



OFFICE USE ONLY

Submission number

183

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Proposed Plan Change 50 – Rural Review

The closing date for submissions is Friday, 17 November 2023, at 5pm

To Upper Hutt City Council

Submission on Proposed Plan Change 50 to the Upper Hutt City Council District Plan

Deliver to: Upper Hutt Civic Centre, 838 – 842 Fergusson Drive, Upper Hutt 5019

Post to: Planning Policy Team, Upper Hutt City Council, Private Bag 907, Upper Hutt 5140

Scan and email to: planning@uhcc.govt.nz

Details of submitter

When a person or group makes a submission or further submission on a Proposed Plan Change this is public information. By making a submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. This is because, under the Act, all submissions must be published to allow for further submission on the original submission. There are limited circumstances when your submission or your contact details can be kept confidential. If you consider you have reasons why your submission or your contact details should be kept confidential, please contact the Planning Team via email at planning@uhcc.govt.nz.

NAME OF SUBMITTER – Waka Kotahi/NZ Transport Agency

POSTAL ADDRESS OF SUBMITTER – 44 Bowen Street, Throndon, Wellington, 6011

AGENT ACTING FOR SUBMITTER (IF APPLICABLE) J o s h

K e n n e a l l y

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

CONTACT TELEPHONE 021 794 084

CONTACT EMAIL josh.kenneally@nzta.govt.nz

I could gain an advantage in trade competition through this submission (please tick one): **yes** / **no**

Only answer this question if you ticked 'yes' above:

I am / **am not** (tick one) directly affected by an effect of the subject matter of the submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

Details of submission

The specific provisions of the proposed Plan Change that my submission relates to are as follows:

See submission accompanying this form.

USE ADDITIONAL PAPER IF NECESSARY

My submission is that:

See submission accompanying this form.

PLEASE STATE IN SUMMARY THE NATURE OF YOUR SUBMISSION. CLEARLY INDICATE WHETHER YOU SUPPORT OR OPPOSE THE SPECIFIC PROVISIONS OR WISH TO HAVE AMENDMENTS MADE, GIVING REASONS. PLEASE USE ADDITIONAL PAPER IF NECESSARY

I seek the following decision from the local authority:

See submission accompanying this form.

PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY

Please indicate whether you wish to be heard in support of your submission (tick appropriate box

I **do** wish to be heard in support of my submission.

I **do not** wish to be heard in support of my submission.

Please indicate whether you wish to make a joint case at the hearing if others make a similar submission (tick appropriate box

I **do** wish to make a joint case.

I **do not** wish to make a joint case.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

SIGNATURE



DATE 17/11/2023

17th November 2023

Upper Hutt City Council
Via email: planning@uhcc.govt.nz

Form 5

Waka Kotahi NZ Transport Agency submission on notified Plan Change 50 District Plan under Clause 6 of Schedule 1 of the Resource Management Act 1991

Section 1: Applicant Details:

To: Upper Hutt City Council
838-842 Fergusson Drive
Upper Hutt

Name of Submitter: Waka Kotahi NZ Transport Agency
44 Bowen Street,
Thorndon,
Wellington

Address for Service: Attention: Josh Kenneally
Phone: 021 794 084
Email: josh.kenneally@nzta.govt.nz

1. This is a submission on the following:

Proposed Provisions, Plan Change 50 – Rural Review on 17th November 2023.

2. Waka Kotahi NZ Transport Agency (Waka Kotahi) could not gain an advantage in trade competition through this submission.

3. Role of Waka Kotahi

Waka Kotahi is a Crown Entity established by Section 93 of the Land Transport Management Act 2003 (LTMA). The objective of Waka Kotahi is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. Waka Kotahi roles and responsibilities include:

- Managing the state highway system, including planning, funding, designing, supervising, constructing, maintaining, and operating the system.
- Managing funding of the land transport system, including auditing the performance of organisations receiving land transport funding.
- Managing regulatory requirements for transport on land and incidents involving transport on land.
- Issuing guidelines for and monitoring the development of regional land transport plans.

Waka Kotahi interest in this proposal stems from its role as:

- A transport investor to maximise effective, efficient and strategic returns for New Zealand.
- A planner of the land transport network to integrate one effective and resilient network for customers.
- Provider of access to and use of the land transport system to shape smart efficient, safe and responsible transport choices.
- The manager of the state highway system and its responsibility to deliver efficient, safe and responsible highway solutions for customers.

4. Government Policy Statement on Land Transport

Waka Kotahi has a role in giving effect to the Government Policy Statement on Land Transport (GPS). The GPS is required under the LTMA and outlines the Government's strategy to guide land transport investment over the

next 10 years. The four strategic priorities of the GPS 2021 are safety, better travel options, climate change and improving freight connections. Several of these themes have also been included in the draft GPS. A key theme of the GPS is integrating land use, transport planning and delivery, which is also supported in the draft GPS requiring sustainable urban and regional development. Land use planning has a significant impact on transport policy, infrastructure and services provision and vice versa. Once development has happened, it has a long-term impact on transport. Changes in land use can affect the demand for travel, creating both pressures and opportunities for investment in transport infrastructure and services, or for demand management. For these reasons Waka Kotahi seeks full utilisation of the tools available to Council to enable development in most accessible urban areas.

Waka Kotahi's submission is intended to align Waka Kotahi's priorities with the aims and objectives of PC50.

Waka Kotahi view on Plan Change 50:

Thank you for the opportunity to provide feedback on the draft of Plan Change 50 (PC50) – Rural Chapters Review. The feedback provided builds on the previous comments provided by the NZ Transport Agency Waka Kotahi (Waka Kotahi) in November 2020 and November 2023 on the key themes and the strategic objectives and policies of PC50.

Transport - Waka Kotahi recommend amendments to the trip generation threshold provided under TP-R3 and TP-S9 to improve the clarity of the directives and limit the number of permitted vehicle movement in the Settlement Zone to ensure high traffic generating activities are appropriately considered and managed.

As the plan is currently drafted it is unclear what activity status applies to activities which exceed TP-R3 and TP-S9. A Restricted Discretionary activity status along with Integrated Transport Assessments (ITA) should be required as these provide appropriate tools to evaluate the impact of proposed activities on the transport network and will ensure future development integrates land use and transport planning to attain the outcomes sought from PC50 and the WRGF.

To support this approach, Waka Kotahi notes that there are objectives and policies drafted for both the rural which require the consideration of the supporting infrastructure when a subdivision is proposed. These objectives and policies are supported, but should be broadened to apply to any development, as all stages of development have the potential to have impact on the safety and efficiency of the transport network.

Reverse Sensitivity - Waka Kotahi support additional provisions which require sensitive activities to address and manage the potential reverse sensitivity effects from noise and vibration in proximity to the state highway and railway network. Waka Kotahi and KiwiRail have partnered to develop new rules to address these matters as efficiently as possible, and the relief sought is consistent with that sought by Waka Kotahi and KiwiRail in the recent IPI process.

Rural Subdivision – Waka Kotahi seeks to amendments policies of the chapter in order to provide improve recognition and management of adverse traffic and safety effects resulting from subdivision in rural zones.

Waka Kotahi recommends amendments to the rules and standards of the chapter. Waka Kotahi recommends an amendment to SUB-RUR-R6 setting a default restricted discretionary activity standard for subdivision activities, and a discretionary activity status for non-compliance with SUB-RUR-S1 to S3. Minor changes are additionally recommended to matters of control to better recognise and manage adverse traffic and safety effects.

Rural Zones – Waka Kotahi are generally supportive of the objectives and policies of the General Rural, Rural Productive, Rural Lifestyle and Settlement Zone Chapters ('rural chapters'). The specific infrastructure policies are supported, retention of these directives are critical to provide for the ongoing safety and efficiency of the transport network in the rural zones. Waka Kotahi have recommended minor amendments to objectives and policies of the rural zones to improve clarity and strengthen protections for adverse transport effects.

Waka Kotahi seek to clarify if compliance with relevant access standards across the rural chapters (GRUZ-S1, RPROZ-S1, RLZ-S1 and SETZ-S1) is required for permitted land use activities. If not, Waka Kotahi recommend expanding the application of rural access standards to include all land use activities with the potential to intensify vehicle crossings.

Waka Kotahi support standards limiting high traffic generating activities from directly accessing the state highway as a permitted activity and matters of control/discretion which enable decision makers to consider adverse access and traffic effects. Waka Kotahi recommends amendments and additional matters of control/discretion to strengthen and expand direction within the rural chapters to manage adverse effects on the transport network.

Please see table 1 below for specific comments on PC50 provisions of relevance to Waka Kotahi.

Waka Kotahi thanks Upper Hutt City Council for the opportunity to engage on the notified provisions and taking account of consideration suggested in the Proposed Provisions of Plan Change 50.

Signature of person authorised to sign on behalf of Submitter:

A handwritten signature in black ink, appearing to read 'Caitlin Kelly', with a large, stylized loop at the end.

Caitlin Kelly
Principal Planner – Poutiaki Taiao | Environmental Planning
Waka Kotahi NZ Transport Agency
Environmentalplanning@nzta.govt.nz
Caitlin.Kelly@nzta.govt.nz

Table 1: Decisions Sought on Plan Change 50 – Rural Chapter

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
Transport				
TP-R3	Car parking activities	Support in part	<p>Waka Kotahi notes TP-R3 currently sits within the title of ‘Car Parking Activities’, which is not fit for purpose given trip generation has a wider impact and effect than car parking. Waka Kotahi recommends an additional header titled ‘traffic generating activities’ is included in the table, and the rule relocated to sit underneath this header.</p>	<p>Add a new table header titled ‘traffic generating activities (or similar) and relocate TP-R3 under it.</p>
			<p>The activity status is unclear for activities non-compliant with TR-R3.</p> <p>Waka Kotahi is of the view that activities which do not comply with TP-R3 should be a Restricted Discretionary (RD) activity, with an Integrated Transport Assessment (ITA) required.</p> <p>RD activity status is appropriate as it allows the effects of the vehicle numbers on the immediate and wider environment to be considered and appropriately responded to. The requirement for an ITA provides an appropriate tool to evaluate the impact of proposed activities on the transport network.</p>	<p>Add an additional provision under the RD Activity classifications for non-compliance with TP-R3, with the following matters of discretion:</p> <ol style="list-style-type: none"> 1. <u>Accessibility for public transport, cyclists and pedestrians.</u> 2. <u>Any vehicle/pedestrian/cyclist conflict.</u> 3. <u>Standard, construction, and layout of vehicular access, including effects on the safety and efficiency of the transport network.</u> 4. <u>Current traffic problems in the area.</u> 5. <u>Ability of the existing transport network to cater for increased traffic generation.</u> <p>Require activities that do not comply with TP-R3 to provide an Integrated Transport Assessment.</p>

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
TP-S9	Traffic generation	Support in part	<p>Waka Kotahi considers the permitted activity trip generation thresholds established in TP-S9 for the Settlement Zone are too high.</p> <p>Waka Kotahi generally requires an Integrated Transport Assessment (ITA) for activities that generate over 100 vehicle movements per day as they tend to require site specific access design or intersection treatment in accordance with Austroads Guides. Waka Kotahi then determine whether the access design or intersection treatment and any other interventions are appropriate to ensure the proposed activity does not result in any adverse effects upon the safety and efficiency of the state highway network.</p>	<p>Amend TP-S9 as follows:</p> <p><i>Traffic generation for any site shall not exceed:</i></p> <ol style="list-style-type: none"> 1. <i>100 vehicle movements per day in the General Rural, Rural Production, Rural Lifestyle and Settlement zones.</i> 2. <i>250 vehicle movements per day in the Settlement zone.</i>
	New Advice Note	Support	<p>An advice note is sought to ensure that plan users are aware that Waka Kotahi administer the Government Roding Powers Act 1989, which should work in tandem with the Resource Management Process. It is helpful that plan users are aware of this additional obligation and can address it at the time they are drafting their resource consents. Approval and alternative access standards may be required.</p>	<p>Include the following advice note:</p> <p><u>Notes:</u></p> <p><u>All new roads and vehicle access points that intersect a state highway require the approval of Waka Kotahi NZ Transport Agency under the Government Roding Powers Act 1989. Under the same legislation, a portion of State Highway 2 is also gazetted as a Limited Access Road as indicated here. If any change of access is proposed to a Limited Access Road, approval from NZ Transport Agency Waka Kotahi is required.</u></p>

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
Reverse Sensitivity Noise				
RED-OX RED PX	New objective and policy	Support	Noise is a common reverse sensitivity issue and although noise is addressed within NOISE Chapter of the existing District Plan, it is considered that reverse sensitivity matters should be addressed more explicitly within the objectives and policies of the rural zones as it is an important matter to the health, safety, and wellbeing of people. Inclusion of specific objectives and policies addressing these matters will enable the effects to be appropriately managed.	<p>Add new provisions as follows:</p> <p><u>Objective-Reverse Sensitivity:</u></p> <p><u>Avoid where practicable, or otherwise remedy or mitigate, adverse effects of subdivision, use and development on regionally significant network utilities.</u></p> <p><u>Policy-Reverse Sensitivity from state highways and Rail Network:</u></p> <p><u>Require activities to be appropriately located and/or designed to avoid where practicable or otherwise remedy or mitigate reverse sensitivity effects on regionally significant network utilities.</u></p>
RED-RX	New reverse sensitivity rules and standards	Support	While Waka Kotahi supports the inclusion of noise rules as these consider the health, safety and wellbeing of people, However, Waka Kotahi seeks to introduce rules which have been developed collaboratively with KiwiRail in order to ensure potential adverse effects (including conflicts between activities and reverse sensitivity effects) from the state highway or rail network are mitigated.	Impose new noises rules and standards as per Appendix 1 attached.
Rural Subdivision				

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
SUB-RUR-P4	Rural Subdivision (Appropriate subdivision)	Support in Part	Waka Kotahi supports an amendment to the policy adding consideration of the effects of subdivision activities and their impact on the safety and efficiency of the transport network. This will ensure the creation of allotments have appropriate infrastructure and are not of a scale or design to that would compromise surrounding transport infrastructure.	<p>Amend SUB-RUR-P4 as follows:</p> <p><i>Enable subdivision where it results in allotments that:</i></p> <ol style="list-style-type: none"> <i>1. are consistent with the purpose, characteristics and amenity values of the zone;</i> <i>2. comply with the minimum allotment sizes for each zone;</i> <i>3. result in building platforms sized to maintain the character of the zone; and</i> <i>4. have appropriate legal and physical access, <u>including safe accessways and maneuvering space</u></i> <i>5. <u>avoid adverse traffic effects on the surrounding transport network</u></i>
SUB-RUR-P5	Infrastructure Capacity	Support in part	Waka Kotahi supports the provision of infrastructure that integrates appropriately with surrounding land uses but seeks to expand the directive of the policy to include access and transport provision, to ensure subdivision is designed to integrate safely and efficiency within the surrounding transport network.	<p>Amend SUB-RUR-P5 as follows:</p> <p><i>Ensure that subdivision creates allotments that are able to accommodate on-site wastewater, stormwater, and water supply capacity for firefighting purposes, <u>have safe and efficient accessways that integrate with the wider transport network.</u></i></p>
SUB-RUR-S3	Access Standards for subdivision	Support	Waka Kotahi supports the inclusion of access standards for subdivision, namely Subclause 7 to support a safe and efficient access onto the state highway network.	Retain as notified.
SUB-RUR-R6	Restricted Discretionary Subdivision	Support in part	Waka Kotahi notes the plan as currently drafted does not contain a default activity	Amend SUB-RUR-R6

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			<p>status for subdivision activities in the GRUZ, RPROZ, SETZ and RLZ zones. Waka Kotahi supports a restricted discretionary activity standard for subdivision activities as it allows decision makers to manage potential adverse traffic safety effects presented by the intensification of land resulting from subdivision.</p> <p>Waka Kotahi seeks to amend SUB-RUR-R6 to apply to all subdivision activities which comply with SUB-RUR-S1, SUB-RUR-S2 and SUB-RUR-S3. As a result non-complying subdivisions will fall within SUB-RUR-R12.</p>	<p><i>Subdivision which complies with the standards of SUB-RUR-S1, <u>SUB-RUR-S2 and SUB-RUR-S3</u> are <u>restricted discretionary activities</u> but not with the access standards in SUB-RUR-S2</i></p> <p><i>Council will restrict its discretion to and may impose conditions on:</i></p> <p>[Matters of discretion listed under SUB-RUR-R6]</p>
SUB-RUR-R7	Restricted Discretionary Subdivision of Berketts Farm Precinct.	Support	Waka Kotahi supports the matters of discretion which allow sufficient scope to consider any adverse effects to the safety and efficiency of the transport network.	Retain as notified.
SUB-RUR-R12	Discretionary subdivision which does not comply with the standards specified in SUB-RUR-S1 to S3.	Support	Waka Kotahi supports a discretionary activity status for subdivision activities which fail to comply with RUR-SUB-S1 to S3, to ensure adverse effects are appropriately considered.	Retain as notified
Earthworks				
EW-S18	Earthworks altering ground level.	Oppose in part	<p>Waka Kotahi understands that this standard has been included to give effect to the NPS-HPL.</p> <p>The NPS-HPL identifies that use or development of highly productive land is inappropriate for activities other than for land-</p>	Amend EW-S18 to permit earthworks which are required for construction, maintenance or operation or upgrade of state highway infrastructure.

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			<p>based primary production, but acknowledges that there can be other appropriate activities including:</p> <ul style="list-style-type: none"> - addressing a high risk to public health and safety - activities associated with the maintenance, operation, upgrade or expansion of specified infrastructure - activities for an requiring authority to give effect to an NOR or designation <p>Accordingly, Waka Kotahi seeks that the standard is amended to accommodate the ability of Waka Kotahi to undertake the activities specified above.</p>	
General Rural Zone				
GRUZ-P1	Enable Activities Compatible with the G. Rural Zone	Support in part	Waka Kotahi support the directive of the policy ensuring appropriate infrastructure is available to service the development, but amendments are sought to ensure that the potential effects are appropriately identified and avoided, given the significance of their potential impact. The amendments will expand PC50s directive to ensure development within the GRUZ integrates safely with the surrounding transport network.	<p>Amend GRUZ-P1 as follows:</p> <p><i>Enable activities that are compatible...</i></p> <p><i>Where they:</i></p> <ol style="list-style-type: none"> 1. <i>Provide for varying forms, scale and separation of buildings and structures, including additions and alterations</i> 2. <i>manage the density and location of residential development;</i> 3. <i>ensure adequate infrastructure is available to service the activity, including on-site servicing where the reticulated services are not available;</i>

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				4. will not compromise <u>avoid adverse effect on the safety and efficiency of the transport network.</u>
GRUZ-P5	Infrastructure	Support	Waka Kotahi supports the directive to protect the safety and efficiency of the transport network.	Retain as notified.
GRUZ-P8	Quarrying	Support in part	Waka Kotahi seeks to strengthen the directive of subclause 3, to ensure adverse transport effects of quarrying activities are appropriately addressed. This will ensure that the safety and efficiency of the transport network is not compromised as a result of those activities which tend to generate heavy vehicle movements and may require different treatments.	Amend Subclause 3 as follows: [...] 3. There are measures to minimise <u>avoid</u> any adverse noise, vibration, traffic and lighting effects;...
GRUZ-R4 GRUZ-S1	Residential activities complying with GRUZ-S7	Oppose in part	<p>Waka Kotahi has made the assumption that activities listed under GRUZ-R4 are also required to comply with GRUZ-S1. If this is correct, Waka Kotahi does not oppose this rule.</p> <p>If GRUZ-S1 does not apply, the permitted activity status for an addition residential dwelling without requirements for safe accessway provision is not supported as it does not allow for appropriate consideration of traffic effects associated with dwellings.</p> <p>To mitigate this risk Waka Kotahi recommends all permitted secondary dwellings are required to achieve GRUZ-S1 to qualify as a permitted activity.</p>	<p>Amend GRUZ-R4 as follows:</p> <p><i>Residential activities complying with <u>GRUZ-S1</u> and <u>GRUZ-S7</u>.</i></p> <p>(if required)</p>

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GRUZ-R7 GRUZ-R8 GRUZ-R10 GRUZ-R11 GRUZ-R12 GRUZ-R13 GRUZ -R14	Visitor accommodation Home Business Rural Produce Retail Rural Industries Conference facilities Rural Tourism Commercial activities	Oppose in part	<p>Waka Kotahi has made the assumption that activities under listed rules are also required to comply with GRUZ-S1. If this is correct, Waka Kotahi does not oppose these rules. \</p> <p>If GRUZ-S1 does not apply, the permitted activity status for an addition residential dwelling without requirements for safe accessway provision is not supported as it does not allow for appropriate consideration of traffic effects associated with dwellings.</p> <p>To mitigate this risk Waka Kotahi recommends all permitted secondary dwellings are required to achieve GRUZ-S1 to qualify as a permitted activity.</p>	<p>Amend permitted activity status to require compliance with GRUZ-S1 to be achieved where there is direct access to a state highway.</p> <p>(if required)</p>
GRUZ-S1	Access standards for land use activities	Support	Waka Kotahi support subclause 7 which requires activities with direct access to the state highway network to comply with access and visibility standards established in the transport chapter.	Retain as notified
GRUZ-S5	General Rural Stormwater/Wastewater runoff	Support	Waka Kotahi supports the amendments to the standard, which ensure storm and wastewater runoff will not have adverse effects on the surrounding transport network infrastructure.	Retain as notified.
GRUZ-S8.4	Home Business	Support	Support provision limiting high traffic uses and prohibiting retail activities undertaken where direct access is permitted onto a state highway.	Retain as notified.

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GRUZ-R15	RD Minor Residential Unit	Support in part	Waka Kotahi support an amendment of matter 7 allowing decision makers to consider potential wider adverse effects of additional/existing accessways on the surrounding environment.	Amend subclause 7 as follows: <i>Standard, construction, and layout of vehicular access, <u>including effects on the safety and efficiency of the transport network.</u></i>
GRUZ-R16	RD Home Business and Residential Activities	Support in part	Waka Kotahi request that an amendment is made to reference the transport network more broadly as opposed to 'road network'.	Amend subclause 6 as follows: <i>Car parking, traffic and pedestrian safety and the efficient functioning of the reading <u>transport network</u></i>
GRUZ-R17	RD – Buildings accessory to a permitted activity	Support	Waka Kotahi supports subclause 5, which enables decision makers to appropriately consider potential adverse effects generated by vehicle accessways.	Retain subclause 5.
GRUZ-R19	Non-compliance with GRUZ-S1	Support in part	Waka Kotahi request that an amendment is made to reference the transport network more broadly as opposed to 'road network'.	Amend subclause 2 as follows: <i>The extend to which the activity will adversely affect the efficient functioning of the reading <u>transport network.</u></i>
Rural Production Zone				
RPROZ-O2	Infrastructure Provision	Support	Waka Kotahi supports the objective to ensure appropriate infrastructure supports the needs of the rural community. Ensuring the sequencing of development where appropriate is vital for the ongoing functioning of a safe and efficient transport network.	Retain as notified.
RPROZ-P1	Appropriate Activities	Support in part	Waka Kotahi support the directive of the policy ensuring appropriate infrastructure is	Amend subclause 4 as follows:

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			available to service the development, but amendments are sought to ensure that the potential effects are appropriately identified and avoided, given the significance of their potential impact. The amendments will expand PC50s directive to ensure development within the GRUZ integrates safely with the surrounding transport network.	<i>Where they:</i> ...4. Will not compromise <u>minimise adverse effects on the safety and efficiency of the transport network.</u>
RPROZ-P4	Infrastructure	Support	Waka Kotahi support the provision ensuring transport networks can be operated safely and efficiently.	Retain as notified.
RPROZ-P5	Plantation Forestry	Support in part	Waka Kotahi seek to amend the policy to ensure the provision of plantation forestry land use activities does not compromise the safety and efficiency of the transport network, in accordance with RPRZ-P4. This will ensure that the safety and efficiency of the transport network is not compromised as a result of those activities which tend to generate heavy vehicle movements and may require different treatments.	Amend RPRZ-P5 as follows: <i>Provide for plantation forestry in the rural zones...</i> <u>6. where adverse effects on the safety and efficiency of the transport network are minimised</u>
RPROZ-P7	Quarrying Activities	Support in part	Waka Kotahi seek to amend the policy to ensure quarrying activities appropriately consider effects on the transport network. This will ensure that the safety and efficiency of the transport network is not compromised as a result of those activities which tend to generate heavy vehicle movements and may require different treatments.	Amend RPROZ-P7 as follows: <i>Avoid quarrying activities or clean fill areas to prevent the loss of productive capacity of highly productive land and ensure the effects of quarrying and clean fill areas on surrounding infrastructure and transport network are appropriately managed.</i>

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RPROZ-R5 RPROZ-S7	Residential Activities	Oppose in part	<p>Waka Kotahi has made the assumption that activities listed under RPROZ-R5 are also required to comply with RPROZ-S1. If this is correct, Waka Kotahi does not oppose this rule.</p> <p>If RPROZ -S1 does not apply, the permitted activity status for an addition residential dwelling without requirements for safe accessway provision is not supported as it does not allow for appropriate consideration of traffic effects associated with dwellings.</p> <p>To mitigate this risk Waka Kotahi are recommending all permitted secondary dwellings meet the requirements of RPROZ - S1.</p>	<p>Amend RPROZ-R4 as follows:</p> <p><i>Residential activities complying with <u>RPROZ-S1 and RPROZ-S7.</u></i></p>
RPROZ-R6 RPROZ-R7	Farm Stay Rural Produce Retail	Oppose in part	<p>Waka Kotahi has made the assumption that activities under listed rules are also required to comply with RPROZ-S1. If this is correct, Waka Kotahi does not oppose these rules. \</p> <p>If RPROZ -S1 does not apply, the permitted activity status for an addition residential dwelling without requirements for safe accessway provision is not supported as it does not allow for appropriate consideration of traffic effects associated with dwellings.</p> <p>To mitigate this risk Waka Kotahi are recommending all permitted secondary dwellings meet the requirements of RPROZ - S1.</p>	<p>Amend permitted activity status to required compliance with RPROZ-S1 to be achieved where there is direct access to a state highway.</p>

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RPROZ-R7 RPROZ-S8 RPROZ-R8 RPROZ-S10	Home Business Rural produce retail	Support	Waka Kotahi supports limiting rural retail activities gaining direct access onto the SH. This will ensure that the safety and efficiency of the transport network is not compromised as a result of those activities which tend to generate a high level of vehicle movements.	Retain as notified.
RPROZ-S1	Access standards for land use activities	Support	Waka Kotahi support subclause 7 which requires activities with direct access to the state highway network to comply with access and visibility standards established in the transport chapter.	Retain subclause 7.
RPROZ-S5	General Rural Stormwater/Wastewater runoff	Support	Waka Kotahi supports the amendments to the standard, ensures storm and wastewater runoff will not have adverse effects on the wider transport network infrastructure.	Retain as notified.
RPROZ-R12	Restricted Discretionary Minor Residential Unit	Support in part	Waka Kotahi support an amendment of matter 7 allowing decision makers to consider potential adverse effects of additional/existing accessways. This will allow for the consideration of adverse effects non-compliant accessways and intensification of vehicle movements may present to the safety and efficiency of the wider transport network.	Amend subclause 7 as follows: <i>Standard, construction and layout of vehicular access, <u>including effects on the safety and efficiency of the transport network.</u></i>
RPROZ-R13	RD – Buildings accessory to a permitted activity	Support	Waka Kotahi supports subclause 5, which enables decision makers to appropriately consider potential adverse effects generated by vehicle accessways. This will allow for the consideration of adverse effects non-compliant accessways may present to the	Retain subclause 5.

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
			safety and efficiency of the wider transport network	
RPROZ-R14	Non-compliant accessway	Support in part	Waka Kotahi supports the matters of discretion and activity status for a non-complying accessway in the Rural Production Zone.	Amend subclause 2 as follows: <i>The extend to which the activity will adversely affect the efficient functioning of the reading <u>transport</u> network.</i>
ROROZ-R14	Non-compliant accessway	Support	Waka Kotahi request that an amendment is made to more broadly reference the transport network as opposed to 'road network'.	<i>The extend to which the activity will adversely affect the efficient functioning of the reading <u>transport</u> network</i>
Rural Lifestyle Zone				
RLZ-O5 RLZ-P3	Infrastructure	Support	Waka Kotahi support the provision ensuring transport networks can be operated safely and efficiently.	Retain as notified.
RLZ-R4 RLZ-S7	Residential Activities	Oppose in part	<p>Waka Kotahi has made the assumption that activities listed under RLZ-R4 are also required to comply with RLZ-S1. If this is correct, Waka Kotahi does not oppose this rule.</p> <p>If RLZ-S1 does not apply, the permitted activity status for an addition residential dwelling without requirements for safe accessway provision is not supported as it does not allow for appropriate consideration of traffic effects associated with dwellings.</p> <p>To mitigate this risk Waka Kotahi are recommending all permitted secondary dwellings meet the requirements of RLZ-S1.</p>	Amend RLZ-R4 as follows: <i>Residential activities complying with <u>RLZ-S1</u> and <u>RLZ-S7</u>.</i>

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
RLZ-R5 RLZ-S8	Home business	Support	Waka Kotahi supports limiting rural retail activities gaining direct access onto the SH.	Retain as notified.
RLZ-R8 RLZ-R9 RLZ-R11	Visitor Accommodation Educational Facilities Marae and community facilities	Oppose in part	<p>Waka Kotahi has made the assumption that activities under listed rules are also required to comply with RLZ-S1. If this is correct, Waka Kotahi does not oppose these rules. \</p> <p>If RLZ-S1 does not apply, the permitted activity status for an addition residential dwelling without requirements for safe accessway provision is not supported as it does not allow for appropriate consideration of traffic effects associated with dwellings.</p> <p>To mitigate this risk Waka Kotahi are recommending all permitted secondary dwellings meet the requirements of RLZ -S1.</p>	<p>Amend permitted activity status to required compliance with RLZ-S1 to be achieved where there is direct access to a state highway.</p> <p>(if required)</p>
RLZ-S1	Access standards for land use activities	Support	Waka Kotahi support subclause 7 which requires activities with direct access to the state highway network to comply with access and visibility standards established in the transport chapter.	Retain subclause 7.
RLZ-R12	Restricted Discretionary Minor Residential Unit	Support in part	Waka Kotahi support an amendment of matter 7 allowing decision makers to consider potential adverse effects of additional/existing accessways. This will allow for the consideration of adverse effects non-compliant accessways and intensification of vehicle movements may present to the safety and efficiency of the wider transport network.	<p>Amend subclause 7 as follows:</p> <p><i>Standard, construction and layout of vehicular access, <u>including effects on the safety and efficiency of the transport network.</u></i></p>

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
RLZ-R13	Homes business	Support	Waka Kotahi supports the matters of discretion, namely .6 which allow for the consideration of adverse effects on the surrounding road network.	Retain as notified.
RLZ-R14	Accessory Buildings	Support	Waka Kotahi supports the matters of discretion, namely .6 which allow for the consideration of adverse effects on the surrounding road network.	Retain as notified.
RLZ-R15	Non-compliant accessway	Support in part	Waka Kotahi request that an amendment is made to reference the transport network more broadly as opposed to 'road network'.	Amend subclause 2 as follows: <i>The extend to which the activity will adversely affect the efficient functioning of the reading <u>transport</u> network.</i>
RLZ-R20	Non-compliant visitor accommodation.	Support	Waka Kotahi supports a discretionary activity status for visitor accommodation activities which exceed RLZ-S9, enabling decision makers to consider potential adverse effects of high vehicle generating activities.	Retain as notified.
RLZ-R23	Quarrying	Support	Quarrying activities have potential to adversely effect the safety and efficiency of the transport network without appropriate controls. NC activity status will all for the appropriate management of this land use activity. This will ensure that the safety and efficiency of the transport network is not compromised as a result of those activities which tend to generate heavy vehicle movements and may require different treatments	Retain as notified.

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
Settlement Zone				
SETZ-O3 SETZ-P4	infrastructure	Support	Waka Kotahi support the provision ensuring transport networks can be operated safely and efficiently.	Retain as notified.
SETZ-P1	Appropriate Activities	Support in part	Waka Kotahi support the directive of the policy ensuring appropriate infrastructure is available to service the development, but amendments are sought to ensure that the potential effects are appropriately identified and avoided, given the significance of their potential impact. The amendments will expand PC50s directive to ensure development within the SETZ integrates safely with the surrounding transport network.	Amend subclause 4 as follows: <i>Where they:</i> ...4. Will not compromise <u>minimise adverse effects on the safety and efficiency of the transport network.</u>
SETZ-P5	Plantation Forestry	Support in part	Waka Kotahi seek to amend the policy to ensure the provision of plantation forestry land use activities does not compromise the safety and efficiency of the transport network, in accordance with SETZ-P4	Amend SETZ-P5 as follows: <i>Provide for plantation forestry in the rural zones...</i> <u>6. where adverse effects on the safety and efficiency of the transport network are minimised.</u>
SETZ-R3 SETZ-S6	Residential Activities	Oppose in part	Waka Kotahi has made the assumption that activities listed under SETZ-R3 are also required to comply with SETZ-S1. If this is correct, Waka Kotahi does not oppose this rule. If SETZ-S1 does not apply, the permitted activity status for an addition residential	Amend RPROZ-R4 as follows: <i>Residential activities complying with <u>SETZ-S1 and SETZ-S7.</u></i> (if required)

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
			<p>dwelling without requirements for safe accessway provision is not supported as it does not allow for appropriate consideration of traffic effects associated with dwellings.</p> <p>To mitigate this risk Waka Kotahi are recommending all permitted secondary dwellings meet the requirements of SETZ-S1.</p>	
SETZ-R4 SETZ-R7 SETZ-R8 SETZ-R9 SETZ-R10	Home Business Commercial Activities Visitor Accommodation Education facilities Marae and community facilities	Oppose in part	<p>Waka Kotahi has made the assumption that activities under listed rules are also required to comply with SETZ-S1. If this is correct, Waka Kotahi does not oppose these rules. \</p> <p>If SETZ-S1 does not apply, the permitted activity status for an addition residential dwelling without requirements for safe accessway provision is not supported as it does not allow for appropriate consideration of traffic effects associated with dwellings.</p> <p>To mitigate this risk Waka Kotahi are recommending all permitted secondary dwellings meet the requirements of SETZ-S1.</p>	<p>Amend permitted activity status to required compliance with SETZ-S1 to be achieved where there is direct access to a state highway.</p> <p>(if required)</p>
SETZ-S1	Access standards for land use activities	Support	Waka Kotahi support subclause 7 which requires activities with direct access to the state highway network to comply with access and visibility standards established in the transport chapter.	Retain subclause 7.
SETZ-S5	General Rural Stormwater/Wastewater runoff	Support	Waka Kotahi supports the amendments to the standard, ensures storm and wastewater	Retain as notified.

Provision number	Plan Provision	Support / Oppose	Reasons	Relief Sought <i>Italics = proposed text</i> Underline, not italics = <u>proposed additions</u> Strikethrough = proposed deletions
			runoff will not have adverse effects on the wider transport network infrastructure.	
SETZ-S7	Home Business Rural produce retail	Support	Waka Kotahi supports limiting rural retail activities gaining direct access onto the SH.	Retain as notified.
SETZ-R11 SETZ-R12 SETZ-R13	Conference Facilities Industrial Activities NC Minor Unit	Support in part	Request amendments for the following activities to include transport safety as a matter of control, to ensure sufficient scope is included for activities which fall outside the permitted standards. This will recognise the effects of increased vehicle use resulting from the change of land use may present to the surrounding transport network.	Amend subclause 3 as follows: <i>Standard, construction and layout of vehicular access, maneuvering <u>and transport safety.</u></i>
SETZ-R16	Non-compliant accessway	Support	Waka Kotahi supports the matters of discretion and activity status for a non-complying accessway in the Settlement Zone.	Retain as notified.
SETZ-R25	Quarrying	Support	Quarrying activities have potential to adversely effect the safety and efficiency of the transport network without appropriate controls. NC activity status will all for the appropriate management of this land use activity. This will ensure that the safety and efficiency of the transport network is not compromised as a result of those activities which tend to generate heavy vehicle movements and may require different treatments.	Retain as notified.

Appendix 1 - proposed noise rules and standards

Permitted Activities		Zones	
NOISE-R1	[...]		
NOISE-R4	Any new buildings or alterations to existing buildings containing an activity sensitive to noise which complies with the noise and vibration standards in NOISE-S7	PER	All

<p>NOISE -S7</p> <p><i>Policias</i></p> <p>NOISE -P4</p> <p>NU-P3</p>	<p><u>Transport Network Noise and Vibration</u></p> <p><u>Any new building or alteration to an existing building that contains an activity sensitive to noise shall be designed to meet the following.</u></p> <p><u>Outdoor road noise</u></p> <p><u>1. Any new building, or alteration to an existing building, that contains an activity sensitive to noise where:</u></p> <p><u>a. external road noise levels are less than 57 dB LAeq(24h) at all points 1.5 metres above ground level within the proposed notional boundary; or</u></p> <p><u>b. there is a noise barrier at least 3 metres high which blocks the line of-sight to the road surface from all points 1.5 metres above ground level within the proposed notional boundary.</u></p> <p><u>Indoor road and railway noise</u></p> <p><u>2. Any new building, or alteration to an existing building, that contains an activity sensitive to noise where the building or alteration is:</u></p> <p><u>a. designed, constructed and maintained to achieve indoor design noise levels resulting from the road or railway not exceeding the maximum values in in Table-S7; or</u></p> <p><u>b. at least 50 metres from the carriageway of any state highway or 50 metres from any railway corridor, and is designed so that a noise barrier entirely blocks line-of-sight from all parts of doors and windows, to the road surface and to all points 3.8 metres above railway tracks.</u></p> <p><u>Table-S7</u></p> <table border="1"> <thead> <tr> <th><u>Building type</u></th> <th><u>Occupancy / activity</u></th> <th><u>Maximum road noise level LAeq(24h)</u></th> <th><u>Maximum railway noise level LAeq(1h)</u></th> </tr> </thead> <tbody> <tr> <td rowspan="2"><u>Residential</u></td> <td><u>Sleeping spaces</u></td> <td><u>40dB</u></td> <td><u>35 dB</u></td> </tr> <tr> <td><u>All other habitable rooms</u></td> <td><u>40dB</u></td> <td><u>40 dB</u></td> </tr> <tr> <td><u>Education</u></td> <td><u>Lecture rooms / theatres, music studios, assembly halls</u></td> <td><u>35 dB</u></td> <td><u>35 dB</u></td> </tr> </tbody> </table>	<u>Building type</u>	<u>Occupancy / activity</u>	<u>Maximum road noise level LAeq(24h)</u>	<u>Maximum railway noise level LAeq(1h)</u>	<u>Residential</u>	<u>Sleeping spaces</u>	<u>40dB</u>	<u>35 dB</u>	<u>All other habitable rooms</u>	<u>40dB</u>	<u>40 dB</u>	<u>Education</u>	<u>Lecture rooms / theatres, music studios, assembly halls</u>	<u>35 dB</u>	<u>35 dB</u>
<u>Building type</u>	<u>Occupancy / activity</u>	<u>Maximum road noise level LAeq(24h)</u>	<u>Maximum railway noise level LAeq(1h)</u>													
<u>Residential</u>	<u>Sleeping spaces</u>	<u>40dB</u>	<u>35 dB</u>													
	<u>All other habitable rooms</u>	<u>40dB</u>	<u>40 dB</u>													
<u>Education</u>	<u>Lecture rooms / theatres, music studios, assembly halls</u>	<u>35 dB</u>	<u>35 dB</u>													

	<u>Teaching areas, conference rooms, drama studios, sleeping areas</u>	<u>40 dB</u>	<u>40 dB</u>
	<u>Library</u>	<u>45 dB</u>	<u>45 dB</u>
<u>Health Clinics</u>	<u>Overnight medical care, wards</u>	<u>40 dB</u>	<u>40 dB</u>
	<u>Consulting rooms, theatres, nurses' stations</u>	<u>45 dB</u>	<u>45 dB</u>
<u>Cultural</u>	<u>Places of worship, marae</u>	<u>35 dB</u>	<u>35 dB</u>

Mechanical ventilation

3. If windows must be closed to achieve the design noise levels in clause 2(a), the building is designed, constructed and maintained with a mechanical ventilation system that:

a. For habitable rooms for a residential activity, achieves the following requirements:

provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
provides relief for equivalent volumes of spill air;
provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.

b. For other spaces, is as determined by a suitably qualified and experienced person. Indoor road and railway vibration

Indoor road and railway vibration

4. Any new buildings or alterations to existing buildings containing an activity sensitive to noise, closer than 40 metres to the carriageway of a state highway or 60 metres from the boundary of a railway corridor, is designed, constructed and maintained to achieve road and rail vibration levels not exceeding 0.3 mm/s vv.95.

Design report

5. A report is submitted to the council demonstrating compliance with clauses (1) to (4) above (as relevant) prior to the construction or alteration of any building containing an activity sensitive to noise. In the design:

a. railway noise is assumed to be 70 LAeq(1h) at a distance of 12 metres from the track, and must be deemed to reduce at a rate of 3dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; and

b. road noise is based on measured or predicted noise levels plus 3 dB.

Advice Notes

[...]

<u>Restricted Discretionary Activities</u>			<u>Zones</u>
<u>NOISE-R5</u>	<u>Any activity that does not comply with NOISE-S7</u>	<u>RDIS</u>	<u>All</u>

[...]