

**IN THE MATTER** of the Resource  
Management Act 1991

**AND**

**IN THE MATTER** of submissions by the NEW  
ZEALAND TRANSPORT  
AGENCY on PROPOSED  
PRIVATE PLAN CHANGE 48  
to the NEW PLYMOUTH  
DISTRICT COUNCIL DISTRICT  
PLAN

**STATEMENT OF EVIDENCE OF KELLY ANN STANDISH (PLANNING)  
FOR THE NEW ZEALAND TRANSPORT AGENCY**

## 1. INTRODUCTION

- 1.1 My full name is Kelly Ann Standish. I am a Consultant Planner at The Property Group Limited, acting on behalf of the New Zealand Transport Agency (the Transport Agency), a position I have held for the past nine months. I hold the qualifications of Bachelor of Arts (Economics and Environmental Studies) and Graduate Diploma – Teaching from Massey University. I have been practicing as a Planner for five years and my experience includes working with and for central and local government organisations and in private consultancy.
- 1.2 The Transport Agency lodged a submission (S136) in relation to:
- a) Policy 23.8, methods of implementation and rules regarding roading noise and reverse sensitivity;
  - b) Policy 23.9 with regard to recognition of existing infrastructure being State Highway 45;
  - c) The identification of timing for the proposed roading upgrade at Wairau Road/SH 45 (Roundabout);
  - d) The identification of a mechanism for the Design/Construction/Funding of the proposed Wairau/SH 45 roading upgrade (Roundabout) noting the implications and constraints for the various parties; and
  - e) The identification that the pedestrian underpass is required as a result of planned residential growth and will be fully funded by the applicant.
- 1.3 I have read the Section 42A Officer's Report (s42A) as it relates to the Transport Agency's submission and the recommendations made are supported in part. Those which are contested relate to a proposed new access onto State Highway 45.
- 1.4 Additional evidence is provided in relation to the safe and efficient operation of the State Highway as development expands in the area and the proposed traffic solutions including construction of a roundabout at the intersection of Wairau Road and SH 45

and/or construction of a new access at a second location on SH 45. This is in response to evidence and discussions during the pre-hearing meeting undertaken on 29 January 2019.

## **2. PROPOSED PLAN CHANGE 48 REVERSE SENSITIVITY**

- 2.1 The Agency sought in its submission<sup>1</sup> to include reverse sensitivity effects in the relevant provisions of proposed Plan Change 48, specifically the Agency suggested amendments to Policy 23.8 and rules within the relevant zones. The reasoning behind this part of the Agency's submission was to address reverse sensitivity as an issue within the relevant provisions of the District Plan.
- 2.2 The District Plan Recommended Amendments (Appendix 10 of the s42A) seek to ensure that reverse sensitivity effects are provided for through the Plan Change and these suggested changes are supported by The Agency.
- 2.3 The Agency has developed guidance in relation to the management of effects on noise sensitive land use near to the state highway network, attached as Appendix A. The purpose of this guide is to promote good practice for the management of noise sensitive land use next to state highways. The good practice this guide promotes recognises the social, economic and health benefits of managing interior working and living environments located near to state highways and other land transport networks, such as rail.
- 2.4 The Transport Agency and Council's role, as stipulated in this guidance, is to ensure an effective, efficient and safe land transport system with the desire of landowners to develop their land as they wish, or to enjoy their property free from unreasonable interference and nuisance. As the effects of state highways and railways usually extend beyond the designated land, it is appropriate to control the establishment of new activities close to state highways to reduce potential conflicts and manage reverse sensitivity.

2.5 The Agency is therefore **supportive** of the following District Plan Recommended Amendments (Appendix 10 – NPDC Planner’s Report):

- a. The inclusion of reverse sensitivity effects in Policy 23.8,
- b. The inclusion of the proposed noise bund within the proposed Structure Plan as identified in Council’s s42A report. The Agency supports a 3 m high noise bund.

2.6 The Agency notes the inclusion of Rule No. Res99b to ensure dwellings within 80 m of the State Highway have appropriate noise insulation and ventilation with Zones A and C and is supportive of this. To ensure reverse sensitivity effects are addressed throughout potential development sites, the Agency requests that a similar Rule be included within the Rural-Lifestyle areas identified within the Structure Plan also.

### **3. PROPOSED PLAN CHANGE 48 SAFE AND EFFICIENT FUNCTIONING OF THE LAND TRANSPORT NETWORK**

3.1 In its original submission, the Transport Agency supported the inclusion of objectives and policies which aim to protect the safe and efficient functioning of the land transport network, specifically Policy 23.9 subject to identification of an appropriate solution and funding agreement for new infrastructure. The Agency remains supportive of this policy however seeks clarification around how it will be achieved and opposes any new access from the State Highway at this location.

3.2 The safe and efficient operation of the State Highway network is of primary concern to the Agency and developments adjoining the State Highway network can, over time, result in adverse effects to the safe operation of the State Highway network, particularly as a result of cumulative development. The Agency is supportive of achieving a safe and efficient solution to increased traffic demands and pedestrian safety. To ensure a suitable solution is achieved the Agency seeks an agreement with the District Council and Developer to establish responsibilities for all parties with respect to funding, design and construction of an appropriate solution.

3.3 The Agency opposes the inclusion of a new access from the State Highway. For the reasons outlined in the attached review of the Traffic Impact Assessment undertaken by Ms Caron Greenough, Senior Associate – Transport Advisory at Beca Limited. In particular Ms Greenough’s review notes the following with respect to safety and potential adverse effects resulting from the proposed new access:

*‘Given the fact that this is a limited access road, there is an alternative access and that safety has been demonstrated by the Agency as being low, it has not been demonstrated that this access would not have adverse affects on the state highway. Specifically it does not demonstrate that the development brings benefits to New Zealand by creating wealth, jobs and improving economic performance without:*

- reducing average vehicle speeds, increasing journey times and delays and trip variability-through the reduction in posted speed limit and additional turning movements;*
- increasing the number and/or severity of road accidents-through addition turning movements;*
- accelerating the need to upgrade the state highway network-through speed management measures or shouldthere be an increase in crashes etc;*
- complicating future plans to upgrade a road, for example by adding new lanes or a central median barrier.’*

3.4 Based on the assessment provided by Ms Greenough, the Agency seeks the following with regard to the safe and efficient operation of the road:

- a. Further investigation and agreement regarding an appropriate traffic safety solution for the adverse effects of increased traffic as a result of the proposal;
- b. Further information to clarify the appropriate timing such a solution or upgrade is required to enable forward design and fund planning for all parties.
- c. An agreement between the relevant parties regarding a proposed funding mechanism. It is of note that this proposal is not included in the National Land Transport Plan and therefore funding from the New Zealand Transport Agency is not necessarily available.

#### **4. CONCLUSION**

4.1 The Transport Agency seeks that its original submission be accepted by the Commissioners for the reasons outlined in its submission and evidence contained herewith and in the attached documents.

**APPENDIX A – Guide to the management of effects on noise sensitive land use near  
to the state highway network**

**APPENDIX B – Peer Review for Wairau Estate SH45**