
Section 32 Report for the Proposed Waitomo District Plan

Section 32 Report – Transport

SUMMARY OF ISSUES	RESOURCE MANAGEMENT ACT 1991	NATIONAL DIRECTION	REGIONAL POLICY STATEMENTS	IWI MANAGEMENT PLANS CONT...
<p>There are nine main issues which need to be addressed in terms of transport:</p> <ol style="list-style-type: none"> 1. Land use and transport integration issues. <p>Land use activities including subdivision and development can significantly influence travel behaviour. Land uses can either reduce the need for private vehicle travel or increase walking, cycling and public transport patronage or conversely increase the reliance on private vehicles.</p> <ol style="list-style-type: none"> 2. Network connectivity <p>Piecemeal development can lead to a reduction in connectivity for the network.</p> <ol style="list-style-type: none"> 3. Safety <p>Pedestrians and cyclists currently use parts of the road network that do not provide an appropriate level of service or are not fit for purpose because the walking and cycling network is incomplete. This compromises safety of these vulnerable road users and contributes to a low uptake of walking and cycling.</p> <ol style="list-style-type: none"> 4. Mode Choice <p>The reliance on private vehicle travel has adverse environmental and health effects. Further, gaps in the walking and cycling network and minimal provision of public transport contributes to low use of these more sustainable, lower energy and less polluting modes. Waitomo District has a dispersed land use pattern. This often discourages many residents from using sustainable modes of transport and as a consequence result in relatively high rates of private vehicle travel, both within and out of the District.</p> <ol style="list-style-type: none"> 5. Freight <p>Damage to road infrastructure, noise and amenity impacts occurs due to movement of large numbers of heavy vehicles through residential areas of the District.</p> <ol style="list-style-type: none"> 6. Parking <p>The design, location and scale of vehicle parking areas can have a large impact on development form. The location of vehicle parks must be balanced with visual and other environmental (e.g. stormwater runoff) effects.</p> <ol style="list-style-type: none"> 7. Traffic generation <p>The integrated, safe, responsive and sustainable operation of the land transport network, particularly the road network, can be adversely affected by land use activities and subdivision. Every activity generates</p>	<p>Section 5 RMA The transport network consists of the physical structures and networks that support and provide essential connections to the communities of the district. Recognising the need to develop, operate and maintain the transport network is critical to the District's economic productivity, environmental outcomes and wellbeing of the community. The benefits of this infrastructure to the functioning of the district are therefore substantial.</p> <p>A connected and reliable transport network is vital to the functioning of the District. The integration and co-ordination of land uses with transport will enable people and communities to provide for their social, economic and cultural well-being in accordance with Section 5(2) of the Act. Ensuring that the transport network is appropriate (both existing and future) to service the current and future land uses enables people and communities to provide for their social, economic and cultural wellbeing in accordance with Section 5(2) of the Act.</p> <p>Protecting the transport network from reverse sensitivity issues (TRAN-O4) also ensures the health and safety of people and communities in accordance with section 5(2) of the RMA. Activities such as building a dwelling too close to a state highway (for example) can adversely affect the health of the occupants. Adverse effects include noise, odour, light spill, glare and vibration.</p> <p>The recognition of the need to develop, operate and maintain the transport network (in all its forms and modes of transport) is fundamental to both present and future communities. Given the wear and tear from vehicles, maintaining the transport network is vital for retaining levels of service. In this respect (TRAN-O2) the Objective achieves the part of section 5(2)(a) which seeks to sustain the potential of natural and physical resources to meet needs of future generations.</p> <p>TRAN-O5 recognises adverse effects from the development, construction and maintenance of the transport system. This objective achieves Section 5(2)(c) by seeking to manage adverse effects on the environment.</p> <p>Section 6 RMA All the matters of national importance listed in section 6 are potentially applicable to this chapter depending on the location and nature of the transport activity taking place.</p> <p>Section 7 RMA The following clauses are relevant in section 7: 7(b) the efficient use and development of natural and physical resources. This matter is relevant to transport provisions in terms of the integration of land use and transport. Land is a finite natural resource that needs to be managed. The use of land by transport related activities can be a significant proportion of the development of sites, with the requirements of district plans affecting the efficiency of this use.</p> <p>7(c) the maintenance and enhancement of amenity values</p>	<p>There are six National Policy Statements (NPSs) currently in place:</p> <ul style="list-style-type: none"> • New Zealand Coastal Policy Statement 2010 • NPS for Electricity Transmission 2008 • NPS for Renewable Electricity Generation 2011 • NPS for Freshwater Management 2020 • NPS on Urban Development 2020 • NPS for Highly Productive Land 2022 <p>New Zealand Coastal Policy Statement (NZCPS) The NZCPS has relevance to transport; recognising the provision of infrastructure within the coastal environment is important to the social, economic and cultural well-being of people and communities, and addressing issues such as the risk to existing infrastructure from coastal erosion and coastal hazards.</p> <p>The provisions of the NZCPS which are considered to be applicable are outlined below. The identification of the extent of the coastal environment (as required by Policy 1 of the NZCPS) will be critical for application of the NZCPS. Indeed, Objective 1(2)(i) recognises that the coastal environment contains physical resources and built facilities, including infrastructure, that have modified the coastal environment.</p> <p>The King Salmon Supreme Court decision has had wide ranging consequences and has changed the way policies are interpreted. This is of particular relevance to policies which require adverse effects to be avoided (Policies 5, 11, 13 and 15). What this means for transport is that infrastructure activities in the following areas in the coastal environment will need to be managed differently from the rest of the district:</p> <ul style="list-style-type: none"> • land or waters in the coastal environment held or managed under the Conservation Act 1987 and any Act listed in the 1st Schedule to that Act; or other Acts for conservation or protection purposes (Policy 5) • areas of outstanding natural character (Policy 13(1)(a)) • outstanding natural features and outstanding natural landscapes in the coastal environment (Policy 15(a)) <p>All of the NZCPS policies referring to activities or use and development are relevant to infrastructure. However, there are a number which are specific to infrastructure including: Objective 4 - Walking and public access within the coastal environment is relevant to transport in so much as the Proposed District Plan will need to contain provisions relating to footpaths/shared paths.</p> <p>Objective 6 - There are transport networks which are required in the coastal environment</p> <p>Policy 4 - The key theme of this policy is integration with adjoining councils. This has been highlighted as an issue, particularly for the roading network on the boundary with adjoining councils to compromise optimum networks and development within Waitomo.</p> <p>Policy 6 - There are multiple components to Policy 6 The NZCPS Guidance Notes explain the rationale for this policy as recognising that a number of activities occur within or affect the coastal environment. Policy 6(2) requires recognition of the potential contributions to the social, economic and cultural wellbeing of people and</p>	<p>The Waikato Regional Policy Statement The provisions of the WRPS which applicable to transport are outlined below. Significant transport corridors as defined in Map 6.1 and 6.1A of the RPS are included in the term "regionally significant infrastructure" so all the objectives and policies relevant to regionally significant infrastructure also apply to that portion of the transport network.</p> <p>The WRPS highlights providing for energy demand and managing the built environment as key issues for the Waikato Region.</p> <p>A large number of the issues, objectives and policies of the WRPS are relevant to the management of transport to some degree, but the most relevant are discussed below.</p> <ul style="list-style-type: none"> • Objective 3.12 Built Environment • Policy 6.1 Planned and co-ordinated subdivision, use and development • Policy 6.3 Co-ordinating growth and infrastructure • Policy 6.6 Significant infrastructure and energy resources • Implementation methods 6.6.1 Plan provisions • 6.14 Adopting Future Proof land use pattern • 6A Development Principles <p>The emphasis of the RPS is to:</p> <ul style="list-style-type: none"> • Integrate infrastructure with land use; • Infrastructure enables people and communities to provide for their well-being; • Manage reverse sensitivity with regards to infrastructure corridors; • Development maintain and enhances the safe, efficient and effective use of existing infrastructure; • Recognise and protect regionally significant infrastructure; • Protect the function of significant transport corridors through avoiding ribbon development and additional access points • Protect existing and planned infrastructure corridors <p>The Manawātū-Whanganui One Plan The most relevant provisions are located in Section 3:</p> <p><i>Objective 3-1: Infrastructure and other physical resources of regional or national importance</i></p> <p><i>Have regard to the benefits of infrastructure and other physical resources of regional or national importance by recognising and providing for their establishment, operation, maintenance and upgrading.</i></p> <p><i>Objective 3-3: The strategic integration of infrastructure with land use</i></p> <p><i>Urban development occurs in a strategically planned manner which allows for the adequate and timely supply of land and associated infrastructure</i></p> <p>The objectives are achieved by the following policies: Policy 3-1: Benefits of infrastructure and other physical resources of regional or national importance Policy 3-2: Adverse effects of other activities on infrastructure and other physical resources of regional or national importance</p>	<p>The Waikato Tainui Environment Management (WTEP) Plan 2018 Objective 26.3.1 Infrastructure development, upgrade, and maintenance within the Waikato-Tainui rohe occurs in partnership with Waikato-Tainui.</p> <p><i>Policy 26.3.1.1 – Waikato-Tainui engagement</i> <i>To ensure that infrastructure development, upgrade and maintenance within the Waikato-Tainui rohe occurs in partnership with Waikato-Tainui.</i></p> <p><i>Objective 26.3.2 – infrastructure development, upgrade, and maintenance</i> <i>Infrastructure development, upgrade, and maintenance manages economic, social, cultural, spiritual, and environmental effects.</i></p> <p><i>Policy 26.3.2.1 – infrastructure development, upgrade and maintenance</i> <i>To ensure that infrastructure development, upgrade, and maintenance manages economic, social, cultural, spiritual, and environmental effects.</i></p> <p><i>Methods</i> <i>(a) Infrastructure development shall avoid land in Maaori ownership except with the agreement of the Maaori owners.</i> <i>(b) New infrastructure development shall take into account the enhancement principles contained in Chapter 7 "Te Whakapakari i Te Taiao - Towards environmental enhancement". As a minimum all existing infrastructure shall be managed to sustain the ability of the environment to provide for future generations.</i> <i>(c) Ensure that, in the development of new infrastructure, best practice approaches and appropriate environmentally sustainable and enhancing technologies are applied to ensure, as far as practicable, any adverse impacts on the environment or cultural and/or spiritual resources are avoided.</i> <i>(d) Infrastructure development and management shall be planned to manage adverse effects on water bodies, stormwater, water supply and wastewater systems.</i> <i>(e) The cumulative effect of infrastructure provision shall be considered as well as the effect of a single piece of infrastructure.</i> <i>(f) When assessing infrastructure needs or making decisions on designations or consents regarding infrastructure, the adverse effects should be managed so as to achieve the objectives in this Plan. In particular adverse effects should be avoided on:</i></p> <ol style="list-style-type: none"> <i>i. Land held in Maaori title or in the ownership of Waikato-Tainui;</i> <i>ii. Waahi tapu and other sites of significance to Waikato-Tainui;</i> <i>iii. Oceans, rivers, lakes, and wetlands that would hinder achieving the objectives and policies contained in the water management, fisheries and cultural chapters of the Plan;</i> <i>iv. Areas of significant indigenous vegetation or habitats of taonga species;</i>

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<p>vehicle movements, but the road network may not be capable of accommodating the additional loading in that particular location. Additional unforeseen vehicles can exacerbate congestion or create safety issues.</p> <p>8. The roading form and function needs to be appropriate to the users and the surrounding land uses.</p> <p>The transport network can come in many forms, ranging from a multi-lane grade separated expressway to a narrow cul-de-sac to state highways. The form and function of the road needs to reflect not only the type and volume of traffic that it will carry, but also how this form is appropriate to the surrounding environment.</p> <p>Roads play an important role in meeting the needs of Waitomo District residents and the economy. However, urban areas suffer poor amenity due to the domination of road infrastructure. High car usage also contributes to congestion and environmental degradation. More sustainable modes such as walking, cycling and public transport can be more effective ways of moving people especially when all effects and costs are considered. A wider range of people are able to use these modes, such as young and older people without cars, therefore making transport more equitable.</p> <p>Urban form and transport are inextricably linked. Development of transport infrastructure is a considerable investment and is costly to maintain. Planning the integration of land use and transport can open opportunities to improve transport choice and enable the community to improve their wellbeing and reduce overall costs.</p> <p>9. Recognising and protecting land transport networks and systems.</p> <p>Land use activities and subdivision development can have adverse effects on the land transport network in terms of safety and efficiency.</p>	<p>Amenity values can be adversely affected by the development of transport related activities on sites, for both residents or occupiers of sites as well as the general public when experienced from public spaces. These effects on amenity values may be a result of cumulative effects of development, such as on streetscapes.</p> <p>7(f) maintenance and enhancement of the quality of the environment. Transport related land use activities on sites can have adverse effects on the quality of the environment, particularly when these dominate the development typology and when considered from the perspective of amenity values.</p> <p>Section 8 RMA Section 8 is not particularly relevant to transport.</p>	<p>communities from use and development of the coastal marine area. The concept of “appropriate places” is introduced in this Policy – in that it requires activities which have a functional need to be located in the coast to be provided for in appropriate places. The weakness of this Policy is that it provides no guidance as to what constitutes an “appropriate place”. However, given that this Policy applies to a range of activities including aquaculture, appropriate places for one activity will not be the same for another activity, which is possibly why Policy 6(2)(c) is left deliberately broad.</p> <p>This policy also recognises, in relation to the coastal environment, the importance of infrastructure and energy generation to wellbeing whilst ensuring other values of the coastal environment are not compromised.</p> <p>Policy 9 Ports - This policy highlights, in the context of ports, the importance of a transport network which operates safe and efficiently and is well connected.</p> <p>Policy 18 Public open space - This policy is particularly relevant for multi-modal transport networks including walking and cycling.</p> <p>Policy 19 - Walking and public access within the coastal environment is relevant to this Project in so much as the Proposed District Plan will need to contain provisions relating to footpaths/shared paths.</p> <p>National Policy Statement for Urban Development (NPS-UD)</p> <p>The National Policy Statement on Urban Development (NPS-UD) was gazetted in August 2020 and aims to support well-functioning urban environments to provide for current and future community well-being. It requires RMA plans to provide opportunities for land development to meet housing and business needs, supported by adequate development capacity.</p> <p>It is noted that the Waitomo District is not an urban environment as defined in the NPS-UD. However, the NPS-UD provides valuable commentary on land use and development.</p> <p>There are also seven National Environmental Standards (NESs) currently in place:</p> <ul style="list-style-type: none"> NES for Air Quality 2004 NES for Sources of Human Drinking Water 2007 NES for Telecommunication Facilities 2016 NES for Electricity Transmission Activities 2009 NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 NES for Plantation Forestry 2017 NES for Freshwater 2020 NES for Storing Tyres Outdoors 2021 <p>National Environmental Standard on Plantation Forestry (NES-PF)</p> <p>The National Environmental Standards for Plantation Forestry (NES-PF) provide nationally consistent regulations to manage the environmental effects of forestry. Specific provision is made for managing the effects of plantation forestry, including specifically the management of effects relating to forest quarrying activities on the district’s roads.</p> <p>It is considered that the proposed provisions have appropriate regard to the NES-PF.</p>	<p>Policy 3-3: Adverse effects of infrastructure and other physical resources of regional or national importance on the environment</p> <p>Policy 3-4: The strategic integration of infrastructure with land use</p> <p>Policy 3.1 includes the road and rail networks as mapped in the Regional Land Transport Strategy as being physical resources of regional or national importance and elevates the status of these.</p>	<p>v. Customary activities or fisheries; vi. Natural hazards; and vii. Culturally and/or spiritually significant landscapes and view shafts.</p> <p>(g) In the event that adverse effects cannot be avoided, discussions shall be held with Waikato-Tainui to agree if the effects can be managed. (h) Any local adverse effects of infrastructure that cannot be avoided, remedied, or minimised should be discussed with Waikato-Tainui to discuss whether the effect can be mitigated and compensated near the locality where the adverse effects occur, or elsewhere as agreed with Waikato-Tainui.</p> <p>Objective 26.3.4 Transportation infrastructure is developed and managed in a manner that provides for social, cultural, spiritual, economic, and environmental needs.</p> <p>Policy 26.3.4.1 – transportation To ensure that transportation infrastructure is developed and managed in a manner that provides for social, cultural, spiritual, economic, and environmental needs.</p> <p>Method (a) The methods for policy 25.3.2.1 and the policies and methods for Chapter 25, ‘Ngaa whakaritenga moo ngaa whenua o Waikato-Tainui – land use planning’ shall apply for this policy. (b) Sustainable transport options should be incorporated into subdivisions and developments including options for public transport, carpooling, walking, and cycling.</p> <p>It is considered that the proposed provisions have appropriate regard to the WTEP, as they encourage a variety of transport modes and manage adverse effects from the development, construction and maintenance of the transport system.</p>
<p>OPERATIVE WAITOMO DISTRICT PLAN</p>			<p>IWI MANAGEMENT PLANS</p>	<p>OTHER RELEVANT PLANS OR LEGISLATION</p>
<p>Chapter 15 of the Operative Waitomo District Plan (ODP) contains the provisions for network utilities which includes transport infrastructure. There are three objectives which seek to:</p> <ul style="list-style-type: none"> Protect network utilities from adverse effects of development Development of network utilities avoids, remedies or mitigates adverse effects on the environment. Provide for the safe and efficient construction, operation, maintenance, 			<p>We are required to take into account planning documents recognised by an iwi authority and lodged with the territorial authority, and there are many provisions in these documents relevant to transport.</p> <p>A summary of the provisions in the Maniapoto Iwi Environment Management Plan 2018 (MEMP) relevant to transport are as follows:</p> <p>Objective 22.3.4: Transport networks To ensure transport infrastructure connects Maniapoto communities and enables industry and businesses to develop while minimising negative impacts on the environment</p>	<p>Government Policy Statement on Land Transport 2021-31 (GPSLT)</p> <p>The GPSLT outlines the Government’s strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where the Government will focus resources. The GPSLT operates under the Land Transport Management Act 2003 and is important in signalling the Governments funding commitment to create an efficient, modern, and resilient transport system. The strategic priorities in the GPSLT are to improve:</p> <p>(a) The safety of the transport network;</p>

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<p>replacement, refurbishment and upgrading and demolition and/or removal of network utilities</p> <p>The rules enable maintenance, replacement, upgrading, demolition and/or removal of existing network utility operations that were in existence at the date of notification of the Plan as a permitted activity. Minor reconstruction or realignment of roads and Highways and Railways is a permitted activity (except for the Conservation Zone) and construction of new roads and railways or major realignment of Roads, Highways and Railways is a discretionary activity. These rules have cross references to Chapter 16.</p> <p>Chapter 16 focuses on roads and vehicular access. The objectives seek to:</p> <ul style="list-style-type: none"> • Achieve a safe and efficient network of roads and highways • Manage adverse effects from traffic on neighbouring land use activities • Manage the effects of development of new roads and the realignment of existing roads on adjoining land use activities including areas of significant indigenous vegetation, the coastal environment and heritage values. • Land use activities avoid, remedy or mitigate adverse effects on traffic. <p>The chapter states that all existing public roads and highways, formed and in use, are deemed to be designated.</p> <p>The chapter contains rules for:</p> <ul style="list-style-type: none"> • upgrading or realignment of a road or state highway • property accesses • carparking and loading • manoeuvring and parking dimensions • road / rail level crossings 		<p>Relevant case law considered Hall v McDrury [1996] NZRMA 1 (PT)</p> <p>The Tribunal found that it had jurisdiction to make an enforcement order in respect of activities on a public road. In passing, the Tribunal expressed the view that a district plan could control roads otherwise than by way of designation. The Tribunal found some support for that proposition in Paprzyk v Tauranga DC [1992] 3 NZLR 176; (1991) 1 NZRMA 73 (HC).</p>	<p>Policy 22.3.4.1 Transport networks reduce costs and impacts on the environment through improved energy efficiency. Actions (a) Promote energy efficient transport networks and environmental enhancement initiatives (b) Ensure subdivision and land-use planning supports and enables all relevant modes of transport as a viable options for daily activities</p> <p>Policy 22.3.4.2 Transport infrastructure avoids unacceptable adverse effects on the environment. Actions (a) Ensure transport infrastructure projects avoid adverse effects on significant sites, wāhi tapu, mahinga kai, kura, marae, urupā. If adverse effects cannot be avoided, then mitigation measures are to be agreed with Maniapoto. (b) Provide best practice waste and effluent disposal facilities for transport network users, including stock trucks, campervans, buses and boats</p> <p>Policy 22.3.4.3 Land transport effects on air quality are managed effectively. Actions (a) Ensure vehicle emissions do not adversely impact upon customary use areas, marae, papakāinga, kura and kōhanga reo (b) Identify, investigate and remedy air pollution hotspots (c) Promote multi modal transport options that avoid emissions (e.g., walking and cycling) in all subdivision and similar land-use activities</p> <p>Policy 22.3.4.4 Dependency on private vehicle use is reduced. Actions (a) Plan layout and design of subdivisions and developments to provide, enable and promote access to more sustainable means of transport, including public transport, walking and cycling (b) Install best practice cycling infrastructure that meets the needs of all users (c) Design public transport services to be efficient and effective</p> <p>Objective 22.3.5: Transport networks To minimise adverse effects on Maniapoto of transportation</p> <p>Policy 22.3.5.1 Risks that Maniapoto are exposed to from transport users are reduced. Actions (a) Ensure public agencies provide traffic management at all special Maniapoto events in recognition of the public safety benefits (b) Ensure appropriate speed limits and other signage is posted and enforced near marae, kura and other Maniapoto facilities</p> <p>Policy 22.3.5.2 Adverse effects of transport infrastructure are reduced. Actions (a) Ensure safety and design of transport infrastructure around marae, kura and other Maniapoto facilities, and sites of significance protects human safety and health.</p>	<p>(b) Access to economic and social opportunities; (c) Environmental quality and public health; and (d) Value for money.</p> <p>The PDP has regard to this document.</p> <p>Waitomo District Council 2021 -2051 Infrastructure Strategy The purpose of this document is: (a) To identify significant infrastructure issues for Waitomo District Council (WDC) over the period covered by the strategy, and (b) To identify the principal options for managing those issues and the implications of those options.</p> <p>It outlines how WDC intends to manage its infrastructural assets for the 30 year period 2021 - 2051, including roads and footpaths. The key issues impacting on future management of WDC's infrastructure assets have been highlighted taking account of asset renewal or replacement needs, impacts of changes in demand for services reliant on those assets, changes to levels of service (e.g. as a result of new resource consents), consideration of public health and environmental outcomes, and managing risks impacting on the resilience of the assets to natural hazards.</p> <p>Waikato Regional Land Transport Plan 2021 – 2051</p> <p>The Waikato Regional Land Transport Plan (WRLTP) has been developed for the region by the Waikato Regional Transport Committee, and sets out:</p> <ul style="list-style-type: none"> • a regional policy framework that sets out the Waikato's land transport priorities and corresponding suite of objectives, policies and implementation measures that will direct the region's transport investment; and • the programme of transport activities the region has identified and prioritised for inclusion in the National Land Transport Programme and investment over the next three years. <p>Whilst the WRLTP is not a document specifically required under the RMA for the Proposed District Plan to give effect to, it is considered relevant given it has been prepared to complement and implement key WRPS built environment policies.</p> <p>Strategic objectives:</p> <ul style="list-style-type: none"> • strategic corridors and economic development – an efficient and resilient land transport system that advances regional economic wellbeing and supports liveable urban areas now, and in the future • road safety – no-one is killed or seriously injured on our regional transport system • access and mobility – our land transport system provides an
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			<p>(b) Work with communities to regularly review mitigation measures for transport, including heavy traffic bypasses and engine braking restrictions</p> <p>It is considered that the proposed provisions have appropriate regard to the provisions in the MEMP, as they encourage a variety of transport modes and manage adverse effects from the development, construction and maintenance of the transport system.</p>	<p>inclusive range of integrated and safe travel choices for people to meet their various needs.</p> <p>The strategic objectives are supported by underpinning objectives that inform decision-making in all areas:</p> <ul style="list-style-type: none"> • climate change and environmental sustainability - ensuring that transport plays its role in delivering an energy efficient, resilient, and low carbon sustainable future • integrated land use and transport planning - ensuring that collaborative spatial-based approaches to decision-making continue to drive the best outcomes for our communities. <p>The WRLTP highlights the importance of integrated land use and transport planning: an integrated regional land transport system that enables a range of economic, social and environmental outcomes to be met at local, regional and wider spatial scales.</p> <p>While the objectives of the WRLTP are high-level and are addressing land transport issues at a regional level, the themes of integration, wellbeing and productivity, safety, multi-modal accessibility and sustainability are relevant to the Project in the context of the PDP.</p>
<p>SCALE & SIGNIFICANCE s32(1)(c)</p>			<p>STRATEGIC DIRECTION</p>	
<p>The assessment is based on eight factors outlined in Ministry for the Environment’s guidance on Section 32 reports. Each factor is scored in terms of its scale and significance (where 1 is low and 5 is high).</p> <p>Reason for Change: Problem / Issue: 2 Degree of Shift from Status Quo: 2 Who and How Many Affected, Geographic Scale of Effects: 3 Degree of Impact on or Interest from Māori: 1 Timing and Duration of Effects: 3 Type of Effect: 2 Degree of Risk or Uncertainty: 1</p> <p>Total (out of 40): 14</p>			<p>The following objective from the Strategic Directions chapter of the PDP are relevant to this topic:</p> <p>SD-08: Provide for flexible and innovative approaches to development and infrastructure provision in the district’s more remote settlements.</p> <p>SD-021: Require subdivision and development within townships and within the future urban zone to occur in a planned, integrated and co-ordinated manner which ensures that infrastructure has sufficient capacity to accommodate the form and type of development anticipated.</p> <p>SD-022: Where the area is appropriately serviced by existing or planned infrastructure, encourage development and intensification that enables more people to live in, and more businesses and community services to be located in the district’s existing townships.</p> <p>SD-027: Encourage urban development that supports reductions in greenhouse gas emissions, minimises waste production, transport and energy demand, and is resilient to the current and future effects of climate change.</p>	
			<p>UNCERTAINTIES AND RISKS s32(2)(c)</p>	
			<p>The degree of risk and uncertainty is low. The engineering standards being applied are well understood industry standards.</p> <p>There is an element of uncertainty around the changing nature of transport and the impact of</p>	

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				<p>disruptive technologies, but widespread change is likely to be beyond the 10-year planning horizon of the District Plan.</p> <p>There is uncertainty whether the traffic generation figures accurately reflect those of the activities. Many assumptions underpin the figures such as every customer or client arriving by private vehicle, or a certain number of people and therefore cars in each household.</p>
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OBJECTIVE(S) s32(1)(a)

Relevance – The objectives provide a framework to address the issues identified above. The proposed provisions are closely aligned with the functions of the Council under section 31(1)(a) as they manage the effects of the use and development of land in relation to transport matters. The objectives give effect to Part 2 of the RMA, particularly in relation to enabling people and communities to provide for their health and safety, and managing adverse effects arising from the development of the transport network. The objectives give effect to the relevant higher order policy documents. In particular:

- Integrate infrastructure with land use;
- Infrastructure enables people and communities to provide for their well-being;
- Manage reverse sensitivity with regards to infrastructure corridors; and
- Development maintain and enhances the safe, efficient and effective use of existing infrastructure.

Usefulness – The proposed objectives set overall, as well as more specific, direction that provides clarity of what is to be achieved in relation to transport matters when considering a resource consent application under section 104. The objectives clearly articulate an outcome and is drafted in plain english.

Reasonableness – The objectives do not create unjustifiably high costs on the community. The objectives assist in achieving cost-effective provision of transport facilities and sustainable urban form.

Achievability – The proposed objectives are consistent with the strategic directions. The approach is well understood and within Council’s statutory powers. The objectives are realistically able to be achieved based on the Council’s responsibilities under the RMA. The greater certainty of provisions assists with matching skills and resources.

Are the objectives the most appropriate way to achieve the Purpose of the Act?

The proposed objectives are considered to meet the tests of relevance, usefulness, reasonableness and achievability. The objectives are the most appropriate way to achieve the purpose of the RMA because they:

- provide a coherent package of desired outcomes consistent with the purpose of the RMA sustainable management.
- The current Plan fails to achieve the purpose of the RMA because it does not effectively integrate transport and land use and does not recognise the relative importance and impact of high trip generating activities and on-site transport facilities.
- “Gives effect” to higher level planning instruments.
- Supports the Strategic Direction Objectives that are relevant to the management of the land transport network and its systems.
- Elevates the need for a well-connected and accessible land transport networks and systems.
- Provides clearer direction that land use activities and subdivision development is integrated with transport planning to promote safe and efficient land transport networks and systems, which is a specific requirement of the RPSs.
- Is consistent with best practice district plans and transport engineering to achieve integrated outcomes and to better coordinate the management of natural and physical resources, including those of adjoining territorial authorities.
- Is more effective than the previous objectives in achieving integrated management outcomes by avoiding the previous duplication and confusion by roading infrastructure being covered by two chapters
- Includes stronger direction to encourage alternative modes of transport.
- Supports several amendments to the policies and rules to better respond to the identified resource management issue, to assist Council to more efficiently and effectively undertake its functions under section 31, “gives effect” to higher level documents and supports the Strategic Direction Objectives that are relevant to the management of the land transport infrastructure and the strategic transport network.
- Promotes the efficient use and development of natural and physical resources under section 7 by ensuring the district is serviced by safe and efficient land transport infrastructure.
- Recognises that the establishment and operation of land transport infrastructure to be managed to support anticipated amenity and character outcomes, “give effect” to section 7 of the RMA and align with the Strategic Direction Objectives, which is not sufficiently addressed under the ODP.
- Better meets the balance between enabling works to take place to support safe and efficient land transport infrastructure and strategic transport network, while recognising that sensitive sites and areas and the amenity and character of some locations within the district need to be protected from adverse effects.

PROVISIONS s32(1)(b)

EFFICIENCY & EFFECTIVENESS s32(1)(b)(ii), 32(2)(a)(i), s32(2)(a)(ii)	ALTERNATIVES s32(1)(b)(i)
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Benefits Anticipated

Environmental

- The proposed policies and methods more actively promote the integration of land use activities and subdivision development with land transport corridors and infrastructure.
- Integrated and efficient land transport corridors and infrastructure that support safe, viable and convenient modes of travel (including walking, cycling and public transport) and that are well connected will assist in reducing travel times and the number of single occupancy private vehicles there are on the roads that contribute to carbon emissions.
- Corridor and carriageway design which is sufficient to enable provision of public transport which reduces the environmental effects.
- Management of lighting and glare of streetlights through standards.
- Environmental effects of regional arterial roads will be assessed through a resource consent process.
- Adverse operational effects, particularly on residential or other sensitive land uses, including effects of vibration, noise, glare and vehicle emissions will be addressed.
- Increased amenity from the railway with larger setbacks.
- Higher amenity for residents with less noise, vibration, odour and dust from the road.
- Improves the safety with standards for rail level crossings.
- Enables reduced dependence on private vehicles.

For the purpose of this evaluation, the Council has considered the following potential options:
 1. The proposed provisions; and
 2. The status quo.

The ODP provisions are not considered to be efficient or effective in achieving the objectives.

In order to identify other reasonably practicable options, the Council has undertaken the following:

- Reviewed other relevant district plan provisions for transport; and
- Sought feedback from Council asset managers in terms of infrastructure.
- Collated feedback from discussions with iwi
- Received feedback on the ODP from the consents team.

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Economic

- The emphasis placed in the proposed policies and methods on integrating land use activities and subdivision development will achieve both immediate and long-term cost savings. This is through efficiency gains in the movement of people, goods, and services across the district via an integrated road, rail, walking, cycling and public transport network.
- More integrated and efficient land transport corridors and infrastructure can deliver cost savings and efficiencies through reduced travel delays. The availability of alternative travel options, such as walking, cycling and the use of public transport, will provide more affordable choices.
- There are considerable economic advantages of a fully functioning and effective transport networks.
- Enabling the functioning of business and growth and development.
- Enables the transportation of freight, goods and people.
- Consistent design of roads across the District in accordance with the role and function.
- Economic efficiencies with a consistent roading design across the District.
- Provides for small to medium development in terms of traffic generation as a permitted activity. This will enable those smaller businesses to establish without the need for traffic management plans and resource consents.
- Enables the road to be designed and constructed appropriate for the volume and type of vehicles.

Social

- The amended policies and methods require integrated land transport corridors and infrastructure to first and foremost maintain and improve the safety of people using the land transport network, which will become increasingly challenging in the high growth areas of the district where populations are projected to increase relatively significantly over the life of the PDP.
- The increased emphasis placed in the policies and methods on promoting active multi-modal travel options and access to public transport and public transport facilities will provide people with the opportunity to improve their health and wellbeing. It will also enable people living, working, and visiting the district to travel to and from a greater number of destinations using public transport and walking and cycling.
- The integration of development with land transport infrastructure and the strengthening of urban design requirements will promote liveability and wellbeing through the provision of safe and convenient land transport infrastructure within the places where people, live, work, socialise and recreate more accessible and connected.
- A fully functioning and effective transport network allows people to meet their social needs.
- A functioning transport system allows access to fundamental activities such as education, healthcare, etc.
- Traffic signage, road marking, lighting, rest areas and parking as appropriate.
- Corridor and carriageway design which is sufficient to enable provision of public transport.
- Ensures that development is appropriately serviced for transport allowing people to move.
- Ensures safe vehicle, pedestrian and cycling access to each site.

Cultural

- The stronger direction in the policies and methods to integrate development with land transport corridors and infrastructure will promote the efficient use of natural and physical resources.
- Results in a design more appropriate to the road function and the surrounding character of the area.

Costs Anticipated

Environmental

- The development and operation of land transport corridors and infrastructure will cause predominately visual effects on the amenity values of the environment.
- The operation of the land transport network can cause adverse amenity effects such as lighting, glare, noise, fumes and vibration.
- There may still be environmental effects of road maintenance such as runoff of silt-laden stormwater.
- Categorisation of roads may not reflect the unique characteristics of any given transport corridor.

Economic

- The proposed policies and methods have the potential to increase the upfront costs required to integrate land use activities and subdivision development with appropriate land transport corridors and infrastructure.
- Inability to use the portion of the site adjoining the railway for sensitive uses so limits development options and opportunities for landowners.
- The parking requirements may not match the actual trip generation resulting in wasted empty carparks.
- Limits the development of sites adjoining and/or accessing a state highway.
- The manoeuvring and loading requirements may be too large for the actual needs.
- Could limit the size of commercial operations due to trip generation limits.
- May increase the cost of infrastructure in these areas.

Social

- The projected increases in population growth will place greater demands on existing land transport corridors and infrastructure. This will place increasing pressure on the efficiency of the network and the levels of service that are able to be delivered.
- Does not reduce the dependence on private vehicles.
- Inability to reduce traffic and pedestrian safety risk completely.

Cultural

- There are no cultural costs anticipated.

Economic growth opportunities

The provisions are unlikely to affect any economic growth opportunities (in either a positive or negative way).

Employment opportunities

The provisions are unlikely to affect any employment growth opportunities (in either a positive or negative way).

QUANTIFICATION OF BENEFITS & COSTS s32(2)(b)

Section 32(2)(b) requires that, where practicable, the benefits and costs of a proposal are to be quantified. Given the assessment of the scale and significance of the proposed provisions, specific quantification of the benefits and costs in this report is considered neither necessary, beneficial nor practicable in relation to this topic.

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EFFICIENCY & EFFECTIVENESS s32(1)(b)(ii)	REASONS FOR PROVISIONS s32(1)(b)(iii)
<p>Section 32(1)(b)(ii) requires assessing the efficiency and effectiveness of the provisions in achieving the objectives:</p> <p><u>Efficiency</u> The policies and rules provide an efficient way to achieve the Objectives, as the benefits of providing for the efficient development of transport networks outweighs the costs. The approach achieves an appropriate balance between providing for a wide range of development through straightforward permitted standards, while providing an element of control where needed to protect network efficiency, safety and promote integration and accessibility.</p> <p>The recognition of the road hierarchy and the range of different roads ensures there is an appropriate design for safe ingress and exit from sites. The function of roads is less likely to be compromised by the location and design of vehicle crossings. The use of standards is clear, measurable and enforceable.</p> <p><u>Effectiveness</u> The standards are clear with no ambiguity. The proposed policies are clear and directive and will be effective tools in directing how the objectives will be achieved with regard to access and network management. They will provide support to the consideration of access as part of an integrated traffic assessment where activities exceed the trip generation standards.</p> <p>The standards will be effective tools to provide for a suitable level of access management as a permitted activity i.e. without triggering the need for resource consent, while continuing to provide sufficient control over activities that require a greater level of assessment.</p>	<p>Section 32(1)(b)(iii) requires a summary of the reasons for deciding on the provisions. The proposed provisions are the most effective means of achieving the objectives as together they will:</p> <ul style="list-style-type: none"> • Give effect to higher order policy documents. • Enable the Council to fulfil its statutory obligations, including by promoting active modes of travel and access to public transport to promote environmental, economic, and social wellbeing and reduce adverse effects relating to carbon emissions and the inefficient use and development of natural and physical resources. • Support the sustainable transport and integrated development outcomes expressed in a range of regional and local plans and strategies. • Enable the Council to effectively administer its District Plan and to monitor the outcomes of the proposed provisions in a clear and consistent manner. • Effectively manage the potentially significant adverse effects of High Trip Generating activities on the transport network. • Sets standards which are clear and certain with thresholds for permitted activities, with non-compliance resulting in consideration of proposals through a resource consent process. • Apply standards to ensure high quality on-site transport facilities. • Retains parking requirements, which is an appropriate response to the physical characteristics of the District’s roading network (e.g. road width and topography).