

**Anthony MacColl for NZ Transport Agency – Summary of Evidence, 18 May 2016**  
**Chapter 21 Rural Zone, Chapter 22 Rural Residential & Lifestyle, and Chapter 23 Gibbston**  
**Character Zone - Hearing Stream 02**

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1. I am a Senior Planning Advisor with the Dunedin Regional Office of the NZ Transport Agency (Transport Agency) and I am authorised to make the following comments on behalf of the Transport Agency.
2. The objective of the Transport Agency is to carry out its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system as outlined in section 94 of the Land Transport Management Act (LTMA). The purpose and principles of the RMA are broader than the Transport Agency's statutory objective. However, the Transport Agency's statutory objective is consistent with and contributes to, achieving the purpose of the RMA. State highways are a physical resource under the RMA framework and accordingly need to be sustainably managed. One of the functions of the Transport Agency, as outlined in s95 of LTMA, is to assist, advise and co-operate with approved organisations such as local territorial authorities. It is from this premise that the Transport Agency submitted on the proposed District Plan.
3. Reverse sensitivity is an effect under the RMA. It follows therefore that there is a duty to avoid, remedy or mitigate reverse sensitivity effects in order to achieve the RMA's purpose of sustainable management. The Transport Agency suggests there is a shared responsibility for managing reverse sensitivity effects. The Transport Agency, Councils and landowners/developers must all assume responsibilities. Responsibility lies with Councils to include appropriate land use controls in district plans.
4. The Transport Agency has developed a stepped approach to protect sensitive activities. This is based around buffer and effects areas. Noise sensitive activities should be located outside environmental buffer areas. Beyond the buffer area, buildings containing noise sensitive activities should be designed and constructed to achieve a reasonable indoor acoustic amenity.
5. The Transport Agency submitted in support of some rules that provided appropriate setbacks, but suggested some of the rules be amended to protect the amenity of those new dwellings located outside the environmental buffer area but still within the road noise

effects area. I suggest the proposed rules of the proposed District Plan only go part way to mitigating reverse sensitivity effects from road noise.

6. The Section 42A report recommends the Transport Agency use its affected party status through the resource consent process to implement the requested standards. I do not agree with this approach and suggest that this is likely to result in situations where reverse sensitivity effects are not mitigated. It will also send an incorrect signal to landowners/developers that building outside the buffer area is outside the noise effects area. I suggest the responsibility lies with Council to include appropriate land use controls in district plans to manage noise sensitive activities and with landowners/developers to implement them.
7. The Transport Agency submitted in opposition to Rule 23.6.2 which did not require applicants proposing winery and farm buildings to obtain written approval of any persons. Council proposed to reserve control over parking and access in respect of the impact on the safety and efficiency of State Highway 6. The Transport Agency submitted that it is the Transport Agency's responsibility as the road controlling authority of State highways to determine the appropriateness of an access for a proposed activity and its effects on the safety and efficiency of the State highway. The Planner's Report endorses the Transport Agency's recommendation. Accordingly, I support this recommendation of the Planner's Report.

## Appendix 5D – Reverse sensitivity

<b>Table 1: Traffic Profile Type (flow &amp; speed)</b>			
		<b>Speed (km/h)</b>	
		Less than 70km/h	70km/h and greater
<b>Traffic Flow (vehicles per day)</b>	>25,000	<b>C</b>	
	10,000 - 25,000	<b>B</b>	<b>C</b>
	<b>AAADT</b>		
	<10,000	<b>A</b>	<b>B</b>

<b>Table 2: Distances for Environmental Buffer Area and Road Noise Effects Area</b>		
<small>(All new development to be designed and constructed to meet internal sound levels of AS/NZ 2107:2000)</small>		
	<b>'Environmental Buffer Area'</b>	<b>'Road Noise Effects Area'</b>
<b>Traffic profile types from Table 1</b>	Distances are measured from road edge (measured from left edge line of nearest traffic lane) to building line.	
<b>A</b>	<b>10m</b>	<b>40m</b>
<b>B</b>	<b>20m</b>	<b>80m</b>
<b>C</b>	<b>40m</b>	<b>100m</b>
Note: The above table has been based on current AADT figures; for new or planned road designations the traffic volumes should be based on the design level for the road.		