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NZ Transport Agency Waka Kotahi Statement to be tabled on Proposed Plan Change 3 – Urban Development to the Manawatu – Whanganui Regional Plan (One Plan) – Urban Development

NZ Transport Agency Waka Kotahi (NZTA) made a submission on Plan Change 3 – Urban Development (PC3) to the Manawatu-Whanganui Regional Plan (One Plan) and attended pre-hearing meetings in relation to the plan change on 21 and 22 August 2023.

Through its submission, NZTA sought changes to policies UFD-P4 and UFD-P6. NZTA also sought the retention of proposed wording in relation to objectives and policies: UFD-I1, UFD-I3, UFD-O1, UFD-O3, UFD-O5, UFD-P1, UFD-P2, UFD-P5, UFD-P7, UFD-P8 and the methods proposed to implement the policies in this chapter.

NZTA has now reviewed the s42A report for proposed plan change 3 and upon review of the recommendations contained within that report NZTA will not attend the hearing, however, NZTA would appreciate it if this written statement were tabled for consideration by the commissioners.

Policies UFD-P4(2), UFD-P4(4) and UFD-P6(b)

- i. Through its submission NZTA sought that UFD-P4(2) and UFD P6(b) each be amended to include the wording *'a variety of transport modes'* to ensure urban development provides for active and public transport modes to achieve a well-functioning urban environment. NZTA are supportive of the recommendations of Ms Shirley to include the above wording and consider this addresses the submission point.
- ii. NZTA also sought the inclusion of 'infrastructure' under UFD-P4(4) in relation to public and active transport. Ms Shirley's recommended wording in the s42a report being: *'including its associated infrastructure'* is considered to achieve the outcome sought by NZTA. Waka Kotahi support Ms Shirley's view that the provision should retain the wording *'by enabling'* and agree it aligns with the NPS-UD definition for 'well-functioning urban environments'.
- iii. NZTA agrees with Ms Shirley that 'commercial' is contained within the definition of 'community services' under the NPS-UD and therefore does not require duplication within UFD-P6(b).

Policy UFD-P4(1)(d)

- iv. Through our original submission NZTA sought the inclusion of *'active transport'* as defined in the NPS-UD in Policy UFD-P4(1)(d). The NPS-UD definition of 'active transport' includes walking, cycling and mobility aids such as wheelchairs. Active transport connections play an important role in improving equity within urban areas for transport network users as they enable options such as improved access to public transport corridors, local facilities and local services for walkers, cyclists, and mobility aid users.

Having reviewed the recommendations in the s42a report in relation to this provision NZTA acknowledge that all land transport as defined in the Land Transport Management Act, 2003 (LTMA, 2003) is included in the definition of 'Development Infrastructure' which would include active transport. The s42a report indicates that for this reason it isn't necessary to specifically include the wording 'active transport' in UFD-P4(1)(d).

On further review of the definitions within the LTMA, there appears to be no definition of 'active transport' which raises the concern that active transport in all its forms may not be obvious when plan users are considering the policy.

Including the wording 'active transport' in UFD-P4(1)(d) would give plan users clarity as to what active transport includes and by extension what infrastructure requirements might be needed to ensure development is well serviced for all active transport users.

For these reasons, we request the commissioners consider amending the wording of the policy as proposed in our original submission:

(d) development is well serviced by existing or planned development infrastructure and public transport*, active transport* and additional infrastructure* required to service the development capacity* is likely to be achieved, and*

UFD-11, UFD-13, UFD-03,

- v. NZTA have reviewed the amended wording contained within the above issues and objectives and agree with the proposed amendments, in particular the references to 'reverse sensitivity' which ensure plan users are aware of the need to consider 'reverse sensitivity' effects including with respect to 'nationally critical infrastructure' such as the state highway network.

UFD-01, UFD-05, UFD-P1, UFD-P2, UFD-P5, UFD-P7, UFD-P8 and methods

- vi. NZTA have reviewed the amendments proposed through the s42a report by Ms Shirley in relation to the above objectives, policies and methods and remain supportive of their inclusion and proposed wording as they generally support the integration of land use and infrastructure planning.

Conclusion

Waka Kotahi appreciates the opportunity to submit on proposed plan Change 3 - Urban Development. Overall, in consideration of the Section 42A report, Waka Kotahi supports the recommended amendments to the objectives, policies and methods and seeks the recommendations are included as part of the District Plan.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact Kelly Standish via email at kelly.standish@nzta.govt.nz.

Yours sincerely



Kelly Standish
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Waka Kotahi New Zealand Transport Agency

Pursuant to authority delegated by the New Zealand Transport Agency