

# SD - Transport and Infrastructure Provision

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
SD - Transport and Infrastructure Provision /Issues /SD-TI-I3: Adverse effects arising from infrastructure	Marya Hopman	2.1	Amend	Considers historical traffic issues on Gloucester Street, primarily stemming from high volumes rather than speed. Seeks careful consideration of traffic management measures, such as continued restrictions on heavy vehicles, potential infrastructure additions like roundabouts or speed bumps, and enhanced pedestrian facilities, to promote safety and enhance the area's character as a pedestrian-friendly space conducive to leisure and learning activities	Seeks actions to address safety and congestion at EIT end of Gloucester St, e.g. prevention of heavy vehicles using this section as a thoroughfare, and construction of a roundabout, traffic calming measures and full pedestrian crossings	Open Submission
SD - Transport and Infrastructure Provision /Transport and Infrastructure	Barry Davis	7.1	Amend	Considers Napier needs to consider the effect of private vehicles on climate change, and the environment in the context of infrastructure. The submitter states that infrastructure over-provides for car parking while discouraging the use of public transport. The submitter notes Napier's role in New Zealand's commitment in Paris 2015 to reduce global warming.	Seeks for the plan to incorporate a reduction in council car-parking to increase the use of public transport to help reduce New Zealand's greenhouse emissions.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O1: Enabling infrastructure	Julie Chambers	53.4	Oppose	In relation to HRZ and MRZ, considers that the capacity of current services must be upgraded before any intensification. Against airport flightpaths / lower flight heights in HRZ and MRZ areas.	Seeks deletion of Strategic Direction SD-TI-O1: Enabling infrastructure that supports economic growth. (Inferred decision requested)	Open Submission
SD - Transport and Infrastructure Provision /General /General	Tracey Reyburn	64.1	Amend	Considers a train service between Napier and Hastings is desirable, which would reduce pressure on the expressway and be more efficient and more widely used than existing public transport options and could lead to better health outcomes by making the hospital more accessible and to increase cycling and walking.	Seeks the return of a train service between Napier and Hastings.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I1: Provision of infrastructure	Glen McLeod Anne McLeod	74.4	Oppose	Infrastructure is already at peak with traffic on Lee St, Meeanee Rd, and Guppy at capacity during peak travel times. There is no capacity for additional traffic, including on overpass and highway to Hastings which are dramatically over-crowded with traffic congestion.	no relief sought.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I1: Provision of infrastructure	Leigh Mitchley	76.2	Oppose	The submitter considers that Strategic Direction - SD-TI-I1: Provision of infrastructure conflicts with MRZ (Medium Density Residential Zone) and HRZ (High Density Residential Zone) intensification in Taradale, Greenmeadows and Napier City as the density is not supported by services.	Delete MRZ and HRZ provisions in that the infrastructure is not sufficient to support the planned intensification in a manner consistent with SD-TI-I1: Provision of infrastructure. (Inferred relief requested)	Open Submission
SD - Transport and Infrastructure Provision /Introduction	Rebecca Eng	99.20	Amend	Amendment is sought to recognise that for some infrastructure, such as the National Grid, coordination is not relevant or practicable.	Amend the introduction text as follows: Infrastructure is critical to the social, economic, and cultural wellbeing of people, and the ability for Napier to grow. Infrastructure must, therefore, be enabled and protected while ensuring that its effects on the environment are appropriately managed. To enable the city to grow, the delivery of infrastructure must be coordinated, <u>where relevant and practicable</u> , with the delivery of housing and business activities. The Council, infrastructure providers, the community, and developers will need to work together to achieve this. The strategic objectives set the direction for the District Plan and help to implement the Council's community outcomes set out in the Napier 30-Year Infrastructure Strategy and the Napier Transport Strategy.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I3: Adverse effects arising from infrastructure	Rebecca Eng	99.21	Amend	Amendment sought to the policy to clarify that functional and operational requirements are not confined only to the operation of infrastructure. The sought relief would give effect to NPSET Policy 3 which relates to all transmission activities.	Amend SD-TI-I3 as follows:SD-TI-I3: Adverse effects arising from infrastructureInfrastructure has functional and operational requirements necessary to its operation, <u>maintenance, upgrade and development</u> which may result in adverse effects on the environment. The quality of the environment and the well-being of people and communities are affected by choices about the management of infrastructure.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I4: Significant infrastructure and reverse sensitivity	Rebecca Eng	99.22	Amend	Amendment sought to recognise that the effects of activities are not confined to reverse sensitivity. Reference to 'not compromise' would give effect to NPSET policy 10. Transpower further notes the term 'significant infrastructure' is not defined in the PDP. In order to assist with plan interpretation, Transpower seeks specific reference to the National Grid or alternately, the inclusion of a specific definition.	Amend as follows:SD-TI-I4: Significant infrastructure <u>and adverse effects</u> (including reverse sensitivity). Significant infrastructure ( <u>which includes the National Grid</u> ) also needs to be protected, where possible, from encroachment <u>and impacts</u> by incompatible activities that may <u>compromise the infrastructure</u> and result in reverse sensitivity effects.	Open Submission

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SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O1: Enabling infrastructure	Rebecca Eng	99.23	Amend	Amendment sought to recognise that infrastructure can and does, provide benefits other than economic growth. The sought insertion of reference to benefits would give effect to NPSET Policy 1. A minor amendment is also sought to remove the 's' from networks to reflect that there is only one electricity transmission network in the city.	Amend as follows:SD-TI-O1: Enabling infrastructure Infrastructure that supports economic growth and <u>provides national, regional and local benefits</u> , including the port, airport, transportation, and electricity transmission networks, is enabled and protected.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O3: Managing adverse effects of infrastructure	Rebecca Eng	99.24	Amend	Objective supported but queries whether the word 'technical' is required given the definition for 'operational need' and whether the objective should instead refer to 'functional and operational need'.	Retain the objective. However, Transpower does query whether the word 'technical' is required given the definition for 'operational need' and whether the objective should instead refer to 'functional and operational need'.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O4: Significant infrastructure and reverse sensitivity	Rebecca Eng	99.25	Amend	Recognition is sought that effects are not confined to reverse sensitivity but may also include effects that compromise the infrastructure. Such reference would give effect to NPSET policy 10. Transpower further notes the term "significant infrastructure" is not defined in the PDP. In order to assist with plan interpretation, Transpower seeks specific reference to the National Grid or alternately, the inclusion of a specific definition.	Amend as follows:SD-TI-O4: Significant infrastructure and reverse sensitivity Significant infrastructure <u>(which includes the National Grid)</u> , operates efficiently and safely and is protected from incompatible development and activities that may <u>compromise the operation maintenance and upgrade of significant infrastructure, and may create reverse sensitivity effects.</u>	Open Submission
SD - Transport and Infrastructure Provision //	Rebecca Eng	99.27	Amend	Support on the basis it gives effect to the NPSET and provides specific recognition in the PDP of the national significance of the National Grid.	Insert a new strategic direction as follows: <u>SD-TI-O5: National Grid The significance of the National Grid is recognised, and sustainable, secure and efficient electricity transmission is provided through and within the city.</u>	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives	Sera Chambers	150.100	Amend	Considers that the wording should be amended to allow adjoining landowners to be notified and be able to have their say to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks to be amended as follows: <u>Infrastructure that supports economic growth, including the port, airport, transportation, and electrical submission networks, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment.</u>	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives	Sera Chambers	150.101	Amend	Considers that the wording should be amended to allow adjoining landowners to be notified and be able to have their say to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks to be amended as follows: <u>The adverse effects of infrastructure are managed with regard to the economic, social, environmental, and cultural benefits and the technical and operational needs of infrastructure while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment.</u>	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives	Sera Chambers	150.102	Amend	Considers that the wording should be amended to allow adjoining landowners to be notified and be able to have their say to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks to be amended as follows: <u>Significant infrastructure operates efficiently and safely and is protected from incompatible development and activities that may create reverse sensitivity effects while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment.</u>	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives	Tom Anderson	151.17	Amend	Supports the intent of the objective however telecommunications should also be included. Telecommunications support economic growth alongside the other infrastructure which is mentioned. Telecommunications provides for people and business to connect with each other on a local, regional, national and international scale, and is essential for everyday modern economies.	Amend the objective as follows: Infrastructure that supports economic growth, including the port, airport, transportation, <u>telecommunication networks</u> and electricity transmission networks, is enabled and protected.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives	Tom Anderson	151.18	Support	Considers that the Objective is appropriate, however it is noted that the PDP does not define what 'significant infrastructure' is.	Retain the objective and add a definition of 'significant infrastructure'	Open Submission

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SD - Transport and Infrastructure Provision /Issues	Tom Anderson	151.74	Amend	Considers that all infrastructure providers have limited resources and significant infrastructure costs and this statement adds no value to the issue.	Amend the issue as follows: Infrastructure is required to enable growth, including intensification and expansion of the urban area.  <del>The Council has limited resources and significant infrastructure costs. This includes both renewal of existing infrastructure assets and investment in the infrastructure required to provide for anticipated growth.</del>	Open Submission
SD - Transport and Infrastructure Provision /Issues /	Tom Anderson	151.75	Amend	Considers that infrastructure should have a functional need, operational need or both. Considers that the way the issue is written it must have both and it should be recognised that one or the other is also appropriate and this needs to be made consistent throughout the PDP.	Amend the provision as follows: Infrastructure has <u>a</u> functional and <u>or</u> operational requirements necessary to its operation which may result in adverse effects on the environment.  The quality of the environment and the well-being of people and communities are affected by choices about the management of infrastructure. And make subsequent amendments when the same wording is used throughout the PDP	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives	Tom Anderson	151.76	Amend	Considers that technical needs of infrastructure is not defined in the PDP, but functional need is, therefore functional need should be included in the objective. Positive effects also should be recognised.	Amend the provision as follows: The adverse effects of infrastructure are managed with regard to the economic, social, environmental, and cultural benefits and the <u>positive effects</u> , <del>technical functional need</del> and operational needs of infrastructure.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-01: Enabling infrastructure.	Sheena McGuire	168.22	Support	Generally supports the objective as it intends to enable infrastructure, including the port and transportation networks which includes rail infrastructure.	Retain as proposed	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-02: Transport	Sheena McGuire	168.23	Amend	Generally supports the proposed objective for a transport network that optimises connectivity and safety. Clarification is sought to ensure the rail corridor is classified as part of the transport network. See submission point 16 above.	Clarify/define transport network	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-03: Managing adverse effects of infrastructure.	Sheena McGuire	168.24	Support	Generally supports the proposed objective as it intends to manage adverse effects of infrastructure with regard to the benefits and needs of infrastructure.	Retain as proposed	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-04: Significant infrastructure and reverse sensitivity.	Sheena McGuire	168.25	Amend	Strongly supports clear direction for the protection of the safe and efficient operation of infrastructure from incompatible development and reverse sensitivity. Seeks clarification of what 'significant infrastructure' includes as this term isn't defined. See submission point 13 above. Use of a defined term such as 'Regionally Significant Infrastructure' as opposed to 'Significant infrastructure' would assist with objective implementation.	Clarify/define significant infrastructure	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-01: Enabling infrastructure.	Powerco Limited - Gary Scholfield	172.15	Support	Powerco supports this objective and the clarity which it provides	Retain as drafted.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-03: Managing adverse effects of infrastructure.	Powerco Limited - Gary Scholfield	172.16	Support	Powerco supports this objective and the clarity which it provides.	Retain as drafted.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-04: Significant infrastructure and reverse sensitivity.	Powerco Limited - Gary Scholfield	172.17	Support	Powerco supports this objective and the clarity which it provides.	Retain as drafted.	Open Submission
SD - Transport and Infrastructure Provision /Introduction	Ellen Robotham	198.17	Amend	The introduction references the Napier Transport Strategy. The link takes the plan user to the Transportation Procurement Strategy, which appears to be an internal guidance document.	Amend link.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-11: Provision of infrastructure	Ellen Robotham	198.18	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-12: Transport	Ellen Robotham	198.19	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.	Open Submission

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SD - Transport and Infrastructure Provision /Issues /SD-TI-I3: Adverse effects arising from infrastructure.	Ellen Robotham	198.20	Amend	Considers the drafting of the two statements under SD-TI-I3 can be further refined without losing the intent of each statement.	Amend as follows: Infrastructure has functional and operational requirements <del>necessary to its operation</del> which may result in adverse effects on the environment, <u>including the</u> . <del>The quality of the environment and the well-being of people and communities are affected by choices about the management of infrastructure.</del>	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I4: Significant infrastructure and reverse sensitivity	Ellen Robotham	198.21	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O1: Enabling infrastructure.	Ellen Robotham	198.22	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O2: Transport.	Ellen Robotham	198.23	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O3: Managing adverse effects of infrastructure.	Ellen Robotham	198.24	Amend	Considers functional need relates to the needs for an activity to traverse, locate or operate in a particular environment. This is an important consideration as airport activities have particular operational and locational constraints which means that some adverse effects cannot be reasonably avoided, remedied or mitigated.	Amend as follows: The adverse effects of infrastructure are managed with regard to the economic, social, environmental, and cultural benefits and the technical, <u>functional</u> and operational needs of infrastructure.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O4: Significant infrastructure and reverse sensitivity.	Ellen Robotham	198.25	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I4: Significant infrastructure and reverse sensitivity	Grant Russell	202.2	Support	Considers that (SD-TI-I4: Significant infrastructure and reverse sensitivity) Significant infrastructure also needs to be protected, where possible, from encroachment by incompatible activities that may result in reverse sensitivity effects.	Retain SD-TI-I4: Significant infrastructure and reverse sensitivity to reflect the importance of Napier Port as significant infrastructure and issues associated with reverse sensitivity.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O1: Enabling infrastructure.	Grant Russell	202.3	Support	Supports the SD-TI-O1: Enabling infrastructure Strategic Objective as it:Notes the importance of Napier Ports infrastructure as it supports economic growth and; Napier Port is 'enabled and protected' to carry out ongoing and vital operation, maintenance, and development activities.	Retain the SD-TI-O1: Enabling infrastructure Strategic Objective.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O3: Managing adverse effects of infrastructure.	Grant Russell	202.4	Amend	Considers it necessary to ensure consistency of words when referring to Napier Port functional and efficiency needs.	Amend SD-TI-O3: Managing adverse effects of infrastructure as follows: SD-TI-O3: Managing adverse effects of infrastructure The adverse effects of infrastructure are managed with regard to the economic, social, environmental, and cultural benefits and the <del>technical</del> functional and operational needs of infrastructure.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I1: Provision of infrastructure.	Georgina McPherson	215.20	Support	The Fuel Companies support the recognition that infrastructure is required to enable growth and seek that the Issue is retained as notified.	Retain SD-TI-I1 as notified.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I3: Adverse effects arising from infrastructure	Georgina McPherson	215.21	Support	The Fuel Companies support the recognition of the functional and operational needs of infrastructure and seek that the Issue is retained as notified.	Retain SD-TI-I3 as notified.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I4: Significant infrastructure and reverse sensitivity.	Georgina McPherson	215.22	Support	The Fuel Companies strongly support the protection of infrastructure from incompatible activities that can result in reverse sensitivity effects. Therefore, the Fuel Companies seek that this Issue is retained as notified.	Retain SD-TI-I4 as notified.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O1: Enabling infrastructure.	Georgina McPherson	215.23	Amend	The Fuel Companies support the intent of SD-TI-O1 to protect Napier's significant infrastructure. However, the objective should be amended to clearly apply to the bulk storage terminal assets and associated wharflines.	Amend SD-TI-O1 to recognise the role of terminals in supporting the social, economic and cultural wellbeing of communities. This could be achieved by making the following changes or changes to the same effect: Infrastructure that supports economic growth, including the port, airport, transportation, and <del>electricity transmission energy</del> <u>transmission and distribution</u> networks, is enabled and protected.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O3: Managing adverse effects of infrastructure.	Georgina McPherson	215.24	Support	The Fuel Companies support the recognition of the technical and operational needs of infrastructure and seek that the provision is retained.	Retain SD-TI-O3 as notified.	Open Submission

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SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O4: Significant infrastructure and reverse sensitivity	Georgina McPherson	215.25	Support	The Fuel Companies support the protection of significant infrastructure from incompatible development that can create reverse sensitivity effects and seek that the provision is retained.	Retain SD-TI-O4 as notified.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I2: Transport.	Maria Roberts	219.2	Amend	Specifically acknowledge disabled people and their use of micromobility.	Seeks to Amend SD-TI-I2 to include the following:TPT-12 "An integrated approach to managing the transportation network recognises that it includes pedestrians (of all ages and abilities), <u>disabled users of micromobility</u> , cyclists (and other means of personal travel), and public transport in addition to private motor vehicles".	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I3: Adverse effects arising from infrastructure.	Sian Stirling Jessica Ensing	231.14	Support	The Ministry acknowledges that infrastructure is an important aspect of a functional community, and that poor management of infrastructure can lead to adverse environmental effects on the quality of the environment and the wellbeing of the community. The Ministry supports this provision as a key issue.	Retain as proposed.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O2: Transport.	Sian Stirling Jessica Ensing	231.15	Support	Supports objective as it promotes a safe efficient and integrated transport network for the district including an active transport network.	Retain as proposed.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O1: Enabling infrastructure.	Ella Shields Carmen Taylor	246.19	Support	Supports SD-TI-O1: Enabling infrastructure as Ravensdown relies on the continued effective and efficient operation of Napier's port for the receipt and dispatch of raw materials and manufacturing. For this reason, this objective is supported.	Retain Objective SD-TI-O1 as notified.	Open Submission
SD - Transport and Infrastructure Provision /Issues /SD-TI-I2: Transport.	Alan White	249.1	Amend	Considers that the transport system needs to be safe, Napier is the country's most dangerous city to cycle in and the council documents should reflect a concern for safety.	Relief sought not included.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O2: Transport.	Alan White	249.2	Oppose	Considers the language is not sufficient. Council initiatives have been non-existent when dealing with motor vehicles in the city and this draft wording will see another 10-15 years of similar chaos. With Global warming and the impact of C o 2 emissions, the Council should be far more directive in its aspirations for a move to active transport for its community.	Relief Sought is not included.	Open Submission
SD - Transport and Infrastructure Provision /Introduction.	Alan White	249.3	Amend	Considers the Napier Transport Strategy has not had the benefit of any public consultation. Submitter has previously raised these concerns in 2020, followed by a consultation process. States there is still a situation where the district plan reflects the views of council officers and not the citizens. Links on the website don't link to transport strategy but to the Councils Transport Procurement Strategy.	Relief Sought not included.	Open Submission
SD - Transport and Infrastructure Provision /General /General	Trevor Ellis	253.30	Amend	The District Wide section does not include a chapter on infrastructure. Clarification is sought as to whether this is to be included in the Network Utilities chapter. The Wellington City Proposed District Plan has multiple chapters in relation to infrastructure. Considers that the fact that the Napier Proposed District Plan does not have a single one is confusing and would benefit from clarification. There are no rules in the Coastal Environment chapter. Clarification is additionally sought around if someone was to propose new infrastructure in the coastal environment or in an SNA what the activity status would be. Considering the lack of information present, and the Ecosystems and Indigenous Biodiversity chapter is forthcoming and not currently notified, protection is necessary.	seeks to clarify where the infrastructure provisions in the plan are located and amend to require that proposed infrastructure should have matters of control and/or discretion should include whether the activity is located within the coastal environment, Outstanding Natural Landscapes, Outstanding Natural Features, and/or in significant natural areas.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O4: Significant infrastructure and reverse sensitivity.	Leanne Roberts	257.17	Amend	The objective SD-TI-O4 uses the term 'significant infrastructure' but the term is not defined in the Plan. It is not clear what infrastructure is intended to be classed as significant infrastructure. The objective seeks that such infrastructure is 'protected' from incompatible activities. HortNZ does not support this approach and the lack of clarity. The important matter is that the functioning of infrastructure is not compromised.	Seeks to amend to have significant infrastructure defined: Significant infrastructure operates efficiently and safely and is <del>protected</del> <u>not compromised</u> by incompatible development activities that create reverse sensitivity effects.	Open Submission

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SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-01: Enabling infrastructure.	Nichola Nicholson	264.15	Amend	Generally supports the transport provisions however would like to see strengthened direction regarding active, micro-mobility and public modes and greater recognition of carbon emissions from transport. We support Strategic Objectives SD-TI-01 (enabling infrastructure) and SD-TI-02 (Transport). We support provisions in the PDP that enable and support the provision of multiple modes of transportation in, around and through Napier City. Multi-modal transportation systems contribute to well-connected communities and will also assist in reducing greenhouse gas emissions from vehicle use. In particular, we support policies and rules that: • allow use of land for passenger transport infrastructure such as signs, digital signs, seats and shelters etc • allow and support provision of cycleways, pathways and infrastructure for the use of active transport modes • allow well-located and increasing installation of charging facilities for the rising numbers of electric vehicles in New Zealand.	Retain (or similar) Strategic Objective SD-TI-01 (enabling infrastructure) and that policies and rules in the PDP allow the use and development of land for infrastructure supporting multi-modal transportation in Napier City.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-02: Transport.	Nichola Nicholson	264.21	Support	Generally supports the transport provisions however would like to see strengthened direction regarding active, micro-mobility and public modes and greater recognition of carbon emissions from transport. We support Strategic Objectives SD-TI-01 (enabling infrastructure) and SD-TI-02 (Transport). We support provisions in the PDP that enable and support the provision of multiple modes of transportation in, around and through Napier City. Multi-modal transportation systems contribute to well-connected communities and will also assist in reducing greenhouse gas emissions from vehicle use. In particular, we support policies and rules that: • allow use of land for passenger transport infrastructure such as signs, digital signs, seats and shelters etc • allow and support provision of cycleways, pathways and infrastructure for the use of active transport modes • allow well-located and increasing installation of charging facilities for the rising numbers of electric vehicles in New Zealand.	Retain (or similar) Strategic Objective SD-TI-02 (Transport) and that policies and rules in the PDP allow the use and development of land for infrastructure supporting multi-modal transportation in Napier City.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-01: Enabling infrastructure.	NZ Transport Agency Waka Kotahi Kelsey Watson	277.11	Support	Support the directive to enable and protect infrastructure within the municipality.	Retain as notified	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-02: Transport.	NZ Transport Agency Waka Kotahi Kelsey Watson	277.12	Support	Supports the promotion of public health, safety and active transport modes for the district's transport network	Retain as notified.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-03: Managing adverse effects of infrastructure.	NZ Transport Agency Waka Kotahi Kelsey Watson	277.13	Support	Supports the directive managing the adverse effects with regard to the benefits and operational needs of infrastructure.	Retain as notified.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-04: Significant infrastructure and reverse sensitivity.	NZ Transport Agency Waka Kotahi Kelsey Watson	277.14	Support	Supports the directive managing the adverse effects of reverse sensitivity on infrastructure.	Retain as notified	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-02: Transport.	Alec Duncan	288.15	Support	Fire and Emergency supports SD-TI-02 as it requires that Napier's transport network optimises connectivity, public health and safety, and encourages active and public transport modes. A connected transport network is vital in providing Fire and Emergency the ability to get to emergencies in a reasonable response time.	Retain as notified.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-04: Significant infrastructure and reverse sensitivity.	Alec Duncan	288.16	Support	Fire and Emergency supports SD-TI-04 insofar as it seeks to protect the safe and efficient operation of significant infrastructure (which includes the water supply and transport networks) from incompatible development and activities that may create reverse sensitivity effects. It is important that development does not adversely impact on these networks as Fire and Emergency relies on these in order to respond to a fire or other emergency.	Retain as notified.	Open Submission

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Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
SD - Transport and Infrastructure Provision /Introduction.	Dr. Chantal Pagel Natasha Sitarz	289.25	Oppose	Concerned that not all infrastructure is critical or of regional importance and that the definition of infrastructure is very broad.	Amend the introduction to explain that “infrastructure” is broad and that the SD objectives focus on “Strategic Infrastructure” and “Strategic Transport Networks” which capture critical infrastructure such as for lifeline utilities. Change the word “enabled” to “provide for” and retain “while ensuring that its effects on the environment are appropriately managed.” Amend wording in the subsequent infrastructure and transport chapters to provide policy direction to avoid, remedy or mitigate adverse effects on the environment. Reword the sentence that states that infrastructure must be “protected.” Protection is from reverse sensitivity effects and does not mean that council has a broader responsibility to protect all infrastructure. Make consequential changes to the SD-TI issues and objectives. Include an infrastructure section under the Energy, Infrastructure and Transport heading to capture infrastructure that is not “strategic” and that is not captured within: NU Network utilities RE Renewable energy SW Stormwater TPT Transport Include rules to ensure that effects on the environment of permitted activities are not more than minor and that non-renewable energy generation is a non-complying activity.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O1: Enabling infrastructure.	Dr. Chantal Pagel Natasha Sitarz	289.26	Amend	The objective does not align with the locational requirements/considerations in the NZCPS (for example: Policies 20(2) and 25(d)) and NPSIB (for example 3.11(b) and (c)).Disagrees with the s32 report. This objective as proposed could compromise the recognition of, or the provision of matters of national importance.	Amend as follows:“Strategic Infrastructure” and “Strategic Transport Networks”Infrastructure that supports economic growth, including the port, airport, transportation, and electricity transmission networks, is enabled is provided for in appropriate locations and protected from reverse sensitivity effects.	Open Submission
SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O3: Managing adverse effects of infrastructure.	Dr. Chantal Pagel Natasha Sitarz	289.27	Oppose	Disagrees with the s32 report. This objective could compromise the recognition of, or the provision of matters of national importance, including for the protection of significant indigenous biodiversity.The objective could result in the development of other plan provisions and consent decisions being inconsistent with the NZCPS.	Delete.	Open Submission