahi that further direction is required from central government before being able to support this method.	Not stated	Agree with Waka Kotahi that: There needs to be alignment / guidance with the direction from Central Government.	Reject
FS14.044	Masterton District Council	Method CC.7: Advocating	Support in part	Agree with: Agrees in principle with the behaviour change being sought however believe that further direction is required from central government before being able to support this method.	Not stated	Agree with relief sought: Seeks alignment with	Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		for the use of transport pricing tools				the direction from Central Government.	
S163.098	Wairarapa Federated Farmers	Method CC.7: Advocating for the use of transport pricing tools	Oppose	Defer to the 2024 RPS review Transport taxes should not be imposed on sectors which do not have realistic alternatives, eg, heavy transport, rural areas. Council have already been advocating to the Government to this effect, ie, Method CC.7 is not a pre-condition for Council action.	That Method CC.7 be deleted.		Reject
FS7.141	Royal Forest and Bird Protection Society (Forest & Bird)	Method CC.7: Advocating for the use of transport pricing tools	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	No recommendation
FS20.263	Ātiawa ki Whakarongotai Charitable Trust	Method CC.7: Advocating for the use of transport pricing tools	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.	No recommendation
FS29.114	Ngā Hapu o Otaki	Method CC.7: Advocating for the use of transport pricing tools	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		No recommendation
FS30.170	Beef + Lamb New Zealand Ltd	Method CC.7: Advocating for the use of	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	Allow		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		transport pricing tools		of the Natural Resources Plan in 2023 and 2024. Where alternative relief is provided, B+LNZ generally support this relief.			
S166.076	Masterton District Council	Method CC.7: Advocating for the use of transport pricing tools	Not Stated / Neutral	Regional guidance on the use of transport pricing tools would be useful. Does this only apply to city councils?	Clarifications. More information required to understand what this looks like and what the implications are for our community.		Reject
S131.0138	Ātiawa ki Whakarongotai Charitable Trust	Method CC.7: Advocating for the use of transport pricing tools	Oppose in part	While Ātiawa recognise the significant emissions from the transport industry, Ātiawa are concerned that any pricing tools/taxes will be passed on to citizens. Many whānau may struggle to absorb additional cost to household budgets. Therefore care should be applied when lobbying central government to encourage pricing tools/taxes to ensure these methods do not exacerbate existing inequalities.	Delete Method CC.7.		Reject
FS2.108	Rangitāne o Wairapa Inc	Method CC.7: Advocating for the use of transport pricing tools	Support in part	Rangitāne support the assertion by Ātiawa and agree that care should be applied when lobbying central government to encourage pricing tools/taxes to ensure these methods do not exacerbate existing inequalities.	Allow in part		Reject
FS29.256	Ngā Hapu o Otaki	Method CC.7: Advocating for the use of transport pricing tools	Support	<p>Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like opportunity to speak further to such views during the</p>	Not stated		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degradation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.			
S165.0114	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Method CC.7: Advocating for the use of transport pricing tools	Support		Retain		Accept
FS30.319	Beef + Lamb New Zealand Ltd	Method CC.7: Advocating for the use of transport pricing tools	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		No recommendation
S167.0171	Taranaki Whānui	Method CC.7: Advocating for the use of transport pricing tools	Support in part	Lower-decile areas (including Māori) have been historically disadvantaged by the public transport system. Taranaki Whānui supports the principle of this new method but would like to see stronger protection for lower-decile areas (including Māori). Other than reducing emissions, there needs to be a focus on equity of access to transport.	Retain as notified.		Accept
S168.0153	Rangitāne O Wairarapa Inc	Method CC.7: Advocating for the use of transport pricing tools	Support in part	Rangitāne o Wairarapa support councils to advocate to central Government for new regulatory functions and tools for councils to manage congestion and GHG emissions within major urban areas; however, it is essential that any use of pricing tools and/or taxes is closely considered to ensure fair and equitable distribution of costs and inclusive transition to zero and low carbon transport. It will be crucial to ensure that a range of alternatives (particularly public transport) to private car use are available (through implementation of other policies, e.g., Policies CC.3 and CC.9, and Method CC.10) before financial policy instruments are applied. The issues around equity of the use of pricing tools or taxes and the need for complementary policies aimed at providing the necessary transport alternatives and	Amend the Method to include explanatory notes for the Method that identify the potential for inequitable outcomes of applying financial policy instruments in the absence of policies, and methods that promote, incentivise and provide for transport modal shift.		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				encouraging transport mode shifts ahead of the use of pricing tools or taxes should be included in explanatory notes.			
FS31.082	Sustainable Wairarapa inc	Method CC.7: Advocating for the use of transport pricing tools	Support	Kia ora koutou, My name is Ian Gunn, Secretary Sustainable Wairarapa inc. contact # 021567134, address 4B McKay Street, Paraparaumu Beach 5032. Firstly we'd like to state the time frame provided to peruse over 900 pages of submissions is in our opinion an abuse of process. The benefit of further submissions is for you the council to listen and hear the views of its ratepayers. The timeframe in our case does not allow a rigorous review of the original submissions to council. On top of this we are a week before Christmas- a very busy and chaotic time for most members of the community. It is highly likely that the majority of staff will take leave over the Christmas break so analysis of any further submissions will not occur until late January 2023-so why the short period to respond. While there is due process there is also good practise your management of the further submissions fails the good practise model. As a consequence we would like you to note Sustainable Wairarapa's strong support of the original submissions lodged with council by the two Wairarapa Iwi-Ngati Kahungunu and Rangitane. Its clear that there is a poor understanding of nature based solutions this term needs further explanation. Sustainable Wairarapa acknowledges that while nature based solutions offer a wide variety of options its not the only solution. We are heartened by the widespread support for the original document. Thanks for an opportunity to make a further submission. Nga mihi nui lan Gun	Not stated		No recommendation
S11.004	Outdoor Bliss Heather Blissett	Method CC.10: Establish incentives to shift to active and public transport	Support in part	For me to stay active and walk to work years ago at the same place that some of my children attended education. Cost me \$10 per day rather than drive to the same destination.	Amend policy as follows: Establish incentives to shift to active and public transport - consider reducing the working day to 6 hours and increasing the hourly wage and thereby increase wellbeing overall.		Reject
S34.021	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	Method CC.10: Establish incentives to shift to active and public transport	Support in part	Council supports measures to enable shift to active and public transport. However, it is unclear what an equitable and inclusive transition means or how this will be determined, enforced in an RMA context and measured It is also unclear who will be eligible to receive funding, e.g. Territorial Authorities. The funding of these incentives needs to be considered within the context of other funding needs and priorities in the region, such as the need to support underinvestment in walking and cycling, especially if these are established through the RLTP process.	Clarify what is meant by an equitable and inclusive transition, who is eligible for funding, and establish or advocate for funding to address the identified issues.		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S100.023	Meridian Energy Limited	Method CC.10: Establish incentives to shift to active and public transport	Support	Meridian wishes to record its interest in being a partner in establishing, supporting and promoting incentives for the uptake of zero and low-carbon transport initiatives.	Retain Method CC.10		Accept
S102.039	Te Tumu Paeroa Office of the Māori Trustee	Method CC.10: Establish incentives to shift to active and public transport	Support	Generally supports the methods to implement for the 'Climate Change' chapter.	Retain as notified.		Accept in part
S129.013	Waka Kotahi NZ Transport Agency	Method CC.10: Establish incentives to shift to active and public transport	Support in part	Generally supports, including that the policy promotes modal choice including active modes, and encourages consideration of the accessibility needs to the community. It is however noted that the current wording can be interpreted to suggest that the onus falls on transport infrastructure providers to provide the incentives to achieve the outcomes of this method. Much of this can be achieved through utilising the Regional Land Transport Plan process to identify activities to be put forward for funding.	Seeks to amend wording to provide clarity on the responsibilities to achieve Method CC.10.		Reject
FS3.049	Waka Kotahi NZ Transport Agency (Waka Kotahi)	Method CC.10: Establish incentives to shift to active and public transport	Not Stated / Neutral	Original submission was to retain Method CC.10 as notified as Waka Kotahi acknowledges that we have similar mode shift behaviour change incentives.	Not stated	Waka Kotahi seeks the submission point as in our original submission be allowed.	Reject
FS14.047	Masterton District Council	Method CC.10: Establish incentives to shift to active and public transport	Support in part	Agrees with: Generally supports, including that the policy promotes modal choice including active modes, and encourages consideration of the accessibility needs to the community. It is however noted that the current wording can be interpreted to suggest that the onus falls on transport infrastructure providers to provide the incentives to achieve the outcomes of this method. Much of this can be achieved through utilizing the Regional Land Transport Plan process to identify activities to be put forward for funding.	Not stated	Agree with relief sought: Seeks to amend wording to provide clarity on the responsibilities to achieve Method CC.10.	Reject
S129.045	Waka Kotahi NZ Transport Agency	Method CC.10: Establish incentives to shift to active and public transport	Support	Acknowledges that have similar mode shift behaviour change incentives and look forward to working with the Greater Wellington Regional Council to rationalise funding.	Retain as notified.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S137.016	Greater Wellington Regional Council (GWRC)	Method CC.10: Establish incentives to shift to active and public transport	Support in part	The notified heading does not reflect the method as well as it could. A minor change to ensure 'low and zero-carbon' is consistently referred to, and to reflect the direction to decarbonise public transport included in Policy 9.	Amend Method CC.10 as follows: Method CC.10: Establish incentives to shift to low and zero-carbon multi modal transport active and public transport Establish, support and promote a range of incentives for uptake of low and zero-carbon zero and low-carbon multi modal transport, including public transport, to reduce greenhouse gas emissions, and to support an equitable and inclusive transition.		Accept in part
FS13.042	Wellington City Council	Method CC.10: Establish incentives to shift to active and public transport	Not Stated / Neutral	Consistent with Wellington City Council's position on the matter.	Allow		Accept in part
S151.008	NZ Centre for Sustainable Cities	Method CC.10: Establish incentives to shift to active and public transport	Support	Support establishment of incentives to shift to active and public transport - non-regulatory method.	Not stated.		Accept
S166.079	Masterton District Council	Method CC.10: Establish incentives to shift to active and public transport	Support in part	Regional incentives for mode shift to low-emissions transport will be key to our district contributing to lowering regional emissions.	Retain as notified. However: MDC is requesting more information on how these incentives will work in rural areas.		Accept in part
S131.0146	Ātiawa ki Whakarongotai Charitable Trust	Method CC.10: Establish incentives to shift to active and public transport	Support	Ātiawa support Method CC.10	Retain as notified		Accept in part
FS29.265	Ngā Hapu o Otaki	Method CC.10:	Support	Co -design under a treaty house model is about shaping plans and resource management avenues alongside manawhenua that appropriately recognise	Not stated		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
		Establish incentives to shift to active and public transport		<p>the intergenerational prosperity of the uri of Ngā Hapu o Otaki and the wider community.</p> <p>There are ongoing concerns Ngā Hapu o Otaki maintain with GWRC in regard to the policies addressing Co-governance, Co-management, Co-leadership and Co-collabroative operational processes.</p> <p>This submission goes to great length to define where and how further considerations can be made recognising the interconnected nature of matauranga maori, the inequitable impact environmental decline will have on mana whenua/tangata whenua and offers insight to the intuitive and inherent awareness manawhenua need to maintain to ensure our intergenerational survival and prosperity.</p> <p>3.4 Freshwater including Public Access – Support in Principal</p> <p>3.6 Indigenous Ecosystems – Support in Principal</p> <p>3.9 Regional Form, Design and Function – Support in Principal</p> <p>Ātiawa views regarding Freshwater, indigenous ecosystems and Regional design and function resonate with insights Ngā Hapu o Otaki maintain. Ngā Hapu o Otaki would like oppourtunity to speak further to such views during the hearing process. We share Ātiawas concerns for Mātauranga Māori as a foundation for equitable interchange of decision making. Their concerns regarding intensification and the further degradation of taonga across our coastline rings true to the ongoing journey we are on as manawhenua facing intense growth for the coming generation. We seek to join the conversation and endorse provisions that will see our whanaunga and other manawhenua groups recognise their environmental resilience and the cultural agility our shared whakapapa offers.</p>			
S165.0120	Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)	Method CC.10: Establish incentives to shift to active and public transport	Support		Retain		Accept
FS30.319	Beef + Lamb New Zealand Ltd	Method CC.10: Establish incentives to shift to active and public transport	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	Disallow		No recommendation

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				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.			
S167.0178	Taranaki Whānui	Method CC.10: Establish incentives to shift to active and public transport	Support	Taranaki Whānui support the principle of this new method. In particular we support establishing incentives that promote equity and inclusiveness. Taranaki Whānui seek to partner with council on the development of these incentives.	Retain as notified.		Accept in part
S30.0112	Porirua City Council	General comments - definitions	Oppose	Council opposes this definition and seeks its deletion for the following reasons: It is drafted as a policy and includes actions and thresholds that should be the subject of policy direction.	Delete definition, or amend so that it provides clear and appropriate direction to plan users.		Accept in part
FS25.029	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
S140.0126	Wellington City Council (WCC)	General comments - definitions	Support in part	Part of the definition reads as policy and should be incorporated into the relevant policy/method or be removed.	Amend: A travel demand management plan sets out interventions and actions to influence travel behaviour, with the aim of minimising travel demand or redistributing demand from traditional car usage to more sustainable transport modes for new subdivision, use and development. A travel demand management plan should include mitigation measures that so that planned subdivision, use and development is designed and implemented to maximise quality of life for people without access to a private vehicle, reducing the demand for vehicle trips and		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					associated externalities like greenhouse gas emissions. For example, a travel demand management plan for a new retail development might promote cycle parking facilities and a delivery service, as an intervention to promote travel with low carbon emissions.		
FS14.050	Masterton District Council	General comments - definitions	Support in part	Agree with: Part of the definition reads as policy and should be incorporated into the relevant policy/method or be removed	Not stated	Agree with relief sought: Amend: A travel demand management plan sets out interventions and actions to influence travel behaviour, with the aim of minimising travel demand or redistributing demand from traditional car usage to more sustainable transport modes for new subdivision, use and development. A travel demand management plan should include mitigation measures that so that planned subdivision, use and development is designed and implemented to	Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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						<p>maximise quality of life for people without access to a private vehicle, 15 reducing the demand for vehicle trips and associated externalities like greenhouse gas emissions. For example, a travel demand management plan for a new retail development might promote cycle parking facilities and a delivery service, as an intervention to promote travel with low carbon emissions.</p>	
S157.049	BP Oil NZ Ltd, Mobil Oil Ltd and Z Energy Ltd	General comments - definitions	Not Stated / Neutral	<p>RPS Change 1 proposes to introduce a number of policies relating to 'transport infrastructure' and its role in contributing to a reduction in greenhouse gas emissions. The term 'transport infrastructure' is not defined, such that it is unclear what activities will be subject to the associated policy framework. The expectation is that these provisions will apply to 'structures for transport on land by cycleways, rail, roads, walkways, or any other means', as per the wording of the RMA definition of 'infrastructure'. Would not support the application of the 'transport infrastructure' policies to service stations, truck stops or bulk fuel supply infrastructure. As such, and to improve certainty around the scope and application of the 'transport infrastructure' policies, seek the inclusion of a new definition of 'transport infrastructure'. Alternatively, seek consequential amendments to the 'transport infrastructure' policies (being policies CC.1, CC.9 and CC.11) to clarify that they do not apply to service stations, truck stops or bulk fuel supply infrastructure.</p>	<p>Insert a new definition of Transport Infrastructure to provide clarity around the scope and application of the proposed new policies that apply to Transport Infrastructure. This could be achieved by inserting a new definition along the following lines, or by amending policies CC.1, CC.9 and CC.11 in a way that clarifies the policies do not apply to service stations, truck stops or bulk fuel supply infrastructure:</p> <p>Transport Infrastructure</p> <p>Structures for transport on</p>		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					land by cycleways, rail, roads, walkways, or any other means.		
FS3.053	Waka Kotahi NZ Transport Agency (Waka Kotahi)	General comments - definitions	Support in part	Waka Kotahi supports the inclusion of a definition for transport infrastructure that is also aligned with regional and national roles and responsibilities.	Allow in part	Waka Kotahi seeks to be included in any redrafting of a definition should the submission point be allowed.	Reject
S115.0120	Hutt City Council	General comments - definitions	Not Stated / Neutral	New definition for "High carbon passenger transport modes". A definition for this term is needed to implement our requested relief for Policy CC.1. See the discussion of the term "low and zero-carbon modes" for details.	New definition: "Means passenger transport modes that are not <i>low and zero-carbon modes</i> ."		Reject
FS3.056	Waka Kotahi NZ Transport Agency (Waka Kotahi)	General comments - definitions	Support in part	Waka Kotahi supports further clarity of what high carbon transport modes are with the introduction of a definition.	Allow in part	Waka Kotahi seeks to be included in any redrafting of a definition should the submission point be allowed.	Reject
S115.0122	Hutt City Council	General comments - definitions	Not Stated / Neutral	New definition for "low and zero-carbon modes" A definition for this term is needed for Policy CC.1 both as proposed and to implement our requested relief. We have not provided the text for a proposed definition because this is an area best drafted by the Regional Council for consistency with other plans, policies, and strategies. We would assume the definition would encompass at least walking, cycling, and some public transport. The degree to which the definition covers micromobility, fossil-fuelled public transport, or personal electric cars should be consistent with other strategies on mode shift covering funding.	Provide a definition for the term that aligns with the national Emissions Reduction Plan, Waka Kotahi/NZTA's Regional Mode Shift Plan - Wellington, and other relevant strategies for mode shift.		Reject
FS10.022	BP Oil NZ Ltd Mobil Oil NZ Ltd and Z Energy Ltd (the Fuel Companies)	General comments - definitions	Support	Agree with S115 that the definition of nature based solutions is not clear enough to provide direction to plan users.	Allow	Allow the submission and amend the definition to provide clarity about what is covered by the term.	Deleted
FS24.018	Powerco Limited	General comments - definitions	Support	Agree with S115 that the definition of nature based solutions is not clear enough to provide direction to plan users.	Allow	Allow the submission and amend the definition to provide clarity about what is	Deleted

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
						covered by the term.	
FS3.057	Waka Kotahi NZ Transport Agency (Waka Kotahi)	General comments - definitions	Support in part	Waka Kotahi supports further clarity with the inclusion of a definition for low and zero carbon modes	Allow in part	Waka Kotahi seeks to be included in any redrafting of a definition should the submission point be allowed.	Reject
S140.0130	Wellington City Council (WCC)	General comments - definitions	Not Stated / Neutral	For greater consistency, add a definition of 'Resilience (in relation to climate change)'.	Add: Definition of resilience (in relation to climate change)	-	Deleted
S140.0131	Wellington City Council (WCC)	General comments - definitions	Not Stated / Neutral	For greater clarity, add a definition of 'Low Carbon Emissions Transportation Mode'.	Add: Definition of Low Carbon Emissions Transportation Mode		Reject
S140.0132	Wellington City Council (WCC)	General comments - definitions	Support	For greater clarity, add a definition of 'Zero Carbon Emissions Transportation mode'.	Add: Definition of Zero Carbon Emissions Transportation mode		Reject
S98.003	Teresa Homan	General comments - urban development	Support	Supports improved cycle tracks (active transport routes).	Retain as notified.		Accept in part
S143.001	Megan Gallagher	General comments - urban development	Support in part	Support for policy that ensures all councils can meet housing needs without forcing people to engage in carbon emitting activities (ICE vehicles, longer commute times, living in areas with poor public transport).	Consider additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric.		Reject
				There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric. Support provisions being strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.	Amend the provisions to address the relief sought in the submission.		
S152.005	Michelle Ducat	General comments - urban development	Support in part	There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-car-centric.	Consider other options to TDM plans - provisions should be strengthened, enhanced, made more sophisticated and more comprehensive rather than diluted.		Reject
S164.003	Megan Lane	General comments - urban development	Support	Not opposed to greenfield if it's based on high accessibility, not mobility, with a sustainable movement network.	There may well be additional or different policy tools, besides TDM plans, that councils can use to ensure developments aren't private-		Reject

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
					car-centric. Support these provisions strengthened, enhanced, and made more sophisticated and more comprehensive.		
S11.023	Outdoor Bliss Heather Blissett	General comments - overall	Support in part	Can we remove all the words information, promote, support and encourage to an action. We have been doing this for years and now is time for action. Still too passive. My local Council have been ignoring your information, promotion, support and encouragement to date. The document is far too passive.	Use stronger language throughout the document: Replace "information", "promote", "support" and "encourage" with "implement" or "incentivize" (or better word), Replace "consideration" with "essential". Replace "non-regulatory" with "regulatory".		Reject
S16.097	Kāpiti Coast District Council	General comments - overall	Support in part	Objectives : Many objectives are not drafted clearly with regard to what outcome is sought, and some do not appear to be achievable within the scope of a regional policy statement.	Ensure all objectives are specific, state what is to be achieved where and when, clearly relate to (or state) an issue, and can be determined through implementation and monitoring whether the objectives have been met. Delete all objectives that are not achievable within the scope of a regional policy statement (with respect to legal justification, and the effectiveness and efficiency in light of alternative methods outside of the regional policy statement).	-	Deleted
S16.0100	Kāpiti Coast District Council	General comments - overall	Oppose	Inappropriate use of verbs within objectives and policies: There are a number of examples throughout RPS Change 1 that proposes the use of verbs within objectives and policies that do not align with the RMA or relevant higher-level statutory planning documents. Council submits that the use of the correct verb in each instance is of critical importance due to their specific meaning and requirements for implementation that have been determined through case law. Council has not identified all instances of the use of inappropriate verbs, but this submission requests all verbs are reviewed and replaced where appropriate.	All verbs used in objectives and policies are reviewed and replaced with the appropriate verb in accordance with the RMA and relevant higher-level statutory planning documents.		Reject
S16.0102	Kāpiti Coast District Council	General comments - overall	Oppose	Use of 'and/or' throughout RPS Change 1: We note the use of and/or generally means a choice can be made. This is an issue across RPS Change 1 where it appears there is uncertainty as to whether there should	All instances of and/or are reviewed and 'and' or 'or' are specifically used where appropriate.		Accept in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
				be a choice or not. We request all instances of 'and / or' are reviewed and 'and' or 'or' are specifically used where appropriate.			
S16.0103	Kāpiti Coast District Council	General comments - overall	Oppose	Plan-wide provisions that are based on the misconception that district plan content, decision making on resoPlan-wide provisions that are based on the misconception that district plan content, decision making on resource consents or notices of requirement by the Council are not limited by legislation: There are many examples in the plan change where there is a misconception that a district plan can require certain actions or require specific changes in behaviour. There are many free-market factors that district plans cannot regulate, and therefore should be pursued by the regional council via non-regulatory methods. Examples include but are not limited to: • Emission of greenhouse gases. • Transportation mode choice. • Restoration and enhancement activities. Nature based solutions	Delete all district plan requirements where the proposed methods (including the consideration of RPS policies, district plan making, resource consents, and notices of requirement) attempt to regulate free-market activities and behaviours of individuals that are not clearly supported by the RMA or a higher-level statutory planning document.		Reject in part
S16.0104	Kāpiti Coast District Council	General comments - overall	Oppose	Explanations to objectives and policies: There are many examples where explanations to objectives and policies either contain information that is unnecessary, or content that should be included in the relevant objective or policy itself. Explanations can provide useful context in some situations, but as they have no legal status under the RMA they should be used sparingly and appropriately.	Review and amend all explanations to objectives and policies to: a. Delete those that are unnecessary; and b) Delete text that should have been included in the relevant objective or policy		Accept in part
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.		Reject in part
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		Reject 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		Reject 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		Reject in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Oppose	Reasons	Decision Requested	Decision Sought	Summary Recommendation
S30.0117	Porirua City Council	General comments - overall	Not Stated / Neutral	Council has concerns over jurisdictional issues, particularly in relation to the discharge of contaminants to air, land and water; and the management of fresh waterbodies. We consider that various provisions are ultra vires in terms of our respective functions under sections 30 and 31 of the RMA. Further, territorial authorities do not have the capacity or capability to undertake these functions. Many of the provisions as required would require a transfer of powers from regional councils to territorial authorities.	Query in relation to s30 and s31 functions, RMA, 1991		Reject in part
FS25.034	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 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 in part
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 in part
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.		Reject
S34.0113	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	General comments - overall	Oppose in part	Use of negative rather than neutral language in issue statements: Council is concerned the issues are worded in strong negative language in the absence of any evidence, that Council is aware of, to support this negatively framed position, and these set a negative presumption and tone for the proposed cascading provisions.	Council requests the issues are amended to be written in neutral language with a balanced approach to the issue.	-	Deleted
S34.0115	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	General comments - overall	Oppose	Requirements for district plans to include provisions for regional council functions or that extend beyond the ability of regional council to direct: Council has significant concerns that many of the proposed provisions attempt to require city and district councils to carry out some of the functions of regional councils or require Council to address resource management issues in its district plan that are beyond its statutory functions, powers and duties under the RMA. GWRC is not able to legitimately direct these outcomes. Council considers these provisions ultra vires.	Council opposes the provisions and seeks that the RPS is reviewed and amended to more appropriately and accurately reflect the powers, functions and duties of the regional, district and city councils.		Reject in part

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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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.		Reject in part
S34.0117	Te Kaunihera o Te Awa Kairangi ki Uta, Upper Hutt City Council	General comments - overall	Oppose	Lack of consideration of scale of provisions: The requirements and evidence base to develop the thresholds require significant effort and resourcing, which Council is not in a position to undertake, and in some cases, thresholds may not be an appropriate mechanism to address effects	Council contends that GWRC should further consider the practicalities associated with threshold-based provisions, to determine if this is the most appropriate method to achieve an objective or policy or develop guidance jointly with territorial authorities to support the development of provisions and decision-making process. Council 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.		Reject
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.		Reject in part
S30.0123	Porirua City Council	General comments - Regulatory policies	Oppose	Council opposes all "consideration" policies since they often duplicate or conflict with "regulatory" policies, and represent regulatory overreach without sufficient s32 evaluation or other evidence. We consider that they will create unnecessary regulatory costs due to the way they are drafted. They assume a level of knowledge and expertise on a range of matters generally not available to consent authorities, and in some cases represent a transfer of s31 functions to territorial authorities.	Not stated.		Reject
FS25.041	Peka Peka Farm Limited	General comments - Regulatory policies	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

S42A Appendix 1 - HS3 Climate Change - Transport - Submission Summary Recommendation Table

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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
		General comments - urban development	Support in part	In high- and middle-income countries physical inactivity has become the fourth leading risk factor for premature mortality. Policies designed to effect a population-level modal shift to more active modes of work commuting present major opportunities for public health improvement. Mode shift has all been agreed in policy statements by councils for some years. It is a clear requirement of the Government Policy Statement. However, it's still not happening. We are saddened - and your people's health has suffered as a result - that the development of cycling infrastructure remains subject to piecemeal planning and disconnected networks with variable levels of service. This is also about much more than capital works projects. This requires leadership - looking at this evidence and making our cities and roads the best they can be for everyone - not just motorists. We need to - urgently - reduce our dependence on private motor vehicles - they are the key driver of congestion, they are bad for our fragile environment, and they are bad for our health. This plan does little more than advance the status quo	Require health assessments of transport under policy CC.9, policy EIW.1 and policy 57. The heart of transport planning must be to facilitate and promote rapid modal shift.		Reject