

HUTT CITY COUNCIL

HEARINGS PANEL

Date: Thursday 28 September 2017
Time: 9.00am
Venue: Council Chambers, 2nd Floor, 30 Laings Road,
Lower Hutt

MINUTE ITEM ATTACHMENTS

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Proposed District Plan Change 39

Transport

Decision

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IN THE MATTER OF the Resource Management Act 1991

AND the Operative City of Lower Hutt District Plan

AND

IN THE MATTER OF **Proposed Plan Change 39 – Transport**
to that Plan to review the existing provisions for
transportation

HEARINGS SUBCOMMITTEE OF HUTT CITY COUNCIL:

Hearing for Proposed Change 39 to the City of Lower Hutt District Plan – Transport

Held in the Council Chambers, Hutt City Council, Lower Hutt, on 28 September 2017.

1 DECISION

- 1.1 In accordance with a delegation by the Hutt City Council (“the Council”), pursuant to the provisions of section 34 of the Resource Management Act 1991 (“RMA”), the Hearing Panel has power to determine changes to the Operative City of Lower Hutt District Plan (“the District Plan”) on behalf of Council following the hearing of submissions.
- 1.2 After considering all of the information relating to Proposed Plan Change 39 (“the Proposed Plan Change” or “PPC39”), the Hearing Panel on behalf of Council determines:

DETERMINATION

- (a) *That the Subcommittee notes that, in making its decision on submissions and further submissions lodged to PPC39 – Transport, Council is restricted to the relief sought in those submissions and further submissions.*
- (b) *That, pursuant to section 32(2)(a) of the Resource Management Act, the Hutt City Council adopt the evaluation of PPC39 contained within this report, including the conclusion that PPC39 is the most appropriate means of giving effect to the objectives of the City of Lower Hutt District Plan;*
- (c) *That, pursuant to Clause 10 of Schedule One of the Act, the Hutt City Council approves PPC39 as outlined in Appendix 2;*
- (d) *That the decisions requested by submissions are recommended to be accepted or rejected, in full or in part, for the reasons outlined in this report.*

- 1.3 The principal reasons for this decision are as follows:
- a) The current transport provisions in the District Plan, which were made operative in 2004, are due to be reviewed;
 - b) The District Plan needs to be changed to give effect to the second generation Wellington Regional Policy Statement which was made operative on 24 April 2013, particularly in regard to:
 - Regionally significant infrastructure;

- Travel demand management; and
 - Integration of land use and transport;
- c) The current transport provisions of the District Plan primarily focus on private car transport and do not suitably address active travel modes, particularly cycling;
 - d) Car parking requirements are perceived to be unduly restricting development;
 - e) The District Plan refers to engineering standards that have often been superseded;
 - f) There are opportunities to reduce the complexity of the District Plan through eliminating repetition and centralising the controls and provisions relating to transportation matters; and
 - g) PPC39 is the most appropriate means of giving effect to the objectives of the District Plan in relation to the management of the effects of transport and the effects of activities on the City's transport network; it also provides an appropriate policy framework to manage the future development of this network.

2 HEARING

- 2.1 The Hearings Subcommittee consisted of Mr Robert Schofield (Chair, Independent Commissioner), Cr Lisa Bridson and Cr Tui Lewis.
- 2.2 Prior to the hearing, the Chair issued a minute dated 28 July 2017 which set out directions for pre-circulation of the section 42A report and submitter's expert evidence.
- 2.3 The Hearings Subcommittee heard this matter on Thursday 28 September 2017, in the Council Chambers, Hutt City Council, 30 Laings Road, Lower Hutt, commencing at 9am. The Hearing was concluded that same day, and deliberations took place immediately after the Hearing closed.
- 2.4 Appearances at the Hearing were from the following persons:

For the City Council:

Nathan Geard – Environmental Policy Analyst, Hutt City Council

Lindsay Daysh – Planning Consultant, Incite

Janette Underwood – Senior Traffic Consultant, GHD

Tiffany Lester – Acoustics Consultant, Marshall Day Acoustics

For Submitters:

Angela Penfold – Planning consultant, RMG Group, for NZ Transport Agency (DPC39/4, DPC39/F4)

Rebecca Beals – RMA Team Leader, for KiwiRail (DPC39/5)

Lucy Harper & Helen Chapman – Team Leader Environmental Policy & Regional Transport Planner, for Greater Wellington Regional Council (DPC39/20)

Andrew Banks – Registered Architect, Resident (DPC39/8, DPC39/F2)

Nick Ursin – Resident (DPC39/13, DPC39/F1)

Tim Julian – Commercial Property Valuer, Resident (DPC39/26)

Jo Clendon – for Bikes Welcome Charitable Trust (DPC39/7)

David Tripp – Specialist Physician Medicine, Resident (DPC39/15)

Harriet Fraser – Chartered Professional Engineer/Traffic Engineer (DPC39/21)

- 2.5 Assisting the Hearing and submitters was Karen Piper, Group Executive Assistant, Secretary and Susan Haniel, Committee Advisor.
- 2.6 The Hearing commenced with a presentation by the reporting officer, Mr Geard. We then heard from the submitters, identified above. We record that two statements were tabled at the Hearing by Beca on behalf of Fire and Emergency New Zealand, and the Ministry of Education, with both organisations accepting the reporting Officer's recommendation in respect of their submissions. We accept both of the statements into evidence.
- 2.7 Mr Geard and Mr Daysh then responded to issues that had arisen during the hearing, as well as input from the Council's traffic engineering and acoustics advisors. We exercised the opportunity to question all persons present.
- 2.8 The written statements from those who attended, including graphics and photos used to support submissions, are part of the record of the hearing.
- 2.9 The Hearing was greatly assisted by the constructive approach of submitters and the work of Council's planners and technical advisers, and we would like to thank all participants for their helpful input concerning the issues raised.
- 2.10 We adjourned the Hearing at 1.57pm to consider whether we had all of the information necessary to form our recommendations.
- 2.11 The Chair issued a second minute dated 29 September to inform all participants that no further information was required and that the Hearing was formally closed.

3 PROCEDURAL MATTERS

- 3.1 Four late submissions were received on PPC39:
 - a) Submission DPC39/22 from **Winstone Aggregates**, received on 7 November 2016 (one working day after the close of the submission period);
 - b) Submission DPC39/23 from **Firth Industries**, received on 7 November 2016 (one working day after the close of the submission period);
 - c) Submission DPC39/24 from the **Minister of Education**, received on 8 November 2016 (two working days after the close of the submission period); and
 - d) Submission DPC39/26 from **Tim Julian**, received on 21 April 2017 (five months after the close of the submission period).
- 3.2 Under Section 37 of the RMA, Council has the power to decide whether or not to waive a failure to comply with a set timeframe. In this regard we are particularly mindful of the requirements of s37A of the Act:

37A Requirements for waivers and extensions

- (1) *A consent authority or local authority must not extend a time limit or waive compliance with a time limit, a method of service, or the service of a document in accordance with section 37 unless it has taken into account—*
 - (a) *the interests of any person who, in its opinion, may be directly affected by the extension or waiver; and*
 - (b) *the interests of the community in achieving adequate assessment of the effects of a proposal, policy statement, or plan; and*
 - (c) *its duty under section 21 to avoid unreasonable delay.*

- 3.3 In considering whether to accept or reject late submissions DPC39/22 and DPC39/23 (Winstone and Firth), we took into account that:
- a) The late submissions were received only one working day after the close of the submission period;
 - b) The submissions were included in the Summary of Decisions Requested; and
 - c) The Proposed Plan Change process would not be delayed in any way by accepting these submissions.
- 3.4 In considering whether to accept or reject late submission DPC39/24 (Minister of Education), we took into account that:
- a) The late submission was received only two working days after the close of the submission period;
 - b) Tom McKnight of Beca Ltd (acting on behalf of the submitter) contacted the Council prior to the close of the submission period to advise that they would be making a submission, but that they would be unable to lodge their submission before the close of the submission period;
 - c) The submission was included in the Summary of Decisions Requested; and
 - d) The Proposed Plan Change process would not be delayed in any way by accepting this submission.
- 3.5 In considering whether to accept or reject late submission DPC39/26 (Tim Julian), we took into account that:
- a) While the submission was received after the close of the further submission period, the issues raised in the late submission had been raised by other submitters and therefore did not widen the scope of matters under consideration; and
 - b) While the submission was received much later than the other submissions, accepting it would not delay the progress of the Proposed Plan Change.
- 3.6 On balance, we find that the failures to comply with the timeframe for making a submission can be waived as:
- a) No person would be directly affected by the waivers;
 - b) The waivers would not affect assessment of the effects of the Proposed Plan Change; and
 - c) The waivers would not result in the Proposed Plan Change process being delayed.

RESOLVED:

That the Hearings Subcommittee accepts the late submissions received from Winstone Aggregates, Firth Industries (DPC39/22 and 23), the Minister of Education (DPC39/24) and from Tim Julian (DPC39/26).

4 BACKGROUND

- 4.1 The background to the Plan Change is set out more fully in the Officer's Report and the Proposed Plan Change documentation, which is held on the Hutt City Council's file: we will not repeat that in detail here, but simply outline the key points.
- 4.2 The District Plan became operative in 2004 and therefore is due to be reviewed in accordance with s79 of the RMA, which obliges Councils to commence reviewing their

Plans within ten years of being made operative. The Council has decided to undertake the review of its District Plan in stages, the reasoning being that this approach would impose a lesser administrative burden on it compared to a full Plan review, and would enable the public to comment on a more manageable range of topics.

- 4.3 At its 9 March 2015 meeting, the Policy and Regulatory Committee resolved to instruct officers to commence a comprehensive review of the Plan's transportation provisions, leading to the preparation of a draft Proposed Plan Change and associated Section 32 evaluation.
- 4.4 The Proposed Plan Change amends the transport provisions of the District Plan: while the focus of PPC39 is Chapter 14A Transport, it also covers transport provisions throughout the Plan.
- 4.5 On 20 September 2016, PPC39 was adopted by the Council for public notification. The Proposed Plan Change was publicly notified on 4 October 2016 and submissions closed on 4 November 2016. The summary of decisions requested (summary of submissions) was publicly notified on 17 January 2017, with the further submission phase closing on 1 February 2017.
- 4.6 Overall, 25 submissions (including three late submissions and two submissions that were withdrawn prior to the further submission phase) and five further submissions were received.

5 CONSULTATION

- 5.1 The consultation undertaken by Council during preparation of PPC39 is outlined in paragraphs 23 and 24 of the s42A report.
- 5.2 Clause 3 of Schedule 1 of the Act requires the Council, during preparation of any Plan Change, to consult with the Minister for the Environment, other potentially affected Ministers of the Crown and affected local authorities. The Ministry for the Environment, Greater Wellington Regional Council (GWRC), Upper Hutt City Council, Porirua City Council, South Wairarapa District Council and Wellington City Council were all consulted.
- 5.3 Council staff also consulted with Mana Whenua; this involved face-to-face meetings with Port Nicholson Block Settlement Trust and Wellington Tenth's Trust representatives.
- 5.4 Clause 3 further states that the Council may consult with anyone else (and where this is done, it must be in accordance with section 82 of the Local Government Act 2002). As part of the review process, the general public was invited (through a notice in the Hutt News and a page on the Council website) to provide feedback on the existing transport provisions of the District Plan as well as the findings of the Issues and Options report from Incite.
- 5.5 In addition, a range of stakeholders were contacted directly, including the NZ Transport Agency, KiwiRail, the Automobile Association, the Heavy Haulage Association, Cycle Aware Wellington and a number of property development interests.

6 SUMMARY OF PPC39

- 6.1 PPC39 includes a complete re-write of Chapter 14A Transport, as well as consequential changes to other chapters of the District Plan that relate to transport.
- 6.2 The key issues that are addressed in the proposed objective and policy framework relate to:

- The safety and efficiency of the transport network;
 - Provision of a multi-modal transport network;
 - Effects of land use on the transport network; and
 - Effects of the transport network on adjacent land.
- 6.3 The Proposed Plan Change also includes a suite of permitted activity standards which address:
- a) New roads;
 - b) Site access and manoeuvring areas;
 - c) Minimum sight distances at railway level crossings;
 - d) Car and cycle parking and end of trip facilities;
 - e) Loading and unloading facilities; and
 - f) Reverse sensitivity effects for developments adjacent to state highways and railways.
- 6.4 If one or more of these permitted activity standards is breached it is proposed that a resource consent would be required as a restricted discretionary activity, with discretion limited to consideration of those effects caused by non-compliance with the standard(s), along with the ability to impose conditions to mitigate any adverse effects.
- 6.5 PPC39 would also introduce a list of *High Trip Generator Thresholds*. If a proposed activity exceeds one of these thresholds, a resource consent would be required as a restricted discretionary activity. An Integrated Transport Assessment from a suitably qualified traffic/ engineer/ planner would need to be included in any associated consent application, the purpose of which is to provide information on the potential effects of the proposed activity on the transport network and the proposed methods to address those effects.
- 6.6 In addition, PPC39 would make consequential changes to several other chapters of the District Plan. Most of these changes have been proposed so that provisions that address the transport network are located in Chapter 14A Transport where possible, thereby reducing repetition and complexity within the District Plan. Consequential changes are also proposed to update definitions and references to standards that have been superseded.

7 STATUTORY FRAMEWORK

- 7.1 The statutory framework within which district plan changes are to be prepared and considered is described succinctly in the s32 evaluation produced for PPC39 as notified.
- 7.2 For the purposes of this decision, we are particularly concerned with the following aspects of the statutory framework:
- a) Council's functional responsibilities under section 31
 - b) The evaluation of PPC39 under section 32
 - c) The need for any further evaluation under section 32AA
 - d) The purpose of district plans under section 72
 - e) Matters to be considered in changing a district plan under section 74
 - f) The requirement to give effect to higher order policies under section 75

- g) Requirements in relation to rules under sections 75 and 76
 - h) Requirements in relation to decisions on submissions under Schedule 1 Part 1.
- 7.3 The need to have policies and rules to manage the City's transport network is in accordance with the function of the Council under s31, including:
- ... the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district ...; and*
- the control of any actual or potential effects of the use, development, or protection of land...*
- 7.4 A comprehensive s32 evaluation was undertaken as part of preparing the Proposed Plan Change. Under s32AA, a further evaluation is only required in relation to any changes to a Proposed Plan Change that are made subsequent to the initial s32 evaluation. We address these evaluation requirements later in this report in respect of those changes that we recommend to be made to the Proposed Plan Change as notified.
- 7.5 Under s 72 –
- The purpose of the preparation, implementation, and administration of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of this Act.*
- 7.6 Matters to be considered in any plan changes are set out under section 74 as follows:
- (1) *A territorial authority must prepare and change its district plan in accordance with—*
 - (a) *its functions under section 31; and*
 - (b) *the provisions of Part 2; and*
 - (c) *a direction given under section 25A(2); and*
 - (d) *its obligation (if any) to prepare an evaluation report in accordance with section 32; and*
 - (e) *its obligation to have particular regard to an evaluation report prepared in accordance with section 32; and*
 - (ea) *a national policy statement, a New Zealand coastal policy statement, and a national planning standard; and*
 - (f) *any regulations.*
 - (2) *In addition to the requirements of section 75(3) and (4), when preparing or changing a district plan, a territorial authority shall have regard to—*
 - (a) *any—*
 - (i) *proposed regional policy statement; or*
 - (ii) *proposed regional plan of its region in regard to any matter of regional significance or for which the regional council has primary responsibility under Part 4; and*
 - (b) *any—*
 - (i) *management plans and strategies prepared under other Acts; and*
 - (ii) *[Repealed]*

(iia) *relevant entry on the New Zealand Heritage List/Rārangī Kōrero required by the Heritage New Zealand Pouhere Taonga Act 2014; and*

(iii) *regulations relating to ensuring sustainability, or the conservation, management, or sustainability of fisheries resources (including regulations or bylaws relating to taiapure, mahinga mataitai, or other non-commercial Maori customary fishing),—*

to the extent that their content has a bearing on resource management issues of the district; and

(c) *the extent to which the district plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities.*

(2A) *A territorial authority, when preparing or changing a district plan, must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.*

(3) *In preparing or changing any district plan, a territorial authority must not have regard to trade competition or the effects of trade competition.*

7.7 Under s75(3), the Council is required to 'give effect' to any higher order relevant national and regional planning instruments: as the Supreme Court has noted, 'give effect to' simply means 'implement'¹. The Court went on to note:

[80] We have said that the “give effect to” requirement is a strong directive, particularly when viewed against the background that it replaced the previous “not inconsistent with” requirement. There is a caveat, however. The implementation of such a directive will be affected by what it relates to, that is, what must be given effect to. A requirement to give effect to a policy which is framed in a specific and unqualified way may, in a practical sense, be more prescriptive than a requirement to give effect to a policy which is worded at a higher level of abstraction.

7.8 In respect of the District Plan's transport provisions, the most relevant higher order planning instrument is the Wellington Regional Policy Statement ("WRPS"), the latest version of which came into effect in 2013. The WRPS contains a range of policies and directives regarding management and development of the City's transport network, some of which need to be given effect through the District Plan.

7.9 In regard to rules, s75(1) requires a District Plan to include these, if necessary, to implement the policies: in other words, rules may not be required to implement some policies. Under s76, rules have the force and effect of a regulation. In making a rule, a territorial authority needs to have regard to the actual or potential effect on the environment of activities including, in particular, any adverse effect. A rule may—

- apply throughout a district or a part of a district
- make different provision for—
 - different parts of the district, or
 - different classes of effects arising from an activity
- apply all the time or for stated periods or seasons
- be specific or general in its application, or

¹ *Environmental Defence Society Inc v New Zealand King Salmon Company Ltd* [2014] 1 NZLR 593, [2014] NZRMA 195

- require a resource consent to be obtained for an activity causing, or likely to cause, adverse effects not covered by the plan.
- 7.10 Schedule 1 Clause 10 requires the Council to make a decision 'on the provisions and matters raised in submissions'. For the purposes of decision-making, submissions may be grouped according to the provisions or the matters to which they relate. There is no requirement to address each submission individually, and submissions can be grouped together for the purpose of decision-making, such as by provision or topic. While there were not many submissions on PPC39 (relative to some other plan changes or reviews), the submissions that were received covered a wide breath of matters, from broad concerns over the policy framework through to specific concerns over standards and rules. Accordingly, for the purpose of conciseness, we have evaluated the relief sought by submitters according to provision, largely following the approach used in the s42A report.
- 7.11 We have focused our evaluation only on those outstanding matters raised at the hearing, relying on the evaluation contained in the reporting officer's s42A report regarding submitters' concerns which were either resolved or an agreement reached prior to the hearing.

8 SUBMISSIONS AND FURTHER SUBMISSIONS

8.1 Submissions were received from the following:

DPC39/1 Harvey Norman Properties (N.Z.) Limited
 DPC39/2 Siegfried Bachler
 DPC39/3 Shayne Hodge
 DPC39/4 New Zealand Transport Agency
 DPC39/5 KiwiRail Holdings Limited
 DPC39/6 Heritage New Zealand Pouhere Taonga
 DPC39/7 Bikes Welcome Charitable Trust
 DPC39/8 Andrew Banks
 DPC39/9 Petone Planning Action Group
 DPC39/10 Bruce and Claire Bengé
 DPC39/11 Simon Brown
 DPC39/12 Andrew Fox
 DPC39/13 Nick Ursin
 DPC39/14 Richard Beatson
 DPC39/15 David Tripp
 DPC39/16 Summerset Villages (Lower Hutt) Limited
 DPC39/17 Hutt Cycle Network
 DPC39/18 New Zealand Fire Service Commission
 DPC39/20 Greater Wellington Regional Council
 DPC39/21 Harriet Fraser Traffic Engineering and Transportation Planning
 DPC39/22 Winstone Aggregates and Firth Industries

DPC39/23 Firth Industries

DPC39/24 Minister of Education

DPC39/26 Tim Julian

- 8.2 A summary of these submissions was prepared and publicly notified. Further submissions were received from:

DPC39/F1 Nick Ursin

DPC39/F2 Andrew Banks

DPC39/F3 New Zealand Fire Service Commission

DPC39/F4 New Zealand Transport Agency

DPC39/F5 Stride Investment Management Limited

9 EVALUATION OF SUBMISSIONS AND RECOMMENDATIONS

- 9.1 To a large degree, most of the proposed changes under PPC39 were not under dispute from submitters. Further, many of the amendments recommended by the Council's reporting Officer in the s42A report in response to submissions have been accepted or supported by the respective submitters.

Matters Not in Contention

- 9.2 Where there are matters on which no submissions were received, or where submitters have supported or accepted the changes proposed under PPC39 and/or the amendments recommended in the s42A report and there is therefore no further contention, we have determined to accept these changes, and therefore adopt the evaluation undertaken by the reporting Officer on those points and the respective recommendation to accept (in part or in whole) or reject submissions on those changes. Accordingly, we do not repeat those matters in this report, but rather focus on the residual issues or concerns still outstanding at the time of the hearing.
- 9.3 For the avoidance of doubt, if there are any matters of outstanding contention that we have not evaluated in this decision, it should be taken that we have adopted the evaluation and recommendation of the reporting Officer regarding these matters, including the respective recommendation to accept (in part or in whole) or reject the associated submissions.
- 9.4 That said, where the parties have agreed on matters, we record that we have considered those matters fully in reaching our decisions and adopt as our reasons those provided in the s42A report and the evidence presented to us at the hearing. Our decision addresses all submission and further submission points made on PPC39, as set out in Appendix 1 to this decision.
- 9.5 The key areas of outstanding issue were:
- a) The adequacy of the Plan's policy framework to promote travel demand management and, in particular, recognise and provide for active transport modes (cycling and walking);
 - b) The adequacy of the Plan's policy framework to recognise and support the future development of the City's transport network, particularly major regional transport improvements;

- c) The introduction of acoustic insulation requirements for buildings used for noise sensitive activities within close proximity to State Highways and railway lines within the City;
- d) The introduction of requirements for cycle parking facilities, including standards for the design of those facilities; and
- e) A number of minor technical matters.

9.6 We have grouped our evaluation of submissions according to these issues.

A. Policy Framework: Travel Demand Management and Active Transport Modes

- 9.7 The proposed amendments to the Plan's policy framework for transport (by which we refer collectively to the Issues, Objectives and Policies at the start of Chapter 14A) were the subject of a number of submissions.
- 9.8 The submission from the **Hutt Cycle Network** (HCN: DPC39/17) raised a number of broad concerns with the policy framework, submitting that the neutrality and narrow focus of the proposed objectives gives no guidance and therefore leaves a broad discretion to Council officers. HCN sought to have the transport priorities clearly stated as being to reduce dependence on private motor vehicles and enhancing public transport.
- 9.9 The submission from the **Petone Planning Action Group** (PPAG: DPC39/9) also expressed a broad concern that the Proposed Plan Change neither strongly promotes active, public and shared transport modes or other shared systems of transport nor does it promote sustainable transport.
- 9.10 **David Tripp** (DPC39/15) also expressed broad concerns with the Proposed Plan Change, submitting that there should be a much greater focus on active transport, given its health benefits, submitting that the RMA clearly supports health as an objective. In his statement to the hearing, Dr Tripp further outlined the health benefits associated with active transport.
- 9.11 The **Bikes Welcome Charitable Trust** (BWCT: DPC39/7) submitted that the Council's role in encouraging active transport uptake should be reflected in the objectives, and include stronger provision for active travel within neighbourhoods and subdivision developments. In her statement to the Hearing, the Trust's Chair Jo Clendon referred to the health benefits of cycling, and also highlighted the Council's *Walking and Cycling Strategy: Walk and Cycle the Hutt*. Ms Clendon urged the Council to recognise that cycling is not just about the work commute, but that there are plenty of short cycle trips undertaken in the City, with potential for a lot more. She specifically sought to have the objectives reflect active transport as a priority and referred us to the recent Christchurch Replacement District Plan and the objectives contained therein that seek to reduce the dependence on private transport and promote active transport.
- 9.12 We were also advised through the submissions of BWCT, Hutt Cycle Network, and Dr David Tripp and their respective statements to the Hearing, there are other benefits of promoting or enabling other forms of travel modes, particularly active transport, including personal health benefits, reduced air emissions, and lower costs.
- 9.13 The **Greater Wellington Regional Council** (GWRC: DPC39/20) generally supported the changes to the objectives and policies, on the basis that the revised policy framework is consistent with the:
- a) The Wellington Regional Policy Statement 2013

- b) The Regional Land Transport Plan 2015², and
 - c) The Regional Public Transport Plan 2014.
- 9.14 Conversely, however, the **NZ Transport Agency** (NZTA: DPC39/4) submitted that the proposed policy framework of the District Plan does not satisfy the expectations of the WRPS or the Council's own Walk and Cycle Strategy, and that the investment in cycle projects should be supported through the Plan's objectives and policies. The NZTA also submitted that Policy 10 of the WRPS specifically requires the promotion of travel demand management be covered in the District Plan.
- 9.15 In her evidence in support of NZTA's submission, Angela Penfold outlined a number of residual concerns that she had with the policy framework under PPC39, including whether the policy framework gives sufficient effect to Policy 10 of the WRPS. Ms Penfold provided an alternative wording for the objectives and policies of Chapter 14A which she considered would better reflect the direction in the WRPS, while still reflecting much of the currently proposed objectives and policies. Her suggested rewording conflated much of the proposed objectives and policies through the use of bullet points, including additional matters to address her concerns.
- 9.16 In response to these submissions, the reporting Officer considered that, as active transport and public transport are part of the transport network, additional objectives and policies would add no further value to the policy framework. On the matter of promoting travel demand management, the Officer considered that the effects of a proposed activity on the transport network can be mitigated through a number of measures, including travel demand management, and that there would be little value in directing applicants and decision-makers to one method over all others.
- 9.17 In considering this matter, it is important to set out WRPS Policy 10 in full:
- Policy 10: Promoting travel demand management – district plans and the Regional Land Transport Strategy [now Plan]***
- District plans and the Wellington Regional Land Transport Strategy shall include policies to promote travel demand management mechanisms that reduce:*
- (a) *the use and consumption of non-renewable transport fuels; and*
 - (b) *carbon dioxide emissions from transportation.*
- 9.18 We note that the explanation to Policy 10 is as follows:
- Explanation***
- Travel demand management includes a range of mechanisms – such as travel behavioural change programmes, road pricing tools and improvements to the efficiency of the existing network.*
- Land use planning is important in managing demand for travel. Land use patterns – such as higher density or mixed use development in areas close to good public transport links and community facilities, or community facilities and employment close to where people live – can reduce dependence on the private car, the need to travel and journey lengths. It is also important to ensure good connectivity within and between settlements to optimise walking, cycling and public transport.*

² We note that this Plan replaces and combines the former Regional Land Transport Strategy and Regional Land Transport Programme, so accordingly any reference to the Regional Land Transport Strategy should be read as the Regional Land Transport Plan.

- 9.19 We would first observe that Policy 10 is one of the WRPS's "regulatory" policies, which are those policies that direct regulatory instruments such as district plans to give effect to their intent. Thus, the City Council is required to give effect to Policy 10 through the District Plan. We would note, though, that the WRPS does not specify how the District Plan should give effect to its regulatory policies; therefore, for example, the Council may determine that the most appropriate way to give effect is through the rules only rather than the objectives and policies. However, as a general principle, rules and standards should be derived from some clear policy directive within the District Plan itself.
- 9.20 In addressing WRPS Policy 10, the key question we need to consider is how best to give effect to the "promotion of travel demand management" through the District Plan, bearing in mind the relative role that the Regional Land Transport Plan (RLTP) also plays in fulfilling this directive.
- 9.21 The Council's advising planning consultant, Lindsay Daysh, who has considerable experience in the transportation sector, provided the Hearing with some background to travel demand management and Integrated Transport Assessments (ITA). As we understand it, one of the principal purposes of travel demand management is to manage the demand for private vehicle use by enabling the use of other modes of transport, thereby encouraging people to use their vehicles less, and consequently reducing congestion and increasing the efficiency of the existing transport network. As outlined in the explanation to WRPS Policy 10, travel demand management is the strategic use of a range of mechanisms rather than a single method. Accordingly, there may be a range of techniques needed to achieve travel demand management goals, which, under Policy 10 of the WRPS, are to reduce:
- a) the use and consumption of non-renewable transport fuels; and
 - b) carbon dioxide emissions from transportation.
- 9.22 On this point, we observe that Policy 9 of the WRPS directs the RLTP to have objectives and policies that promote a reduction in the consumption of non-renewable transport fuels and the emission of carbon dioxide from transportation. Part of the explanation to Policy 9 is (emphasis added):
- The Wellington Regional Land Transport Strategy will play an important role in ensuring that the demand for non-renewable energy and the emissions of carbon dioxide are reduced through improving the passenger transport network, promoting an increased uptake in walking and cycling, managing the demand for travel and increasing travel efficiency. It is, however, only one of the mechanisms to achieve national targets for reducing carbon dioxide equivalent emissions from transportation and complements other central government and industry mechanisms.*
- 9.23 Clearly, the RLTP assumes a significant and direct role in investment planning for a range of transport programmes and initiatives within the Region, including ways to reduce the demand on the roading network at peak times by enabling other forms of transport. Therefore, in giving effect to Policy 9, the RLTP will also be using mechanisms that will promote travel demand management in accordance with Policy 10.
- 9.24 We note that, whereby Policy 9 only directs the RLTP, Policy 10 directs both the RLTP and district plans. As indicated by the explanation to Policy 10, the WRPS envisages the role of district plans in travel demand management as managing land use development by

–

- a) promoting higher density or mixed use development on transport corridors to reduce (a) dependence on the private car, (b) the need to travel and (c) journey lengths; and
 - b) ensuring good connectivity within and between settlements to optimise walking, cycling and public transport.
- 9.25 We also observe that, other than implicitly in Policy 10 and more directly through a reference in the explanation to Policy 55 (as a matter that Structure Plans for new urban development should address), the WRPS does not contain any specific objective or policy that directly instructs district plans to promote active transport or public transport.
- 9.26 With this understanding in mind, in considering the submitters' requests we therefore need to determine whether PPC39 adequately "gives effect" to the WRPS, and to Policy 10 in particular.
- 9.27 With regard to the first element of land use planning referred to under Policy 10, we would note that consultation is currently underway on the introduction of two new possible zonings for residential intensification and suburban mixed use development in the City under Proposed Plan Change 43. Thus, as the promotion of higher density and mixed use development is addressed within the context of this change, we only focus here on the second element of Policy 10, 'ensuring good connectivity within and between settlements to optimise walking, cycling and public transport'.
- 9.28 In considering the points raised by submitters, we would note the objectives proposed under PPC39, as recommended to be amended by the reporting Officer, are relatively 'neutral' in terms of promoting any one mode of transport over another. In particular –

Objective 14A 3.1

A safe, efficient and resilient transport network that is integrated with land use patterns, meets local, regional and national transport needs and provides for all modes of transport.
- 9.29 Under the proposed policies, the most relevant is Policy 14A 4.7 which is also expressed neutrally –

The transport network, land use, subdivision and development should provide for all transport modes.
- 9.30 None of the objectives and policies in PPC39 expressly refer to travel demand management or to using land use planning to improve connectivity. We are of the view that such neutrality does not give meaningful effect to the WRPS in terms of explicitly promoting travel demand management mechanisms in land use planning and development. While we accept that travel demand management can be a matter for consideration in the decision-making process for resource consents and designations, there is no explicit direction for developers or decision-makers that particular attention should be made to enabling better access to active and public transport modes or in seeking opportunities to improve connectivity across all modes (acknowledging that only larger developments may lend themselves to providing such opportunities).
- 9.31 After reaching this finding we then considered how to best give effect to the WRPS. We do not accept that it is appropriately given effect to through the objective proposed by Ms Penfold for the NZTA. An objective is an overall outcome that is being sought, whereas travel demand management represents an approach to achieve a particular outcome: for example, Policy 10 is one of seven policies established to achieve Objective 9 of the WRPS. We consider that any reference to travel demand management would be more

appropriately contained within a policy, which is “a course of action used to achieve an objective(s)”.

- 9.32 However, we do accept that it would be an appropriate outcome to promote greater connectivity between communities, whether it be at a micro-level within neighbourhoods or at the macro-scale, connecting different parts of the region. Such improvements could come about through new urban development (even small subdivisions and developments might present opportunities for establishing new connections between different parts of the City) or through developments of the transport network itself. Such connectivity is as important as having a safe, efficient and resilient transport network.

Thus, we find that Objective 14A 3.1 should be amended to read (in red):

Objective 14A 3.1

A safe, efficient, and resilient and well-connected transport network that is integrated with land use patterns, meets local, regional and national transport needs and provides for all modes of transport.

- 9.33 Turning to how the promotion of travel demand management may be most appropriately reflected in the policies, we accept that travel demand management is implicitly integral to Policy 14A 4.5, which is:

Any activity that is a High Trip Generator must be assessed on a case by case basis. Adverse effects of High Trip Generators on the safety and efficiency of the transport network should be managed through the design and location of the land use, subdivision or development.

- 9.34 To implement this policy, a new rule is proposed, Rule 14A 5.1(c), which would require an ITA for any activity that exceeds the relevant High Trip Generation threshold. We understand that ITAs often consider the use of travel demand management as part of managing traffic or parking demands. However, this policy is focused on managing the adverse effects of high trip generators rather than broadly applying across all spheres of land use, subdivision and development, and seeking opportunities to enable greater connectivity and access to walking, cycling and public transport.

- 9.35 Turning to the other proposed policies, Policy 14A 4.2 is the most relevant to the question of giving effect to WRPS Policy 10. As notified it reads:

Policy 14A 4.2

Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network.

- 9.36 No amendments to this wording were recommended by the reporting Officer. However, in response to evidence presented to the hearing, the Council’s planning consultant, Mr Daysh, did accept it would be desirable to seek improvements to connectivity. Ms Penfold, consultant planner for the NZTA, provided a suggested additional clause in her evidence to the hearing, as follows:

Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network, and particular regard should be given to travel demand management.

- 9.37 However, we consider the term ‘travel demand management’ to be somewhat obtuse for most people, and that it would be preferable to set out wording more in line with the explanatory text from Policy 10, as follows (amendment in red):

Amend Policy 14A 4.2 as follows:

Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network, and where appropriate, should:

- *seek to improve connectivity within and between communities; and*
- *enable walking, cycling and access to public transport.*

- 9.38 In terms of promoting active transport, as we outlined in paragraph 9.29 above, proposed Policy 14A 4.7 is neutral in that it seeks to have all transport modes provided for through the transport network, land use subdivision and development. However, we consider that policy is appropriately focused, as it directs that all land use, subdivision and development, as well as the ongoing development of the transport network, will consider provision for all modes of transport, not only motor vehicles. Thus, we envisage that a large residential subdivision and development, for example, would be assessed from a multi-modal perspective in terms of how it provides for all forms of transport, including active modes. Therefore we consider the notified version of Policy 14A 4.7 is appropriate.

B. Policy Framework: Recognition of the Transport Network

- 9.39 While it generally supported PPC39, and had many of its concerns satisfactorily resolved through the recommended amendments of the reporting Officer, the NZTA had a number of residual concerns which were outlined in the evidence of Angela Penfold at the Hearing. In essence, the NZTA was not satisfied that PPC39 adequately recognises the role of the City's current and future transport network as part of the regional form and network, and its role in the economic wellbeing of the City and Region.

- 9.40 In her evidence to the Hearing, Ms Penfold outlined those parts of the Hutt City's transport network that are identified as regionally significant infrastructure in the WRPS, the main problems facing the Hutt transport corridor and the strategic responses that the RLTP is pursuing to resolve these issues. She stated that –

It is reasonable to expect that when implementing at least some of these strategic responses, physical works will be required that need some form of RMA approval. Accordingly, it is important that an RMA framework is established that provides for appropriate assessment of such proposals. This awareness informed the Transport Agency's submission on PPC39. [paragraph 21]

- 9.41 The specific residual concerns were outlined by Ms Penfold as being whether the policy framework satisfactorily –

- a) Facilitates and enables links between transport, urban growth and economic development;
- b) Addresses improved regional connectivity;
- c) Facilitates and enables active modes and multimodal choice; and
- d) Supports and facilitates travel demand management tools.

- 9.42 We acknowledge the District Plan does have an important role in assisting the decision-making process aligned with major new transport projects – for example, in relation to proposed designations, s171 requires, inter alia, that particular regard be given to any relevant provision of a District Plan, which would include the policy direction it sets out. The policy framework also plays an important role for decision-making on major subdivision and land development proposals. Therefore, in our opinion, notwithstanding the policy direction set out in relevant regional planning instruments, we consider the

District Plan should ensure it provides clear direction regarding management of the transport network within the City boundaries.

- 9.43 We have reviewed the recommended objectives and policies suggested by Ms Penfold, and accept that the policy framework for transport in the District Plan could be improved without introducing overly complex or lengthy additional provisions. However, rather than substantially restructuring the objectives and policies as she recommends, our preference is to amend the current notified version as recommended by the reporting Officer.
- 9.44 In terms of connectivity, travel demand management, active transport and multi-modal choice, we consider the proposed policy framework as amended above in respect of Objective 14A 3.1 and Policy 14A 4.2 would appropriately address these matters.
- 9.45 In respect of whether the policy framework adequately facilitates and enables links between transport, urban growth and economic development, we consider there is scope to provide more clarity within the policy framework. In our opinion, this clarity would be best achieved by amending Objective 14A 3.1, which is the ‘overarching’ outcome sought by the District Plan in managing the City’s transport network, as follows (additional amendment shown thus):

Amend Objective 14A 3.1 as follows:

Objective 14A 3.1

A safe, efficient and resilient and well-connected transport network that is integrated with land use patterns, meets local, regional and national transport needs, facilitates and enables urban growth and economic development, and provides for all modes of transport.

- 9.46 Further, we consider that Policy 14A 4.1 could be amended slightly to give better effect to Objective 14A 3.1 and the WRPS, in the following manner (amendment in red):

Amend Policy 14A 4.1 as follows:

Policy 14A 4.1

Additions and upgrades to the transport network should seek to improve connectivity across all modes and be designed to meet industry standards that ensure that the safety, efficiency and resilience of the transport network are maintained.

- 9.47 In all other respects, we consider the proposed objectives are the most appropriate way to achieve the purpose of the Act, and that the policies are the most appropriate way to achieve the objectives of the District Plan.

C. Proposed Standard 4(e): Provision for Cycle Parking and ‘End-of-Trip’ Facilities

- 9.48 A large proportion of the Hearing was dedicated to examining the extent to which the District Plan should require cycle parking facilities, including ‘end-of-trip’ facilities (such as showers, lockers, and changing rooms), and the degree to which design standards for such facilities should be imposed by the District Plan.
- 9.49 As notified, Amendment 32 would include a new Standard 4(e) in *Appendix Transport 1 – Standards*, as follows:

(e) Cycle Parking and End of Trip Facility Requirements

For all new activities and changes to existing activities, cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.

Table 4-2: Minimum Cycle Parks and Showers

Number of Staff Members*	Number of Cycle Parks	Number of Showers
1-5	0	0
6-10	1	1
10 or more	1 per 10 staff members	1 per 100 staff members
* The number of staff members is the maximum number of full or part time staff members on the site at any one time.		

At every place of assembly or sporting facility cycle parking must be provided clear of footpaths and roadways, not more than 50m from the public entrance, at the rate of 1 cycle park per 20 persons based on the maximum number of persons the facility is designed to accommodate.

Bicycle stands need not be provided but cycle parking must enable cycles to be secured to an immovable object.

9.50 Sections 3.57 to 3.65 of the s42A report identified and addressed the submission points made in relation to this standard. Without repeating the details set out in the s42A report, the key points raised by submitters can be summarised as follows:

a) Requirements for cycle parking and end-of-trip facilities

While there was support for introducing requirements for cycle facilities from the **PPAG** (DPC39/9), **Hutt Cycle Network** (DPC39/17) submitted that they are well short of best practice. The further submission from **SIML** (DPC39/F5) opposed the HCN submission, stating that the end of trip facilities should only be required for new buildings and not changes to existing activities or the redevelopment of existing buildings, and that end of trip facilities should not be required for all types of activity, only those where facilities can be accommodated and are practical, including offices, education facilities and hospitals.

b) Number of cycle parks to be required

The **NZTA** (DPC39/4) submitted that the ratio of cycle parks should be increased, while **Harriet Fraser** (DPC39/21), who is an experienced transportation engineer, submitted a lower rate would be more reasonable.

c) Cycle parks for visitors

NZTA (DPC39/4) submitted that the council should consider provisions that support cycle parking in retail areas based on the expected number of visitors per hour. **BWCT** (DPC39/7) submitted that the focus on cycling to places of employment is too limiting and does not reflect the opportunities for active transport in other journeys / activities. The Trust submitted that visitor cycle parking should be provided in addition to staff cycle parking, as well as separate staff and visitor cycle parking supply rates. **HCN** (DPC39/17) submitted that the cycle parking should be provided (at specified ratios) for all individuals attending a site, not just staff. **GWRC** (DPC39/20) sought to have cycle parking rates for visitors introduced. **SIML** (DPC39/F5) opposed these submissions.

d) Using Gross Leasable Floor Area for determining cycle park requirements

BWCT (DPC39/7) submitted that cycle parking requirements should be based on Gross Leasable Floor Area rather than staff numbers.

- e) Cycle requirements for transport hubs
BWCT (DPC39/7) submitted that there should be covered cycle parking at transport hubs.
- f) Cycle requirements for medical centres and hospitals
BWCT (DPC39/7) submitted that special provision should be made in the Proposed Plan Change for medical centres and hospitals to provide cycle parking for visitors.
- g) Cycle requirements for multi-unit residential developments
GWRC (DPC39/20) sought further consideration be given to extending the requirement to apply to new multi-unit residential developments (e.g. 20 or more units).
- h) Charging facilities for electric bikes
BWCT (DPC39/7) submitted that consideration should be given to charging facilities for electric bikes.
- i) Design standards for cycle parks and end-of-trip facilities
NZTA (DPC39/4) submitted that there would be benefit in specifying design standards for cycle parking. **BWCT** (DPC39/7) submitted that the proposed cycle parking and end of trip facility requirements are inadequate and a missed opportunity to proactively 'build' active transport into our environment. It submitted that Standard 4(e) should be replaced with the standards in the Proposed Christchurch Replacement District Plan, specifically requirements around location, secure facilities and manoeuvring, and quality requirements to ensure cycle parking facilities are serviceable. **HCN** (DPC39/17) submitted that cycle parking for employees should be covered and secure, and that cycle parking facilities should be closer to key entrances than car parks, with CCTV surveillance of all cycle parking where the organization has CCTV surveillance systems. **SIML** (DPC39/F5) made a further submission point on these submissions, stating that end of trip facilities should not be required for all types of activity, and should only be required for those activities where facilities can be accommodated and are practical, including offices, education facilities and hospitals. **GWRC** (DPC39/20) supported Standard 4(e), but sought further consideration to include requirements for quality aspects of cycle parking that meet best practice guidelines.

- 9.51 In his assessment of these submissions, the reporting Officer largely recommended rejecting the relief sought by these submitters for a range of reasons. We summarise the key points from his assessment as follows:
- a) The cycle parking requirements of the District Plan need to strike a balance between ensuring that there is sufficient parking available to enable people to cycle to places of employment, while not imposing an unnecessary restriction on development – the proposed requirements would not be overly onerous on developments, and allow developers some flexibility in how and where cycle parking facilities can be provided;
 - b) The provision for cycle parking and facilities would be fully considered if a development breaches the relevant high traffic generator thresholds, including for non-employment activities such as multi-unit developments;
 - c) The Council provides cycle parking facilities in many areas where there are likely to be high visitor numbers, such as shopping centres;

- d) The approach of the Proposed Plan Change has been to ensure that people are able to cycle to their place of employment, regardless of the type of employment or activity occurring – while it has some limitations, the advantage of using staff numbers to determine cycle parking requirements is that it relates directly to the number of people at the work place;
- e) It would be unreasonable for the District Plan to require additional end-of-trip facilities to be installed within a development as a result of a change of the activity that is taking place within the development, as it would be an overly onerous restriction to development and could deter developers from repurposing existing, vacant buildings;
- f) Transport Hubs are controlled and operated by either the road controlling authorities or public transport service providers, and it is more appropriate for these organisations to determine the provision of any cycle facilities rather than be regulated by the District Plan;
- g) New medical facilities or hospitals would be required to supply cycle parking facilities for their employees, and are best placed to determine cycle parking provisions for patients and their visitors, rather than be regulated through the District Plan;
- h) While it may not always be possible for bicycles to be stored onsite for all multi-unit developments, the issue is not significant enough for cycle parking in multi-unit developments to be regulated in the District Plan; and
- i) Requiring charging facilities for electric bicycles would be an unnecessary restriction on development.

9.52 In response to the further submission from SIML opposing the application of the requirements for changes in existing use, the reporting Officer accepted that it is unreasonable for Council to require cycle parking and end-of-trip facilities to be installed as a result of a change of activity as he considered it would be an overly onerous restriction to development, and could prevent existing vacant buildings from being repurposed. He recommended a slight amendment to this standard to avoid that imposition, by amending the first sentence as follows:

For all ~~new activities in new buildings and developments and changes to existing activities~~, cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.

9.53 In relation to the question of whether there should be additional design standards for cycle parking facilities or be left to the discretion of the developers, the reporting Officer considered that the imposition of design standards would be unduly onerous, but that design guidance would assist in achieving good outcomes: to that end, draft Design Guidance has been developed and was attached to the s42A report.

9.54 At the hearing, we had statements of evidence on the proposed cycle parking facilities' requirements from:

- Jo Clendon, for Bikes Welcome Charitable Trust (DPC39/7),
- Dr David Tripp (DPC39/15),
- Lucy Harper & Helen Chapman, for Greater Wellington Regional Council (DPC39/20), and
- Harriet Fraser (DPC39/21).

- 9.55 Jo Clendon, for **BWCT** (DPC39/7), as part of her statement in support of the Trust's submission presented a number of photographs of good and bad examples of cycling facilities. A number of these photographs were of poorly designed, poorly located or unsafe cycle parking facilities in the City which could technically comply with the requirement "to be secured to an immovable object" under Standard 4, but which were obviously unsuitable for such purposes. Ms Clendon stated that most short cycle trips were not work related, but for other purposes, and that the provision of cycle parking is very important to encouraging people to use this mode. Ms Clendon expressed doubt about the effectiveness of ITAs to address active transport modes, given the proposed policy framework. Ms Clendon also expressed concern that reference to 'onerous requirements' implied that health, safety and amenity were secondary to development and growth.
- 9.56 **Dr David Tripp** also made a presentation in support of his submission (DPC39/15), in which the health benefits of active transport, particularly cycling, were highlighted. Dr Tripp referred us to the purpose of the RMA, sustainable management, as meaning "managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety...". In Dr Tripp's opinion, promoting cycling, including the provision of cycle parking facilities, would be fully consistent with this purpose, in that it would enable people to provide for their health and well-being.
- 9.57 At the hearing, Lucy Harper and Helen Chapman for **GWRC** noted the Council's support for PPC39, but sought further provision for cycle parking and end-of-trip facilities to be made in Standard 4(e) Cycle Parking. Ms Chapman, who gave evidence on behalf of the Regional Transport division of GWRC, asked the Hearing Panel to reconsider the appropriateness of requiring some cycle parking permitted activity standards in multi-unit developments. She did not consider that "providing a small amount of visitor cycle parking as part of any new building and development would be onerous or place unnecessary restrictions on development". She also considered that "cycle parking is relatively inexpensive and easy to provide, and does not require as much space as car parking."
- 9.58 In support of her submission, **Harriet Fraser** (DPC39/21), an experienced transportation planner and engineer, tabled a statement of evidence. In relation to cycle parking requirements, she emphasised that she remains of the view that a lower rate, of 4% of staff, should be applied, based on the 2013 Census rate of 1.8% of Hutt residents who cycle to work.
- 9.59 In response, the reporting Officer accepted that the Council should be encouraging developers to provide cycle parking that is of good quality in order to encourage more cycling to places of employment. He expressed concern, however, given the wide variety of situations and possible solutions to the provision of cycle parking facilities, that more specific design requirements might be unnecessarily constraining, and that any departure from these requirements would require resource consent, even for a minor variation. He expressed confidence in the ability of the design guide to encourage good development related design solutions.
- 9.60 In considering this matter, we find that introducing requirements for cycle parking is an appropriate way to achieve the objectives and policies of the District Plan and should be imposed. We consider that ensuring new development and redevelopment provide a relatively modest level of cycle parking facilities for their staff would enable greater modal choice and address some of the adverse effects associated with increasing vehicle ownership and use. This would give effect to the WRPS.

- 9.61 We also accept the evidence of the GWRC, and concur that requiring cycle facilities in any new development or major redevelopment would not impose undue or unreasonable costs or onerous restrictions on building developments, as such costs would be minor in relation to overall development costs. Many newer developments are already including cycle facilities, and imposing requirements would ensure a consistent level of cycle parking provision within the City.
- 9.62 In relation to the situations when such requirements should apply, we agree with the reporting Officer that the most appropriate point at which facilities for cycles can be established is in the design and construction of new buildings or when physical changes are being made to existing buildings, rather than changes in activity. We also note that it would be difficult to monitor and enforce these requirements for changes in use, particularly if no building consents are required. However, we consider it important to ensure greater clarity around the term ‘developments’ as recommended by the reporting Officer by including the following additional wording:

Amend Standard 4(e) as follows (in red):

For all ~~new activities~~ in new buildings and developments (including the redevelopment of existing buildings) ~~and changes to existing activities~~, cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.

- 9.63 We find that the use of staff numbers to determine cycle parking requirements is appropriate, acknowledging that both approaches (staff numbers vs gross leasable floor area) have their advantages and disadvantages, but that staff numbers directly relate supply to the demand for cycle parking facilities. We note from the s32 evaluation that, in respect of the application of the cycle parking requirements, “a focus on employment is proposed as a mechanism to reduce private vehicle volumes on the transport network at peak times, therefore providing a more efficient transport network” (paragraph 220). This approach therefore aligns with the travel demand management approach sought by the WRPS.
- 9.64 In terms of the proposed cycle parks ratio, we accept the recommendation of the reporting Officer. If, as Ms Fraser contends, the proposed rate is higher than current cycle-to-work rates, any surplus cycle parking facilities would be available to visitors, and the ability to secure a cycle park may act to encourage other staff to go to work on bicycles.
- 9.65 Second, in respect of introducing more detailed design standards rather than reliance on voluntary compliance with design guidance, we accept the submission of Bikes Welcome Charitable Trust, that reliance on a single ‘design standard’ (“bicycle stands need not be provided but cycle parking must enable cycles to be secured to an immovable object”) is unlikely to be sufficient to ensure adequate and consistent provision of cycle parking facilities in the City. We hesitate to introduce more comprehensive and prescriptive requirements in the absence of supporting analysis and wider consultation: a wider suite of design standards for permitted activities may also raise scope issues.
- 9.66 Through her statement in support of the submission from BWCT (DPC39/7), Ms Clendon referred us to Chapter 7 of the Christchurch Replacement District Plan standards, *Transport*, which included locational and design specifications for cycle parking facilities. In our assessment, most of these specifications are simply stated requirements that we are satisfied would assist in avoiding the type of poor facilities that we were given evidence on, without being overly onerous on developments.
- 9.67 We have considered the appropriateness of introducing these standards to replace the current ‘immovable object’ requirement, and find that these standards would better achieve the objectives of the Plan in that:

- a) They are easy to understand and to determine compliance,
- b) The costs of complying with the standards, as a component of the overall costs of a development or redevelopment, would be relatively minor,
- c) There would be benefits in staff having access to safe secure cycle parking facilities,
- d) The standards would meet the relief sought by a number of the submitters on PPC39, with no submitter opposed to the introduction of design requirements for cycle parking facilities,
- e) The standards have been the subject of a robust evaluation as part of their introduction into the Christchurch Replacement District Plan, and
- f) These standards are not location specific and would be readily applicable to the Hutt City.

9.68 We have identified those parts of the Christchurch Replacement District Plan standards that relate to *staff* cycle parking facilities and that can be readily applied to Lower Hutt. We also have determined to use the word 'must' rather than 'shall' to make it clear that the design standard applies to cycle parking facilities for staff. Accordingly, we find that the following requirements are to be included under Standard 4 to replace the current single standard on bicycle stands (changes in red):

Amend Transport Standard 4(e) as follows:

~~*Bicycle stands need not be provided but cycle parking must enable cycles to be secured to an immovable object.*~~

Cycle parking facilities required under this standard must meet the following minimum specifications:

- 1. Stands must be securely anchored to an immovable object.*
- 2. Stands must support the bicycle frame and front wheel.*
- 3. Stands must allow the bicycle frame to be secured.*
- 4. Cycle parking facilities must be located so they are easily accessible for staff.*
- 5. Cycle parking facilities must be located so as not to impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted.*
- 6. Cycle parking facilities for staff must be located so that the bicycle is at no risk of damage from vehicle movements within the site.*
- 7. Cycle parking facilities for staff must be available during the hours of operation and must not be diminished by the subsequent erection of any structure, storage of goods, landscape planting or any other use.*
- 8. Cycle parking facilities must be located in a covered area.*
- 9. Cycle parking facilities must be located in an area where access by the general public is generally excluded.*

9.69 We emphasise that these requirements would be supported by the Cycling Parking Design Guide, which would sit outside the District Plan, and which can be updated as required without recourse to the Schedule 1 process. We consider the Design Guide would be an effective method to promote good design outcomes for cycling facilities, particularly in respect of those aspects that are not readily converted to measurable standards. To assist Plan users, we consider that an advisory note at the end of Standard 4 referring people to the Design Guide would be appropriate:

Amend Transport Standard 4(e) by inserting the following advisory note at the end:

Advisory Note: Plan users are referred to the Council's Cycling Parking Design Guide to assist in the design and provision of cycle parking facilities.

- 9.70 In all other matters related to the new standard for cycle parking facilities, we accept the assessment and evaluation of the reporting Officer, for the reasons outlined in the s42A report, and accordingly reject or accept (in part or whole) the submissions on these matters.

D. Proposed Standard 6: Railway and State Highway Buffer Overlay Corridors

- 9.71 PPC39 proposes to introduce a buffer overlay for the City's major transport corridors, as the principal method to address reverse sensitivity effects along these routes. Reverse sensitivity refers to the phenomenon whereby an existing activity or land use faces opposition from neighbouring activities, usually residential, that have subsequently established nearby, close enough to experience effects from the existing activity such as noise or odour. The presence of these new activities can subsequently have a limiting effect on the ability of established activities to operate. These new activities are often referred to as 'sensitive activities' as they are sensitive to the effects generated by the existing activities.
- 9.72 The proposed transport corridor buffer overlays are 40m wide strips along each side of the state highways and railway lines within the City, and will be shown on the District Plan maps included in PPC39 as notified. Under new Standard 6, *Development within the State Highway and Railway Corridor Buffer Overlays*, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities, within these Buffer Overlays need to be designed, constructed and maintained (at the level of installation) to meet the specific vibration and noise levels set out in Standard 6.
- 9.73 According to the s42A report, Standard 6 was included in PPC39 as a measure to protect state highways and railways from reverse sensitivity effects that might arise from the future development of noise sensitive activities, and to give effect to Policy 8 of the WRPS (as required under Section 75(3)(c) of the RMA). Policy 8 states that:
- District and regional plans shall include policies and rules that protect regionally significant infrastructure from incompatible new subdivision, use and development occurring under, over, or adjacent to the infrastructure.*
- 9.74 The WRPS identifies the Strategic Transport Network as 'Regionally Significant Infrastructure', while the RLTP identifies the district's state highways and railways as part of the Strategic Transport Network.
- 9.75 In terms of the approach used in developing the new standard, the s42A report explains that:

(564) The Proposed Plan Change adopts an "Indoor Level" approach to addressing reverse sensitivity effects from noise and vibration. Under this approach, new buildings that contain noise sensitive activities and existing buildings with new noise sensitive activities would need to be designed, constructed and maintained to meet specific vibration, noise and ventilation standards within the building.

(565) The vibration, noise and ventilation standards of the Proposed Plan Change were developed following consultation with NZTA and KiwiRail, and were based on NZTA's "Guide to the management of effects on noise sensitive land use near to the state highway network" ("The NZTA Reverse Sensitivity Guide"). The NZTA Reverse Sensitivity Guide recommends internal noise levels for buildings, based on

two Australia/New Zealand Standards (NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads and AS/NZ 2107:2000 Recommended design sound levels and reverberation times for building interiors).

(566) Proposed Standard 6 has more lenient noise standards than that of the NZTA Reverse Sensitivity Guide, in recognition of the fact that the area impacted by the standard is largely already developed as a residential area, and it is reasonable for landowners to expect to be able to build residential buildings in this area.

(567) In summary, proposed Standard 6 has been proposed as a measure that both meets Council's statutory requirements under the RMA and addresses the adverse effects of reverse sensitivity, noise and vibration, while also recognising that the impacted area is already largely developed for residential use.

- 9.76 Submissions in support of this standard were received from:
- NZTA (DPC39/4),
 - KiwiRail (DPC39/5), and
 - GWRC (DPC39/20).
- 9.77 While all three of these submitters requested that proposed Standard 6 be retained, both NZTA and KiwiRail requested further amendments to the standard.
- 9.78 Submissions in opposition to the standard were received from:
- Siegfried Bachler (DPC39/2),
 - Andrew Banks (DPC39/8),
 - Bruce and Claire Bengé (DPC39/10),
 - Simon Brown (DPC39/11),
 - Andrew Fox (DPC39/12),
 - Nick Ursin (DPC39/13),
 - Richard Beatson (DPC39/14), and
 - Tim Julian (DPC39/26).
- 9.79 Most of the submissions in opposition requested specific amendments to proposed Standard 6, or that the standard be rejected in its entirety.
- 9.80 Further submissions in relation to Standard 6 were received from:
- Nick Ursin (DPC39F/1),
 - Andrew Banks (DPC39F/2), and
 - NZTA (DPC39F/4).
- 9.81 The s42A report outlines the Council's response to the submissions on the new standard, which in summary included –
- a) Engaging Marshall Day Acoustics (MDA) to provide expertise on noise and vibration related matters;
 - b) With MDA's assistance, developing an alternative approach, which included the removing the vibration standard, drafting an alternative noise standard, and retaining the ventilation standard;

- c) Consultation with NZTA and KiwiRail to identify an approach that effectively addresses the potential reverse sensitivity effects in a way that ensures an acceptable level of comfort is provided for within new dwellings, is practical to implement for property-owners, plan users, and decision-makers, and provides a degree of national consistency on this issue; and
 - d) Reaching agreement with these agencies that the “Indoor Level” approach included in PPC39 gives more certainty as to the indoor noise and vibration levels that would be achieved, and as a result, would be a more effective measure to address potential reverse sensitivity effects.
- 9.82 However, to mitigate the potential costs for homeowners and developers in having to engage acoustic experts to certify whether a proposed design would be able to meet the standard, the Council also elected to develop an alternative way for compliance to be met. MDA was accordingly engaged to prepare a schedule of building solutions that would achieve the outcomes in Standard 6: if a developer proposed to adopt a building solution from this schedule in designing a new or redeveloped building, the building would be deemed to be compliant with the standard. However, if a developer proposed an alternative solution, they would need to obtain an expert assessment to demonstrate that their proposal would comply with the standard.
- 9.83 In response to submissions and further consultation with NZTA and KiwiRail, and advice from MDA, the reporting Officer recommended a number of changes to the wording of Standard 6 as follows:

Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays

Within the 40 metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities, must be designed, constructed and maintained (at the level of installation) to meet the following standards:

(a) Vibration

~~*Road and rail traffic vibration levels*~~ *Buildings* must comply with class C of Norwegian Standard 8176 E:2005 (Vibration and Shock - Measurement of Vibration in Buildings from Landbased Transport and Guidance to Evaluation of Its Effect on Human Beings).

(b) Noise

- (i) Indoor design noise level as a result of noise from ~~road and rail~~ state highway traffic must not exceed 45dB $L_{Aeq(24h)}$.*
- (ii) Indoor design noise level as a result of noise from rail traffic must not exceed the following levels:*

Residential Activities, Visitor Accommodation, Boarding Houses or other premises providing residential accommodation for five or more travellers:

Bedrooms: 35dB $L_{Aeq(1h)}$

Other habitable spaces: 40dB $L_{Aeq(1h)}$

Childcare Facility:

All spaces: 40dB $L_{Aeq(1hr)}$

(c) Ventilation

If windows must be closed to achieve the design noise levels in (b), the building must be ventilated to meet clause G4 of the Building Code (Schedule 1 of the Building Regulations 1992). The sound of the ventilation system must not exceed 30dB $L_{Aeq(30s)}$ when measured 1m away from any internal grille or diffuser.

Compliance with the above performance standards for Noise and Vibration can be achieved by ensuring buildings are designed and constructed in a manner that:

1. Accords with the building schedule in Appendix Transport 4; or
2. Accords with an acoustic and vibration design certificate, signed by a qualified acoustic engineer, that states that the proposed design will achieve compliance with the above performance standards.

9.84 In her evidence to the hearing, Rebecca Beals, RMA Team Leader at **KiwiRail**, stated the organisation's support for the amended provisions. She stated that District Plans around New Zealand are increasingly introducing similar policies and requirements. She noted that, ideally, buffers of 60m for minor lines and 100m for major lines were sought, but that, while national consistency is generally preferable, KiwiRail accepts a certain level of "local flavour" in terms of variations in Plan provisions. While she acknowledged that KiwiRail do not receive many complaints from the Hutt, she explained that possible changes such as increased freight traffic or the installation of new tracks may create issues, as might the night work that is required for maintenance and upgrading work. Ms Beals asserted that the key to effective reverse sensitivity controls is simplicity. She accepted that, given the requirements only apply to new developments, their implementation will be a gradual, long term strategy.

9.85 Ms Beals tabled a statement of expert evidence from Dr Stephen Chiles on behalf of KiwiRail, an acoustic specialist with 21 years' experience. Dr Chiles agreed with the amendments proposed to PPC39, and set out the necessity for controls on noise sensitive activities near roads and railways. We note that Dr Chiles has been involved in assisting both NZTA and KiwiRail in managing and reducing noise and vibration effects, with a range of measures that can be taken. He noted –

However, practicable improvements are often constrained, and state highway and railway sound and vibration remain above desirable levels and adverse effects still occur. [paragraph 3.2]

9.86 In regard to vibration, Dr Chiles considers that the Class C criteria are practical to achieve. In regard to rail noise, he supports the differentiation of internal noise levels between State Highway and rail traffic because of the different characteristics of road and rail sounds and traffic volumes.

9.87 Dr Chiles supports the use of internal design levels as "any treatment required will be directly related to the potential adverse effects and the desired outcome in terms of the internal environment occupants will experience" (paragraph 6.1). He notes that this approach allows a variety of solutions to be used to achieve these outcomes in the most efficient manner, and is not solely reliant on building construction solutions. For example, he stated that it could be by building an external fence or orientating the main living spaces away from the road or railway. Dr Chiles thought the use of a schedule of minimum building construction materials as an alternative approach to certification by a specialist was an appropriate approach. We note that he collaborated with MDA in preparing this schedule.

- 9.88 Verbally, Ms Penfold, for the **NZTA**, expressed support at the Hearing for the proposed reverse sensitivity provisions for State Highways in PPC39, as recommended to be amended.
- 9.89 **Andrew Banks** presented a statement in support of the submission/further submission from himself and his wife (DPC39/8, DPC39/F2). The Banks have a young son and own a former state house on Oxford Terrace, Epuni, adjacent to the Wairarapa railway line. Mr Banks noted that he is a registered architect with 9 years' experience designing buildings in compliance with the various standards in district plans.
- 9.90 Mr Banks first addressed his concerns with the vibration standard, which refers to Class C of the Norwegian Standard 8176. He noted the Council did not hold a copy of that standard when he enquired. He was concerned whether the engineering measures required to achieve compliance with the standard are available in New Zealand, whether such measures would compromise compliance with the NZ Building Code, and what the design and construction compliance costs might be. He noted that the MDA report commissioned by the Council did not recommend a vibration standard, preferring instead to rely on an advisory note that addressed vibration potential.
- 9.91 Mr Banks also noted that the proposed Building Solution in Appendix Transport 4 applies to single storeyed buildings. Mr Banks expressed concern about the potential impact of introducing a standard that is unfamiliar to the industry.
- 9.92 Mr Banks also expressed concern about the potential costs of imposing the new requirements, citing a NZTA case study where the additional construction costs to meet required noise standards were about \$22,000 for single storeyed dwellings and \$27,000 for double storeyed dwellings. He contended that, as the Council has a stated intention of promoting more intensive residential development, it is reasonable to expect that these costs will be realised in the near future.
- 9.93 In his opinion, Mr Banks considers the s32 evaluation undertaken for the Proposed Plan Change "fails to establish whether this approach is the most appropriate or sustainable way". He further considers that all the costs associated with mitigating reverse sensitivity effects will be borne by property-owners, and questioned whether adequate consideration had been given by the Council to alternative approaches such as measures to mitigate road and rail noise at the source, or shared approaches to manage reverse sensitivity. Mr Banks put it to the Hearing that, in the absence of consideration of alternative approaches, proposed Standard 6 has not been demonstrated to be the most appropriate or sustainable way of managing reverse sensitivity effects.
- 9.94 **Nick Ursin** spoke to his submission/further submission (DPC39/13, DPC39/F1), in which he opposed the new requirements for development for noise sensitive activities within the Buffer Overlay for State Highways and railways. He questioned why the State agencies (NZTA and KiwiRail) wanted to abrogate their responsibilities to manage noise at source, instead relying on residents living within the corridors to bear the burden of remediation. Mr Ursin asserted that it was clear that the public have not been involved in any consultation process and that, if the plan change goes ahead it will be a forfeit of natural justice, contending that over 3000 residents will be unable to exercise their legal rights to take action against those who create the noise.
- 9.95 **Tim Julian**, in speaking to his submission (DPC39/26), expressed his opposition to the Proposed Plan Change, and his concern that the additional costs it would impose may make it unaffordable to undertake improvements to his property. Mr Julian lives on Cambridge Terrace, Lower Hutt, within the proposed Buffer Overlay. He noted that he and wife were aware of the noise from the railway when they purchased their home. Mr Julian expressed concern that homeowners may be scared of making improvements as it

may open them up to meeting other requirements. Mr Julian requested that, if the Proposed Plan Change did proceed, the new standard is limited to new buildings and not alterations to existing dwellings.

- 9.96 In considering submissions on the new Buffer Overlay and the requirements for developments associated with noise sensitive activities, we first address whether the management of reverse sensitivity effects on the City's major transport corridor is the most appropriate way to achieve the purpose of the Act.
- 9.97 As outlined in the s42A report, the proposed Buffer Overlay was introduced to give effect to the WRPS, particularly Policy 8 which requires district plans to include policies and rules that protect regionally significant infrastructure from incompatible new subdivision, use and development occurring under, over, or adjacent to the infrastructure. As we outlined above, we were informed that State Highway 2 and the railway lines are categorised as 'regionally significant infrastructure' under the WRPS, and therefore the Council has an obligation to look at ways to give effect to the directive in Policy 8. In response, PPC39 looks to introduce new Objective 14A 3.3:

Reverse sensitivity effects on the transport network from sensitive activities are managed.

- 9.98 In that it recognises the need to maintain the effectiveness of the transport network to operate and thereby enable people and communities to meet their social, economic and cultural well-being, we find this objective to be an appropriate way to give effect to the WRPS. We note that the objective does not only focus on the major transport routes (i.e., the regionally significant transport infrastructure), but all components of the transport network, in that there may be other situations in which land use or development may have reverse sensitivity effects which may need to be managed, such as through the resource consent process for large developments. The proposed objective also refers to 'managing' reverse sensitivity effects, which we consider is appropriate given that it will not always be possible or practicable to fully avoid such effects.
- 9.99 While WRPS Policy 8 refers broadly to "incompatible new subdivision, use and development", Objective 14A 3.3 narrows the incompatibility to activities sensitive to the effects from the transport network, drawing on the need to address identified Issue 14A 2.3, which is that noise sensitive activities can have reverse sensitivity effects on the transport network, potentially affecting the construction, operation and maintenance of the network.
- 9.100 To achieve that objective, the primary means proposed under PPC39 is Policy 14A 4.4, which seeks that –

Land use, subdivision or development containing noise sensitive activities should be designed and located to avoid, remedy or mitigate adverse effects which may arise from the transport network.

- 9.101 Again, this policy is not specific to the major transport corridors but all elements of the City's transport network. Given there may be other situations in which reverse sensitivity effects may occur in respect of those parts of the transport network outside the major transport routes, we consider it appropriate, at a policy level, to maintain a wide scope so that the potential to address those situations is provided. This policy is focused on ensuring the design and location of noise sensitive activities avoids, mitigates or remedies the adverse effects from the transport network. As noise is the principal adverse effect arising from the operation of the transport network that the Council can managed under the RMA, we consider that this policy is an appropriate way to give effect to Objective 14A 3.3.

- 9.102 Turning to the matter of whether adequate consideration has been given to addressing the adverse effects generated by these major transport routes, we note that Objective 14A 3.2 seeks that the “adverse effects from the construction, maintenance and development of the transport network on the adjacent environment are managed”, with Policy 14A 4.3 being that “the transport network should be located and designed to avoid, remedy or mitigate adverse effects on the adjacent environment”. We are therefore satisfied that PPC39 is not solely focused on managing reverse sensitivity effects through regulating noise sensitive activities, but instead endeavours to balance this by also appropriately managing the effects associated with the development and use of the transport network itself.
- 9.103 We also note that both the NZTA and KiwiRail, indeed any agency or organisation involved in transport, has a duty under the RMA to avoid unreasonable noise under s16, which requires every occupier of land to “adopt the best practicable option to ensure that the emission of noise from that land or water does not exceed a reasonable level”. Given this, we are satisfied that Standard 6 would not abrogate the respective obligations of these agencies to meet this duty. For example, if noisy work was proposed to be undertaken on either State Highway 2 or the railway lines, this duty would require both NZTA and KiwiRail to consider the options for managing the emission of noise to reasonable levels.
- 9.104 We are satisfied, therefore, that any proposed development of the transport network requiring RMA authorisation will have to consider ways to manage adverse effects, and that the District Plan addresses both the adverse effects of the transport network and the reverse sensitivity effects of potentially incompatible activities. We now turn to the proposed use of the Buffer Overlay to manage reverse sensitivity effects.
- 9.105 As outlined, Policy 14A 4.4 is to be implemented through the identified 40m wide Buffer Overlay along the major transport corridors in which the application of new Transport Standard 6 is to apply to developments for new noise sensitive activities. We understand from the evidence of Ms Beals from KiwiRail that wider buffer corridors would be needed to more fully address reverse sensitivity effects from railway lines, but that KiwiRail accepts 40m as a minimum. The report from MDA to the Council (Appendix 6 to the s42A report) notes that the buffer is 40m measured from the edge of the State Highway carriageways and railway tracks, stating that “this is consistent with relevant parts of other District Plans and documents, where often the area for considering reverse sensitivity effects is 40 to 100 metres” [page 7]. The report later states that “based on estimated state highway road traffic and rail noise levels, the buffer of 40 metres wide may not fully contain all noise effects from the state highway and railway corridors” [page 7]. Thus, the 40m buffer is at the minimum end of the range used elsewhere in New Zealand, which will limit the impact of the new Standard, given the extent of existing development along the major transport corridors within the City, particularly rail.
- 9.106 In terms of costs, we are satisfied that any additional costs imposed on the development of buildings for noise sensitive activities within the Buffer Overlay would not be unduly onerous on developers or property-owners. We were advised by the reporting Officer at the Hearing that compliance may increase new build costs by up to 10-15% but this was dependent on the specific design solution used, and a range of other factors such as building orientation and the positioning of bedrooms.
- 9.107 Furthermore, with awareness of the requirements of Transport Standard 6, architects and designers would be able to explore a range of options for new buildings that meet the required levels, without recourse to building construction solutions: the examples given by Dr Chiles included external fencing and the orientation of the rooms. We accept that there may be a learning curve as all developers and designers become familiar with the

requirements, but would note that there other parts of New Zealand with similar acoustic insulation requirements.

- 9.108 We, however, accept the concerns of the submitters that the new requirements should not apply to alterations to existing dwellings, in which non-construction options would be more limited. We would readily conceive that the costs of a small addition or alteration could become significantly larger if the costs of acoustical compliance certification and/or additional building materials were added. However, as we understand the wording of Transport Standard 6, it is intended to capture new development for noise sensitive activities or redevelopments of existing buildings in which a new noise sensitive activity is proposed to occupy. We note the exact proposed wording is as follows (emphasis added):

*Within the 40 metre wide State Highway and Railway Corridor Buffer Overlays, **all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities**, must be designed, constructed and maintained (at the level of installation) to meet the following standards:*

- 9.109 Thus, an existing building located in the Buffer Overlay being converted to a new noise sensitive activity (such as a commercial building being converted to residential use) would have to meet these requirements to be a permitted activity, but if a dwelling remains in residential use but is having alterations or additions, then compliance with Standard 6 is not required. For the avoidance of doubt, however, we consider it appropriate to add a footnote to clarify this matter, as follows:

Amend Standard 6 by inserting the following clause:

** For the avoidance of doubt, this requirement does not apply to alterations or additions to existing buildings in which no new noise sensitive activity is proposed.*

- 9.110 As advised by the reporting Officer, existing use rights would apply to the rebuild of existing dwellings, provided the rebuild did not significantly increase the degree of non-compliance.
- 9.111 In all other aspects, we accept the evaluation of the reporting Officer and the recommended amendments to Standard 6, which is drawn from technical input and consultation with the NZTA and KiwiRail. We rely on the evidence of the acoustic advisers in terms of the technical aspects of the new standard and the proposed schedule of building solutions. However, we accept the point made by Mr Banks about awareness of the new requirements and accordingly recommend that the Council prepare and provide some guidance to property-owners and developers regarding the new standard. This would be of particular importance in areas in which the Council is seeking to promote more intensive residential or mixed use development near the City's principal transport corridors.
- 9.112 Further, we accept that, because it is a referenced document, the Council will have to have a copy of the Norwegian Standard 8176 on vibration available to the public in accordance with Schedule 1, clause 35 of the Act.

E. Other Matters

- 9.113 There were a number of outstanding matters of a technical nature.

Submission from Harriet Fraser

- 9.114 Harriet Fraser, an experienced transportation planner and traffic engineer, lodged a submission on PPC39 (DPC39/21) on behalf of her consultancy. Most of the matters she raised in her submission were of a technical nature, relating to the standards and

requirements for transportation, drawing on her professional experience and opinion. By the time of the hearing, most of her points had been addressed by the reporting Officer to her satisfaction, whereby she accepted or supported the recommended amendments to the PPC39 provisions. She outlined these points in her statement of evidence which was tabled at the hearing, which also outlined several outstanding points, as follows:

- a) Amendment 23 – Standard 2(a) Vehicle Access (excluding separation distance from intersections) (page 49):

Ms Fraser recommended specifying whether the required separation distance is at the property boundary or at the kerb/ carriageway edge, and, assuming that the separation distance is measured at the property boundary, the separation distance should be increased to say 2m to allow a comfortable distance for pedestrians to wait. The potential flaring of the vehicle crossings towards the kerb will mean that the width of the pedestrian holding area narrows closer to the kerb. We concur with her point, but consider it better to clarify that the proposed 1m separation distance is measured at the kerb or carriageway edge, which allows for a wider separation distance at the footpath if the access does flare out towards the kerb. This clarification is as follows:

Amend Standard 2(a) by inserting the following clause at the end:

There must be a separation distance of at least 1 metre between crossings measured at the kerb/carriageway edge.

- b) Amendment 28 – Chapter 14A, Standard 4(a) – Car Parking Requirements (page 53):

Based on the 2013 Census, 44% of households had two or more cars. Ms Fraser contended that requiring only one on-site car park may result in an overspill onto the local roads, particularly in areas with heavily occupied kerbside parking. Secondly, she recommends reducing the High Trip Generator threshold for comprehensive residential developments from 60 to 20 houses to address the potential for overspill parking. In response, the reporting Officer accepts that there will be some overspill parking in some circumstances, but notes that:

This approach has been taken in part to remove, or at least reduce, a restriction on development. In addition, the removal and reduction of car parking requirements will indirectly encourage more people to use active and public transport modes. This contributes to the District Plan giving effect to Policy 10 of the Regional Policy Statement, regarding travel demand management.

We prefer the advice of the reporting Officer for the reasons he identifies, and would add that if developers wish to provide more than one parking space on a residential site to add value, then they may do so. In areas of more intensive residential development, space is limited and there is typically better access to public transport and active modes. Accordingly, we find that no further change is required to PPC39 on this aspect.

- c) Amendment 28 – Chapter 14A, Standard 4(a) – Car Parking Requirements (page 57):

While Ms Fraser was happy to see the car parking requirements for childcare centres increased as she sought in her submission, she considered the increase has gone too far, citing NZTA research and her own observations of parking demand at childcare centres. The recommendation of the reporting Officer was

based on traffic engineering advice received from GHD. We would note that selecting any particular parking rate is always a somewhat arbitrary exercise. We also observe that the two Lower Hutt examples Ms Fraser cited at rates of 0.19 spaces per child, and accordingly prefer the evidence of the reporting Officer, and find that the rate should be 0.2 spaces per child.

- d) Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements (page 59):

Ms Fraser reiterated her submission point that, based on the 2013 Census data, which showed that 1.8% of Hutt residents cycled to work, she considers a much lower requirement of having cycle parking facilities for 4% of staff is more reasonable. As we stated above, setting any parking requirement is somewhat arbitrary, and we consider that if a greater amount of cycle parking facilities is provided than actual demand, it is likely to encourage further people to cycle to work. We note that the submission from NZTA sought a higher level of cycle parking than that proposed under PPC39. We therefore prefer the evidence of reporting Officer on this point, which is a mid-point between these rates and strikes a reasonable balance between ensuring that there is sufficient parking available to enable people to cycle to places of employment, while not imposing an unnecessary restriction on development.

- e) 3.78 Other – Rubbish Collection Points (page 82):

Ms Fraser is of the opinion that there should be a requirement for rubbish collection points for multi-unit developments as, if such a provision is not included she considers there to be a real risk of adverse effects associated with large amounts of rubbish being placed along the kerbside and possibly obstructing the footpath, along with the risk of a collection vehicle obstructing through traffic given the likely amount of time required to load rubbish associated with say 20 households. We agree with Ms Fraser on this point, and find that the recommended wording of the reporting Officer should be adopted, through a new permitted activity standard 5(c) as follows:

Amend Standard 5 by inserting the following clause:

(c) Rubbish Collection Facilities for Residential Activities

For residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5(c)), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.

Underlying Zoning of Hutt City Council Road Reserves

- 9.115 A final matter that we addressed is in regard to the proposed clarification in PPC39 of the underlying zones of roads. Under the Operative Plan, there is a statement underneath the Introduction to Chapter 14A that, in respect of the status of roads, “the provisions of the activity area where the road reserve is located shall apply. Where the road reserve is between two different activity areas, the centre line of the road reserve will become the boundary between such activity areas.” This statement is proposed to be replaced by a statement within the introduction itself that says:

Hutt City Council road reserves overlay zones. When a road is stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed.

- 9.116 In addition, under Amendment 21 of PPC39, the preface to Table 1-1 (the new transport network classification) is proposed to include similar wording to that used in the Introduction: “Roads overlay zones, as shown in the Planning Maps. When a road is

stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed.”

- 9.117 We understand that the plan user will be able to view the underlying zone of any particular road on the online District Plan maps (which the Council has resolved as the official, legal version of the District Plan maps) by either removing the road layer or making it transparent. However, as we observed at the hearing, the hard copy printed versions of the planning maps attached to PPC39 continue to show all roads as white, with the underlying zoning not shown, which contrasts with the other overlays shown on the maps, which are “transparent” in that they show the underlying zones. While we accept that this is a minor technical issue, to avoid doubt for the Plan user, we consider the current clarification about the underlying zoning when a road traverses two activity areas should be retained to avoid any misunderstanding. We also consider the wording in the Introduction could be clearer in meaning to the Plan User.
- 9.118 We therefore make the following amendment as a minor correction under clause 16A of Schedule 1 RMA (amendments in red):

Amend 14A 1 Introduction under Amendment 2 so that the third paragraph reads:

Hutt City Council road reserves are managed as overlays that lay on top of the underlying zones; ~~When~~ when a road is stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed. Where the road reserve is between two different activity areas, the centre line of the road reserve is the boundary between such activity areas.

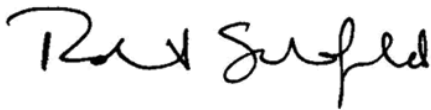
10 FURTHER EVALUATION

- 10.1 We are required under s32AA of the Act to undertake an evaluation of any further changes to a Proposed Plan Change subsequent to notification. That further evaluation 'must be undertaken in accordance with s32(1)-(4)', and must be 'at a level of detail that corresponds with the scale and significance of the changes' (Section 32AA(1)(a)-(c)).
- 10.2 As we outlined in paragraphs 9.1 to 9.3, where we have accepted the recommendation of the reporting Officer, we have adopted the evaluation contained in the s42A report, and any subsequent evidence received on those matters.
- 10.3 Where we have made additional amendments to PPC39, we have undertaken an evaluation as part of our decision at a level of detail that corresponds with the scale and significance of those amendments.

11 CONCLUSION

- 11.1 We have determined that, on behalf of the Council, pursuant to Schedule 1 of the RMA, PPC39 to the District Plan be approved for all of the reasons set out in this decision.
- 11.2 In terms of Part 2 of the RMA, the Proposed Plan Change is consistent with the promotion of sustainable management (Section 5), and does not contravene any of the matters of national importance (Section 6), 'other matters' (Section 7), nor the principles of the Treaty of Waitangi (Section 8).
- 11.3 We have concluded that the objectives of the Proposed Plan Change are an appropriate way of achieving the purpose of the RMA, and the provisions are an appropriate way of achieving the objectives of the District Plan.

- 11.4 For all of the reasons given above, the Proposed Plan Change meets the statutory requirements of the RMA, and satisfies Part 2 of the Act, thereby promoting the sustainable management of natural and physical resources as required by the RMA.
- 11.5 After considering all of the information relating to PPC39, for the reasons set out in this decision, it is our unanimous decision that Council:
- a) Accept, accept in part or reject the submissions made on PPC39 as set out in Appendix 1; and
 - b) Adopt the Proposed Plan Change, as amended by this decision, as attached in Appendix 2 to this decision.



Robert Schofield
Commissioner (Chair)



Cr Lisa Bridson
Commissioner



Cr Tui Lewis
Commissioner

Dated this 21st day of December 2017

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Appendix 1: Decisions on Submissions and Further Submissions on Proposed Plan Change 39

Appendix 1 – Decisions on Submissions and Further Submissions on Proposed Plan Change 39

The following table lists all submission points on Proposed Plan Change, with the Decision Sought, Reasons/Comments, and Hearing Commissioners' decision for each submission point. The submission points are listed in the following order:

- General submission points (including general points on issues, objectives and policies)
- Submission points on the introduction
- Submission points on specific issues, objectives and policies
- Submission points on specific rules
- Submission points on specific permitted activity standards (in the order that the standards appear in the Proposed Plan Change)
- Submission points on provisions for High Trip Generators
- Submission points on consequential changes, and
- Other submissions points.

Where a submission point relates to more than one part of PPC39, they are listed in more than one part of the table: these points are marked with an asterisk.

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
4.1	NZTA	General	-	<p>Plan Change 39 needs to enable and facilitate the development, management and operation of the transport network, to enable communities to provide for their social, economic, and cultural wellbeing. In proposing the amendments below, the submitter's objective has been to identify areas where there are gaps or areas that require further emphasis, focusing on:</p> <ul style="list-style-type: none"> • Recognising and supporting the function of state highways; and • Recognising strategic issues that impact on development, operation and management of the Hutt City transport network. 	Accept Paragraph 9.39

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
4.2*	NZTA	Amendment 2 Section 14A 1 Introduction	Amend Introduction as follows: <i>This transport chapter contains city-wide objectives, policies and rules relevant to the transport network. It seeks to implement transport related resource management solutions from various strategic documents such as Making Places, The Urban Growth Strategy 2012-2032, Walk and Cycle the Hutt Strategy and the Wellington Regional Land Transport Plan 2015.</i>	<p>Linkage between key urban development planning processes and future objectives and policies for transport development is insufficient and needs to be strengthened to ensure continuity and provide for non-statutory documents to be implemented.</p> <p>There should be stronger and clearer alignment between the district plan objectives and policies, the Regional Policy Statement and the Regional Land Transport Plan.</p> <p>Providing links to appropriate sections, particularly the utilities chapter will be helpful for plan users.</p> <p>It is important that District Plan users understand that the District Plan is only one of a suite of plans by which Council seeks to achieve its visions and desired outcomes.</p> <p>It is useful to decision-makers if they are directed to documents that provide useful context when considering complex applications.</p>	Reject
4.3	NZTA	Objectives and Policies	See submission point 4.7 (combines relief sought in submission points 4.3 to 4.6).	<p>ECONOMIC PRODUCTIVITY</p> <p>Policies and objectives that facilitate and enable linkages between transport, urban growth and economic development will provide a useful link between the district plan and the various other strategic planning documents for Hutt City.</p> <p>The relevance of transport to economic wellbeing has been identified in Issue 14A 2.1. However, this connection has not been carried through to the objectives and policies.</p>	Accept in part Paragraphs 9.39-9.45
4.4	NZTA	Objectives and Policies	See submission point 4.7 (combines relief sought in submission points 4.3 to 4.6).	<p>RESILIENCE</p> <p>The Regional Land Transport Plan identifies resilience as a key factor contributing to severance and place making issues in Hutt City. Resilience should be recognised on objectives and policies, and resilience issues should be key consideration for developers, infrastructure providers and decision makers.</p> <p>The Regional Land Transport Plan sets out a variety of expectations relating to resilience and is the predominant document for achieving a resilient transport network; however,</p>	Accept Paragraphs 9.32 & 9.45-9.46

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
				<p>the District Plan has a critical role to play. Resilience needs to be included in the District Plan so that decision-makers have a clear framework to assess proposals.</p> <p>This is to ensure that new development, and new and upgraded infrastructure, maintains or enhances the resilience of the transport network. This will help manage proposals that are detrimental to the resilience of the city. It is important that the District Plan provides clear expectations via the policy framework.</p>	
4.5	NZTA	Objectives and Policies	See submission point 4.7 (combines relief sought in submission points 4.3 to 4.6).	<p>IMPROVED REGIONAL CONNECTIVITY</p> <p>Hutt City has a number of directives within the Regional Policy Statement, which identifies the need to improve connectivity for the District.</p> <p>Clear objectives and policies around connectivity can help deliver improvement around the liveability of the City, particularly in terms of integration of transport and land use, and the delivery of key projects.</p> <p>The wording in the Proposed Plan Change 39 should be tightened to better reflect the intention of the Regional Policy Statement.</p>	<p>Accept in part</p> <p>Paragraphs 9.41-9.44 & 9.32 & 9.37</p> <p>Amended proposed policy framework appropriately addresses matters regarding connectivity.</p>
4.6	NZTA	Objectives and Policies	See submission point 4.7 (combines relief sought in submission points 4.3 to 4.6).	<p>MULTI MODAL</p> <p>The District Plan should support the significant investment being made in cycling within the city through its objectives, policies and rules.</p> <p>There should be greater alignment with the Hutt Walking and Cycling strategy as well as stronger and more facilitative objectives and policies that call for active modes and multi modal choice.</p> <p>There are a number of cycling projects that will benefit from appropriate recognition in objectives and policies:</p> <ul style="list-style-type: none"> • Eastern Bays Shared Path; • The Beltway; and 	<p>Reject</p> <p>Paragraphs 9.41-9.44 & 9.32 & 9.37</p> <p>Amended proposed policy framework appropriately addresses matters regarding multi-modal choice.</p>

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				<ul style="list-style-type: none"> Wainuiomata Hill Shared Path. <p>The Submitter supports minimum numbers of cycle parks and showers, but recommends some minor changes.</p> <p>The policy framework does not satisfy the expectations of either Walk and Cycle the Hutt Plan 2014- 2019 or the Regional Policy Statement.</p> <p>Given that Walk and Cycle the Hutt Plan 2014-2019 was drafted on the basis that provision for implementation will be considered in the District Plan, greater specificity is required in the Proposed Plan Change.</p>	
4.10	NZTA	-	No specific decision requested.	The Proposed Plan Change should include reference to consulting with the Transport Agency, particularly in respect of land use development that may not be adjacent to the state highway but because of the location, scale or nature of the activity may impact on the road network.	Reject
4.11	NZTA	Objectives and Policies	No specific decision requested.	Current park and ride facilities in Hutt Valley are full, with spill over parking occurring on residential streets. With rail passenger growth for the past three years averaging 4% per annum, it is prudent for Council to include objectives and policies that clearly reflect the importance of park and ride facilities.	Reject
7.1	BWCT	Amendments 8-12 Section 14A 3 - Objectives	Transport plan objectives should include the prioritisation of active and public transport along with the integration of transport modes, and reduced reliance on private vehicles.	-	Reject
7.2	BWCT	Amendments 8-12 Section 14A 3 - Objectives	In addition to the objectives of safety and efficiency, the transport network should put people first and be integrated, liveable, accessible, sustainable, resilient, and supportive of a healthy connected community.	-	Accept
7.8	BWCT	Amendment 17 Policy 14A 4.5	The council's role in encouraging active transport uptake should be reflected in its role, objectives and powers. This should include stronger requirements for provision for active travel within neighbourhoods and subdivision	-	Reject Paragraphs 9.11 & 9.16

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			developments and clear direction to prioritise active transport modes within Integrated Transport Assessment		
7.9*	BWCT	General	No specific decision requested.	Integration of multiple transport modes should be supported. Consideration should be given to charging facilities for electric bikes and allocation of space for car sharing.	Accept Reject Paragraphs 9.51 & 9.70
7.10	BWCT	General	No specific decision requested.	The Proposed Plan Change should consider: <ul style="list-style-type: none"> • Connectivity; • Information; • Productivity; and • Community. 	Accept
7.11	BWCT	General	With an aging population, and a decrease in the number of younger persons driving, it is important that a hierarchy of transportation alternatives prioritise and provide for people whose main source of mobility is not private motor vehicles but rather active and public transport.	-	Reject
7.12*	BWCT	General	The only truly sustainable transport is active transport, and this should be clearly prioritised in the Transport Chapter of the District Plan. Complementary schemes such as car sharing should be actively encouraged by making special parking provisions available/required.	-	Reject Paragraphs 9.11-9.16 & 9.38 Reject
7.13	BWCT	General	Resilience is an important consideration that requires further attention in both objectives and policy.	-	Accept
7.14*	BWCT	General	The following aspects of the Regional Policy Statement should be reflected in the Proposed Plan Change: <ul style="list-style-type: none"> • Healthy community; and • Quality lifestyle. Not only should all development prioritise active	An integrated plan for Hutt City must reflect the health needs of its residents both responsively and proactively. Walking and biking have a significant impact on residents' physical health.	Accept Paragraphs 9.5.1 & 9.6.2

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			transport, facilities designed to promote and support healthy lifestyles should provide the best possible facilities for pedestrians and bike users. Special provision should be made in the plan for medical centres and hospitals to provide bike parking for visitors.		
7.15*	BWCT	General	<p>New developments should be required to make pedestrian and cycle access a priority. It should be safe, accessible, obvious, and where possible, separated from parking. Such access should be sited so as to maximise use of active and public transport options.</p> <p>Design aspects such as access ways, signage and site traffic management should make pedestrian and cycle access the first priority.</p> <p>New residential developments should prioritise the movement of people via active transport into, out of and within the development.</p> <p>Appropriate design should enable and encourage active transport and community engagement.</p> <p>Access should be prioritised over parking to send the message that other modes of transport (other than vehicular) are possible and attractive.</p> <p>A people focused transport hierarchy should be proactively applied to schools.</p>	<p>People should be the first priority of the transport chapter, both in terms of health and safety, but also in the wider context of transport and the health and community benefits it brings.</p> <p>The high cost of free vehicle parking needs to be recognised.</p> <p>On-street parking takes up road space that could be used for cycling and walking, it needs to be maintained and monitored, and it creates vehicle movements that contribute to congestion.</p> <p>The Submitter states that "Although we like to associate parking provision with boosting business, in practice this doesn't happen."</p>	<p>Reject Paragraph 9.11</p> <p>Accept.</p>
7.21*	BWCT	Amendment 51 Chapter 5A - Central Commercial Section 5A 1.2.5 - Car parking	<p>The text 'Also, provide for car parking in a way that reduces the reliance on private vehicles and encourages use of sustainable transport modes' should remain here or be incorporated into an overall objective. Similarly, policy 'a' should remain, especially with regard to pedestrian safety and convenience.</p> <p>Preferably there should be an overall objective, similar to Christchurch's replacement district plan, which "reduces the dependency on private motor vehicles and promotes the use of public and active transport". A road use</p>	-	Accept in part

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			hierarchy, as defined within ChCh Transport Strategic plan would help reinforce this commitment.		
9.1	PPAG	General	No specific decision requested.	<p>The Proposed Plan Change does not actively promote active, public or other shared systems of transport.</p> <p>The Proposed Plan Change concentrates on achieving sustainable development without promoting sustainable transport.</p>	Accept Paragraphs 9.50-9.51 & 9.60-9.63
15.1	D Tripp	General	A much greater focus on active transport.	<p>The health benefits of active transport (cycling and walking) are substantial. The draft Transport Chapter completely ignores the health of the people of the Hutt Valley entirely.</p> <p>The Submitter advocates for a much greater focus on active transport in the Transport Chapter of the District Plan. It should be a clear focus of our transport network and be acknowledged as a priority in the District Plan.</p> <p>The Submitter urges Council to consider the approach taken by other forward looking councils (for example Christchurch) and make sure that the Transport Chapter has at its core the promotion of a transport network that supports the health of its people.</p>	Reject Paragraphs 9.56 & 9.16
15.2	D Tripp	General	<p>Policies designed to affect a population-level modal shift to more active modes of work commuting therefore present major opportunities for public health improvement.</p> <p>The proposed transport chapter makes no reference to the health of communities.</p>	Active transport is fundamental to the health of urban populations.	Reject Paragraphs 9.10, 9.12 & 9.16
15.3	D Tripp	General	No specific decision requested.	The Resource Management Act clearly supports health as an objective of our planning documents.	Accept Paragraph 9.10
17.1	Hutt Cycle Network	General	Redraft the Transport Chapter. The objectives should - but do not - actively promote safe and inviting active transport modes.	Transport planning must actively encourage active transport (public transport, walking and cycling) to make our city more liveable, our people healthier, reduce council costs and care for our environment.	Reject Paragraphs 9.8 & 9.16

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				<p>The proposed plan change falls well short of Council's original intent to shift the focus from private car transport to active travel modes.</p> <p>The Proposed Plan Change is a conservative and underwhelming attempt to provide for an efficient transportation network that meets the needs of a vibrant community with commercial and active transport needs which are forward focused towards the 2020's.</p> <p>The Proposed Plan Change falls well short of the intention of sustainable management under the Resource Management Act. Section 58 to 73 of the s32 Report (Analysis of Other Recent Plans) gives the Submitter the impression of a "game change" in the Councils mentioned, and that those Councils wish to clearly promote shifts in how transport is to be considered in their cities. That is not evident in the Proposed Plan Change.</p> <p>An efficient transport plan is required to ensure the future prosperity of this city. Cycling, and other active transport modes, are essential elements of a modern transport system and a healthy community. They need to be integrated into our City's transport plan and given a clear priority.</p>	
17.4	Hutt Cycle Network	General	Transport priorities should be clearly stated as reducing dependence on private motor vehicles, and enhancing public transport, cycling and walking.	-	Reject Paragraph 9.8
17.5	Hutt Cycle Network	General	<p>Despite the requirements of the Hutt Corridor Plan, Regional Cycling Plan, Regional Travel Demand Management Plan and Walking and Cycling Strategy and the clear intent from HCC itself, the issues, objectives and policies of the Proposed Plan Change makes no mention of cycling, walking or public transport.</p> <p>The issues and objectives in the Proposed Plan Change make no mention of:</p> <ul style="list-style-type: none"> preventing death from obesity and diabetes because of inactivity; 		Reject Paragraph 9.8

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			<ul style="list-style-type: none"> reducing the potentially devastating impacts on our city from global warming; creating liveable, people centred communities free of traffic congestion; or improving the uptake of active transport modes. <p>The neutrality and narrow focus of the proposed objectives does not give voice to Council's intent, and gives no guidance, and therefore broad discretion, to council officers.</p>		
24.1	Ministry of Education	-	No specific decision requested.		Accept Paragraph 2.6
F5.3	SIML	Submission of Hutt Cycle Network (17.1)	-	Amendments to Standard 4(e), and appropriate controls for cycle parking and end of trip facilities are required to achieve best practice.	Accept Paragraphs 9.50 & 9.52
4.2*	NZTA	Amendment 2 Section 14A 1 Introduction	<p>Amend Introduction as follows:</p> <p><i>This transport chapter contains city-wide objectives, policies and rules relevant to the transport network. <u>It seeks to implement transport related resource management solutions from various strategic documents such as Making Places, The Urban Growth Strategy 2012-2032, Walk and Cycle the Hutt Strategy and the Wellington Regional Land Transport Plan 2015.</u></i></p>	<p>Linkage between key urban development planning processes and future objectives and policies for transport development is insufficient and needs to be strengthened to ensure continuity and provide for non-statutory documents to be implemented.</p> <p>There should be stronger and clearer alignment between the district plan objectives and policies, the Regional Policy Statement and the Regional Land Transport Plan.</p> <p>Providing links to appropriate sections, particularly the utilities chapter will be helpful for plan users.</p> <p>It is important that District Plan users understand that the District Plan is only one of a suite of plans by which Council seeks to achieve its visions and desired outcomes.</p> <p>It is useful to decision-makers if they are directed to documents</p>	Reject

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9.2	PPAG	Amendment 2 Section 14A 1 - Introduction	Amend paragraph 6 of the Introduction as follows: <i>Activities that do not meet the standards or that generate significant volumes of traffic are assessed on a case by case basis through the resource consent process.</i>	that provide useful context when considering complex applications. The submitter assumes that the intent of the last sentence of section 14A 1 is that activities which generate significant volumes of traffic should be subject to the resource consent process. If this is the case the submitter suggests the insertion of the word "that" before "generate significant volumes..."	Accept
20.1	GWRC	Amendment 2 Section 14A 1 - Introduction	Seeks following amendment: <ul style="list-style-type: none"> <i>pedestrian and cycling facilities within the road corridor, and off-road where primarily for transport purposes; cycle routes, whether they be within a road corridor or not;</i> <i>public transport services and their associated infrastructure (including bus, commuter railway train and ferry services, and their associated stops, stations and terminals train stations, harbour ferry wharfs, bus stops and Park and Ride car parks at train stations).</i> 	The description of the transport network can be improved to be consistent with the Regional Public Transport Plan.	Accept
4.7*	NZTA	Amendment 3 Issue 14A 2.1	Amend Issue 14A 2.1 as follows: <p><i>A safe efficient, resilient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.</i></p> <p><i>Opportunities exist for improving the transport network to ensure the continued development of the cycling network, and improving the resilience of the city's transport network and transport connections. There are particular opportunities to improve connections to and from State Highway 2 and east west connections across the southern half of the city and to the wider region. There is potential to improve safety for all road users, including pedestrians and cyclists.</i></p>	-	Accept in part <p>Paragraphs 9.14-9.15, 9.28, 9.39-9.46</p> <p>Issue 14A 2.1 amended as recommended in section 42A report</p>

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
		Amendment 8 Objective 14A 3.1	<p>Amend Objective 14A 3.1 as follows:</p> <p>A safe, efficient and resilient transport network that:</p> <ul style="list-style-type: none"> • Is integrated with land use and development patterns, • Meets <u>Provides for local, regional and national transport needs and provides for all modes of transport, including improved regional and cross valley connectivity.</u> • <u>Has particular regard for public transport and active travel modes.</u> • <u>Provides for economic wellbeing.</u> 		
		Amendment 13 Policy 14A 4.1	<p>Combine Policies 14A 4.1 and 4.3 as follows:</p> <p>Provide for the construction, use, operation, maintenance and development of the transport network in a manner which:</p>		
		Amendment 15 Policy 14A 4.3	<ul style="list-style-type: none"> • Improves safety with a focus on serious injury and fatal crashes, • Improves the efficiency of the network, • Improves regional and district connectivity, • Is designed to be resilient to, and enable appropriate restorations after, major events and is integrated to provide network options, • Contributes to the operation of an integrated multi-modal transport system including facilities such as park and rides, • Achieves an effective public transport system and provides for safe and convenient active travel, • Recognises the benefits to Hutt City, regional and national economic wellbeing brought by an effective transport network, particularly through providing for the efficient movement of freight. • Appropriately manages adverse effects on adjacent land. 		
		Amendment 32	Consider increasing the number of cycle parks to an		Reject (Standard

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		Standard 4(e) – Cycle Parking and End of Trip Facility Requirements	<p>equivalent ratio of 2 per 10 staff members;</p> <ul style="list-style-type: none"> Specifying the provision of lockers on a 1 per 10 ratio alongside the provision of lockers for storing bike gear; There is also benefit in specifying design standards for cycle parking e.g. in situations where 10 or more bicycle parks are required it would be more practical for bicycle stands to be provided; and Consider provisions to support cycle parking in retail areas, based on the expected number of visitors per hour e.g. 1 cycle park per 20 persons visiting per hour. 		4e) Paragraphs 9.50-9.51
5.1	KiwiRail	Amendment 4 Issue 14A 2.2	Retain Issue 14A 2.2 as notified.	Recognition that there are potential effects, including noise and vibration, that can arise from the operation and maintenance of a transport network, and that the management of these effects is required, is supported by KiwiRail.	Accept Paragraph 9.84
5.2	KiwiRail	Amendment 5 Issue 14A 2.3	Retain Issue 14A 2.3 as notified.	The acknowledgement of the issue of reverse sensitivity in relation to transport networks is supported by KiwiRail.	Accept Paragraphs 9.84-9.87 & 9.99
5.3	KiwiRail	Amendment 7 Issue 14A 2.5	Retain Issue 14A 2.5 as notified.	The safety and efficiency of the transport network, and the effects that inappropriately designed transport facilities can have on these as being an issue, is supported by KiwiRail.	Accept
9.3	PPAG	Amendment 3 Issue 14A 2.1	<p>Amend Issue 14A 2.1 as follows:</p> <p><i>A safe, efficient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing and the wellbeing of the physical environment.</i></p>	<p>The submitter questions whether this is an issue, rather than an Objective and suggest that the words "and the wellbeing of the physical environment" be added at the end.</p>	<p>Reject Paragraphs 9.9 & 9.16</p> <p>Issue 14A 2.1 amended as recommended in section 42A report</p>
20.2	GWRC	Amendments 3-7 All of Section	Retain Issues 14A 2.1-2.5 as notified.		Accept Issue 14A 2.1 amended as

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		14A 2 - Issues			recommended in section 42A report
24.2	Ministry of Education	Amendment 3 Issue 14A 2.1	Retain Issue 14A 2.1 as notified.	A safe, efficient, multi-modal transport network enables the provision of key social infrastructure (and therefore wellbeing).	Accept Paragraph 2.6 Issue 14A 2.1 amended as recommended in section 42A report
F4.9	NZTA	Submission of PPAG (9.3)	The Submitter prefers the wording supplied in its primary submission.	The meaning of the proposed additional term "wellbeing of the physical environment is not clear. Given the reference to "sustainable development" in Issue 14A 2.1, there is no need for this additional reference.	Accept
4.7*	NZTA	Amendment 3 Issue 14A 2.1	Amend Issue 14A 2.1 as follows: <i>A safe efficient, resilient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.</i> <i>Opportunities exist for improving the transport network to ensure the continued development of the cycling network, and improving the resilience of the city's transport network and transport connections. There are particular opportunities to improve connections to and from State Highway 2 and east west connections across the southern half of the city and to the wider region.</i> <i>There is potential to improve safety for all road users, including pedestrians and cyclists.</i> Amend Objective 14A 3.1 as follows: <i>A safe, efficient and resilient transport network that:</i> <ul style="list-style-type: none"> <i>Is integrated with land use and development patterns,</i> <i>Meets Provides for local, regional and national</i> 	-	Accept in part Paragraphs 9.14-9.15, 9.28, 9.39-9.46
		Amendment 8 Objective 14A 3.1			Objective 14A 3.1 amended as recommended in section 42A report and in Decision.

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		<p>Amendment 13 Policy 14A 4.1</p> <p>Amendment 15 Policy 14A 4.3</p> <p>Amendment 32 Standard 4(e) – Cycle Parking and End of Trip Facility</p>	<p><i>transport needs and provides for all modes of transport, including improved regional and cross valley connectivity.</i></p> <ul style="list-style-type: none"> • <i>Has particular regard for public transport and active travel modes.</i> • <i>Provides for economic wellbeing.</i> <p>Combine Policies 14A 4.1 and 4.3 as follows: Provide for the construction, use, operation, maintenance and development of the transport network in a manner which:</p> <ul style="list-style-type: none"> • <i>Improves safety with a focus on serious injury and fatal crashes,</i> • <i>Improves the efficiency of the network,</i> • <i>Improves regional and district connectivity,</i> • <i>Is designed to be resilient to, and enable appropriate restorations after, major events and is integrated to provide network options,</i> • <i>Contributes to the operation of an integrated multi-modal transport system including facilities such as park and rides,</i> • <i>Achieves an effective public transport system and provides for safe and convenient active travel,</i> • <i>Recognises the benefits to Hutt City, regional and national economic wellbeing brought by an effective transport network, particularly through providing for the efficient movement of freight.</i> • <i>Appropriately manages adverse effects on adjacent land.</i> <p>Consider increasing the number of cycle parks to an equivalent ratio of 2 per 10 staff members;</p> <ul style="list-style-type: none"> • Specifying the provision of lockers on a 1 per 10 ratio alongside the provision of lockers for storing bike gear; • There is also benefit in specifying design standards for cycle parking e.g. in situations where 10 or more 		<p>Reject (Standard 4e) Paragraphs 9.49-9.51</p>

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		<i>Requirements</i>	bicycle parks are required it would be more practical for bicycle stands to be provided; and <ul style="list-style-type: none"> Consider provisions to support cycle parking in retail areas, based on the expected number of visitors per hour e.g. 1 cycle park per 20 persons visiting per hour. 		
5.4	KiwiRail	Amendment 8 <i>Objective 14A 3.1</i>	Retain Objective 14A 3.1 as notified.	Seeking to provide for a safe and efficient transport network that is integrated with land use patterns and provides for all modes of transport is supported by KiwiRail.	Accept Paragraphs 9.28, 9.32 & 9.44-9.46
5.5	KiwiRail	Amendment 10 <i>Objective 14A 3.3</i>	Retain Objective 14A 3.3 as notified.	This Objective links to Issue 14A 2.3, and for similar reasons is also supported by KiwiRail.	Accept Paragraphs 9.97-9.101
5.6	KiwiRail	Amendment 12 <i>Objective 14A 3.5</i>	Retain Objective 14A 3.5 as notified.	This Objective links to Issue 14A 2.5, and consistent with the discussion on that Issue, this Objective is supported by KiwiRail.	Accept
9.4	PPAG	Amendment 8 <i>Objective 14A 3.1</i>	Amend Objective 14A 3.1 as follows: <i>A safe and efficient transport network that is integrated with land use patterns, meets local, regional and national transport needs and provides for all modes of transport in particular walking, cycling and use of public and shared transport.</i>	The Proposed Plan Change should overtly promote active transport.	Reject Paragraphs 9.28, 9.32 & 9.44-9.46 Objective 14A 3.1 amended as recommended in section 42A report and in Decision.
20.3	GWRC	Amendment 8 <i>Objective 14A 3.1</i>	Retain Objective 14A 3.1 as notified.	Objective is consistent with Policy 57 of the Regional Policy Statement.	Accept Paragraphs 9.28, 9.32 & 9.44-9.46 Objective 14A 3.1 amended as recommended in section 42A report and in Decision.

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20.4	GWRC	Amendment 9 <i>Objective 14A 3.2</i>	Retain Objective 14A 3.2 as notified.	-	Accept Paragraph 9.102
20.5	GWRC	Amendment 10 <i>Objective 14A 3.3</i>	Retain Objective 14A 3.3 as notified.	-	Accept Paragraphs 9.97-9.101
20.6	GWRC	Amendment 11 <i>Objective 14A 3.4</i>	Retain Objective 14A 3.4 as notified.	Objective is consistent with Policy 8 of the Regional Policy Statement.	Accept
20.7	GWRC	Amendment 12 <i>Objective 14A 3.5</i>	Retain Objective 14A 3.5 as notified.	Objective is consistent with the direction in Policy 8 of the Regional Policy Statement.	Accept
24.3	Ministry of Education	Amendment 9 <i>Objective 14A 3.2</i>	Retain Objective 14A 3.2 as notified.	The Submitter is keen to ensure all/any reverse sensitivity effects of the provision of transport on existing schools are appropriately addressed, including those on people and the community.	Accept Paragraph 9.102
4.7*	NZTA	Amendment 3 Issue 14A 2.1	Amend Issue 14A 2.1 as follows: <i>A safe efficient, resilient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.</i> <u>Opportunities exist for improving the transport network to ensure the continued development of the cycling network, and improving the resilience of the city's transport network and transport connections. There are particular opportunities to improve connections to and from State Highway 2 and east west connections across the southern half of the city and to the wider region.</u> <u>There is potential to improve safety for all road users, including pedestrians and cyclists.</u>		Accept Issue 14A 2.1 amended as recommended in section 42A report.

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		Amendment 8 Objective 14A 3.1	<p>Amend Objective 14A 3.1 as follows:</p> <p>A safe, efficient and resilient transport network that:</p> <ul style="list-style-type: none"> • Is integrated with land use and development patterns, • Meets <u>Provides for local, regional and national transport needs and provides for all modes of transport, including improved regional and cross valley connectivity.</u> • Has particular regard for <u>public transport and active travel modes.</u> • Provides for <u>economic wellbeing.</u> 		Accept
		Amendment 13 Policy 14A 4.1	<p>Combine Policies 14A 4.1 and 4.3 as follows:</p> <p>Provide for the construction, use, operation, maintenance and development of the transport network in a manner which:</p>		Paragraphs 9.28-9.32
		Amendment 15 Policy 14A 4.3	<ul style="list-style-type: none"> • Improves safety with a focus on serious injury and fatal crashes, • Improves the efficiency of the network, • Improves regional and district connectivity, • Is designed to be resilient to, and enable appropriate restorations after, major events and is integrated to provide network options, • Contributes to the operation of an integrated multi-modal transport system including facilities such as park and rides, • Achieves an effective public transport system and 		Objective 14A 3.1 amended as recommended in section 42A report and in Decision. Policy 14A 4.1 amended as recommended in section 42A report and in Decision. Policy 14A 4.3 amended as in section 42A report.
					Reject

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			<p><i>provides for safe and convenient active travel,</i></p> <ul style="list-style-type: none"> <i>Recognises the benefits to Hutt City, regional and national economic wellbeing brought by an effective transport network, particularly through providing for the efficient movement of freight.</i> <i>Appropriately manages adverse effects on adjacent land.</i> <p>Consider increasing the number of cycle parks to an equivalent ratio of 2 per 10 staff members;</p> <ul style="list-style-type: none"> Specifying the provision of lockers on a 1 per 10 ratio alongside the provision of lockers for storing bike gear; There is also benefit in specifying design standards for cycle parking e.g. in situations where 10 or more bicycle parks are required it would be more practical for bicycle stands to be provided; and Consider provisions to support cycle parking in retail areas, based on the expected number of visitors per hour e.g. 1 cycle park per 20 persons visiting per hour. 		Reject Paragraphs 9.48-9.51
4.12	NZTA	Amendment 14 Policy 14A 4.2	<p>Amend Policy 14A 4.2 as follows:</p> <p><i>Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network, and particular regard should be given to travel demand management as a mitigation measure.</i></p>	<p>Policy 10 of the Regional Policy Statement specifically requires the promotion of travel demand management to be covered in District Plans and the Regional Land Transport Strategy.</p>	<p>Reject</p> <p>Paragraphs 9.35-9.37</p> <p>Policy 14A 4.2 amended as recommended in the Decision.</p>
5.7	KiwiRail	Amendment 14 Policy 14A 4.2	<p>Retain Policy 14A 4.2 as notified.</p>	<p>The policy direction that land use, subdivision and development should not cause significant adverse effects on the transport network is supported by KiwiRail.</p>	<p>Accept</p> <p>Paragraphs 9.35-9.37</p> <p>Policy 14A 4.2 amended as recommended in</p>

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5.8	KiwiRail	Amendment 15 <i>Policy 14A 4.3</i>	Amend Policy 14A 4.3 as follows: <i>Policy 14A 4.3</i> <i>The transport network should be located and designed to avoid, remedy or mitigate adverse effects on adjacent land where practicable.</i>	In relation to the rail corridor there is limited practical ability to change the location of this. While slight adjustments in boundary location can sometimes occur, the rail corridor is not able to be moved. Avoiding, mitigating or remedying adverse effects is not always practical.	Reject Paragraph 9.102 Policy 14A 4.3 amended as in section 42A report.
5.9	KiwiRail	Amendment 16 <i>Policy 14A 4.4</i>	Retain Policy 14A 4.4 as notified.	-	Accept Paragraphs 9.100-9.105
5.10	KiwiRail	Amendment 18 <i>Policy 14A 4.6</i>	Retain Policy 14A 4.6 as notified.	-	Accept
9.5	PPAG	Amendment 15 <i>Policy 14A 4.3</i>	Amend the policy as follows: <i>The transport network should be located and designed to avoid, remedy or mitigate adverse effects on adjacent land and the general environment.</i>	-	Accept in part Paragraph 9.102 Policy 14A 4.3 amended as recommended Section 42A decision report paragraphs 295-297
20.8	GWRC	Amendment 13 <i>Policy 14A 4.1</i>	Retain Policy 14A 4.1 as notified.	-	Accept Paragraph 9.46 Policy 14A 4.1 amended as recommended in section 42A report and in Decision.
20.9	GWRC	Amendment 14 <i>Policy 14A 4.2</i>	Retain Policy 14A 4.2 as notified.	Policy is consistent with Policy 8 of the Regional Policy Statement.	Accept Paragraphs 9.35-

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
					9.37 & 9.44 Policy 14A 4.2 amended as recommended in the Decision.
20.10	GWRC	Amendment 15 <i>Policy 14A 4.3</i>	Retain Policy 14A 4.3 as notified.	-	Accept Paragraph 9.102 Policy 14A 4.3 amended as recommended Section 42A decision report unnumbered paragraphs on bottom of page 38
20.11	GWRC	Amendment 16 <i>Policy 14A 4.4</i>	Retain Policy 14A 4.4 as notified.	Policy is consistent with Policy 8 of the Regional Policy Statement.	Accept Paragraphs 9.100-9.101 & 9.105
20.12	GWRC	Amendment 17 <i>Policy 14A 4.5</i>	Retain Policy 14A 4.5 as notified.	Policy is consistent with the direction provided in Policy 8 of the Regional Policy Statement.	Accept Paragraphs 9.33-9.34
20.13	GWRC	Amendment 18 <i>Policy 14A 4.6</i>	Retain Policy 14A 4.6 as notified.	-	Accept
20.14	GWRC	Amendment 19 <i>Policy 14A 4.7</i>	Amend Policy 14A 4.7 as follows: <i>The transport network, land use, subdivision and development should provide for multiple all modes of transport modes.</i>	The use of 'all modes' rather than 'multiple modes' is recommended as these have slightly different meanings and the former is what should be sought through this policy. Also for consistency with Objective 14A 3.1.	Accept Paragraphs 9.29 & 9.38 Amendment to Policy 14A 4.7 as recommended Section 42A decision report

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
24.4	Ministry of Education	Amendment 15 Policy 14A 4.3	Amend Policy 14A 4.3 as follows: <i>The transport network should be located and designed to avoid, remedy or mitigate adverse effects on the adjacent land environment.</i>	'Environment' as defined in the Resource Management Act includes people and communities along with natural and physical resources. 'Land' does not provide this level of coverage.	paragraphs 304-310 Accept Paragraph 9.102 Amendment to Policy 14A 4.3 as recommended Section 42A decision report paragraphs 293-297
24.5	Ministry of Education	Amendment 19 Policy 14A 4.7	Retain Policy 14A 4.7 as notified.	The Submitter supports a transport network that provides for multiple transport mode options for school students and school community.	Accept in part Paragraph 9.29 & 9.38 Amendment to Policy 14A 4.7 as recommended Section 42A report paragraphs 304-310
F4.10	NZTA	Submission of PPAG (9.3)	The Submitter prefers its wording supplied in its primary submission.	The meaning of the proposed additional term "general environment" is not clear.	Accept Paragraph 9.102 Amendment to Policy 14A 4.3 as recommended Section 42A decision report paragraphs 293-297
9.6	PPAG	Amendment 20 Rule 14A	Amend the matter of discretion of Rule 14A 5.1(c) as follows:	-	Reject Paragraph 9.34

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
		5.1(c)	<i>The effects of the activity on the transport network including impacts on on-street parking, pedestrians, cyclists and public transport.</i>		Rule 14A 5.1 amended to include notes as recommended in Section 42A report
4.8	NZTA	Amendment 21 Standard 1(a), Table 1-1 – Transport Network Hierarchy	Amend Table 1-1: Transport Network Hierarchy to align with the One Network Road Classification.	It is the Submitter's preference that the District Plan aligns with the Transport Agency's One Network Road Classification.	Accept Appendix 2 Chapter 14A (Table 1-1) Amended Table 1-1 as recommended in Section 42A decision report paragraphs 316-326
17.2	Hutt Cycle Network	Amendment 21 Standard 1, Table 1-1 – Transport Network Hierarchy	The proposed roading hierarchy should – but does not – make mention of cycling and public transport in what remains a car-centric hierarchy.	-	Reject Amended Table 1-1 as recommended in Section 42A decision report paragraphs 316-326
17.6	Hutt Cycle Network	Amendment 21 Standard 1 – Standards for New Roads, Table 1-1 Transport Network Hierarchy	The inclusion of bus routes and cycle networks into a city transport hierarchy is seen by the Hutt Cycle Network as a sensible way to achieve integration of systems.	The Transport Network Hierarchy is a bland restatement of a motor-vehicle centric approach to transport. It is about cars and commercial vehicles. It makes no mention of cycling or public transport. Motorways rather than people, their health or the environment are 'at the top of the food chain'. Neither does it accommodate the growing number of elderly people who no longer drive, nor the increasing number of young people who do not drive.	Reject Amended Table 1-1 as recommended in Section 42A decision report paragraphs 316-326
20.16	GWRC	Amendment 22	Retain Permitted Activity Standard 1(b) as notified.	Consistent with Policy E.5 of the Regional Land Transport Plan.	Accept

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
		Standard 1(b) - Engineering Standards			Standard 1 (b) amended as recommended in section 42A decision report.
20.23	GWRC	Amendment 40 Appendix Transport 3 – Transport Network Hierarchy	Amend Appendix Transport 3 to include a list of additional street locations that have a high pedestrian/bus conflict in Hutt City.	The Submitter would expect to see some consideration to the pedestrian / bus conflict on Bunny Street plus Queens Drive from Bunny Street to Waterloo Road.	Reject Appendix Transport 3 amended as recommended in Section 42A report.
21.9	Harriet Fraser	Amendment 22 Standard 1(b) - Engineering Standards	Either: Include a cross reference to the access provision for private accesses in Chapter 11 Subdivision. Or: Amend Permitted Activity Standard 1(b) as follows: <i>All roads and private ways must be designed ...</i>	-	Accept in part
4.9	NZTA	Amendment 23 Standard 2 – Site Access and Manoeuvring Area	Add the following advice note to Standard 2: Advice Note: <i>Any activity requiring access to a road which is a Limited Access Road will require an approved Crossing Place notice. If the Limited Access Road is a state highway, the crossing place notice would need to be approved by the New Zealand Transport Agency.</i>	Limited Access Roads (LARs) are managed under the Government Roadway Powers Act 1989. A LAR is a state highway or part of a state highway that the Submitter has declared as such. Under the Government Roadway Powers Act, the Submitter has the authority to approve or refuse activities that front or directly access a LAR. The management of LARs has implications for many plan users. Accordingly, it is helpful for those users to find the necessary information in one place and this also helps ensure alignment across legislation. It is most efficient if this Crossing Place Approval process is aligned with the resource consent process.	Reject Standard 2 (a) amended as recommended in section 42A report and in Decision.

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5.11	KiwiRail	Amendment 24 Standard 2(b) – Separation Distances from Intersections	Amend Permitted Activity Standard 2(b) as follows: <i>The distance between new vehicle accesses and all intersections must be at least:</i> <ul style="list-style-type: none"> • <i>Primary or Major Distributor Road: 30m</i> • <i>Minor District Distributor Road: 20m</i> • <i>Local Distributor Road: 15m</i> • <i>Access or Pedestrian Road: 10m</i> • <i>Level Crossing: 30m</i> 	The amendment requested would ensure that in the event of a train approaching, that vehicle accesses are not impeded by queuing vehicles waiting to cross the level crossing, and that vehicles turning across the traffic into a vehicle access are less likely to be obstructed by queuing vehicles, thereby less likely to cause vehicles to queue behind them.	Accept Standard 2 (b) amended as recommended in section 42A report.
7.4	BWCT	Amendment 25 Standard 2(c) – Manoeuvring Area	Standards for manoeuvring areas should make a real difference to walkability and pedestrian safety, especially around schools and areas of high pedestrian traffic volumes. Visibility around driveways should be addressed.		Reject Standard 2 (c) amended as recommended in section 42A report.
7.15*	BWCT	General	New developments should be required to make pedestrian and cycle access a priority. It should be safe, accessible, obvious, and where possible, separated from parking. Such access should be sited so as to maximise use of active and public transport options. Design aspects such as access ways, signage and site traffic management should make pedestrian and cycle access the first priority. New residential developments should prioritise the movement of people via active transport into, out of and within the development. Appropriate design should enable and encourage active transport and community engagement. Access should be prioritised over parking to send the message that other modes of transport (other than vehicular) are possible and attractive. A people focused transport hierarchy should be proactively applied to schools.	People should be the first priority of the transport chapter, both in terms of health and safety, but also in the wider context of active transport and the health and community benefits it brings. The high cost of free vehicle parking needs to be recognised. On-street parking takes up road space that could be used for cycling and walking, it needs to be maintained and monitored, and it creates vehicle movements that contribute to congestion. The Submitter states that "Although we like to associate parking provision with boosting business, in practice this doesn't happen."	Reject Paragraph 9.38

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7.16	BWCT	Amendment 25 Standard 2(c) – Manoeuvring Area	<p>This addition is insufficient to ensure pedestrian safety. This standard should include:</p> <ul style="list-style-type: none"> • Rear sites and long driveways (per Auckland DP). • School zones: vehicles must reverse into driveways if unable to turnaround in order to exit in forward facing direction. • Allowance for use of audible and visual warning devices. • Areas of high foot traffic. • Driveways crossing cycle paths / lanes. <p>Visibility (enabling drivers exiting driveways to be able to see footpath users) needs to be addressed. This is particularly pertinent when talking about EV's and aged users, as footpath users cannot rely on being able to hear the exiting vehicle.</p> <p>Sight distance provisions could be added for example some European countries restrict driveway fence height adjacent to the property boundary to enable visibility</p>		<p>Accept in part Paragraph 9.50</p> <p>Reject Paragraph 9.50 Standard 2 (c) amended as recommended in section 42A report.</p>
9.7	PPAG	Amendment 23 Standard 2(a) – Vehicle Access (excluding separation distances from intersections)	Add a permitted activity standard of a maximum of one crossing to any residential site, with a maximum width that is sufficient for one passenger vehicle.	-	<p>Reject Standard 2 (a) amended as recommended in section 42A report and in Decision.</p>
18.1	NZFSC	Amendment 23 Standard 2 – Site Access and	Amend Permitted Activity Standard 2 to add a minimum width requirement of four metres for all new site accesses.	The Commission provided feedback on the Draft Plan Change on the 3rd of September 2015. The letter outlined that the Commission would like to take this opportunity to promote the inclusion of access ways that meet the provisions of the NZFS	<p>Accept in part Standard 2 (a) amended as recommended in</p>

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		<i>Manoeuvring Area</i>		<p>Code of Practice SNZ PAS 4509:2008 for Fire Fighting water supplies ("the Code") which outlines the access requirements for all developments to enable a fire appliance to access a property that may be on fire. The access requirements within the code state that four metres clearance is needed in terms of height and width for all properties that are further than 132 metres from a fire hydrant. This is to enable the fire appliance to effectively access the property and have enough room to manoeuvre around the appliance to connect hoses and access other compartments of the vehicle.</p> <p>The proposed standard states that "site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking". The Submitter is unsure as to whether or not this standard provides for access widths that are more than four metres wide to enable fire appliances to access in accordance with the Code. The Submitter would like to see more clarity in this rule regarding the minimum standards for new access ways. Ensuring that there is a four metre minimum requirement for all new site access points will enable Commission to attend a fire and operate in an effective and efficient manner when attending emergencies.</p>	section 42A report and in Decision.
21.1	Harriet Fraser	Amendment 23 Standard 2(a) – Vehicle Access (excluding separation distances from intersections)	<p>Amend the requirement for pedestrian visibility to link to the receiving traffic environment. In particular, the pedestrian environment.</p> <p>Add a minimum separation distance between site accesses to achieve the following:</p> <ul style="list-style-type: none"> • Avoid long combined vehicle crossings; • Allow for the provision of pedestrian visibility splays; • Provide holding space for pedestrians between driveways; and • Allow for inter-visibility and separation between vehicles on neighbouring driveways. 	<p>The provision of pedestrian splays (from Section 3 of AS/NZS 2890.1) for low trafficked driveways across footpaths with low pedestrian volumes may be overly onerous on a developer.</p> <p>Section 3 of AS/NZS 2890.1 (included by reference in Permitted Activity Standard 2(a)) includes separation distances between one-way entry and exit driveways but does not include separation distances between two frontage two-way driveways as permitted by the Proposed Plan Change, or to a driveway on a neighbouring site.</p>	Accept in part Standard 2 (a) amended as recommended in section 42A report and in Decision.
21.2	Harriet	Amendment 24	Add clarification with regard to whether the separation distances apply to driveways along the frontage opposite	-	Accept

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
	Fraser	Standard 2(b) – Separation Distances from Intersections	the intersection.		Standard 2 (b) amended as recommended in section 42A report.
21.3	Harriet Fraser	Amendment 25 Standard 2(c) – Manoeuvring Area	Seeks following amendment: <i>Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and the posted speed limit is less than 80kph.</i>	It may not be safe or appropriate for vehicles to reverse onto or off busier streets.	Accept Standard 2 (c) amended as recommended in section 42A report.
21.8	Harriet Fraser	Amendment 25 Standard 2(c) – Loading and Unloading	It might be useful to include a similar provision under Permitted Activity Standard 5.	It is unclear whether Permitted Activity Standard 2(c) Manoeuvring Area applies to both car and truck access.	Reject Standard 2 (c) amended as recommended in section 42A report.
F3.1	NZFSC	Submission of PPAG (9.7)	Refuse	In the event of a fire, there should be sufficient room for NZFS vehicles and appliances to access the subject site. This is stated in the NZFS Fire Fighting Code of Practice, and also within the Commissions submission on Proposed Plan Change 39, where they have requested all access ways shall be 4m wide. In addition, there are instances where non-residential activities are appropriately developed on residential sites; these activities may require more than one crossing in a site or a wider crossing point.	Accept Paragraphs 9.2 – 9.4
5.12	KiwiRail	Amendment 27 Standard 3 – Minimum Sight Distances at Railway Level Crossings	Retain Permitted Activity Standard 3 as notified.	-	Accept Paragraph 6.3
20.17	GWRC	Amendment 27 Standard 3 –	Retain Permitted Activity Standard 3 as notified.	Consistent with the Regional Land Transport Plan objective of "A safer system for all users of the regional transport network" and	Accept

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
		<i>Minimum Sight Distances at Railway Level Crossings</i>		the associated outcome of "Improved regional road safety".	Paragraph 6.3
1.2	Harvey Norman	Amendment 28 Standard 4(a), Table 4-1 – Minimum Parking Standards	Retain Table 4-1 as notified with regard to the Central Commercial Activity Area.	-	Accept Table 4-1 has been amended as recommended in the Section 42A report.
3.1	S Hodge	Amendment 28 Standard 4(a), Table 4-1 – Minimum Parking Standards	Support the planned change to car parking requirements Amendment 28 to nil for any activity in the Central and Petone Commercial Activity Areas.	Car parking is largely driven by the underlying activities within these areas and allowing the market to decide these requirements is a practical outcome.	Accept Table 4-1 has been amended as recommended in the Section 42A report.
6.1	HNZPT	Amendment 28 Standard 4(a) – Car Parking Requirements	Amend Permitted Activity Standard 4(a) as follows: (a) <i>Car Parking Requirements</i> <i>For all new activities and changes to existing activities, with the exception of historic heritage as set out below, car parking spaces must be provided in accordance with the minimums calculated under Table 4-1.</i> <i>New activities and changes to existing activities, where that activity occurs within or on the site of a heritage building or structure included in Appendix Heritage 1 or 2 of Chapter 14F, are exempt from the minimums calculated under Table 4-1.</i>	Meeting on site parking requirements can be prohibitively expensive for heritage resources due to lot size and building layout. The resulting modifications to the heritage resource and its setting can result in significant adverse effects on historic heritage values and significant costs to developers.	Reject
7.5	BWCT	Amendment 31 Standard 4(d) – Car Parking Design	Pedestrian safety and convenience, and the priority of pedestrian / active transport access within new developments needs to be prioritised.	-	Reject Standard 4(d) has been amended as recommended in

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		Standards			the Section 42A report.
7.9*	BWCT	General	No specific decision requested.	Integration of multiple transport modes should be supported. Consideration should be given to charging facilities for electric bikes and allocation of space for car sharing.	Reject Paragraph 9.12
7.12*	BWCT	General	The only truly sustainable transport is active transport, and this should be clearly prioritised in the Transport Chapter of the District Plan. Complementary schemes such as car sharing should be actively encouraged by making special parking provisions available/required.	-	Reject
16.1	Summerse t Villages	Amendment 28 Standard 4, Table 4-1 – Minimum Parking Standards	<ul style="list-style-type: none"> Retain Table 4-1 as notified with regard to Housing for the elderly. Such other necessary consequential amendments to ensure consistency throughout the District Plan, including Plan Change 35, for minimum car parking standards for "housing for the elderly", including "housing for the elderly" within the area identified in Appendix General Residential 22. 	-	Accept Table 4-1 has been amended as recommended in the Section 42A report.
18.2	NZFSC	Amendment 28 Standard 4, Table 4-1 – Minimum Parking Standards	Retain Table 4-1 as notified with regard to Emergency facilities.	Two parking spots per 100m ² GFA is practical in terms of the requirements of a fire station.	Accept Table 4-1 has been amended as recommended in the Section 42A report.
20.18*	GWRC	Amendment 28 Standard 4 – Car Parking Requirements	Retain Table 4-1 as notified with regard to Central Commercial and Petone Commercial Activity Areas and Dwelling houses.	<p>Parking is an important consideration in achieving the agreed direction of the Regional Land Transport Plan 2015 and the Regional Policy Statement as it can influence the uptake of public transport and active modes, influence travel behaviour and travel demand, and the efficient use of the transport network.</p> <p>Strongly support the removal of any parking requirements in Central Commercial Activity Area and the Petone Commercial</p>	Accept Table 4-1 has been amended as recommended in the Section 42A report.

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference		
				Area. The Submitter welcomes this deliberate approach which seeks to encourage residential and small businesses in these areas, while managing the impact of larger commercial activities as High Trip Generators through the new Rule 14 5.1(c) requirement to provide and Integrated Transport Assessment. Strongly support the reduction in the minimum parking spaces for residential from 2 spaces to 1 space. This is consistent with: Policy E.7 of the Regional Land Transport Plan which states that 'Parking provisions in district plans should be reviewed to ensure they provide flexibility and do not result in an oversupply of parking as part of new residential or commercial development'. Policy 10 and Policy 57 of the Regional Policy Statement in relation to promoting travel demand management and integrated land use and transport.			
20.19	GWRC	Amendment 28 <i>Standard 4(a) – Car Parking Requirements</i>	Amend Table 4-1 as follows: <table><tr><td><i>Tertiary or adult education (outside the Tertiary Education Precinct)</i></td><td><i>1 per staff member* and 1 per 2.5 3 students</i></td></tr></table>	<i>Tertiary or adult education (outside the Tertiary Education Precinct)</i>	<i>1 per staff member* and 1 per 2.5 3 students</i>	The number of parking spaces per student for Tertiary or adult education outside the Tertiary Education Precinct seems high.	Accept in part Table 4-1 has been amended as recommended in the Section 42A report.
<i>Tertiary or adult education (outside the Tertiary Education Precinct)</i>	<i>1 per staff member* and 1 per 2.5 3 students</i>						
20.20	GWRC	Amendment 28 <i>Standard 4(a) – Car Parking Requirements</i>	Amend Permitted Activity Standard 4(a) to include a requirement to have a minimum of 2 bus parks at both new secondary schools and tertiary or adult education facilities (both within the Tertiary Education Precinct and outside it).	-	Reject Table 4-1 has been amended as recommended in the Section 42A report.		
21.4	Harriet Fraser	Amendment 28 <i>Standard 4(a) – Car Parking</i>	It is important that where there are existing parking pressures that on-site parking can reasonably meet the parking demands generated by the site. Multi-unit developments providing one space per	The proposed plan change results in a requirement for new dwellings to provide one rather than two parking spaces. This assumes that either one space is sufficient for all parking needs of residents and their visitors or that overspill parking can be	Reject Paragraph 9.114 Table 4-1 has been		

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
21.5	Harriet Fraser	Amendment 28 Standard 4(a) – Car Parking Requirements	Reconsider parking requirements for childcare centres.	<p>readily accommodated. In the 2013 Census 44% of Hutt City households had two or more cars. On top of this, consideration needs to be given to visitor parking demands.</p> <p>Parts of the city have very little kerbside/public parking available close to suburban and commercial centres and train stations. In these areas additional overspill parking will exacerbate existing parking pressures.</p> <p>The requirement of one parking space per on-site staff member for childcare centres does not properly allow for the parking associated with drop-off and pick-up.</p> <p>The requirement of one parking space per new dwelling may not be a problem where overspill parking is not a problem but there are areas of the City where kerbside parking is very heavily used.</p>	<p>amended as recommended in the Section 42A report.</p> <p>Accept Amendments to Standard 4(a) amended as per Section 42A report at paragraphs 437-439</p>
4.7*	NZTA	Amendment 3 Issue 14A 2.1 3.1	<p>Amend Issue 14A 2.1 as follows:</p> <p><u>A safe efficient, resilient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.</u></p> <p><u>Opportunities exist for improving the transport network to ensure the continued development of the cycling network, and improving the resilience of the city's transport network and transport connections. There are particular opportunities to improve connections to and from State Highway 2 and east west connections across the southern half of the city and to the wider region. There is potential to improve safety for all road users, including pedestrians and cyclists.</u></p>	-	<p>Accept Issue 14A 2.1 amended as recommended in section 42A report.</p>

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		Amendment 8 Objective 14A	<p>Amend Objective 14A 3.1 as follows:</p> <p>A safe, efficient and resilient transport network that:</p> <ul style="list-style-type: none"> • Is integrated with land use and development patterns, • Meets Provides for local, regional and national transport needs and provides for all modes of transport, including improved regional and cross valley connectivity, • Has particular regard for public transport and active travel modes, • Provides for economic wellbeing, • transport network, particularly through providing for the efficient movement of freight. • Appropriately manages adverse effects on adjacent land. 		<p>Accept</p> <p>Paragraphs 9.28-9.32</p> <p>Objective 14A 3.1 amended as recommended in section 42A report and in Decision.</p> <p>Policy 14A 4.1 amended as recommended in section 42A report and in Decision.</p> <p>Policy 14A 4.3 amended as in section 42A report.</p> <p>Reject</p>
		Amendment 13 Policy 14A 4.1	<p>Combine Policies 14A 4.1 and 4.3 as follows:</p> <p>Provide for the construction, use, operation, maintenance and development of the transport network in a manner which:</p>		
		Amendment 15 Policy 14A 4.3	<ul style="list-style-type: none"> • Improves safety with a focus on serious injury and fatal crashes, • Improves the efficiency of the network, • Improves regional and district connectivity, • Is designed to be resilient to, and enable appropriate restorations after, major events and is integrated to provide network options, • Contributes to the operation of an integrated multi-modal transport system including facilities such as park and rides, • Achieves an effective public transport system and provides for safe and convenient active travel, • Recognises the benefits to Hutt City, regional and national economic wellbeing brought by an effective 		

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		Amendment 32 <i>Standard 4(e) – Cycle Parking and End of Trip Facility Requirements</i>	<p>Consider increasing the number of cycle parks to an equivalent ratio of 2 per 10 staff members;</p> <ul style="list-style-type: none"> Specifying the provision of lockers on a 1 per 10 ratio alongside the provision of lockers for storing bike gear; There is also benefit in specifying design standards for cycle parking e.g. in situations where 10 or more bicycle parks are required it would be more practical for bicycle stands to be provided; and Consider provisions to support cycle parking in retail areas, based on the expected number of visitors per hour e.g. 1 cycle park per 20 persons visiting per hour. 		Reject Paragraphs 9.48-9.51
7.6	BWCT	Amendment 28 <i>Standard 4 – Car and Cycle Parking and End of Trip Facilities</i>	No specific decision requested.	<p>Cycle parking and end of trip facility requirements are inadequate and a missed opportunity to proactively 'build' active transport into our environment.</p> <p>The focus on cycling to places of employment is too limiting and does not reflect the opportunities for active transport in other journeys / activities.</p>	Reject Table 4-1 has been amended as recommended in the Section 42A report.
7.9*	BWCT	General	No specific decision requested.	<p>Integration of multiple transport modes should be supported.</p> <p>Consideration should be given to charging facilities for electric bikes and allocation of space for car sharing.</p>	Reject
7.14*	BWCT	General	<p>The following aspects of the Regional Policy Statement should be reflected in the Proposed Plan Change:</p> <ul style="list-style-type: none"> Healthy community; and Quality lifestyle. <p>Not only should all development prioritise active transport, facilities designed to promote and support healthy lifestyles should provide the best possible facilities for pedestrians and bike users.</p> <p>Special provision should be made in the plan for medical centres and hospitals to provide bike parking for visitors.</p>	<p>An integrated plan for Hutt City must reflect the health needs of its residents both responsively and proactively.</p> <p>Walking and biking have a significant impact on residents' physical health.</p>	Reject

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
7.17	BWCT	Amendment 32 Standard 4(e) – Cycle Parking and End of Trip Facility Requirements	<p>Replace the standards with those of the Proposed Christchurch Replacement District Plan.</p> <ol style="list-style-type: none"> Quantities based on GLFA unless there is strong evidence that staff number based quantities are the best practice. Separate staff and visitor cycle parking supply rates. End of trip facilities for staff should include showers and lockers (per Hamilton and ChCh plans). Drying facilities should also be included. Visitor cycle parking should be provided in addition to staff cycle parking. (AKL, HAM, CHCH). Requirements around location, secure facilities and manoeuvring should be included (per AKL, CHCH). Quality requirements should be included to ensure serviceable bike parking is provided (CHCH). 	<p>Cycle parking requirements based on staff numbers could cause confusion, and is out of step with approaches used elsewhere. How would a developer be able to estimate the number of staff the facility would accommodate without having secured a tenant / fit out design / purpose / nature of business to be undertaken?</p>	<p>Accept in part Standard 4 (e) has been amended as recommended in the section 42A report and Decision.</p>
7.18	BWCT	Amendment 32 Standard 4(e) – Cycle Parking and End of Trip Facility Requirements	<p>It is commendable to include cycle parking minimums in the plan. To ensure cycle parking is used effectively in needs to be of sufficient quality. There are 6 Important aspects: Type of stand, weather protection, security, convenience, distance, visibility. These aspects should be addressed by specific requirements for design, location and provision.</p> <p>Covered parking for staff/residents and at transport hubs.</p> <p>Inclusion of end of trip facilities: not only showers but also: lockers, drying facilities.</p>	-	<p>Accept in part Standard 4 (e) has been amended as recommended in the section 42A report and Decision.</p>
7.19	BWCT	General	<p>The Proposed Plan Change focuses on encouraging people to cycle to places of employment. This is insufficient and out of step with prioritising active transport for short trips, and limits the economic, health and community benefits which can accrue with increased active transport uptake.</p> <p>People can and will cycle to more places than just the</p>		<p>Reject</p>

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9.9	PPAG	Amendment 32 Standard 4(e) – Cycle Parking and End of Trip Facility Requirements	workplace, which is desirable and beneficial to health, environment and perceptions of 'liveability'. The Submitter believes the provision for cycle parking and end-of-trip facility requirements is a positive step.	-	Accept Paragraph 9.50 Standard 4 (e) has been amended as recommended in the section 42A report and Decision.
17.3	Hutt Cycle Network	Amendment 32 Standard 4(e) – Cycle Parking and End of Trip Facility Requirements	Proposed trip-end facilities are well short of best practice.	-	Reject Paragraph 9.50 Standard 4 (e) has been amended as recommended in the section 42A report and Decision.
17.7	Hutt Cycle Network	Amendment 32 Standard 4(e) – Cycle Parking and End of Trip Facility Requirements	Trip-end facilities should include: <ul style="list-style-type: none"> • Covered, secure cycle parking for employees; • Cycle parking at specified ratios for all other individuals attending a site (students at educational institutions, residents, shoppers/customers, public transport interchanges and stations, etc.); • Cycle facilities to be closer to key entrances than car parks (except for disabled car parking); and • CCTV surveillance of all cycle parking where the organization has CCTV surveillance systems. 	The proposed trip end facilities for cyclists fall well short of best practice.	Reject Paragraph 9.50 Standard 4 (e) has been amended as recommended in the section 42A report and Decision.
20.21	GWRC	Amendment 30 Standard 4(e) – Cycle Parking and	Seek further consideration of several additional provisions in relation to cycle parking and end of trip facilities: <ul style="list-style-type: none"> • Including requirements for 'quality' aspects of cycle 	Strongly support the new standard requiring minimum provision of cycle parking and end of trip facilities. Cycle parking and end of trip facilities are an important factor in supporting the Regional Land Transport Plan 2015 outcome that	Accept in part Paragraphs 9.50 & 9.51 Standard 4 (e) has

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference													
21.6	Harriet Fraser	Amendment 32 Standard 4(e), Table 4-2 - Minimum Cycle Parks and Showers	<div>Amend Table 4-2 as follows:</div> <table><thead><tr><th>Number of Staff Members</th><th>Number of Cycle Parks</th><th>Number of Showers</th></tr></thead><tbody><tr><td>1 – 5</td><td>0</td><td>0</td></tr><tr><td>6 - 4025</td><td>1</td><td>1</td></tr><tr><td>4025 or more</td><td>1 per 4025 staff members or <u>part thereof</u></td><td>1 per 100 staff members</td></tr></tbody></table>	Number of Staff Members	Number of Cycle Parks	Number of Showers	1 – 5	0	0	6 - 4025	1	1	4025 or more	1 per 4025 staff members or <u>part thereof</u>	1 per 100 staff members	<p>parking that meet best practice guidelines. e.g. a stand required as a minimum to provide support for the bike and something to lock it to, location close to the main entrance, sheltered/covered, secure (natural surveillance or CCTV), located so as not to impede pedestrians or vehicle movements.</p> <ul style="list-style-type: none">Extending the requirement to apply to new multi-unit residential developments (e.g. 20 or more units).Including cycle parking rates for visitors (short stay).	<p>seeks to increase the number of people who travel by bike.</p> <p>The requirement is consistent with Policy I 10 of the Regional Land Transport Plan 2015 which states that cycling will be provided for as part of new land use development, consistent with best practice standards.</p> <p>It is also consistent with Policy 10 of the Regional Policy Statement which promotes travel demand management and a reduction in transport generated carbon dioxide and fuel use.</p> <p>The Submitter commends the proposed inclusion of these provisions in the Hutt City District Plan.</p> <p>The Submitter also seeks some further consideration of several additional provisions in relation to cycle parking and end of trip facilities that could build upon these minimum requirements to support cycling uptake.</p> <p>Providing cycle parking facilities for around 4% of staff would be more reasonable and still allows for some variation and growth.</p>	<p>been amended as recommended in the section 42A report and Decision.</p> <p>Reject Paragraphs 9.48-9.49</p> <p>Standard 4 (e) has been amended as recommended in the section 42A report and Decision.</p>
Number of Staff Members	Number of Cycle Parks	Number of Showers																
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F5.1	SIML	Submissions of NZTA (4.7) and Harriet Fraser (21.6)	<div>Amend Standard 4(e) as follows:</div> <p>(a) Be consistent with the Regional Land Transport Plan 2015 and the requirement for cycle spaces and end of trip facilities be only required for “new buildings and development”, and not for changes in activities or redevelopment of existing buildings;</p> <p>(b) The number of cycle parking facilities required be</p>	<p>There is no evidence provided to support the submission to increase the number of cycle parks to 2 per 10 people, or cycle parks of 1 per 20 visitors for retail centres.</p> <p>Provisions should not be required to provide cycle spaces or end of trip facilities for existing retail developments.</p> <p>The Submitter has three key concerns with the proposed Standard 4(e) Cycle Parking and End of Trip Facility</p>	<p>Reject in part</p> <p>Standard 4 (e) has been amended as recommended in the section 42A report and Decision.</p>													

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
			<p>reduced, and appropriate rates be applied that recognise the different demand rates for different activities; and</p> <p>(c) The requirement for showers to be limited to specific activities where these facilities can be accommodated, including office, education, and hospitals, and not apply to retail activities.</p>	<p>Requirements:</p> <p>(a) The provisions apply to "changes to existing activities". This would capture where an activity changes from one type to another, and where an existing building is redeveloped no matter the scale or nature of the redevelopment.</p> <p>(b) The number of cycle spaces for staff members are set at a single rate for all activities and do not take into account the difference in demand for cycle spaces for difference activities.</p> <p>(c) The number of showers are set at a single rate for all activities and do not take into account that it is impractical to provide end of trip facilities for some activities.</p>	Accept in part Paragraph 9.49
F5.2	SIML	Submission of BWCT (7.17)	<p>Amend Standard 4(e) as follows:</p> <p>(a) Be consistent with the Regional Land Transport Plan 2015 and the requirement for cycle spaces and end of trip facilities be only required for "new buildings and development", and not for changes in activities or redevelopment of existing buildings;</p> <p>(b) The number of cycle parking facilities required be reduced, and appropriate rates be applied that recognise the different demand rates for different activities; and</p> <p>(c) The requirement for showers to be limited to specific activities where these facilities can be accommodated, including office, education, and hospitals, and not apply to retail activities.</p>	<p>Reference needs to be given to other district plans, including the Auckland Unitary Plan.</p> <p>The Auckland Unitary Plan only requires end of trip facilities for offices, education facilities and hospitals.</p> <p>The Submitter has three key concerns with the proposed Standard 4(e) Cycle Parking and End of Trip Facility Requirements:</p> <p>(a) The provisions apply to "changes to existing activities". This would capture where an activity changes from one type to another, and where an existing building is redeveloped no matter the scale or nature of the redevelopment.</p> <p>(b) The number of cycle spaces for staff members are set at a single rate for all activities and do not take into account the difference in demand for cycle spaces for difference activities.</p> <p>(c) The number of showers are set at a single rate for all activities and do not take into account that it is impractical to provide end of trip facilities for some activities.</p>	Reject Standard 4 (e) has been amended as recommended in the section 42A report and Decision.
F5.4	SIML	Submission of Hutt Cycle	End of trip facilities should only be required for new buildings not to "changes to existing activities".	-	Accept Paragraphs 9.50 &

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
		Network (17.3)			9.52
F5.5	SIML	Submission of Hutt Cycle Network (17.7)	Amend Standard 4(e) as follows: (a) Be consistent with the Regional Land Transport Plan 2015 and the requirement for cycle spaces and end of trip facilities be only required for "new buildings and development", and not for changes in activities or redevelopment of existing buildings; (b) The number of cycle parking facilities required be reduced, and appropriate rates be applied that recognise the different demand rates for different activities; and (c) The requirement for showers to be limited to specific activities where these facilities can be accommodated, including office, education, and hospitals, and not apply to retail activities.	End of trip facilities should not be required for all types of activity, and should only be required for those activities where facilities can be accommodated and are practical, including offices, education facilities and hospitals. The Submitter has three key concerns with the proposed Standard 4(e) Cycle Parking and End of Trip Facility Requirements: (a) The provisions apply to "changes to existing activities". This would capture where an activity changes from one type to another, and where an existing building is redeveloped no matter the scale or nature of the redevelopment. (b) The number of cycle spaces for staff members are set at a single rate for all activities and do not take into account the difference in demand for cycle spaces for different activities. (c) The number of showers are set at a single rate for all activities and do not take into account that it is impractical to provide end of trip facilities for some activities.	Reject Paragraphs 9.50 & 9.52 Reject in part Paragraphs 9.50 & 9.52 Accept in part Paragraphs 9.50 & 9.52 Standard 4 (e) has been amended as recommended in the section 42A report and Decision.
F5.6	SIML	Submission of GWRC (20.21)	-	Cycle parking rates for visitors are inappropriate unless a new activity or development is establishing which can provide these facilities.	Accept Paragraphs 9.49-9.50
F5.7	SIML	Submission of GWRC (20.21)	Amend Standard 4(e) as follows: (a) Be consistent with the Regional Land Transport Plan 2015 and the requirement for cycle spaces and end of trip facilities be only required for "new buildings and development", and not for changes in activities or redevelopment of existing buildings; (b) The number of cycle parking facilities required be reduced, and appropriate rates be applied that recognise the different demand rates for different	The RLTP supports the provision of quality pedestrian and cycle facilities within new developments that are well connected to adjacent networks and local centres. The RLTP recognises that new land use developments should provide for cycle parking and end of trip facilities, but this policy does not apply to changes of activities or redevelopment. The Submitter has three key concerns with the proposed Standard 4(e) Cycle Parking and End of Trip Facility Requirements:	Accept in part Paragraphs 9.49-9.50 Standard 4 (e) has been amended as recommended in the section 42A report and Decision.

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			activities; and (c) The requirement for showers to be limited to specific activities where these facilities can be accommodated, including office, education, and hospitals, and not apply to retail activities.	<p>(a) The provisions apply to "changes to existing activities". This would capture where an activity changes from one type to another, and where an existing building is redeveloped no matter the scale or nature of the redevelopment.</p> <p>(b) The number of cycle spaces for staff members are set at a single rate for all activities and do not take into account the difference in demand for cycle spaces for difference activities.</p> <p>(c) The number of showers are set at a single rate for all activities and do not take into account that it is impractical to provide end of trip facilities for some activities.</p>	
F5.8	SIML	Submission of Harriet Fraser (21.6)	<p>Amend Standard 4(e) as follows:</p> <p>(a) Be consistent with the Regional Land Transport Plan 2015 and the requirement for cycle spaces and end of trip facilities be only required for "new buildings and development", and not for changes in activities or redevelopment of existing buildings;</p> <p>(b) The number of cycle parking facilities required be reduced, and appropriate rates be applied that recognise the different demand rates for different activities; and</p> <p>(c) The requirement for showers to be limited to specific activities where these facilities can be accommodated, including office, education, and hospitals, and not apply to retail activities.</p>	<p>A more reasonable provision of cycle parks is proposed based on how many people were shown to cycle to work in the 2013 Census.</p> <p>The Submitter has three key concerns with the proposed Standard 4(e) Cycle Parking and End of Trip Facility Requirements:</p> <p>(a) The provisions apply to "changes to existing activities". This would capture where an activity changes from one type to another, and where an existing building is redeveloped no matter the scale or nature of the redevelopment.</p> <p>(b) The number of cycle spaces for staff members are set at a single rate for all activities and do not take into account the difference in demand for cycle spaces for difference activities.</p> <p>(c) The number of showers are set at a single rate for all activities and do not take into account that it is impractical to provide end of trip facilities for some activities.</p>	<p>Reject in part Accept in part Paragraphs 9.50 & 9.52 Standard 4 (e) has been amended as recommended in the section 42A report and Decision.</p>
21.7	Harriet Fraser	Amendment 33 Standard 5(a) – Loading and	<p>Add a new permitted activity standard as follows:</p> <p><i>All reasonable provision for loading/unloading activities associated with the activity be met on site.</i></p>	The loading and unloading requirements for different activities vary enormously. Many activities can be fully serviced by cars and vans where others require articulated trucks.	Accept in part Reject

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		<i>Unloading Requirements for Non-Residential Activities</i>		Some design provision should be included for when servicing occurs by either van or articulated trucks.	Paragraph 9.2-9.4 Standard 5 (a) has been amended as recommended in the Section 42 report.
2.1	S Bachler	Amendment 37 Standard 6(b) – Noise	<ul style="list-style-type: none"> Delete Plan Change 39 relating to noise. Put the onus for noise reduction from the rail corridor on the railway operators and not on the property owners. Add a directive to require railways to control noise levels. Noise level control can be 'Noise barriers' down the length of the Rail Corridor within 40m of private properties. 	If the council requires noise reduction from properties within 40m of the rail corridor, it should be the responsibility of the source of the noise.	<p>Reject Paragraphs 9.71-9.83</p> <p>Standard 6 (b) has been amended as recommended in the Section 42 report.</p>
4.13	NZTA	Amendment 35 Standard 6 – Development within the State Highway and Railway Corridor Buffer Overlays	<p>Amend Permitted Activity Standard 6(b) as follows: <u>In order to achieve this standard either:</u></p> <p>(i) <u>An acoustic design report must be provided to the Council prior to the commencement of the use. The acoustic design report must be prepared by a person qualified and experienced in acoustics. The report is to indicate the means by which the noise limits specified in this standard will be complied with and is to contain a certificate by its author that the means given therein will be adequate to ensure compliance with the acoustic design requirements specified in this standard; or</u></p> <p>(ii) <u>Compliance with the requirements in the following table will be deemed to achieve the required insulation standard specified in this rule. A report must be provided to the Council prior to any building consent being granted or, where no building consent</u></p>	It would be useful for plan users to understand the compliance mechanisms available when undertaking construction within the 40 metre wide State Highway and Railway Buffer Overlays. This would improve clarity of the plan and reduce confusion around proof of compliance with permitted activity standards.	<p>Reject Paragraphs 9.76-9.83</p> <p>Standard 6 has been amended as recommended in the Section 42 report and in the Decision.</p>

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			<p>is required, prior to commencement of the use, demonstrating compliance with the requirements listed in the following table and will form part of the building consent application (if any). The report must be prepared by the person responsible for undertaking the building work.</p> <table><tr><th>Building Element</th><th>Requirement</th></tr><tr><td><u>Wall</u></td><td><p>1. <u>20mm timber weather boards exterior cladding: Internal lining two layers of 10mm thick gypsum plasterboard. Minimum 75mm thick fibreglass or polyester or wool insulation in wall cavity.</u></p><p>2. <u>Brick veneer: Internal lining 1 layer of 10mm thick gypsum plasterboard.</u></p></td></tr><tr><td><u>Window</u></td><td><p>1. <u>Up to 20% of wall area 7mm laminated glazing (1mm interlayer).</u></p><p>2. <u>Up to 50% of wall area 11mm laminated glazing (1mm interlayer).</u></p></td></tr><tr><td><u>Roof</u></td><td><p>1. <u>Pitched roof greater than 20°: Steel cladding of 0.5mm or greater or tiles. Ceiling lining of two layers of minimum 10mm thick gypsum plasterboard. Minimum 75mm thick fibreglass or polyester or wool insulation of 14kg/m³ in ceiling cavity.</u></p><p>2. <u>Skillion roof: Steel cladding of 0.5mm or greater. Ceiling lining of two layers of minimum 13mm thick gypsum plasterboard. Minimum 75mm thick fibreglass or polyester or wool insulation</u></p></td></tr></table>	Building Element	Requirement	<u>Wall</u>	<p>1. <u>20mm timber weather boards exterior cladding: Internal lining two layers of 10mm thick gypsum plasterboard. Minimum 75mm thick fibreglass or polyester or wool insulation in wall cavity.</u></p> <p>2. <u>Brick veneer: Internal lining 1 layer of 10mm thick gypsum plasterboard.</u></p>	<u>Window</u>	<p>1. <u>Up to 20% of wall area 7mm laminated glazing (1mm interlayer).</u></p> <p>2. <u>Up to 50% of wall area 11mm laminated glazing (1mm interlayer).</u></p>	<u>Roof</u>	<p>1. <u>Pitched roof greater than 20°: Steel cladding of 0.5mm or greater or tiles. Ceiling lining of two layers of minimum 10mm thick gypsum plasterboard. Minimum 75mm thick fibreglass or polyester or wool insulation of 14kg/m³ in ceiling cavity.</u></p> <p>2. <u>Skillion roof: Steel cladding of 0.5mm or greater. Ceiling lining of two layers of minimum 13mm thick gypsum plasterboard. Minimum 75mm thick fibreglass or polyester or wool insulation</u></p>		
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<u>Floor</u>	1. <u>On grade slab.</u> 2. <u>Two layers of 20mm thick particle board.</u>								
5.13	KiwiRail	Amendment 35 Standard 6 – Development within the State Highway and Railway Corridor Buffer	Retain Permitted Activity Standard 6 as notified.	-	Accept Standard 6 has been amended as recommended in the Section 42 report and in the Decision.				
5.14	KiwiRail	Amendment 36 Standard 6(a) - Vibration	Amend Permitted Activity Standard 6(a) as follows: Road and rail traffic vibration levels Buildings must comply with class C of Norwegian Standard 8176 E:2005 (Vibration and Shock - Measurement of Vibration in Buildings from Landbased Transport and Guidance to Evaluation of Its Effect On Human Beings).	The proposed standard restricts the extent of vibration from road and rail, rather than the extent of vibration that occupants of the building are affected by, from the road and rail network. The control should be on the building mitigation.	Accept Paragraphs 9.81-9.83 Standard 6 has been amended as recommended in the Section 42 report.				
5.15	KiwiRail	Amendment 37 Standard 6(b) - Noise	Amend Permitted Activity Standard 6(b) as follows: (b) Noise Indoor design noise level as a result of noise from road and rail traffic must not exceed 45dB L _{Aeq} (24hr). Indoor design noise level as a result of noise from rail traffic must not exceed: <table><tr><td><u>Receiving Environment</u></td><td><u>L_{Aeq} 1 hour</u></td></tr><tr><td><u>Residential – Bedrooms</u></td><td><u>35 dB</u></td></tr></table>	<u>Receiving Environment</u>	<u>L_{Aeq} 1 hour</u>	<u>Residential – Bedrooms</u>	<u>35 dB</u>	The specific mitigation required would not achieve practical mitigation of rail noise as the characteristics of road and rail noise are different. Noise mitigation should be provided to a suitable standard to mitigate rail noise, independent of road noise.	Accept. Paragraph 9.83 Standard 6 (b) has been amended as recommended in the Section 42 report.
<u>Receiving Environment</u>	<u>L_{Aeq} 1 hour</u>								
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5.16	KiwiRail	Amendment 38 Standard 6(c) – Ventilation	Retain Permitted Activity Standard 6(c) as notified.	-	Accept Standard 6 (b) has been amended as recommended in the Section 42 report and Decision.						
5.17	KiwiRail	Amendment 42 District Plan Maps	Retain District Plan Maps as notified with regard to the State Highway and Railway Corridor Buffer Overlays.	-	Accept Standard 6 (b) has been amended as recommended in the Section 42 report and Decision.						
8.1	A Banks	Amendments 35 -38 Standard 6 – Development within the State Highway and Railway	<ul style="list-style-type: none">Amend Permitted Activity Standard 6 to remove reference to rail traffic.Amend Permitted Activity Standard 6 to remove the railway corridor from the <i>State Highway and Railway Corridor Buffer Overlays</i>.Amend the District Plan Maps to remove buffer of the railway corridor from the <i>State Highway and Railway</i>	There is insufficient detail contained in the Section 32 Evaluation to establish the nature, extent or existence of reverse sensitivity effects adjacent to rail corridors in Lower Hutt, or whether the measures contained in proposed standard 6 are the most appropriate means of mitigating reverse sensitivity effects. When multiplied over the total number of properties affected by the proposed standard, the potential future costs to landowners	Accept in part and reject in part. Paragraphs 9.83-9.93 Standard 6 has been amended as						

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		Corridor Buffer Overlays Amendment 42 District Plan Maps	Corridor Buffer Overlay.	<p>associated with meeting the noise insulation standard becomes significant.</p> <p>There is no certainty as to whether reverse sensitivity effects exist along the rail corridor, the extent and nature of these effects, or whether the proposed standard is an appropriate way to address these effects.</p> <p>The standards could have an effect on urban design (through both building setbacks that cause inefficient development of sites and solid acoustic barriers that adversely affect neighbourhood character, sightlines for vehicles reversing onto busy streets, and passive surveillance).</p> <p>The standard has the effect of requiring all costs for the mitigation of reverse sensitivity effects to be borne by affected property owners, while providing no limitations or controls on the source of the effects.</p> <p>In three years of living within the State Highway and Railway Corridor Buffer Overlay, the Submitter has not observed any discomfort or property dilapidation associated with rail traffic vibration.</p>	recommended in the Section 42 report and Decision.
8.2	A Banks	Amendment 36 Standard 6 – Development within the State Highway and Railway Corridor Buffer Overlays	Amend Permitted Activity Standard 6 as follows: <i>Within the 40 metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities, must be designed, and constructed and maintained to meet the following standards.</i>	<p>The requirement to maintain a building to comply with the standards could be unreasonably onerous and impractical, due to the fact that there are no limits set in the District Plan on the amount of vibration or noise emission from the state highway or corridor and that noise and vibration could increase over time.</p> <p>The costs and inconvenience of compliance monitoring for the standards could be a significant on-going burden for affected property owners and the Council.</p> <p>It is unreasonable that a burden of maintenance to meet the standards is applied only to the surrounding environment, and not the source of the noise and vibration.</p>	Reject Standard 6 (a) has been amended as recommended in the Section 42 report.
8.3	A Banks	Amendment 36 Standard 6(a) -	Delete Permitted Activity Standard 6(a).	<p>There is no certainty that buildings could be reasonably designed and constructed to comply with the proposed standard.</p> <p>There is a risk that the proposed standard implicitly prohibits</p>	Reject Paragraph 9.83

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		Vibration		particular land uses by requiring property owners to comply with a standard that may not be able to be reasonably complied with.	
8.4	A Banks	Amendment 35 Standard 6 – Development within the State Highway and Railway Corridor Buffer Overlays	Amend Permitted Activity Standard 6 to refer to "State Highway traffic" in place of "road traffic".	The proposed standard needs to be clear that it applies to the effects of State Highway traffic, and not traffic from other roads.	Accept Paragraph 9.83 Standard 6 has been amended as recommended in the Section 42 report and Decision.
8.5	A Banks	Amendment 38 Standard 6(c) – Ventilation	Amend Permitted Activity Standard 6(c) as follows: <i>If windows must be closed to achieve the design noise levels in (b), the building must be ventilated to meet clause G4 of the Building Code (Schedule 1 of the Building Regulations 1992). The sound of the ventilation system must not exceed 30dB L_{Aeq(30s)} when measured 1m away from any internal grille or diffuser.</i>	There is no benefit to measuring the noise generated by ventilation systems at exterior grilles or diffusers.	Accept Paragraph 9.83 Standard 6 (c) has been amended as recommended in the Section 42 report and Decision.
8.6	A Banks	Amendment 35-38 Standard 6 – Development within the State Highway and Railway Corridor Buffer Overlays Amendment 42 District Plan Maps	<ul style="list-style-type: none"> Delete the State Highway and Railway Corridor Buffer Overlays from the District Plan Maps. Amend Permitted Activity Standard 6 to clarify the method of calculating the boundary of the buffer area. 	<p>If a clear method of calculating the boundary of the buffer area is included in the standard e.g. 40m from the marked edge of the nearest State Highway carriageway or similar, a visual overlay is not required.</p> <p>The use of a visual overlay could be confusing to one-time or unexperienced users of the District Plan.</p>	Reject Paragraph 9.83 Standard 6 has been amended as recommended in the Section 42 report and Decision.

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8.7	A Banks	Amendment 42 <i>District Plan Maps</i>	Amend the legend of the District Plan Maps to refer to "State Highway and Railway Corridor Buffer Overlays", instead of "State Highway and Railway Corridor Overlay".	There is an inconsistent use of terminology between the district plan maps and the proposed standard. The standard refers to a 'State Highway and Railway Corridor Buffer Overlay'. However, the district plan maps refer to a 'State Highway and Railway Corridor Overlay', while omitting the critical word 'Buffer'. A 'corridor overlay' could be misinterpreted as being a potential future widening of the transport corridor, rather than as a buffer area for managing reverse sensitivity effects on the transport corridor.	Accept
8.8	A Banks	Amendment 35-38 <i>Standard 6 – Development within the State Highway and Railway Corridor Buffer Overlays</i>	Amend Permitted Activity Standard 6 to provide clear guidance on how compliance with the standard is to be demonstrated.	A clearly articulated means of demonstrating compliance with the proposed standard is important in order to provide certainty for designers and property owners as to the information requirements expected by the Council in order to demonstrate that the proposed activity complies with the proposed standard. It is unclear when in the overall design and construction process this information would be required by Council.	Reject Standard 6 has been amended as recommended in the Section 42 report and Decision.
10.1	B & C Benge	Amendment 35 <i>Standard 6 – Development within the State Highway and Railway Corridor Buffer Overlays</i>	Amend Permitted Activity Standard 6 as follows: <i>Within the 40 metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities, must be either designed constructed and maintained to meet the following standards or have a no complaints covenant registered against the title.</i>	The proposed standard will cause additional costs to rebuild existing dwellings located within this corridor. As there are no additional effects on the environment than those now experience by the current inhabitants, property owners should be given the option of re-building to normal building standards. The same outcome as anticipated by the proposed standard can be achieved by adding in the option of a 'non-complaints' covenant as an alternative to complying with the proposed standard.	Reject Paragraph 9.83 Standard 6 (a) has been amended as recommended in the Section 42 report.
11.1	S Brown	Amendments 35-38 <i>Standard 6 - Development within the State Highway and</i>	To not proceed with this Proposed District Plan Change 39: Transport. - Develop a policy to manage transport noise and vibration at source that will benefit the many existing residents in this zone. This policy should include:	Management of vibration and noise should be with the source of the vibration and noise, not those affected by it. Building to meet the proposed standard will increase building compliance costs. The proposed standard will create uncertainty and conflict as to	Reject Paragraph 9.83 Standard 6 has been amended as recommended in

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		<i>Railway Corridor Buffer Overlays</i>	<ul style="list-style-type: none"> o Maintenance of pot-holes. o A high standard of repair for road trenching. o The type of road surfacing used. o Promotion of electric vehicles as an example of new quieter transport technology. o As a bulk funder of rail services, use influence to get rail to address the pollution, noise and vibration caused by rail services. Specifically: <ul style="list-style-type: none"> • Use of continuous track • Get rail to look for a solution to the noise and vibration generated by points in the rail network. • Modernize the passenger services pulled by heavy, noisy diesel locos designed for freight trains so that they meet modern pollution and noise and vibration standards. - Drop the ventilation requirement from this change. If needed at all, this should be applied to all properties not just properties in this zone. - Do not change the wording of the Vibration clause under section (a) Vibration. The notice reads "Road and rail traffic vibration levels must comply with class C of Norwegian Standard" Management of this belongs with road and rail transport, not building standards. 	<p>how to meet the standard.</p> <p>It will not be possible to maintain buildings to the noise standard over time if the noise and vibration from transport are allowed to increase. Once built, it will be un-reasonably expensive to carry out further work to continue to meet the standard.</p> <p>The ventilation requirement (30dB L_{Aeq(30s)}) sounds like a "gold" standard that may be difficult to meet, and may not be met by any of the popular commercially sold systems.</p> <p>If there is to be a requirement for ventilation systems to be this quiet, it should be equally important regardless of where it is installed.</p> <p>Under section (a) Vibration the notice reads "Road and rail traffic vibration levels must comply with class C of Norwegian Standard" This clearly (as it should) requires road and rail traffic vibration levels to not exceed the proposed standard. Any re-wording of this to apply it to buildings instead of road and rail would be a major change.</p> <p>The proposed plan change will do nothing to reduce the exposure to noise and vibration of the residents in the overlay areas. Only management of the source of the noise and vibration will achieve the reduction.</p> <p>Noise and vibration can be managed through:</p> <ul style="list-style-type: none"> • Road maintenance; • Using fine chip or bitumen for road surfaces; • New quieter vehicles (the council could help influence the attractiveness of electric vehicles in the region with policy changes); • Continuous track where there are (almost) no track joins. • Modernised trains rather than heavy diesel trains. 	the Section 42 report and Decision.
12.1	A Fox	Amendments 35-38 <i>Standard 6 - Development</i>	Reject the proposed plan change.	<p>The measurement of vibration is unclear and open to abuse.</p> <p>A 40m buffer from the State Highway and railway corridor is too wide.</p>	Reject Standard 6 has been amended as recommended in

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13.1	N Ursin	<i>within the State Highway and Railway Corridor Buffer Overlays</i> Amendments 35-38 <i>Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays</i>	Reject the proposal and introduce appropriate provisions to deal with noise and/or vibration that make those responsible for creating the noise and/or vibration responsible for their effects.	<p>The proposed standard tries to make the victims liable.</p> <p>The submitter believes that the creation of noise and the effects of vibration are or can be regarded as the creation of a "nuisance".</p> <p>As such, the Submitter believes that the perpetrators of a nuisance are committing an offence and could be charged in law and/or be asked to desist.</p> <p>What is proposed essentially deals with noise and traffic vibration and transfers the responsibility of dealing with the nuisance from perpetrator to victim.</p> <p>The proposed standards could have an effect on market values of properties in the overlay area.</p> <p>Many of the properties within the overlay area are in the council's long term plans for higher density development, particularly those proximate to railway stations.</p> <p>The proposed standards go against natural justice and leaves council in possible costly litigation.</p> <p>If public health and/or safety issues are at stake the council should have approached the roads board and railways and asked them to do what is done overseas and that is to construct appropriate noise deadening barriers.</p> <p>There have been cases where developments have taken place and the vibrations have not only caused a nuisance but damage to neighbouring properties.</p> <p>This should be dealt with by council in terms of legal responsibilities not transferred to those affected.</p> <p>There are at least two examples of vibration effects and in both cases they are outside the corridor areas.</p>	<p>the Section 42 report and Decision.</p> <p>Reject Standard 6 has been amended as recommended in the Section 42 report and Decision.</p>

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14.1	R Beatson	Amendments 35-38 Standard 6 – Development within the State Highway and Railway Corridor Buffer Overlays Amendment 42 District Plan Maps	<ul style="list-style-type: none"> Amend Permitted Activity Standard 6 as follows: <i>Within the 40 metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, must be designed; and constructed and maintained to meet the following standards:</i> ... Add requirement for the road/rail assets to make reasonable efforts to reduce noise along the state highway and railway corridor. Remove references to rail traffic from Permitted Activity Standard 6. Remove the Railway Corridor Buffer Overlay from the District Plan Maps. 	<p>Enforced 'Maintenance' is possibly beyond the remit of the District Plan.</p> <p>The proposed standards could become unreasonably onerous for property owners.</p> <p>There seems to be no real practical method or measure nominated in terms of vibration or acoustics or data on the likely additional cost to property owners.</p> <p>The Submitter questions how making a building 'vibration'-proof or acoustically suitable deemed reasonably practical within adjacent residential properties.</p> <p>Possible mitigation solutions may have negative urban design affects.</p> <p>The Submitter questions where the New Zealand Transport Agency documentation cited suitable for calculation of effects of rail as well as roading?</p> <p>The effects of the proposed standard may be contrary to the values of Historic Residential Activity Areas (for example, Riddlers Crescent, Petone).</p> <p>The Permitted Activity Standard is consistent with Policy 8 of the Regional Policy Statement.</p>	<p>Reject</p> <p>Standard 6 has been amended as recommended in the Section 42 report and Decision.</p>
20.22	GWRC	Amendment 35 Development within the State Highway and railway Corridor Buffer Overlays	Retain Permitted Activity Standard 6 as notified.		<p>Accept</p> <p>Paragraph 9.83</p> <p>Standard 6 has been amended as recommended in the Section 42 report and Decision.</p>
26.1	T Julian	Amendments 35-38 Standard 6 - Development within the State Highway and	Reject Permitted Activity Standard 6.	<ul style="list-style-type: none"> The noise from the railways is obvious and has been in place for many decades. Increases in traffic volumes are also obvious. Imposing costs on property owners removes freedom of choice regarding the use of property owner's resources. A property owner will decide whether to spend money on 	<p>Reject</p> <p>Standard 6 has been amended as recommended in the Section 42 report and</p>

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		<i>Railway Corridor Buffer Overlays</i>		<p>mitigating the noise, which could involve a range of measures that the individual owner is best able to assess and implement. This could involve fencing, planting or more expensive measures such as double glazing and acoustic treatment of walls, and not necessarily an imposed solution from the Council.</p> <ul style="list-style-type: none"> • It is obvious to prospective tenants as to noise and vibration impact from rail and vehicle traffic and their decisions regarding whether to rent in affected locations will be determined having regard to this noise and vibration, the amenity and utility offered by the property, and the proposed rent. The market will determine the rent which will reflect the impacts of noise and vibration. • Owners may not be able to afford the cost associated with alterations and additions to dwellings on their properties, and the Proposed Plan Change may inhibit property owners' ability to enjoy the full benefits of property ownership. • A simple addition to a dwelling could become more complex, as the Council could require an upgrade of other window joinery, walls and installation of a ventilation system in order to comply with the noise rules, making the proposed work beyond the reach of the property owner. • Property owners were well aware of the rail noise when purchasing their properties. The price that was paid suited the property owner's budgets and reflected all of the costs and benefits of that property. If a property owner wishes to mitigate noise then the submitter believes that this is a matter for the property owner alone and not something that the Council should impose. • Council should focus on matters that truly make a difference to the citizens of Lower Hutt. • Permitted Activity Standard 6 increases the complexity of consent applications for building work by increasing the number of rules to be complied with and issues to be considered by council officers, with no net benefit to the applicant or citizens of Lower Hutt. • Permitted Activity Standard 6 would likely stop property 	Decision.

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26.2	T Julian	Amendment 3 <i>Issue 14A 2.1</i>	If the Proposed Plan Change must proceed, then proposed Permitted Activity Standard 6 should only apply to new dwellings, and not to existing dwellings.	<p>owners from making improvements to their properties as applications may trigger work for which the applicant sees limited utility and amenity.</p> <ul style="list-style-type: none"> The party that is affected by noise and vibration is the same party as is being required to pay for rectification of the noise and vibration. There would be no general community benefit from Permitted Activity Standard 6. <p>-</p>	Accept. Standard 6 has been amended as recommended in the Section 42 report and Decision.
F1.1	N Ursin	Submissions of NZTA (4.13) and KiwiRail (5.13 – 5.17)	The Submitter seeks the views of Government and appropriate Ministers, and requests that the proposed and suggested changes be rejected and the council re-draft appropriate noise, vibration and ventilation requirements to reflect that the responsibility for any nuisance created within the road and rail corridors lies solely with controlling agencies and their Ministers.	<p>While the submissions of NZTA and KiwiRail may be regarded by the agencies as operational, the Submitter believes their promotion and support of the proposal are putting the Government and Ministers in a position of supporting the subversion of natural justice and changes to policies relating to justice, resource management and local body precedents which may not be enforceable.</p> <p>Given NZTA's comment that they are prepared to work with Council on the proposed changes the Submitter believes that the views of the relevant Ministers should be canvassed before proceeding further, as it is obvious that policies could be involved.</p> <p>The Ministers views should be made public.</p> <p>As an example of who is leading any changes, NZTA in its submission under Ref 11, 3.11 makes reference to noise and building consents and lays down new standards. As such it would be interesting to learn whether the standard sought were drafted by a person qualified and experienced in acoustics and who that expert was? And how readily available is the expertise</p>	Reject Paragraph 9.94

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				<p>and at what cost?</p> <p>It is clear to the Submitter and others that the State Agencies involved are not interested in natural justice and that they are trying to use the Council by way of Proposed District Plan Change 39 to transfer responsibility for noise, vibration and ventilation from their corridors to the affected public.</p>	
F2.1	A Banks	Submission of NZTA (4.13)	That the requirement to provide a certificate is not included in the proposed standard.	<p>In the Submitter's opinion, a certificate as described in the NZTA submission provides no practical benefit with respect to the ability for users of the District Plan to demonstrate compliance with the proposed standard. In the Submitter's opinion, the important and useful requirements are:</p> <ul style="list-style-type: none"> • that a report is prepared indicating the means by which the standard is to be complied with; • that this report is prepared by a person qualified and experienced in acoustics. <p>No information is provided in the submission as to whether the acoustic design industry has the ability to provide the certificate requested as a matter of course, or whether such a certificate is 'insurable' with respect to the type of professional indemnity insurance cover typically held by acoustic design professionals.</p> <p>Were it the case that acoustic design professionals were not able to provide such a certificate as a matter of course, this may have the effect of limiting the ability of property owners to engage an acoustic design professional, should the professional not be commercially willing to provide such a certificate. Additionally, this may have the effect of further increasing the cost of acoustic design services to effected property owners, where acoustic design professionals may be required to take out more expensive insurance policies that cover the issuing of such certificates (if indeed such a policy exists).</p>	Reject
F2.2	A Banks	Submission of NZTA (4.13)	That suitable double glazed units are included in any list of 'deemed to comply' glazing.	<p>The Submitter supports generally the approach of the NZTA to provide a list of 'deemed to comply' solutions as part of the proposed standard. In the Submitter's opinion, this is an efficient means of implementing the intent of the standard, as it would</p>	Reject

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F2.3	A Banks	Submission of NZTA (4.13)	That deemed to comply solutions for floor construction are included that also comply with Standard 6(a) Vibration.	<p>have the effect of reducing the additional design and reporting costs associated with complying with the standard, should effected property owners wish to use any of the 'deemed to comply' solutions.</p> <p>However, with respect to glazing, the Submitter notes that only single glazing is included in the list of 'deemed to comply' glazing. The use of double glazed units is common with respect to new house construction (as well as additions or alterations to existing dwellings), particularly given the compliance requirements of Acceptable Solution H1/AS1 to Clause H1 (Energy Efficiency) of the New Zealand Building Code. The Submitter notes that in residential construction, single glazing generally does not comply with the requirements of H1/AS1, unless it is high-performance glass installed in timber or PVC window frames¹. In the Submitter's opinion, inclusion of suitable market-available double glazed units would significantly increase the practical ability for property owners to use the 'deemed to comply' solutions for glazing.</p>	
				<p>In the Submitter's opinion, there is no practical use in implementing a 'deemed to comply' approach for floor construction under proposed standard 6(b) Noise, where compliance with the Norwegian Standard referenced under proposed standard 6(a) Vibration may require some other design solution. Under section 4 of the Submitter's submission (DPC39/8), the Submitter opposed standard 6(a) Vibration partly because there was insufficient information provided in the Section 32 Evaluation as to how the application of the Norwegian Standard would affect the design and construction of buildings, particularly with respect to foundation and flooring design.</p> <p>The Submitter supports in principle the use of 'deemed to comply' solutions. However, in the case of floor construction, it is unclear whether the 'deemed to comply' solutions proposed are consistent with the requirements of proposed standard 6(a) Vibration. In the Submitter's opinion, a 'deemed to comply' approach for floor construction that also complied with standard 6(a) Vibration would be useful for users of the District Plan, as</p>	<p>Reject Paragraph 9.83 Standard 6 has been amended as recommended in the Section 42 report and Decision.</p>

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				this would mean that all aspects of standard 6 could be complied with through 'deemed to comply' methods.	
F2.4	A Banks	Submission of KiwiRail (5.14)	The Submitter opposes the revision to Standard 6(a) Vibration.	The Submitter opposes the proposed revision to the vibration standard for the reason as that they oppose the inclusion of Standard 6(a) Vibration, as stated in the Submitter's initial submission (Submission DPC/8, Sub. Ref. 8.3).	Reject Paragraph 9.83 Standard 6 (a) has been amended as recommended in the Section 42 report.
F2.5	A Banks	Submission of KiwiRail (5.15)	That the proposed revision is not included in the District Plan.	<p>In section 2 of the Submitter's original submission (DPC39/8), he opposes the application of all standards proposed by standard 6 to properties near rail corridors in Lower Hutt. Some of the reasons for this position included:</p> <ul style="list-style-type: none"> • The extent, nature and/or existence of reverse sensitivity effects associated with rail corridors in Lower Hutt was not established in the Section 32 Evaluation accompanying the proposed plan change; • Potential adverse effects on urban design, character and the safety of the street environment as a result of the proposed standards being implemented had not been assessed; • The Section 32 Evaluation did not include sufficient cost-benefit analysis, or any analysis of alternative approaches, to demonstrate whether it is reasonable or practical for property owners within the proposed buffer zone to bear all costs for managing reverse sensitivity effects associated with the rail corridor. <p>The KiwiRail submission appears to seek a higher noise standard for rail traffic than that proposed by the original proposed plan change. Apart from stating that "the characteristics of road and rail noise are different", no information is provided as to why this is a reasonable requirement.</p> <p>The KiwiRail submission contains no information as to whether the noise standards proposed by their submission can be</p>	Reject Paragraph 9.93 Standard 6 has been amended as recommended in the Section 42 report and Decision.

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				<p>reasonably or practicably implemented through building design and construction. In the example of residential construction, it is unclear whether conventional methods of construction could be used, or whether non-conventional materials, systems or construction details would be required. Further, the submission contains no information on whether the methods of construction required to achieve the noise standards proposed are readily available to the design and construction industry, or whether they would be compatible with the requirements of the New Zealand Building Code. Of particular concern to the Submitter would be compatibility with the requirements of clause E2 of the Building Code (External Moisture). It is unclear whether or not the requirements proposed by the KiwiRail submission would mean that affected property owners were unable to use the Acceptable Solutions to clause E2, as the Acceptable Solutions may not comply with the requirements of the KiwiRail submission. The absence of any information on how the noise standard proposed by the KiwiRail submission would affect building design and construction means that there is no certainty as to whether the standard could be reasonably complied with.</p> <p>The revised noise standards proposed by the KiwiRail submission could introduce a further cost burden to affected property owners in the form of additional design and construction costs. The KiwiRail submission provides no information or analysis to quantify this. The Submitter notes that the cost analysis contained in the NZTA Guide to the management of effects on noise sensitive land use near to the state highway network (referred to in the Section 32 Evaluation) is based on acoustic standards that are different to those proposed by the KiwiRail submission. In the absence of any information on the potential cost burden applied to affected property owners by the revised noise standard, it is not clear whether the potential costs imposed by the standard on property owners are reasonable with respect to managing reverse sensitivity effects.</p>	
F4.1	NZTA	Submission of KiwiRail (5.14)	As per KiwiRail's submission	The standard applies directly to new buildings, not the road and rail network. The Submitter agrees with KiwiRail's reasons: that the control should be expressed as being on new building	Accept Paragraph 9.83

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				design, not the existing road and rail network.	Standard 6 has been amended as recommended in the Section 42 report and Decision.
F4.2	NZTA	Submission of KiwiRail (5.16)	Retain as notified	-	Accept Paragraph 9.83 Standard 6 has been amended as recommended in the Section 42 report and Decision.
F4.3	NZTA	Submission of KiwiRail (5.17)	Retain as notified	Maps will provide an immediate visual indication to plan users. This will be particularly useful to first time or infrequent plan users. It will provide a useful indication that there are specific rules on a site.	Accept
F4.4	NZTA	Submission of A Banks (8.2)	Retain Standard 6 as notified.	<p>The Submitter understands the intention of the wording "and maintained" was to signal the expectation that new buildings would be designed and constructed so the long-term compliance with the applicable vibration, noise and ventilation standards would be achieved. The standard (and rule) would only apply to the construction of new buildings.</p> <p>Additionally, the Submitter's reverse sensitivity guide provides guidelines around predicting future traffic noise: design and construction should allow an addition 3dB to existing or predicated noise levels. The purpose of the Submitter's Reverse Sensitivity guide is to promote good practice for the management of noise sensitive land uses near 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. Relieving stress related illness and other</p>	Accept Paragraph 9.83 Standard 6 has been amended as recommended in the Section 42 report and Decision.

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				<p>sleep deprivation related health effects, reduces both individual and collective expenditure on health care. Careful and considered planning also balances the aspirations and wellbeing of landowners with New Zealanders' desire to have access to a safe and efficient road transport network.</p> <p>Reverse sensitivity is the legal vulnerability of an established activity to complaint from a new land use. This can occur in situations where different land uses/activities are located in close proximity to each other, resulting in conflict between the activities. The term 'reverse sensitivity' generally relates to the effects of the development of a sensitive activity in an area that is already affected by established activities. For land transport network operators, including the Transport Agency, there is a risk that new activities (such as house and schools) that choose to locate near to established roads or railways may object to the effects of the land transport network (such as noise and vibration) and take action against the operator. Therefore, reverse sensitivity provisions are required in district plans as a way to appropriately manage activities.</p> <p>Standard 6 is consistent with that good practice approach.</p>	
F4.5	NZTA	Submission of A Banks (8.3)	Retain Standard 6(a) as notified.	<p>The Submitter provides detailed guidance on this matter: "Guide to the management of effects on noise sensitive land use near to the state highway network".</p>	<p>Accept Paragraph 9.83 Standard 6 (a) has been amended as recommended in the Section 42 report.</p>
F4.6	NZTA	Submission of A Banks (8.5)	Retain Standard 6(c) as notified.	<p>The Submitter has detailed guidance that supports the measuring of noise vibration as per the proposed plan change.</p>	<p>Accept Paragraph 9.83 Standard 6 (c) has been amended as recommended in the Section 42</p>

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					report and Decision.
F4.7	NZTA	Submission of A Banks (8.6)	Retain proposed changes to District Plan Maps as notified.	Maps will provide an immediate visual indication to plan users. This will be particularly useful to first time or infrequent plan users. It will provide a useful indication that there are specific rules on site.	Reject
F4.8	NZTA	Submission of A Banks (8.7)	Ensure District Plan Maps refer to "State Highway and Railway Corridor Buffer Overlay "	The Submitter agrees that the terminology used on the Plan Maps should be consistent with that in the rule and standard.	Accept
F4.11	NZTA	Submission of B & C Benge (10.1)	Retain Standard 6 as notified.	<p>The meaning of the term "no complaints covenant" is unclear. Nor is it clear who would be party to such covenants, and who would be responsible for their enforcement through the RMA.</p> <p>It would not be good practice for the Council to rely on landowners to make use of no complaints covenants, where there is a resource management issue that should properly be dealt with by plan provisions. Standard 6 (and the associated rule and policies) is an appropriate planning method for promoting good practice for the management of noise sensitive land uses near to state highways.</p>	Accept Paragraph 9.83 Standard 6 has been amended as recommended in the Section 42 report and Decision.
F4.12	NZTA	Submission of S Brown (11.1)	Retain Standard 6 as notified.	<p>The purpose of the Submitter's Reverse Sensitivity guide is to promote good practice for the management of noise sensitive land uses near 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 and transport networks. Relieving stress related illness and other sleep deprivation related health effects, reduces both individual and collective expenditure on health care. Careful and considered planning also balances the aspirations and wellbeing of landowners with New Zealanders' desire to have access to a safe and efficient road transport network.</p> <p>Reverse sensitivity is the legal vulnerability of an established activity to complaint from a new land use. This can occur in situations where different land uses/activities are located in close proximity to each other, resulting in conflict between the</p>	Accept Paragraph 9.83 Standard 6 has been amended as recommended in the Section 42 report and Decision.

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				<p>activities. The term 'reverse sensitivity' generally relates to the effects of the development of a sensitive activity in an area that is already affected by established activities. For land transport network operators, including the Transport Agency, there is a risk that new activities (such as house and schools) that choose to locate near to established roads or railways may object to the effects of the land transport network (such as noise and vibration) and take action against the operator. Therefore, reverse sensitivity provisions are required in district plans as a way to appropriately manage activities.</p> <p>Standard 6 is consistent with that good practice approach.</p>	
F4.13	NZTA	Submission of R Beatson (14.1)	Retain Standard 6 as notified.	<p>The Submitter understand the intention of the wording "and maintained" was to signal the expectation the new buildings would be designed and constructed so that long-term compliance with the applicable vibration, noise and ventilation standards would be achieved. The standard (and rule) would only apply to the construction of new buildings.</p> <p>The purpose of the Submitter's Reverse Sensitivity guide is to promote good practice for the management of noise sensitive land uses near 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 and transport networks. Relieving stress related illness and other sleep deprivation related health effects, reduces both individual and collective expenditure on health care. Careful and considered planning also balances the aspirations and wellbeing of landowners with New Zealanders' desire to have access to a safe and efficient road transport network.</p> <p>Reverse sensitivity is the legal vulnerability of an established activity to complaint from a new land use. This can occur in situations where different land uses/activities are located in close proximity to each other, resulting in conflict between the activities. The term 'reverse sensitivity' generally relates to the effects of the development of a sensitive activity in an area that is already affected by established activities. For land transport</p>	<p>Accept</p> <p>Paragraph 9.83</p> <p>Standard 6 has been amended as recommended in the Section 42 report and Decision.</p>

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
				<p>network operators, including the Transport Agency, there is a risk that new activities (such as house and schools) that choose to locate near to established roads or railways may object to the effects of the land transport network (such as noise and vibration) and take action against the operator. Therefore, reverse sensitivity provisions are required in district plans as a way to appropriately manage activities.</p> <p>Standard 6 is consistent with that good practice approach.</p> <p>Additionally, the Submitter's reverse sensitivity guide provides guidelines around predicting future traffic noise: design and construction should allow an additional 3dB to existing or predicated noise levels.</p> <p>Maps will provide an immediate visual indication to plan users. This will be particularly useful to first time or infrequent plan users. It will provide a useful indication that there are specific rules on a site.</p>	
1.1	Harvey Norman	Amendment 20 Section 14A 5.1(c) - Rules	<ul style="list-style-type: none"> Exclude the Central Commercial Activity Area from Policy 14A 4.5 and Rule 14A 5.1(c). Amend Rule 14A 5.1(c) as follows: <i>Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity.</i> <i>Discretion is restricted to:</i> <i>The effects of the activity on the transport network including impacts on on-street parking except this provision does not apply to activities within the Central Commercial Activity Area.</i> 	<p>Policy 14A 4.5 implicitly requires activities to provide sufficient on-site parking so as to avoid adverse externalities on on-street parking.</p> <p>Retaining discretion over impacts on on-street parking in the Central Commercial Activity Area undermines the removal of parking requirements for the Activity Area.</p>	Reject Paragraphs 6.4 & 9.33-9.34
7.3	BWCT	Amendment 17 Policy 14A 4.5	<p>Requirements for the evaluation of high trip generating activities (Amendment 17) should include three key criteria:</p> <ul style="list-style-type: none"> will this reduce carbon emissions? 	-	Reject in part & accept in part Paragraphs 9.33-9.34

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
			<ul style="list-style-type: none"> will this reduce overall congestion in the city? will this promote healthy lifestyles? 		
7.7	BWCT	Amendment 39 <i>Appendix Transport 2 – High Trip Generator Thresholds</i>	High trip generation activities should include provision for temporary / periodic activities such as markets.	-	Accept Appendix 2 has been amended as recommended in the section 42A report.
7.20	BWCT	Amendment 39 <i>Appendix Transport 2 – High Trip Generator Thresholds</i>	The Submitter questions why 50 children has been chosen as the threshold for High Trip Generators in Appendix Transport 2, when previous requirements were based on 30, and states that even 30 children result in a significant number of vehicle movements in a higher risk setting.	-	Accept Appendix 2 has been amended as recommended in the section 42A report.
20.15	GWRC	Amendment 20 <i>Section 5 - Rules</i>	Retain Rule 5.1 as notified.	Consistent with Policy 57 of the Regional Policy Statement with regard to Integrated Transport Assessments for high trip generators.	Accept Rule 14A 5.1 notes have been amended as recommended in Section 42A report.
20.18*	GWRC	Amendment 28 <i>Standard 4 – Car Parking Requirements</i>	Retain Table 4-1 as notified with regard to Central Commercial and Petone Commercial Activity Areas and Dwelling houses.	<p>Parking is an important consideration in achieving the agreed direction of the Regional Land Transport Plan 2015 and the Regional Policy Statement as it can influence the uptake of public transport and active modes, influence travel behaviour and travel demand, and the efficient use of the transport network.</p> <p>Strongly support the removal of any parking requirements in Central Commercial Activity Area and the Petone Commercial Area.</p> <p>The Submitter welcomes this deliberate approach which seeks to encourage residential and small businesses in these areas, while managing the impact of larger commercial activities as High Trip Generators through the new Rule 14 5.1(c) requirement to</p>	Accept Standard 4 has been amended as recommended in section 42A report.

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
				provide and Integrated Transport Assessment. Strongly support the reduction in the minimum parking spaces for residential from 2 spaces to 1 space. This is consistent with: Policy E.7 of the Regional Land Transport Plan which states that 'Parking provisions in district plans should be reviewed to ensure they provide flexibility and do not result in an oversupply of parking as part of new residential or commercial development'. Policy 10 and Policy 57 of the Regional Policy Statement in relation to promoting travel demand management and integrated land use and transport.	
7.21*	BWCT	Amendment 51 Chapter 5A - Central Commercial Section 5A 1.2.5 - Car parking	The text 'Also, provide for car parking in a way that reduces the reliance on private vehicles and encourages use of sustainable transport modes' should remain here or be incorporated into an overall objective. Similarly, policy 'a' should remain, especially with regard to pedestrian safety and convenience. Preferably there should be an overall objective, similar to Christchurch's replacement district plan, which "reduces the dependency on private motor vehicles and promotes the use of public and active transport". A road use hierarchy, as defined within ChCh Transport Strategic plan would help reinforce this commitment.	-	Reject
7.22	BWCT	Amendment 77 Chapter 13 – Network Utilities Section 13.3.3 – Matters in which Council Seeks to	Add in 'impact on active transport use / uptake'. This would enable the council to take a proactive role and ensure development decisions / direction supports its vision (such as the walking and cycling strategy).	The decision requested would enable Council to take a proactive role and ensure development decisions / directions support its vision.	Reject

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
		<i>Control</i>			
20.26	GWRC	Chapter 3 - Definitions	<p>Add a new definition for "transport network", as follows: <i>The transport network comprises the following components and transport modes:</i></p> <ul style="list-style-type: none"> • <i>All road corridors (including both State Highways and Local Roads);</i> • <i>Pedestrian and cycling facilities within the road corridor, and off-road where primarily used for transport purposes.</i> • <i>All railway corridors;</i> • <i>Car and cycle parking facilities;</i> • <i>Loading facilities; and</i> • <i>Public transport services and their associated infrastructure (including bus, train and ferry services, wharfs, bus stops and Park and Ride car parks at train stations).</i> 	<p>A new definition for transport network should be included in the plan change to make it clear what the objectives and policies are trying to achieve.</p>	Accept
F4.14	NZTA	Submission of GWRC (20.1, 20.26)	<p>As per Greater Wellington Regional Council's specified relief.</p>	<p>The Submitter particularly supports the amendment to the first bullet point.</p> <p>At this point the Submitter has no fixed position on where the amendment is located in the plan (either introduction or definitions); however, for succinctness it should not be duplicated.</p>	Accept
9.8	PPAG	General	Amend all references to engineering standards to include the phrase "and any subsequent standard".	The standards referred to in the Proposed Plan Change will become superseded by updated versions.	Reject
9.10	PPAG	Section 32 Report	Issue 11 states that pedestrian connectivity could be enhanced by consideration of the way in which developments cater for pedestrians. The word could should be replaced by should, and the plan should make specific provision for pedestrian connectivity. Further any retail or industrial development involving a parking area should be made to provide safe access for pedestrians	-	Reject

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
			walking from the street to the facility.		
20.24	GWRC	Section 32 Report	No specific decision requested.	<p>The Section 32 Report includes reference to the following documents that have been superseded by the Regional Land Transport Plan:</p> <ul style="list-style-type: none"> • Corridor Plan; • Regional Road Safety Plan; • Regional Cycling Plan; • Regional Walking Plan; • Regional Travel Demand Management; and • Regional Freight Plan. 	Accept
20.25	GWRC	Section 32 Report	No specific decision requested.	The submitter requests that the Section 32 evaluation is revisited to include an analysis of the plan against the requirements in the Regional Public Transport Plan, and therefore include the reference of the Regional Public Transport Plan and Regional Rail Plan.	Accept
21.10	Harriet Fraser	Other	It might be useful to include provision for a rubbish collection point for multi-unit residential developments.	-	Accept Paragraph 9.114
22.1 and 23.1	Winstone Aggregate and Firth Industries	Amendment 17 <i>Policy 14A 4.5</i> Amendment 20 <i>Section 14A 5 - Rules</i> Amendment 39 <i>Appendix Transport 2 – High Trip Generator Thresholds</i>	<p>Amend PC39 to exempt the Extraction Activity Area (including mineral extraction activities and industries located within the zone) from:</p> <ol style="list-style-type: none"> Policy 14A 4.5 (Amendment 17); Rule 14A 5 (Amendment 20); Appendix Transport 2 – High Trip Generator Thresholds (Amendment 39). <p>Amend PC39 to exempt the Extraction Activity Area from the provisions of PC39.</p> <p>Alternative relief to satisfy the Submitter's concerns.</p> <p>Additional or consequential relief to satisfy the Submitter's concerns.</p>	<p>Appendix Transport 2 – High Trip Generator Thresholds could have the effect of capturing existing permitted and well-established activities in the Extraction Activity Area where there is a minor expansion of buildings, activities or operations.</p> <p>The proposed provisions:</p> <ol style="list-style-type: none"> will not promote sustainable management of resources, will not achieve the purpose of the Resource Management Act and are contrary to Part 2 and other provisions of the Resource Management Act; will not enable the social and economic wellbeing of the community in the City; will not sustain the potential of the physical resource represented by the Submitters' assets in the City for the future; are not adequate to protect and enable the Submitters' 	Reject

Number	Submitter	Provision	Decision Sought by Submitter	Submitter's Reasons/Comments	Commissioners' Decision & Reference
F4.15, F4.16	NZTA	Submissions of Winstone Aggregates and Firth Industries (22.1, 23.1)	Retain Policy 14A 4.5, Section 14A 5 and Appendix Transport 2 as notified.	<p>operations in the City generally;</p> <p>e) do not have sufficient regard to the efficient use and development of the Submitters' assets and of those resources which are dependent on, or benefit from, the Submitters' assets and operations; and</p> <p>f) do not represent the most appropriate means of exercising the Council's functions, having regard to the efficiency and effectiveness of the provisions relative to other means, and do not discharge the Council's duty under section 32 of the Resource Management Act.</p> <p>The notified provisions will not affect the application of existing use rights under the RMA (including section 10). Any activities that do not benefit from existing use rights should be subject to the provisions in the same way as other activities.</p>	Accept

Appendix 2: Chapter 14A of Proposed Plan Change 39, Showing Amendments from this Decision

Appendix 2 –

Chapter 14A of Proposed Plan Change 39, Showing Amendments from this Decision

Amendments to the notified version as accepted from the s42A report shown as blue tracked changes thus: [additions](#) or [deletions](#).

Additional amendments arising from this decision shown as blue tracked changes thus: [additions](#) or [deletions](#)

14A Transport

Amendment 2

14A 1 Introduction

A safe, efficient transport network is essential for the social and economic wellbeing of Hutt City. The Hutt City transport network comprises the following components and transport modes:

- all road corridors (including both State Highways and Local Roads);
- pedestrian and [cycling facilities within the road corridor, and off-road where primarily for transport purposes](#)~~cycle routes, whether they be within a road corridor or not;~~
- all railway corridors;
- car and cycle parking facilities;
- loading facilities; and
- public transport [services and their associated infrastructure](#) (including bus, ~~train~~[commuter railway](#) and ferry services, and their associated [train stations, harbour ferry wharfs, bus stops and Park and Ride car parks at train stations](#)~~stops, stations and terminals~~).

The transport network is administered by four different agencies. The New Zealand Transport Agency is responsible for designated State Highways. KiwiRail is responsible for designated railway corridors. Greater Wellington Regional Council provides public transport services including buses and trains that use the infrastructure provided by these agencies. Hutt City Council is responsible for the remainder of the transport network.

Hutt City Council road reserves [are managed as](#) ~~overlays that lay on top of the underlying zones.~~ [When a road is stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed. Where the road reserve is between two different activity areas, the centre line of the road reserve is the boundary between such activity areas.](#)

To achieve sustainable development, the transport network must be integrated with land use, so that people can easily move around the City, and businesses can move goods efficiently. Appropriate integration also manages effects on and from the operation of the transport network, particularly regionally significant transport infrastructure.

This transport chapter contains city-wide objectives, policies and rules relevant to the transport network.

The approach of the chapter is to identify a transport network hierarchy, promote the integration of land use with the transport network and specify key standards for the design and construction of transport network infrastructure. All activities are permitted if they meet the specific standards and thresholds. In general, recognised industry standards are used, unless there is reason to use a specific local standard. Activities that do not meet the standards or that generate significant volumes of traffic are assessed on a case by case basis through the resource consent process.

Amendment 3

14A 2 Issues

Issue 14A 2.1

A safe, efficient, resilient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.

Amendment 4

Issue 14A 2.2

The construction, operation and maintenance of the transport network can have adverse effects on the surrounding environment, including noise, vibration and visual effects.

**Amendment 5*

Issue 14A 2.3

Noise sensitive activities can have reverse sensitivity effects on the transport network, potentially affecting the construction, operation and maintenance of the network.

Amendment 6

Issue 14A 2.4

Land use and development can adversely affect the safety and efficiency of the transport network through the generation of additional traffic.

**Amendment 7*

Issue 14A 2.5

Land use and development can adversely affect the safety and efficiency of the transport network through inappropriate design of on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities).

Amendment 8

14A 3 Objectives

Objective 14A 3.1

A safe, and efficient and resilient and well-connected transport network that is integrated with land use patterns, meets local, regional and national transport needs, facilitates and enables urban growth and economic development, and provides for all modes of transport.

Amendment 9

Objective 14A 3.2

Adverse effects from the construction, maintenance and development of the transport network on the adjacent environment are managed.

Amendment 10

Objective 14A 3.3

Reverse sensitivity effects on the transport network from sensitive activities are managed.

Amendment 11**Objective 14A 3.4**

Adverse effects on the safety and efficiency of the transport network from land use and development that generate high volumes of traffic are managed.

Amendment 12**Objective 14A 3.5**

Adverse effects on the safety and efficiency of the transport network from on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities) are managed.

Amendment 13**14A 4 Policies****Policy 14A 4.1**

Additions and upgrades to the transport network should seek to improve connectivity across all modes and be designed to meet industry standards that ensure that the safety, and efficiency and resilience of the transport network are is maintained.

Amendment 14**Policy 14A 4.2**

Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network, and, where appropriate, should:

- seek to improve connectivity within and between communities; and
- enable walking, cycling and access to public transport.

Amendment 15**Policy 14A 4.3**

The transport network should be located and designed to avoid, remedy or mitigate adverse effects on the adjacent environment land.

Amendment 16**Policy 14A 4.4**

Land use, subdivision or development containing noise sensitive activities should be designed and located to avoid, remedy or mitigate adverse effects which may arise from the transport network.

Amendment 17**Policy 14A 4.5**

Any activity that is a High Trip Generator must be assessed on a case by case basis. Adverse effects of High Trip Generators on the safety and efficiency of the transport network should be managed through the design and location of the land use, subdivision or development.

Amendment 18**Policy 14A 4.6**

Vehicle access, parking, manoeuvring and loading facilities should be designed to standards that ensure they do not compromise the safety and efficiency of the transport network.

Amendment 19**Policy 14A 4.7**

The transport network, land use, subdivision and development should provide for all multiple transport modes.

Amendment 20

14A 5 Rules

Rule 14A 5.1

- (a) Any activity is permitted if it:
- Complies with the standards listed in Appendix Transport 1; and
 - Does not exceed the high trip generator thresholds specified in Appendix Transport 2.

NOTES:

Where an activity is associated with a subdivision, the provisions of "Chapter 11 – Subdivision" also apply.

Where an activity will be undertaken by a network utility operator (as defined by Section 166 of the Resource Management Act), the provisions of "Chapter 13 – Network Utilities" also apply.

- (b) Any activity that does not comply with the standards listed in Appendix Transport 1 is a **Restricted Discretionary Activity**.

Discretion is restricted to:

- The effects generated by the standard(s) not being met.

- (c) Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a **Restricted Discretionary Activity**.

Discretion is restricted to:

- The effects of the activity on the transport network including impacts on on-street parking.

An Integrated Transport Assessment, prepared by a suitably qualified traffic engineer/planner, must be submitted with any resource consent application under this rule.

NOTE: The New Zealand Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment.

Links to:

All Objectives and Policies

Amendment 21

Appendix Transport 1 - Standards

Standard 1 - Standards for New Roads

- (a) Road Classification

Roads are classified under the One Network Road Classification~~in the Transport Network Hierarchy~~ described in Table 1-1 and are listed in Appendix Transport 3. Any road not listed in Appendix Transport 3 is defined as an Access Road. Any change to Appendix Transport 3 to add or reclassify a road requires a Plan Change.

Roads overlay zones, as shown in the Planning Maps. When a road is stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed.

Table 1-1: Transport Network Hierarchy

<u>One Network Road Classification</u>	<u>Description</u>	<u>Category from NZS 4404:2010</u>
<u>National</u>	<u>These roads make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports, and have high volumes of heavy commercial vehicles or general traffic.</u>	<u>-</u>
<u>Regional</u>	<u>These roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports and airports. They are major connectors between regions and, in urban areas, may have substantial passenger transport movements.</u>	<u>Major Arterial Road</u>
<u>Arterial</u>	<u>These roads make a significant contribution to social an economic wellbeing, linking regionally significant places, industries, ports or airports. They may be the only route available to important places in a region, performing a 'lifeline' function.</u>	<u>Major Arterial Road / Minor Arterial Road</u>
<u>Primary Collector</u>	<u>These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or population areas.</u>	<u>Minor Arterial Road / Connector/Collector Road</u>
<u>Secondary Collector</u>	<u>These roads link local areas of population and economic sites. They may be the only route available to some places within this local area.</u>	<u>Connector/Collector Road</u>
<u>Access</u>	<u>These roads link local areas of population and economic sites. They may be the only route available to some places within this local area.</u>	<u>Local Road</u>
<u>Access Road (low volume)</u>	<u>This is often where your journey starts and ends. These roads provide access and connectivity to many of your daily journeys (home, school, farm, forestry etc). They also provide access to the wider network.</u>	<u>Lane</u>

<u>Hierarchy Level</u>	<u>Category from NZS 4404:2010</u>	<u>Functions</u>
<u>Primary Distributor</u>	<u>-</u>	<u>A road that has very high vehicle volumes, including heavy commercial vehicles. Generally state highways. Typical operating speed is 100 km/h.</u>
<u>Major District Distributor</u>	<u>Major Arterial Road</u>	<u>A road that provides connections to Primary Distributors and other Major District Distributors.</u>

		High vehicle volumes, including heavy commercial vehicles.
Minor District Distributor	Minor Arterial Road	A road that provides connections from Access Roads to Major District Distributors, with higher volumes of traffic than Local Distributors.
Local Distributor	Connector/Collector Road	A road that provides connections from Access Roads to Major District Distributors, with lower volumes of traffic than Minor District Distributors.
Access Road	Local Road	A road that provides access and connectivity for a local area. Low vehicle speeds, pedestrian and local amenity values predominate.
Pedestrian Road	Local Road	A road with a high number of pedestrians, including a high number of pedestrians likely to cross the road.

Amendment 22

(b) Engineering Standards

All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.

(c) Service Lanes, Private Ways, Pedestrian Accessways and Walkways

Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.

<u>No. of Potential Dwellings</u>	<u>Legal Width</u>	<u>Formation Width</u>
<u>1</u>	<u>3m</u>	<u>No specific requirements</u>
<u>2</u>	<u>3m</u>	<u>No specific requirements</u>
<u>3</u>	<u>4m</u>	<u>3m carriageway</u>
<u>4-6</u>	<u>6m</u>	<u>5m carriageway</u>
<u>7-10</u>	<u>7m</u>	<u>5m carriageway plus 1m footpath</u>

Amendment 23**Standard 2 - Site Access and Manoeuvring Area**

(a) Vehicle Access (excluding separation distances from intersections)

No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage.

There must be a separation distance of at least 1 metre between crossings measured at the kerb/carriageway edge.

Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.

Where a vehicle access serves three or more dwellings, it must have a minimum width of 4 metres to allow for fire service vehicles.

Amendment 24(b) Separation Distances from Intersections and Rail Level Crossings

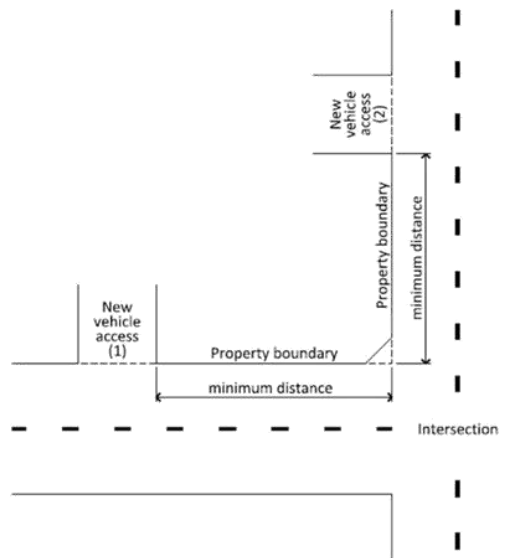
The distance between new vehicle accesses and all intersections must be at least:

- National or Regional Primary or Major Distributor Road: 30m
- Arterial or Primary Collector Minor District Distributor Road: 20m
- Secondary Collector Local Distributor Road: 15m
- Access Road Access or Pedestrian Road: 10m

The distance between new vehicle accesses and all rail level crossings must be at least 30m.

These distances are to be measured between the intersecting points of the site boundaries as shown in Diagram 2-1 below, and also apply to new vehicle accesses on the opposite side of the road from an intersection.

Diagram 2-1: Separation Distance from Intersection



Amendment 25

(c) Manoeuvring Area

Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes.

Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling house and accesses an Access, Secondary Collector or Primary Collector road (as listed in Appendix Transport 3). ~~the posted speed limit is less than 80km/h.~~

Amendment 26

(d) Additional Provision for Service Stations

Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.

Amendment 27

Standard 3 - Minimum Sight Distances at Railway Level Crossings

(a) Minimum Sight Distances at Railway Level Crossings

New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).

Amendment 28**Standard 4 - Car and Cycle Parking and End of Trip Facilities****(a) Car Parking Requirements**

For all new activities and changes to existing activities, car parking spaces must be provided in accordance with the minimums calculated under Table 4-1.

In calculating the number of car parking spaces to be provided, fractional numbers must be rounded up to the next whole number.

For developments that involve a range of different activities (for example, Integrated Retail Developments) the car parking requirement must be determined on an aggregate basis.

Space needed for manoeuvring, loading, unloading, queuing, or standing at a service booth, must not be used for carparks counted towards meeting the requirement.

Table 4-1: Minimum Parking Standards

Activity	Minimum Parking Spaces
Any activity in Central Commercial Activity Area	Nil
Any activity in Petone Commercial Activity Area	Nil
Residential:	
Dwelling house	1 per unit
Home occupation	1 per home occupation (in addition to the Residential requirement)
Housing for the elderly	0.7 per unit/apartment and 0.3 per rest home bed
Residential facility	1 per staff member* and 0.3 per bed
Boarding house	0.5 per resident
Education:	
Childcare facility, primary and intermediate school	1 per staff member* and <u>0.2 per child that the facility is designed to accommodate*</u>
<u>Primary and intermediate school</u>	<u>1 per staff member*</u>
Secondary school	1 per staff member* and 0.1 per student 16 and over
Tertiary or adult education (outside the Tertiary Education Precinct)	1 per staff member* and <u>0.2 per student</u> 1 per 2.5 students
Tertiary Educational Precinct	$[(1 \text{ parking space per } 1.33 \text{ staff members}^* + 1 \text{ parking space per } 2.5 \text{ students}) - 300] \div 0.76$
Medical:	
Health care service, hospital and veterinary surgery	5 per 100m ² GFA
Community Health Activity Area	3 per 100m ² GFA
Retail:	

Retail activity and licensed premises within the Suburban Commercial and Special Commercial Activity Areas	Nil for the first 400m ² GFA 2 per 100m ² for GFA greater than 400m ²
Retail activity and licensed premises outside the Commercial Activity Areas	Nil for the first 100m ² GFA 5 per 100m ² for GFA greater than 100m ²
Vehicle sale	1 per 300m ² site area
Commercial garage	4 per service bay
Service station	5 per 100m ² GFA
Trading Warehouse	3 per 100m ² GFA
Commercial:	
Commercial activity	2 per 100m ² GFA
Industrial:	
Industrial activity	2 per 100m ² GFA
Warehouse	2 per 100m ² GFA
Network Utility Operation	Nil for the first 200m ² GFA 2 per 100m ² for GFA greater than 200m ² **
Emergency facility	2 per 100m ² GFA
Accommodation:	
Visitor accommodation, motor camp and camping ground	The greater of: 1 per unit or 0.2 per occupant
Cultural and Sporting:	
Place of assembly and Sporting facility	1 per 5 people based on the maximum number of people that the site is designed to accommodate.
* The number of staff members is the maximum number of full or part time staff members on the site at any one time.	

Amendment 29

- (b) Off-street Car Parking for People with Disabilities

Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.

Amendment 30

- (c) Location of Car Parking Spaces

Car Parking spaces must be provided on site, except for tertiary education activities within the Tertiary Education Precinct, for which car parking spaces must be located on any site within the Precinct.

Amendment 31

- (d) Car Parking Design Standards

Car parking spaces and facilities dimensions—must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.

Amendment 32

- (e) Cycle Parking and End of Trip Facility Requirements

For all new activities in new buildings and developments (including the redevelopment of existing buildings) and changes to existing activities, cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.

Table 4-2: Minimum Cycle Parks and Showers

Number of Staff Members	Number of Cycle Parks	Number of Showers
1-5	0	0
6-10	1	1
10 or more	1 per 10 staff members	1 per 100 staff members
* The number of staff members is the maximum number of full or part time staff members on the site at any one time.		

At every place of assembly or sporting facility cycle parking must be provided clear of footpaths and roadways, not more than 50m from the public entrance, at the rate of 1 cycle park per 20 persons based on the maximum number of persons the facility is designed to accommodate.

Bicycle stands need not be provided but cycle parking must enable cycles to be secured to an immovable object.

Cycle parking facilities required under this standard must meet the following minimum specifications:

- 1 Stands must be securely anchored to an immovable object.
- 2 Stands must support the bicycle frame and front wheel.
- 3 Stands must allow the bicycle frame to be secured.
- 4 Cycle parking facilities must be located so it they are easily accessible for staff.
- 5 Cycle parking facilities must be located so as not to impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted.
- 6 Cycle parking facilities must be located so that the bicycle is at no risk of damage from vehicle movements within the site.
- 7 Cycle parking facilities must be available during the hours of operation and must not be diminished by the subsequent erection of any structure, storage of goods, landscape planting or any other use.
- 8 Cycle parking facilities for staff must be located in a covered area.
- 9 Cycle parking facilities for staff must be located in an area where access by the general public is generally excluded.

Advisory note: Plan users are referred to the Council's Cycling Parking Design Guide to assist in the design and provision of cycle parking facilities.

Amendment 33

Standard 5 - Loading and Unloading

- (a) Loading and Unloading Requirements for Non-Residential Activities

For non-residential activities the number of loading spaces to be provided on-site must not be less than that shown in Table 5-1.

Amendment 34

- (b) Design Requirements

Loading facilities must be designed, constructed and maintained in accordance with AS/NZS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design stated in Table 5-1.

Table 5-1: Minimum Loading Space Requirements

Gross Floor Area	No. of Spaces	Minimum Design Vehicle
Up to 500m ²	Nil	-
501 - 1000m ²	1	Small Rigid Vehicle
1001 - 3000m ²	1	Medium Rigid Vehicle
Greater than 3000m ²	1	Heavy Rigid Vehicle

(c) Rubbish Collection Facilities for Residential Activities

For residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5(c)), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.

Amendment 35

Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays

Within the 40-metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities*, must be designed, constructed and maintained (at the level of installation) to meet the following standards:

Amendment 36

(a) Vibration

Buildings~~Road and rail traffic vibration levels~~ must comply with class C of Norwegian Standard 8176 E:2005 (Vibration and Shock - Measurement of Vibration in Buildings from Landbased Transport and Guidance to Evaluation of Its Effect on Human Beings).

Amendment 37

(b) Noise

(i) Indoor design noise level as a result of noise from road and rail state highway traffic must not exceed 45dB LAeq(24h).

(ii) Indoor design noise level as a result of noise from rail traffic must not exceed the following levels:

Residential Activities, Visitor Accommodation, Boarding Houses or other premises providing residential accommodation for five or more travellers:

Bedrooms: 35dB LAeq(1h)

Other habitable spaces: 40dB LAeq(1h)

Childcare Facility:

All spaces: 40dB LAeq(1hr)

Indoor design noise level as a result of noise from road and rail traffic must not exceed 45dB LAeq(24hr)*

Amendment 38

(c) Ventilation

If windows must be closed to achieve the design noise levels in (b), the building must be ventilated to meet clause G4 of the Building Code (Schedule 1 of the Building Regulations 1992). The sound of the ventilation system must not exceed 30dB LAeq(30s) when measured 1m away from any internal grille or diffuser.

Compliance with the above performance standards for Noise and Vibration can be achieved by ensuring buildings are designed and constructed in a manner that:

1. Accords with the building schedule in Appendix Transport 4; or

2. Accords with an acoustic and vibration design certificate, signed by a qualified acoustic engineer, that states that the proposed design will achieve compliance with the above performance standards.

* For the avoidance of doubt, this requirement does not apply to alterations or additions to existing buildings in which no new noise sensitive activity is proposed.

Amendment 39

Appendix Transport 2 - High Trip Generator Thresholds

Activity	Threshold
Residential	Any residential development or subdivision enabling more than 60 dwelling houses
Education:	
Child Care Facilities	More than 30 50 Children
Primary, Intermediate and Secondary Schools	More than 150 Students
Tertiary Education Providers	More than 250 Full Time Equivalent students
Health Care Services:	
All Health Care Services	More than 500m ² GFA
Retail:	
All Retail Activities (including Integrated Retail Developments)	More than 1,000m ² GFA
Licensed Premises	More than 500m ² GFA
Commercial Garages	More than 500m ² GFA
Vehicle Sales	More than 2,000m ² site area
Commercial:	
Offices, Financial Institutions	More than 2,000m ² GFA
Veterinary Clinics	More than 500m ² GFA
Visitor Accommodation, Motor Camps and Camping Grounds	More than 50 beds
All other Commercial Activities	More than 1,000m ² GFA
Industrial:	
Industrial Activities	More than 5,000m ² GFA
Warehouses	More than 10,000m ² GFA
Emergency Facilities	More than 1,000m ² GFA
Service Stations	Any Service Station
Places of Assembly and Sporting Facilities	More than 200 persons on the site at any one time
Any combination of Health Care Services, Retail and Commercial	More than 1,000m ² GFA
Any Activity Not Listed Above	More than 500 vehicle trips per day

Amendment 40

Appendix Transport 3 - Transport Network Hierarchy

<u>REGIONAL</u>		
<u>Road</u>	<u>Start</u>	<u>Finish</u>
<u>Wainuiomata Hill Rd</u>	<u>Parkway</u>	<u>Rishworth St</u>

<u>ARTERIAL</u>		
<u>Road</u>	<u>Start</u>	<u>Finish</u>
<u>Bell Rd</u>	<u>Gracefield Rd</u>	<u>Parkside Rd</u>
<u>Block Rd</u>	<u>Pharazyn St</u>	<u>SH2</u>
<u>Connolly St</u>	<u>Melling Rd</u>	<u>Harcourt Werry Dr</u>
<u>Cuba St</u>	<u>Esplanade</u>	<u>Victoria St</u>
<u>Daysh St</u>	<u>Park Ave</u>	<u>Naenae Rd</u>
<u>Eastern Hutt Rd</u>	<u>High St</u>	<u>District Boundary</u>
<u>Ewen Bridge (incl. on and off ramps)</u>	<u>Railway Ave</u>	<u>Queens Dr</u>
<u>Fairway Dr</u>	<u>High St</u>	<u>SH2</u>
<u>Gracefield Rd</u>	<u>Gracefield Rd on ramp / off ramp</u>	<u>Bell Rd</u>
<u>Harcourt Werry Dr</u>	<u>Connolly St</u>	<u>Taita Dr</u>
<u>High St</u>	<u>Queens Dr</u>	<u>Eastern Hutt Rd</u>
<u>Hutt Rd</u>	<u>Sh2</u>	<u>Railway Ave</u>
<u>Jackson St</u>	<u>Hutt Rd</u>	<u>Cuba St</u>
<u>Ludlam Cres</u>	<u>Randwick Rd</u>	<u>Woburn Rd</u>
<u>Main Rd</u>	<u>Wainuiomata Rd</u>	<u>Moohan St</u>
<u>Marine Dr</u>	<u>Port Rd</u>	<u>97 Marine Dr</u>
<u>Melling Link</u>	<u>SH2</u>	<u>Rutherford St</u>
<u>Naenae Rd</u>	<u>Cambridge Tce</u>	<u>Vogel St</u>
<u>Parkside Rd</u>	<u>Seaview Rd</u>	<u>Bell Rd</u>
<u>Pharazyn St</u>	<u>Marsden St</u>	<u>Block Rd</u>
<u>Queens Dr</u>	<u>Ewen Bridge</u>	<u>Rutherford St</u>
<u>Railway Ave</u>	<u>Hutt Rd</u>	<u>Ewen Bridge</u>
<u>Randwick Rd</u>	<u>Croft Gr</u>	<u>Ludlam Cres</u>
<u>Rutherford St</u>	<u>Connolly St</u>	<u>Margaret St</u>
<u>Seaview Rd</u>	<u>Waione St</u>	<u>Port Rd</u>
<u>Taita Dr</u>	<u>Harcourt Werry Dr</u>	<u>High St</u>
<u>The Esplanade</u>	<u>Hutt Rd</u>	<u>Waione St</u>
<u>Udy St</u>	<u>Hutt Rd</u>	<u>Cuba St</u>
<u>Victoria St</u>	<u>Valentine St</u>	<u>Marsden St</u>

Wainui Hill Rd on and off ramps	Wainui Hill Rd	Gracefield Rd
Wainui Rd	Whites Line East	Wainuiomata Hill Rd
Waione St	Marine Pde	Seaview Rd
Waiwhetu Rd	Whites Line East	Naenae Rd
Waterloo Rd	Queens Dr	Oxford Tce
Whites Line East	Randwick Rd	Wainui Rd
Woburn Rd	Ewen Bridge	Bellevue Rd

PRIMARY COLLECTOR

<u>Road</u>	<u>Start</u>	<u>Finish</u>
Bell Rd	Parkside Rd	Whites Line East
Bellevue Rd	Woburn Rd	Laings Rd
Belmont School Slip Rd	Fairway Dr	Belmont School Access Rd
Bloomfield Tce	Laings Rd	Kings Cres
Bridge St	Parliament St	Marsden St
Bunny St	Queens Dr	Knights Rd
Cambridge Tce	Whites Line East	Wingate Overbridge
Cambridge Tce Turnoff	Cambridge Tce	Waterloo Rd
Cornwall St	Knights Rd	Pretoria St
Daly St	High St	Rutherford St
Daysh St	High St	Park Ave
Dudley St	Margaret St	Andrews Ave
Eastern Hutt Rd	Cambridge Tce	High St
Fitzherbert Rd	Main Rd	Nelson Cres
George St	Stokes Valley Rd	Evans St
Gracefield Rd	Bell Rd	Seaview Rd
Hutt Park Rd	Parkside Rd	Gracefield Rd
Kings Cres	Queens Dr	High St
Knights Rd	Laings Rd	Oxford St
Korokoro Rd Bridge	Korokoro Rd	Hutt Rd
Laings Rd	High St	Bellevue Rd
Main Rd	Moohan St	Hine Rd
Major Dr	SH2	Ilam Gr
Manuka Ave	Ludlam Cres	Puriri St
Margaret St	Rutherford St	Queens Dr
Marine Dr	97 Marine Dr	Muritai Rd
Marsden St	Victoria St	Pharazyn St
Melling Rd	High St	Rutherford St
Muritai Rd	Marine Pde	Makaro St
Myrtle St	Knights Rd	Woburn Rd

Naenae Rd	Vogel St	Rata St
Nelson Cres	Fitzherbert Rd	End Of Road
Normandale Rd	Bridge St	SH2 Overbridge
Oxford Tce	Knights Rd	Oxford Tce
Park Ave	High St	Daysh St
Parkway	Nelson Cres	Wainuiomata Rd
Parliament St	Railway Ave	Bridge St
Penrose St	Ludlam Cres	Knights Rd
Petone Ave	Hutt Rd	Gear St
Pharazyn St	Block Rd	Melling Link
Pharazyn St	Bridge St	Marsden St
Pohutukawa St	End of Road	Knights Rd
Port Rd	Seaview Rd	Seaview Rd
Puriri St	Massey Ave	Pohutukawa St
Queen St	The Esplanade	Jackson St
Randwick Rd	Seaview Rd	Croft Gr
Rata St	Treadwell St	Naenae Rd
Richmond St	The Esplanade	Jackson St
Scholes Ln	Jackson St	Udy St
Seddon St	Vogel St	Grierson St
Stevens Gr	Knights Rd	End of Road
Stokes Valley Rd	Eastern Hutt Rd	Manuka St
The Strand	Wainuiomata Rd	Fitzherbert St
Thirlmere St	Wise St	Castlereia St
Toop St	Port Rd	Marchbanks St
Treadwell St	Naenae Rd	Rata St
Vogel St	Cambridge Tce	Seddon St
Waterloo Rd	High St	Queens Dr
Waterloo Rd	Oxford Tce	Waiwhetu Rd
Wellington Rd	Nelson Cres	Enfield St
Whites Line East	Wainui Rd	Godley St
Wingate Cres	Cambridge Tce	Eastern Hutt Rd
Wise St	Nelson Cres	Donnelly Dr
Witako St	Waterloo Rd	Epuni St

SECONDARY COLLECTOR

<u>Road</u>	<u>Start</u>	<u>Finish</u>
Aglionby St	Railway Ave	Bridge St
Andrews Ave	High St	Dudley St
Awamutu Gr	40 Awamutu Gr	Leighton Ave
Barnes St	Port Rd	Seaview Rd

Beaumont Ave	Kiwi St	Victoria St
Birch St	Waterloo Rd	Oxford Tce
Birdwood Rd	Waiwhetu Rd	Haig St
Bolton St	The Esplanade	Jackson St
Bouverie St	Cuba St	Udy St
Bowers St	Stokes Valley Rd	George St
Britannia St	Jackson St	Udy St
Brook St	Grenville St	Vincent St
Brunswick St	High St	Kings Cres
Buick St	Elizabeth St	The Esplanade
Burcham St	High St	Taita Dr
Burden Ave	Main Rd	Peel Pl
Burnside St	Waiwhetu Rd	Riverside Dr
Bush St	Treadwell St	Naenae Rd
Campbell Tce	Petone Ave	Nelson St
Carter St	Owen St	End of Road
Castle Cres	Lord St	End of Road
Castlerea St	Wise St	Ruthven Rd
Churton Cres	Taita Dr	Taine St
Cleland Cres	Seddon St	Seddon St
Coast Rd	Hine Rd	End of Road
Collingwood St	Waiwhetu Rd	Trafalgar Sq
Colson St	Oxford Tce	Oxford Tce
Copeland St	Kings Cres	Oxford Tce
Cornish St	SH2	End of Road
Davis Gr	Wainuiomata Rd	End of Road
Downer St	High St	Bristol Sq
Dowse Dr	Hutt Rd	Miromiro Rd
Elizabeth St (Moera)	Randwick Rd	End of Road
Elizabeth St (Petone)	Jackson St	Kensington Ave
Epuni St	Kings Cres	Oxford Tce
Evans St	Stokes Valley Rd	George St
Everest Ave	Vogel St	Treadwell St
Fairway Dr on and off ramp	Fairway Dr	Harcourt Werry Dr
Ferry Rd	Marine Dr	End of Road
Fitzherbert St (Petone)	The Esplanade	Jackson St
Fleet St	Rata St	Kowhai St
Fraser St (Wainuiomata)	Main Rd	Holland St
Frederick St (Wainuiomata)	Nelson Cres	Derwent St
Gear St	Jackson St	Petone Ave

Glen Rd	Stokes Valley Rd	Tawhai St
Godley St	Guthrie St	Whites Line East
Grounsell Cres	End of Road	SH2
Guthrie St	Cambridge Tce	Riverside Dr
Hair St	Moores Valley Rd	End Of Road
Hall Cres	Witako St	Mitchell St
Harbour View Rd	SH2	Viewmont Dr
Hardy St	Trafalgar Sq	Waiwhetu Rd
Harrison Cres	Daysh St	Oxford Tce
Hautana St	Bellevue Rd	Sherwood St
Hawkins St	Cambridge Tce	Whites Line East
Hawthorn Cres	Stokes Valley Rd	Glen Rd
Hebden Cres	Fernlea Cottage	End of Road
Herbert St	Railway Ave	Bridge St
Hewer Cres	Treadwell St	Cambridge Tce
Hill Rd	Grounsell Cres	92 Hill Rd
Hinau Gr	Rata St	End of Road
Hine Rd	Main Rd	Willis Gr
Holborn Dr	George St	Logie St
Hollands Cres	Horlor St	Vogel St
Horlor St	Naenae Rd	Hollands Cres
Horoeka St	Glen Rd	Tawhai St
Huia St	Myrtle St	Bellevue Rd
Jackson St	Cuba St	Halford Pl
Jessie St	The Esplanade	Jackson St
Judd Cres	Ingram St	Waddington Dr
Jutland St	Craddock St	Waiwhetu Rd
Kensington Ave	Jackson St	Atiawa St
Kirkcaldy St	Marine Pde	East St
Korokoro Rd	Korokoro Road Bridge	Singers Rd
Kowhai St	Cambridge Tce	Rimu St
Laery St	Parliament St	Herbert St
Langford St	Fleet St	Rimu St
Leighton Ave	Whites Line East	Meadows Ave
London Rd	Korokoro Rd	Te Whiti Gr
Mabey Rd	High St	Taita Dr
Mahina Rd	Marine Dr	End of Road
Major Dr	Ilam Gr	Kaitangata Cres
Manor Dr	Thomas St	Lord St
Marchbanks St	Port Rd	Toop St

Marina Gr	Kings Cres	End of Road
Market Gr	Woburn Rd	End of Road
Massey Ave	Puriri St	Manuka Ave
Mckenzie Ave	Pito-One Road	End of Road
Meachen St	Port Rd	Barnes St
Meremere St	Parkway North	Matariki Gr
Mills St	Ropata Cres	Connolly St
Miromiro Rd	Normandale Rd	Mulberry St
Miromiro Rd	Dowse Dr	Martin Gr
Mitchell St	Brees St	Oxford Tce
Molesworth St	Tocker St	High St
Moohan St	Main Rd	Nelson Cres
Moores Valley Rd	Main Rd	End of Road
Mulberry St	Chestnut Gr	Miromiro Rd
Muritai Rd	Makaro St	Kowhai St
Naenae Rd	Rata St	Kowhai St
Nevis St	The Esplanade	Hutt Rd
Nikau Gr	Ludlam Cres	End of Road
Norfolk St	Wellington Rd	Wise St
Normandale Rd	SH2 Overbridge	108 Normandale Rd
Old Haywards Rd	SH58	End of Road
Orr Cres	Epuini St	Epuini St
Owen St	SH2	Norfolk St
Park Rd	Grounzel Cres	End of Road
Percy Cameron St	High St	Harcourt Werry Dr
Peterkin St	Eastern Hutt Rd	Eastern Hutt Rd
Petone Ave	Gear St	Jackson St
Petrie St	Moohan St	Bull Ave
Pilmuir St	Kings Cres	Copeland St
Pito-One Road	Korokoro Road	Cornish Street
Poto Rd	Pokohiwi Rd	Stratton St
Pretoria St	High St Rab	Kings Cres
Priests Ave	SH2	Pito-One Rd
Rainey Gr	High St	End of Road
Raroa Rd	High St	Cornwall St
Rata St	Wainuiomata Rd	Totara St
Rata St	Naenae Rd	Hay St
Redvers Dr	Park Rd	Meadowbank Dr
Regent St	Hutt Rd	Nelson St
Reynolds St	Taita Dr	Molesworth St

Richmond Rd	Mahina Rd	End of Road
Rimu St	Rata St	Kowhai St
Rishworth St	Wainui Rd	End of Road
Riverside Dr	Waitui Cres	Guthrie St
Riverside Dr	Bell Rd	Wainui Rd
Rodney St	Cambridge Tce	Waiwhetu Rd
Ropata Cres	Mills St	High St
Rossiter Ave	Waiwhetu Rd	Wyndrum Ave
Saulbrey Gr	Wai-Iti Cres	Whites Line West
Scholefield Street	Jackson St	East St
Seddon St	Grierson St	Judd Cres
South St	Cuba St	William St
St Ronans Ave	Waiwhetu Rd	Riverside Dr
Stellin St	High St	Taita Dr
Stokes Valley Rd	Manuka St	482 Stokes Valley Rd
Sydney St	The Esplanade	Regent St
Taine St	High St	Reynolds St
Taita Dr	Stellin St	Harcourt Werry Dr
Tawhai St	Glen Rd	Ngahere St
Tawhai St	Horoeka St	End of Road
Te Mome Rd	Hutt Rd	Victoria St
Te Puni St	The Espanade	Jackson St
Tilbury St	Waiwhetu Rd	Parnell St
Tirohanga Rd	SH2	Matuhi St
Tocker St	High St	Reynolds St
Toop St	Marchbanks	End of Road
Trafalgar Sq	Cambridge Tce	Cambridge Tce
Treadwell St	Rata St	Cambridge Tce
Tunnel Gr	Gracefield Rd	End of Road
Union St	Victoria St	Sydney St
Victoria St	The Esplanade	Hutt Rd
Victoria St	Wakefield St	Valentine St
Viewmont Dr	Harbour View Rd	Westpoint Ave
Waddington Dr	Naenae Rd	Rata St
Wagon Rd	Thomas St	Stokes Valley Rd
Wai-Iti Cres	Ludlam Cres	Woburn Rd
Waikare Ave	Leighton St	Bell Rd
Wakefield St	Hutt Rd	Mudie St
Walters St	High St	Oxford Tce
Wareham Place	Barnes St	End Of Road
Wellington Rd	Enfield St	Newburn Gr

<u>Whites Line East</u>	<u>Godley St</u>	<u>End of Road</u>
<u>Whites Line West</u>	<u>Richmond Gr</u>	<u>Saulbrey Gr</u>
<u>William St</u>	<u>The Esplanade</u>	<u>Jackson St</u>
<u>Willoughby St</u>	<u>Knights Rd</u>	<u>Cudby St</u>
<u>Wise St</u>	<u>Donnelly Dr</u>	<u>Norfolk St</u>
<u>Witako St</u>	<u>Epuni St</u>	<u>Mitchell St</u>

ACCESS ROAD

All formed roads not listed elsewhere in this Schedule are classified as Access Roads.

Appendix Transport 4 – Noise and Vibration Construction Schedule

For habitable rooms in buildings of single-storey framed construction		
Element	Minimum construction for noise and vibration control	
	<i>Note construction that complies with the New Zealand Building Code (NZBC) is assumed and implementation of any noise/vibration control shall be made to comply with the NZBC</i>	
Floor	<p>For conformance with the Standard 6 vibration criteria, site-specific advice from a suitably qualified specialist is recommended. The vibration control required by the floor design is dependent on many factors.</p> <p>However, an alternative is a constant level floor slab on full-surface vibration isolation bearing with natural frequency not exceeding 10 Hz and installed in accordance with the supplier's instructions and recommendations. There must be no rigid connections between the building and the ground, including that any interface between the sides of the floor slab and the ground must be separated by vibration isolation.</p>	
External walls	Wall cavity infill of fibrous insulation, batts or similar (minimum density of 9 kg/m ³)	
	Light cladding: timber weatherboard or sheet materials with surface mass between 8 kg/m ² and 30 kg/m ² of wall cladding	Internal lining of minimum 17 kg/m ² plasterboard, such as two layers of 10mm thick high density plasterboard, on resilient/isolating mountings
	Medium cladding: surface mass between 30 kg/m ² and 80 kg/m ² of wall cladding	Internal lining of minimum 17 kg/m ² plasterboard, such as two layers of 10 mm thick high density plasterboard
	Heavy cladding: surface mass between 80 kg/m ² and 220 kg/m ² of wall cladding	No requirements additional to NZBC
Roof/ceiling	Ceiling cavity infill of fibrous insulation, batts or similar (minimum density of 7 kg/m ³)	
	Skillion roof with light cladding: surface mass up to 20 kg/m ² of roof cladding	Internal lining of minimum 25 kg/m ² plasterboard, such as two layers of 13 mm thick high density plasterboard
	Pitched roof with light cladding: surface mass up to 20 kg/m ² of roof cladding	Internal lining of minimum 17 kg/m ² plasterboard, such as two layers of 10 mm thick high density plasterboard
	Roof with heavy cladding: surface mass between 20 kg/m ² and 60 kg/m ² of roof cladding	No requirements additional to NZBC
	<i>Ceiling penetrations, such as for recessed lighting or ventilation, shall not allow additional noise break-in.</i>	
Glazed areas	Aluminium frames with fixed panes and/or full compression seals on opening sashes	

	<u>Glazed areas up to 35% of room floor area</u>	<u>Double-glazing with one pane laminated glazing, minimum 6L/12/4;</u> <u>or other glazing with minimum performance Rw 33dB</u>
	<u>Glazed areas greater than 35% of room floor area</u>	<u>Conformance with the Standard 6 noise criteria must be certified by a suitably qualified specialist.</u>
	<u>Note, the Standard 6 ventilation system requirements must be conformed to</u>	
<u>Exterior doors</u>	<u>Solid core exterior door, minimum surface mass</u> <u>24 kg/m² with edge and threshold compression seals; or other doorset with minimum performance Rw 30 dB</u>	
	<u>Exterior door shielded by building from State Highway and railway tracks</u>	<u>Exterior door with edge and threshold compression seals</u>
<u>For other building or element types or construction materials not included in this schedule, conformance with the Standard 6 vibration and noise criteria shall be shown and certified by a suitably qualified specialist.</u>		