

Suzanne Rushmere Upper Hutt City Council Recommended Amendments

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

Black strike through and underlining – Provision as notified, black text without underlining is operative text

Red strike through and underlining – Provision as recommended by the S42A officer

Blue strike through and underlining – Provision as recommended by Suzanne Rushmere (strikethrough indicates deletions and underlining indicates additions)

- 1. Delete Objective CC.2 entirely as shown below as it does not add much to the National Adaptation Plan and goes beyond what can be achieved in planning documents:**

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

- 2. Amend Objective CC.3 as set out below rather than including an implementation explanation in introductory text:**

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

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

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

~~(b) — (ii) 40 percent increase in active travel and public transport mode share from 2018 levels, and~~

~~(c) — 60 percent reduction in public transport emissions, from 2018 levels, and~~

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

- 3. Delete Policy CC.8 and explanation entirely as shown below, as the work has not been undertaken yet to determine if this is workable and achievable:**

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

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

~~Explanation:~~

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

4. Delete Policy CC.5 and explanation entirely as shown below and rely on Policy CC.8 until further work needed on Policy CC.5 is undertaken:

~~Policy CC.5: Avoid increases in agricultural greenhouse gas emissions⁴— regional plan~~

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

~~Explanation:~~

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

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

5. Amend the definition of “nature-based solutions” as set out below:

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

~~Note that “nature-based solutions” is an umbrella term that encompasses concepts such as green infrastructure (including as defined by the National Planning Standards), greenblue infrastructure, and water-sensitive urban design.~~

~~Note, Examples of actions to protect, enhance, or restore natural ecosystems, that that could be supported include:~~

~~Reducing greenhouse gas emissions (climate change mitigation):~~

- ~~• planting forests to sequester carbon~~
- ~~• protecting-maintaining peatland to retain carbon stores~~

~~Increasing-Strengthening resilience and providing for (climate change adaptation)~~

a) providing resilience for people

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

b. providing resilience for ecosystems and species

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

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

Nature-based solutions are recognised as an integral part of climate change mitigation and climate change adaptation, improving the health, well being and resilience of people, indigenous biodiversity, and the natural and physical resources environment.

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

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

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

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

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

~~Explanation~~

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

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

8. Do not add Policy CC.14A recommended in the Section 42A report and rebuttal evidence.

9. Amend Policy CC.4 as set out below:

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

District and regional plans shall include objectives, policies, rules and / or methods to provide for ~~climate resilient change mitigation, climate change adaptation and climate resilience, which prioritises by providing for actions and initiatives described in Policy CC.14 which support delivering the characteristics and qualities of well-functioning urban environments~~ the use of nature-based solutions where possible. Methods should be appropriate to the scale and context of the activity and could include, but are not limited to, provisions that enable:

- (a) The development of urban green space, including canopy trees, to reduce urban heat and reduce stormwater flow rates such as:
 - i. prioritising the use of appropriate indigenous species, and
 - ii. ~~working contributing towards~~ achieving a wider 10 percent tree canopy cover at a suburb-scale by 2030, and 30 percent cover by 2050,
- (b) water-sensitive urban design principles, hydrological controls, and other methods to improve water quality, overall environmental quality, minimise flooding and maintain, to the extent practicable, natural stream flows,
- (c) ~~methods to~~ increased water resilience, including harvesting of water at a domestic and/or community-scale for non-potable uses (for example ~~by requiring~~ rain tanks, rainwater reuse tanks, and ~~setting targets for~~ urban roof area rainwater collection),
- (d) the significant adverse effects on the climate change mitigation, climate change adaptation and climate-resilience functions and values of an ecosystem to be avoided, remedied, or mitigated.

Explanation

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

Policy CC.4 directs regional and district plans to include provisions to provide for climate-resilient ~~urban areas by providing for actions and initiatives described in Policy CC.14 which support delivering the characteristics and qualities of well-functioning urban environments.~~ development and infrastructure to respond to the predicted effects of climate change. The policy seeks that priority be given to the use of nature-based solutions where possible, recognising the multiple-benefits they can provide for people and nature. It also seeks to manage any adverse effects of activities on the climate change functions and values of ecosystems.

For the purposes of this policy, climate-resilient urban areas mean urban environments that have the ability to withstand:

- Increased temperatures and urban heat island
- Increased intensity of rainfall and urban flooding and increased discharge of urban contaminants
- Droughts and urban water scarcity and security
- Increased intensity of wind, cold spells, landslides, fire, and air pollution

The policy is directly associated with Policy CC.14 which provides further direction on actions and initiatives to provide for climate-resilient urban areas

It is noted that other policies of this RPS also provide for actions and initiatives to deliver climate-resilient ~~development and infrastructure~~ urban areas, including Policy FW.3.

10. Do not add Policy CC.4A recommended in the Section 42A report and rebuttal evidence.

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

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

By 30 June 2024, the Wellington Regional Council will, in partnership with mana whenua/tangata whenua, identify ecosystems in the Wellington Region that ~~should be prioritised for protection, enhancement, and restoration for their contribution as a form part of a nature-based solution to climate change, including those that:~~

- (a) sequester and/or store carbon (e.g., forest, peatland),
- (b) provide resilience to people from the impacts of climate change, ~~including from natural hazards~~ (e.g., coastal dunelands, street trees, and wetlands),
- (c) provide resilience for indigenous biodiversity from the impacts of climate change, enabling ecosystems and species to persist or adapt (e.g., improving the health of a forest to allow it to better tolerate climate extremes).

Implementation: Wellington Regional Council

12. Amend Policy CC.16 as set out below to make it clear that it is not 'directing' a regulatory response:

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

Regional, city and district councils should, ~~under the Local Government Act 2002~~, partner with mana whenua / tangata whenua and engage local communities in a decision-making process to develop and implement strategic climate change adaptation plans that map out management options over short, medium and long term timeframes, using a range of tools and methods ~~that may include~~ including, but not limited to:

- (a) Te Ao Māori and Mātauranga Māori approaches;
- (b) Dynamic adaptive planning pathways or similar adaptive planning approaches;
- (c) ~~City, d~~ District or regional plan objectives, policies and rules that address subdivision, use and development for addressing areas the impacts of impacted by climate change and sea level rise;
- (d) Options for managed retreat or relocation;
- (e) A consideration of Te Mana o te Wai and Te Rito o te Harakeke;
- (f) Hazard mitigation options including soft engineering, ~~green infrastructure or room for the river~~ nature-based solutions and methods to reduce the risks from natural hazards exacerbated by climate change and sea level rise; and
- (g) Equitable funding options required to implement the programme.

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

13. Amend Policy 29 as set out below as ‘manage’ can raise an expectation that development is achievable as long as it is managed, when this may not be the case:

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

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

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

Regional and district plans shall:

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

14. Amend Method as set out below to make it clear that this is not ‘directing’ a regulatory response:

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

Integrate hazard risk management and climate change adaptation planning in the Wellington region by a range of methods that could include:

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

15. Amend Policy CC.1 as set out below to make this more applicable and identify measures that should be complimentary not hierarchical:

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

District and regional plans shall include objectives, policies, rules and/or methods to provide for the management and use of land requiring all new and altered transport infrastructure is designed, constructed, and operated in a way that contributes to reducing greenhouse gas emissions by enabling development that:

- (a) is within walkable catchments of public transport routes where practicable,
- (b) minimises private vehicle travel distances between residential, employment and the location of other essential services;
- (c) reduces the need to travel by car private vehicle and maximises mode shift; and
- (d) supports new transport infrastructure or capacity upgrades on to the transport network that prioritises walking, cycling and public transport.

~~(a) Optimising overall transport demand;~~

~~(b) Maximising mode shift from private vehicles to public transport or active modes; and~~

~~(c) Supporting the move towards low and zero carbon modes.~~

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

16. Amend Policy CC.2 as set out below, particularly as the date is unachievable, including for notification:

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

~~By 30 June 2025, d~~District plans shall include objectives, policies and rules that require subdivision, use and development to support the reduction of greenhouse gas emissions by requiring consent applicants applications for all new subdivision, use and development over a specified development 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 demonstrates how the design of the development will reduce reliance on the private car and support mode shift.; 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.

By district plans shall include objectives, policies and rules that require subdivision, use and development to support the reduction of greenhouse gasses by requiring consent applicants applications 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 to provide a travel choice assessment that demonstrates how the design of the development will reduce reliance on the private car and support mode shift.; where there is a potential for a more than minor increase in private vehicles and/or freight travel movements and associated increase in greenhouse gas emissions.

Explanation

Location suitable development 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.

17. Delete proposed policy CC.2A as proposed in the section 42A report and rebuttal evidence as it is unworkable, including the timescale, and the thresholds have no evidential basis. It is unclear how this can be achieved as it does not apply to consents only District plan development, and when local thresholds are included in District plans the regional thresholds in CC.2A cease to apply.

18. Amend Policy CC.3 as set out below, the date and undertaking a schedule 1 process to give effect to three policies in the RPS is unworkable and unachievable:

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

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

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

19. Amend Policy CC.9 as set out below and do not include references to a hierarchical approach as identified in the Section 42A report and rebuttal evidence. Alternatively, delete as this could be covered by Policies CC.1 and CC.10 as proposed for amendment.

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

When considering ~~an application for a resource consent, notice of requirement, or a change, variation or review of a regional or district plan, particular regard shall be given to how whether the subdivision, use and or development have been can be planned in a way that contributes to reducing greenhouse gas emissions and maximising freight efficiency 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.~~

Explanation

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

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

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

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

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

- 21. Delete Policy CC.11 as set out below as this appears to have no legislative basis, places additional burdens on consents (including those from road controlling authorities for infrastructure that support mode shift), and may lead to funding not being able to be spent by local authorities on business as usual activities. These activities include maintenance, operation, and renewals and other activities for which Waka Kotahi has its own investment prioritisation methodology.**

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

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

~~Explanation~~

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

- 22. Amend Policy EIW as set out below to reflect the Regional Land Transport Plan's role in the funding process:**

Policy EIW.1: ~~Promoting Supporting~~ affordable high quality active mode and public transport services – Regional Land Transport Plan

The Wellington Regional Land Transport Plan shall include objectives, policies and methods that ~~support promote~~ equitable and accessible high quality active mode infrastructure, and affordable public transport services with sufficient frequency and connectedness, including between modes, ~~to encourage a reduction in the dependency and use of private vehicles for everyday living. dependency for people to live in urban areas without the need to have access to a private vehicle., by contributing to reducing greenhouse emissions.~~

Explanation

This policy provides direction to the Regional Land Transport Plan, acknowledging the role of the objectives and policies in that plan, to [promote support](#) mode shift from private vehicles to public transport and active modes by providing connected, accessible, affordable and extensive multi modal infrastructure and services.