

**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

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

**DATED 8 OCTOBER 2019**

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## 1 SUMMARY STATEMENT

- 1.1 The New Zealand Transport Agency lodged submissions and further submissions in relation to Hearing 2: Plan Structure and All of Plan (PWDP). I agree with the recommendations contained in the Section 42A report as they relate to the Transport Agency's submissions.
- 1.2 My evidence focusses 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.
- 1.3 The Transport Agency opposed the submission<sup>1</sup> by Housing New Zealand Corporation<sup>2</sup> who are seeking to delete any rule for building setbacks for sensitive land uses in all zones. 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 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 network<sup>3</sup>.
- 1.5 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. 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).
- 1.6 The Section 42A report addresses submissions on Appendix 1: Acoustic Insulation. The Transport Agency submitted on Appendix 1<sup>4</sup> to add a new section to include standards (for noise and vibration) for sensitive land uses near state highways. I have been advised by the Waikato District Council that this submission point has been allocated under the Infrastructure Topic hearing.

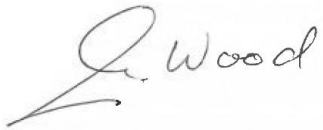
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<sup>1</sup> Further submission 1202.24.

<sup>2</sup> Submission 749.115.

<sup>3</sup> Guide to the management of effects on noise sensitive land use near to the state highway network, New Zealand Transport Agency, 2015.

<sup>4</sup> Submission 742.182

A handwritten signature in black ink, reading "M. Wood". The signature is written in a cursive style with a large, looped initial "M" and a long, sweeping underline.

**Michael Blain Wood**

8<sup>th</sup> October 2019