

BEFORE AN INDEPENDENT HEARINGS PANEL
THE PROPOSED WAIKATO DISTRICT PLAN (STAGE 1)

UNDER the Resource Management Act 1991 (the Act)

IN THE MATTER OF Hearing 2: Plan Structure and All of Plan (Proposed
Waikato District Plan) submissions and further
submissions

**STATEMENT OF EVIDENCE FOR MICHAEL BLAIN WOOD FOR THE
NZ TRANSPORT AGENCY (PLANNING)**

DATED 18 SEPTEMBER 2019

1 EXECUTIVE SUMMARY

- 1.1 The New Zealand Transport Agency (the Transport Agency) is a submitter¹ and further submitter on the Proposed Waikato District Plan (**PWDP**).
- 1.2 The Transport Agency lodged submissions and further submissions in relation to Hearing 2: Plan Structure and All of Plan (PWDP). I generally agree with the recommendations contained in the Section 42A report as they relate to the Transport Agency's submissions.
- 1.3 Paragraphs 389-390 of the Section 42A report address the use of building setbacks for sensitive activities to address adverse effects from specific neighbouring activities. I support the reporting planner's recommendation under paragraph 390 that supports (as a general principle) the retention of building setbacks in the PWDP for managing sensitive activities.
- 1.4 The Transport Agency also submitted on Appendix 1: Acoustic Insulation (sub 742.182) to add a new section for managing sensitive land use near state highways. I have been advised by the Waikato District Council that this submission point has been allocated under the Infrastructure Topic hearing.

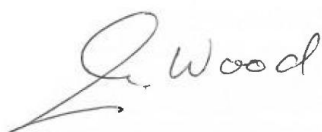
2 QUALIFICATIONS AND EXPERIENCE

- 2.1 My full name is Michael Blain Wood. I am a Principal Planning Advisor with the Transport Agency where I have been employed since June 2014.
- 2.2 I hold a Masters' in Resource and Environment Planning (MRP) from Massey University in 2001. I am a full member of the New Zealand Planning Institute. I have 17 years' planning experience both within the public and private sector.
- 2.3 My key responsibilities at the Transport Agency, include working with local councils on district plan reviews and plan changes, assessing land use development applications and providing affected and section 176 approvals, and contributing to business cases for capital works.
- 2.4 I am also involved in the delivery of the Transport Agency's capital works programme through the statutory consenting process. This involves stakeholder engagement and reviewing notices of requirement and resource consents prepared on behalf of the Transport Agency.
- 2.5 I have authority to give evidence on behalf of the Transport Agency.

¹ Submission 742

3 SECTION 42A REPORT

- 3.1 I generally agree with the recommendations contained in the Section 42A report as they relate to the Transport Agency's submissions.
- 3.2 My evidence is focussed on paragraphs 389-390 of the Section 42A report which addresses the use of building setbacks for sensitive activities to address adverse effects from specific neighbouring activities. The Transport Agency opposed the submission² by Housing New Zealand Corporation³ who are seeking to delete any rule for building setbacks for sensitive land uses in all zones.
- 3.3 I support the reporting planner's recommendation under paragraph 390 that supports (as a general principle) retaining building setbacks for sensitive activities in the PWDP. Noise sensitive activities such as a new residential building near to an existing state highway can potentially be affected by road-traffic noise. This can cause annoyance and sleep disturbance potentially resulting in adverse health effects. In turn, this can cause reverse sensitivity effects on the state highway network⁴.
- 3.6 In recognition of this issue, the Transport Agency has established guidance on managing effects on noise sensitive land uses near to the state highway network (see footnote 2). The Transport Agency also frequently works with applicants across a spectrum of New Zealand district plans (including the Waikato Region) where traffic noise (and vibration) is managed through a combination of building setbacks and/or performance standards. In my opinion, this approach is a well-established and effective land use planning mechanism to manage the effects of road noise (and vibration).
- 3.7 The Section 42A report addresses a number of submissions/further submissions in relation to Appendix 1: Acoustic Insulation. The Transport Agency submitted on Appendix 1⁵ to add a new section to include standards (for noise and vibration) for sensitive land uses near state highways. This submission has not been allocated to Hearing 2. I have been advised by the Waikato District Council that this submission point has been allocated under the Infrastructure Topic hearing. The Transport Agency will be providing expert noise evidence in support of this submission point for that hearing.



Michael Blain Wood
18 September 2019

² Further submission 1202.24.

³ Submission 749.115.

⁴ Guide to the management of effects on noise sensitive land use near to the state highway network, New Zealand Transport Agency, 2015.

⁵ Submission 742.182