

Anthony MacColl for NZ Transport Agency – Summary of Evidence, 12 October 2016
Chapters 7, 8, 9, 10 and 11: Residential - Hearing Stream 06

1. This is a summary statement to my primary evidence dated 30 September 2016.
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 (PDP).

Reverse Sensitivity

3. Vehicles on State highways can produce adverse effects (e.g. noise) that extend beyond the State highway boundary. Sensitive receivers, such as houses, can be susceptible to the effects of roads. 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.
4. The Transport Agency suggests responsibility lies with Councils to include appropriate land use controls in district plans. Landowners/developers should ensure buildings containing noise sensitive activities are designed and constructed to achieve a reasonable indoor acoustic amenity. The Transport Agency supports the Council Officers' recommendations regarding the reverse sensitivity provisions within the Residential chapters.

Notification

5. The Transport Agency submitted that, as the road controlling authority for State highways, it should be deemed an affected party to those activities needing resource consent where the activities require access to a State highway. The Council Officer supports this recommendation and provides amendments to the Rules to accommodate this. I have

provided suggested amendments to these (Rules 7.6.2.1, 9.6.1 and 9.6.2) which I suggest provides further clarity.

Frankton Medium Density Residential Zone

6. The Transport Agency generally supports higher density residential development locating around transport nodes as this encourages the use of public and alternative modes of transport. However, the Transport Agency has some concerns about the proposed intensification of residential activity of the land fronting State Highway 6 between Hansen Road and Ferry Hill Drive due to the potential adverse traffic effects in what is an already complex environment. The Transport Agency supported the proposed planning framework for this area as it requires this land to be carefully planned before development.

7. Specifically, the Transport Agency supports Objective 8.2.11 (redraft 8.2.9) which recognises that traffic impacts will need to be minimised in this location. The Transport Agency also submitted in support of the subsequent underlying policies and rules which aim to:
 - avoid new State highway accesses and require integration with the transportation network including public transport,
 - ensure connections to the State highway is only via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive,
 - require an internal roading network that can accommodate the long term traffic demands for the area (this is important as the potential road between Ferry Hill Drive and the Eastern Access Road Roundabout could serve as an important arterial route), and
 - require pedestrian and cycling networks and linkages.

8. In view of the restrictions relating to the development of this land I agree with the Council Officer that a structure plan would be the most useful way to ensure the integrated management of the complex environmental issues.

Tony MacColl
12 October 2016