

**Anthony MacColl for NZ Transport Agency – Summary of Evidence, 13 September 2016  
Energy & Utilities (Chapter 30), Temporary Activities (Chapter 35) and Noise (Chapter 36) -  
Hearing Stream 05**

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1. This is a summary statement to my primary evidence dated 02 September 2016.
2. The objective of the Transport Agency is to carry out its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system as outlined in section 94 of the Land Transport Management Act (LTMA). The purpose and principles of the RMA are broader than the Transport Agency's statutory objective. However, the Transport Agency's statutory objective is consistent with and contributes to, achieving the purpose of the RMA. State highways are a physical resource under the RMA framework and accordingly need to be sustainably managed. One of the functions of the Transport Agency, as outlined in s95 of LTMA, is to assist, advise and co-operate with approved organisations such as local territorial authorities. It is from this premise that the Transport Agency submitted on the proposed District Plan (PDP).

***Energy & Utilities (Chapter 30)***

3. The Transport Agency submitted on Objective 30.2.4 and Policy 30.2.4.5 requesting they be amended so that they are broadened to capture the location of land use developments. The Transport Agency suggests the location of land use developments and transport networks can also influence vehicle use and therefore energy efficiency. In my opinion, the Transport Agency's suggested amendments are appropriate because they promote energy efficiency and are consistent with the goals of the Strategic Directions Chapter of the PDP which sets out the strategic direction for the management of growth, land use and development in the District. They are also consistent with objectives and policies of Urban Development (Chapter 4) of the PDP which aims to manage the spatial location and layout of urban development within the District. In my opinion it is appropriate to ensure strategic issues are embedded in more than one subsequent chapter.
4. The Transport Agency submitted on 30.2.7 Objective which as notified fails to recognise that it is not always possible to locate infrastructure outside of special character areas or areas of high landscape values. I suggest this is inconsistent with Section 30.1.2 Utilities which highlights that "some utilities have specific locational needs that need to be accommodated for their operation". I consider the qualifier 'where practicable' should be

added to this objective to recognise that infrastructure sometimes has locational requirements.

5. The Transport Agency submitted on the definition of 'Utility' requesting an amendment to the definition to include an additional bullet point as follows: "*structures for transport on land by cycleways, rails, roads, walkways, or any other means.*" The Transport Agency's proposed definition is the same as that used to define 'Infrastructure' in the Resource Management Act. In my opinion the Transport Agency's suggested amendment should be adopted to assist plan users, given many other utilities are already singularly identified within the proposed definition.

***Temporary Activities (Chapter 35)***

6. Policy 35.2.1.8 enables the operation of informal airports in association with temporary events subject to minimising adverse effects on adjacent properties. The effects of informal airports are addressed in Rule (notified 35.4.9; redrafted 35.4.7) but the effects are limited to hours and duration of operation only. The Transport Agency's concerns with the operation of informal airports are related to driver distraction from aircraft, particularly the take-off and landing of helicopters. Consequently, the Transport Agency suggests a Rule should be added or the existing Rule amended to give effect to Policy 35.2.1.8.

Tony MacColl

13 September 2016