

**SUPPLEMENTARY EVIDENCE OF AMANDA LEITH ON BEHALF OF SUBMITTERS 2335, 2336  
AND 2739**

**NGAI TAHU PROPERTY LIMITED AND NGAI TAHU JUSTICE HOLDINGS LIMITED**

The Hearings Panel requested on 17 September 2018 that I provide an amendment to Rule 29.4.10: High Traffic Generating Activities to address the subjectivity within the recommended rule.

Below I have copied Rule 29.4.10 from Ms Jones' rebuttal version of Chapter 29 and accepted all of the track changed deletions and additions. I have then used track changes to amend the rule further.

I have also copied the assessment matters recommended by Ms Jones' in Section 29.8.7 of her rebuttal version of Chapter 29 (and accepted the track changes) back into the rule as matters of discretion to address the concern I raised in my summary of evidence dated 17 September 2018. Furthermore, I have amended the matters of discretion (b) – (d) so that they make sense in the context of the first sentence "Effects on the transport network as a result of:".

I recommend a change to (d) to include "enforceable" as Mr Carr has advised me that many previously approved Travel Demand Management Plans are frequently not so. I also consider that the inclusion of electric charging points / spaces in (e) does not provide mitigation of the potential effects on road safety and efficiency which is the intent of the rule. Notwithstanding, these changes are beyond the scope of the relief sought by Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited.

**29.4.10 High Traffic Generating Activities**

~~Any a~~ New landuse or subdivision activities, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.6; except for land use, subdivision activities or changes of use which comply with the following:

- a. Where the activity is listed as a permitted activity in the applicable zone chapter and complies with the built form standards relating to density, maximum building height, and building coverage for the activity in the zone; or
- b. Where an Integrated Transport Assessment has already been approved for the site as part of an approved resource consent or approved plan change and the vehicle trip generation of the proposed new landuse, subdivision or change of use will be the same or less.
- ~~a. Where the associated trip generation and transport effects of the proposed landuse or subdivision are the same, similar, or less in character, intensity, and scale to those identified in an existing resource consent or district plan provisions that were approved on the basis of an Integrated Transport Assessment.~~

Discretion is restricted to:

- Effects on the transport network as a result of:
  - a. any improvements to the transport network within or in the vicinity of the site are proposed, including additions or improvements to the active and public transport network and infrastructure and the roads themselves, in accordance with road

controlling authority's standards and adopted infrastructure network developments plans either within or beyond the site;

- b. the accommodation within the site and / or along its frontage ~~have been designed to accommodate of~~ any planned public transport infrastructure proposed by Council;
- c. the provision of new or upgraded pedestrian and cycle infrastructure ~~is proposed to be provided or upgraded~~;
- d. a proposed enforceable Travel Demand Management Plan ~~is proposed to be provided~~; and
- e. ~~electric vehicle charging points / parking spaces are proposed to be provided.~~

**20 September 2018**