

Appendix A

Table 1 Policy CC.1 Amendments (Table 1 of 2)

Kainga Ora Amendments (PRPS HS3 - Kainga Ora - Evidence of Victoria Woodbridge.pdf)	WIAL Amendments (FINAL Claire Hunter Evidence - PC1 HS3 Planning.pdf)	PCC Amendments (Legal submissions - Porirua City Council - HS3(38492831.8).pdf)	Waka Kotahi Amendments (Wellington RPS HS3 Cath Heppelthwaite 14 Aug 23 final.pdf)
<p>Policy CC.1: Reducing greenhouse gas emissions associated with transport demand and infrastructure – district and regional plans</p> <p>District and regional plans shall include objectives, policies, rules and/or methods that optimise transport demand by requiring all new and altered transport infrastructure to be is designed, constructed, and operated in a way that contributes to an efficient transport network, maximises mode shift, and reduces greenhouse gas emissions by giving effect to a hierarchical approach (in order of priority), by which ensure that greenhouse gas emissions are reduced by:</p> <ul style="list-style-type: none"> • requiring new and altered transport infrastructure to be designed, constructed and operated in a way that contributes to an efficient transport network and maximises mode shift; and • giving effect to the following hierarchical approach (in order of priority): <ol style="list-style-type: none"> I. enabling development to be provided for and concentrated in locations where travel distances between residential, employment and the location of other essential services are minimized; and II. Requiring multi-modal transport networks and infrastructure to serve those developments; then III. Providing for and concentrating development within walkable catchments of public transport routes, and removing barriers for access to walking, cycling and public transport where practicable; then IV. Providing new infrastructure or capacity upgrades on the transport network to prioritise walking, cycling and public transport, such as improved or new bus and cycle lanes and measure to prioritise the need of pedestrians, cyclists and public transport above the car. 	<p>Amend explanatory text, last sentence to read:</p> <p><i>This policy does not apply to aircraft, or activities undertaken at Wellington Airport which support aircraft activities.</i></p> <p>Alternatively amend the introductory/issues section as set out above.</p>	<p>Policy CC.1: Reducing greenhouse gas emissions associated with transport demand and infrastructure – district and regional plans</p> <p>District and regional plans shall include objectives, policies, rules and/or other methods that assist to optimise transport demand by requiring that all new or upgraded and altered land transport infrastructure to be is designed, constructed, and operated in a way that contributes to an efficient transport network, maximises mode shift from private vehicles to public transport and active modes, and supports reductions in reducing greenhouse gas emissions. by:</p> <ol style="list-style-type: none"> (a) Optimising overall transport demand; (b) Maximising mode shift from private vehicles to public transport or active modes; and (c) Supporting the move towards low and zero-carbon modes. <p>Explanation</p> <p>This policy requires transport infrastructure planning (including design, construction and operation) to consider and choose solutions that will contribute to reducing greenhouse gas emissions.</p>	<p>Policy CC.1: Reducing greenhouse gas emissions associated with transport demand and infrastructure – district and regional plans</p> <p>District and regional plans shall include objectives, policies, rules and/or methods that optimise transport demand by requiring all new and altered transport infrastructure to be designed, constructed, and operated in a way that:</p> <ol style="list-style-type: none"> (a) Supports development: <ol style="list-style-type: none"> I. in locations to minimise travel distances between residential, employment and the location of other essential services and II. within walkable catchments of public transport routes where practicable, and utilising existing space to remove barriers for access to walking, cycling and public transport; and (b) Where providing new infrastructure or capacity upgrades on the transport network, prioritise walking, cycling and public transport where this is consistent with the primary function of the infrastructure. <p>Explanation This policy requires transport infrastructure planning (including design, construction and operation) to consider and choose solutions that will contribute to reducing greenhouse gas emissions. by applying a hierarchy to all Nnew or altered transport infrastructure should that supports an efficient transport network and influences travel demand through ensuring development occurs in locations that can be best served by public transport and other low and zero-carbon transport modes. This The hierarchy supports behaviour change through mode shift from private vehicles to public transport or active modes. This policy does not apply to aircraft.</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 modes.</p> <p>(a) Providing for, and concentrating, development in locations to minimise travel distances between residential, employment and the location of other essential services in combination with the delivery of multi-modal transport networks and infrastructure to serve developments; then</p> <p>(b) Providing for and concentrating development within walkable catchments of public transport routes where practicable, and utilising existing space to remove barriers for access to walking, cycling and public transport; then</p> <p>(c) Providing new infrastructure or capacity upgrades on the transport network to prioritise walking, cycling and public transport, such as improved or new bus and cycle lanes and measures to prioritise the need of pedestrians, cyclists and public transport above the car.</p> <p><u>Explanation</u></p> <p>This policy requires transport infrastructure planning (including design, construction and operation) to consider and choose solutions that will contribute to reducing greenhouse gas emissions, by applying a hierarchy to all new or altered transport infrastructure that supports an efficient transport network, and seeks to influence travel demand. The policy outcomes are further supported through the hierarchy which seeks to ensure development occurs in locations that can be best served by public transport and other low and zero-carbon transport modes. The hierarchy aims to encourage supports behaviour change through mode shift from private vehicles to public transport or active modes. This policy does not apply to aircraft.</p>			
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Table 2 Policy CC.1 Amendments (Table 2 of 2)

PPFL Amendments (Statement of Evidence of Mitch Lewandowski - Planning Final Hearing Stream 3.pdf)	UHCC Amendments (Appendix A Statement of Evidence S Rushmere)
<p>Policy CC.1: Reducing greenhouse gas emissions associated with transport demand and infrastructure – district and regional plans</p> <p>District and regional plans shall include objectives, policies, rules and/or methods that optimise transport demand by requiring all new and altered transport infrastructure to be designed, constructed, and operated in a way that contributes to an efficient transport network, maximises mode shift, and reduces greenhouse gas emissions, by giving effect to a hierarchical approach (in order of priority), by:</p>	<p>CC.1: Reducing greenhouse gas emissions associated with vehicular transport infrastructure – district and regional plans</p> <p>District and regional plans shall include objectives, policies, rules and/or methods to provide for the management and use of land to support to require that all new and altered transport infrastructure to be is designed, constructed, and operated in a way that contribute to an efficient transport network, maximises mode shift, and reduces greenhouse gas emissions by:</p> <p>(a) Optimising overall transport demand;</p>

<p>(a) Providing for, and concentrating, development in locations to minimise travel distances between residential, employment and the location of other essential services in combination with the delivery of multi-modal transport networks and infrastructure to serve developments; then</p> <p>(b) Providing for and concentrating development within walkable catchments of public transport routes where practicable, and utilising existing space to remove barriers for access to walking, cycling and public transport; then</p> <p>(c) Providing new infrastructure or capacity upgrades on the transport network to prioritise walking, cycling and public transport, such as improved or new bus and cycle lanes and measures to prioritise the need of pedestrians, cyclists and public transport above the car.</p> <p>Explanation This policy requires transport infrastructure planning (including design, construction and operation) to consider and choose solutions that will contribute to reducing greenhouse gas emissions. by applying a hierarchy to all new or altered transport infrastructure that supports an efficient transport network, influences travel demand through ensuring development occurs in locations that can be best served by public transport and other low and zero carbon transport modes. The hierarchy supports behaviour change through mode shift from private vehicles to public transport or active modes. This policy does not apply to aircraft.</p>	<p>(b) Maximising mode shift from private vehicles to public transport or active modes; and (c) Supporting the move towards low and zero carbon modes.</p> <p>Explanation This policy requires transport infrastructure planning (including design, construction and operation) to consider and choose solutions that will contribute to reducing greenhouse gas emissions.</p>
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Table 3 Policy CC.2 Amendments (Table 1 of 2)

Kainga Ora Amendments (PRPS HS3 - Kainga Ora - Evidence of Victoria Woodbridge.pdf)	WIAL Amendments (FINAL Claire Hunter Evidence - PC1 HS3 Planning.pdf)	PCC Amendments (Legal submissions - Porirua City Council - HS3(38492831.8).pdf)	PPFL Amendments (Statement of Evidence of Mitch Lewandowski - Planning Final Hearing Stream 3.pdf)
<p>Policy CC.2: Travel choice assessment demand management plans – district plans</p> <p>By 30 June 2025, district plans shall include objectives, policies and rules that require subdivision, use and development over the specified threshold to contribute to the reduction of greenhouse gas emissions by requiring consent applicants to provide a <u>travel demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for choice assessment</u> that:</p> <p>(a) <u>demonstrates how the use of public transport and active modes will be maximised;</u></p> <p>(b) <u>demonstrates how the use of private vehicles will be minimised; and</u></p> <p>(c) <u>includes measures within the design of subdivision, use and development which achieves parts (a) and (b) above.</u></p> <p>The requirement for a <u>travel choice assessment</u> must apply to all new subdivision, use and development over a specified travel</p>	<p>Add the following exemption to Table 1 of the regional thresholds as follows:</p> <p><i>Commercial Development of 2,500m² gross floor area*</i></p> <p><i>*This does not apply to developments at Wellington Airport, which are directly associated with passenger or freight movement or logistics (e.g. rental car facilities).</i></p> <p>And/or: amend the proposed definition (s42A report recommendation) of Travel Choice Assessment to exempt such activities which support people or freight movement to and from the Airport.</p>	<p>Policy CC.2: Travel demand management <u>plans</u> – district plans</p> <p>By 30 June 2025, <u>district plans shall include objectives, policies and rules that require subdivision, use and development to support reductions in greenhouse gas emissions by requiring consent applicants applications for high trip generating activities 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:</u></p> <p>(a) <u>demonstrate how the subdivision, use and development will maximise use of public transport and active modes; and</u></p> <p>(b) <u>demonstrate how the subdivision, use and development will minimise use of private vehicles.</u></p> <p>Explanation</p> <p>Location suitable development thresholds triggering a consent requirement for a <u>travel demand management plan</u> are to be developed by territorial authorities and should apply to Significant residential, education, office, industrial, community, entertainment and other land use activities <u>that could generate significant private</u></p>	<p>Policy CC.2: Travel choice assessment - district plans</p> <p>By 30 June 2025, district plans shall include objectives, policies and rules that require subdivision, use and development to contribute to the reduction of greenhouse gas emissions by requiring consent applicants to provide a travel choice assessment that:</p> <p>(a) demonstrates how the use of public transport and active modes <u>will can</u> be maximised;</p> <p>(b) demonstrates how the use of private vehicles <u>will can</u> be minimised; and</p> <p>(c) includes measures within the design of subdivision, use and development which achieves parts (a) and (b) above.</p>

~~choice 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.~~

~~As a minimum, city and district councils must use the regional thresholds set out in Table 1 as the basis for developing their own local thresholds. The regional thresholds in Table 1 will cease to apply when Policy CC.2 is given effect through a district plan. To contribute to reducing greenhouse gas emissions city and district councils must develop their own travel choice thresholds that are locally specific.~~

~~Table 1: Regional Thresholds~~

Activity and Threshold per application
100 residential units located within a walkable catchment
Commercial development of 2,500m² gross floor area
Greenfield subdivision over 100 residential units

~~**Policy CC.2A: Travel Choice Assessment Thresholds – district plans**~~

~~By 30 June 2025, district plans shall include thresholds for travel choice assessments as required by Policy CC.2. As a minimum, city and district councils must use the regional thresholds set out in Table 1 as the basis for developing their own local thresholds. The regional thresholds in Table 1 will cease to apply when Policy CC.2 is given effect through a district plan. To contribute to reducing greenhouse gas emissions city and district councils must develop their own travel choice thresholds that are locally specific.~~

~~Table 1: Regional Thresholds~~

Activity and Threshold per application
100 residential units located within a walkable catchment
Commercial development of 2,500m² gross floor area
Greenfield subdivision over 100 residential units

~~**Explanation**~~

~~The regional travel choice thresholds have been developed as a minimum and as guidance to assist city and district councils in developing their local travel choice thresholds. Local travel choice thresholds are important to reflect the differences in connectivity and accessibility between rural and urban areas. In addition, local travel choice thresholds should reflect local issues, challenges and opportunities. Local travel choice thresholds Location suitable development thresholds triggering a consent requirement for a travel demand management plan are to be developed by territorial authorities and should apply to residential, education, office, industrial, community, entertainment and other land use activities~~

~~vehicle trips and freight travel. Inclusion of appropriate measures within the design and operation of the activities can assist in maximising sustainable transport modes and minimising greenhouse gas emissions. Development thresholds should specify the trigger level (for example, number of dwellings, number of people accommodated or gross floor area) where the travel demand management plan requirement applies.~~

that could generate private vehicle trips and freight travel. Development thresholds should specify the trigger level (for example, number of dwellings, number of people accommodated or gross floor area) where the <u>requirement for a travel choice assessment demand management plan requirement</u> applies.			
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Table 4 Policy CC.2 Amendments (Table 2 of 2)

<p>Waka Kotahi Amendments (Wellington RPS HS3 Cath Heppelthwaite 14 Aug 23 final.pdf)</p> <p>Table 1: Regional Thresholds</p> <table border="1"> <tr> <td>Activity and Threshold per application</td> </tr> <tr> <td>100 residential units <u>located within a walkable catchment</u></td> </tr> <tr> <td>Commercial development of 2,500m² gross floor area</td> </tr> <tr> <td><u>Greenfield</u> subdivision over 100 residential units</td> </tr> </table>	Activity and Threshold per application	100 residential units <u>located within a walkable catchment</u>	Commercial development of 2,500m ² gross floor area	<u>Greenfield</u> subdivision over 100 residential units	<p>UHCC Amendments (Appendix A Statement of Evidence S Rushmere)</p> <p>CC.2: Travel <u>choice assessment demand management plans</u> district plans</p> <p>By 30 June 2025, dDistrict plans shall include objectives, policies and rules <u>that require subdivision, use and development to support the reduction of greenhouse gas emissions by requiring consent applicants applications over a specific threshold to provide a travel demand management plans to minimise reliance on private vehicles and maximise use of public transport and active modes for choice assessment that: where there is a potential for a more than minor increase in private vehicles and/or freight travel movements and associated increase in greenhouse gas emissions.</u></p> <p>Explanation <u>Location suitable development thresholds triggering a consent requirement for a travel demand management plan are to be developed by territorial authorities and should apply to residential, education, office, industrial, community, entertainment and other land use activities that could generate private vehicle trips and freight travel. Development thresholds should specify the trigger levels (for example, number of dwellings, number of people accommodated or gross floor area) where the travel demand management plan requirement applies. The regional travel choice thresholds have been developed as a minimum and as guidance to assist city and district councils in developing their local travel choice thresholds. Travel choice assessments can support mode shift, and local travel choice thresholds are important to reflect the differences in connectivity and accessibility between rural and urban areas. In addition, local travel choice thresholds should reflect local issues, challenges and opportunities. Local travel choice thresholds</u></p>
Activity and Threshold per application					
100 residential units <u>located within a walkable catchment</u>					
Commercial development of 2,500m ² gross floor area					
<u>Greenfield</u> subdivision over 100 residential units					

Table 5 Policy CC.9 Amendments

<p>WIAL Amendments (FINAL Claire Hunter Evidence - PC1 HS3 Planning.pdf)</p> <p>Amend explanatory text, last sentence to read: <u>This policy does not apply to aircraft, or activities undertaken at Wellington Airport which support aircraft activities.</u></p> <p>Alternatively amend the introductory/issues section as set out above.</p>	<p>PCC Amendments (Legal submissions - Porirua City Council - HS3(38492831.8).pdf)</p> <p>Policy CC.9: Reducing greenhouse gas emissions associated with <u>transport infrastructure subdivision, use or development – consideration</u></p> <p>When considering an application for a resource consent, or notice of requirement, or a change, variation or review of a regional or district plan, particular regard shall be given to whether ensure that the subdivision, use and or development have been contributes to a well-functioning urban environment by being planned in a way that supports reductions in greenhouse gas emissions from transport, including by optimising to optimise overall transport demand, maximising transport mode shift from private vehicles to public transport or active modes, and supporting low and zero-carbon transport modes in a way that contributes to reducing greenhouse gas emissions.</p> <p>Explanation</p>	<p>UHCC Amendments (Appendix A Statement of Evidence S Rushmere)</p> <p>Policy CC.9: Reducing greenhouse gas emissions associated with <u>transport infrastructure subdivision, use or development – consideration</u></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, particular regard shall be given to how whether the subdivision, use and or development have has been can be planned in a way that contributes to reducing greenhouse gas emissions to optimise overall transport demand from private vehicles to public transport or active modes, in a way that contributes to reducing greenhouse gas emissions.</p> <p>Explanation This policy requires regional and district councils to consider whether subdivision, use and development proposals have fully considered all options to reduce greenhouse gas emissions as far as practicable.</p>	<p>PPFL Amendments (Statement of Evidence of Mitch Lewandowski - Planning Final Hearing Stream 3.pdf)</p> <p>Policy CC.9: Reducing greenhouse gas emissions associated with <u>transport infrastructure subdivision, use or development – consideration</u></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, particular regard shall be given to whether the subdivision, use and or development have has been planned in a way that contributes to reducing greenhouse gas emissions by to optimise optimising overall transport demand by giving effect to the hierarchical approach in order of priority within Policy CC.1 (a)-(e), 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.</p> <p>Explanation</p>
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	<p>This policy requires regional and district councils to consider whether subdivision, use and development proposals have fully considered <u>all</u> options to reduce greenhouse gas emissions from transport, including maximising transport mode shift as far as practicable.</p>		<p>This policy requires regional and district councils to consider whether subdivision, use and development proposals have fully considered all options to reduce greenhouse gas emissions as far as practicable. For example, EV charging infrastructure, car share infrastructure, provision for bus stops and a transport network designed to support public transport or active modes.</p>
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