

**Anthony MacColl for NZ Transport Agency – Summary of Evidence, 01 August 2016**  
**Chapter 27 Subdivision & Development - Hearing Stream 04**

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1. This is a summary statement to my primary evidence dated 12 July 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.
3. The Transport Agency suggests it is appropriate for the policy framework to highlight the need to involve other relevant agencies at the time of subdivision. For example, the Transport Agency has obligations under the Government Roding Powers Act regarding access to and administration of Limited Access Roads. It is advantageous to both developers and the Transport Agency if developers consult and consider those requirements early in the process. For this reason the Transport Agency supported Policy 27.2.1.6 and Rule 27.10.1.1. Similarly, Rule 27.9.2 identifies that the Transport Agency is an affected party to applications for resource consent where the subject site or activity adjoins or has access to a State highway.
4. The Transport Agency supports integrated planning. Decisions about transport systems, the form of urban development and how land is used, all impact each other. Integrated planning seeks solutions to ensure the most efficient use of public funds and avoid creating unintended impacts. This is important because transport is a significant contributor to economic growth and productivity, and a determinant of how well urban and rural areas function and the quality of life offered. For this reason the Transport Agency supported Policy 27.2.2.4.
5. The Transport Agency submitted in support of Objective 27.2.5 which highlights the need for infrastructure and services to be provided to accommodate anticipated land uses. The

Transport Agency suggests that it would be useful for the Objective to indicate what standard of infrastructure and services will be required. For this reason I suggest Objective 27.2.5 should read: *“Infrastructure and services are provided to new subdivisions and developments in anticipation of the likely effects of land use activities”*.

Similarly, the Transport Agency also submitted in support of Objective 27.2.6 which highlights that the cost of the necessary infrastructure extensions and upgrades should be met by the subdivider.

6. The Transport Agency takes a whole of network approach to deliver transport solutions to the transport network. Consequently, the Transport Agency considers public transport and provisions for pedestrians and cyclists as important components of the transport network. For this reason the Transport Agency supports Policies 27.2.5.1, 27.2.5.2, 27.2.5.3 and 27.2.5.5.

Tony MacColl  
01 August 2016