

RESOURCE MANAGEMENT ACT 1991

PROPOSED HOROWHENUA DISTRICT PLAN

HEARING OF SUBMISSIONS

DECISION OF HEARING PANEL

TOPIC: Report on District Plan
Land Transport and Subdivision & Development

HEARING PANEL: Robert Van Voorthuysen (Chair)
Cr Tony Rush
Cr Leigh McMeeken

HEARING DATE: 29th April & 28th May 2013

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1. INTRODUCTION

1.1 We were appointed by the Horowhenua District Council to consider submissions on the Proposed District Plan relating to the Land Transport and Subdivision & Development chapters. A hearing was held on 29 April 2013 and 28 May 2013 and it was closed on 13 September 2013.

1.2 In preparing this decision we have used the following abbreviations:

HDC	Horowhenua District Council
Proposed Plan	Proposed Horowhenua District Plan
RMA	Resource Management Act 1991

2. OFFICER'S REPORT

2.1 We received a comprehensive Section 42A Report¹ (officer's report) prepared by Hamish Wesley, a consultant planner. The officer's report evaluated each submission point and made a recommendation on it, clearly stating the reasons for each recommendation.

2.2 Mr Wesley also helpfully provided a further written statement dated 17 May 2013 containing answers to our questions. That statement is attached to this Decision as Appendix C.

3. SUBMITTER APPEARANCES

3.1 On 18 April 2013 we heard in person from Penelope Tucker and Wayne Wallace on behalf of Horizons Regional Council (submitter 27 and further submitter 528) and Warwick Meyer on behalf of HDC Community Assets Department (submitter 91 and further submitter 511). On 28 May 2013 we heard from Philip Taueki (submitter 11). Mr Taueki was supported by his partner, Anne Hunt, and he had two witnesses speak as part of his presentation, firstly his sister Vivienne Taueki and secondly Professor Whatarangi Winiata.

3.2 We received verbal and written evidence from the submitters listed above. The written material presented by those submitters is held on file at the HDC. We took our own notes of the verbal presentations and any answers to our questions.

3.3 We also received tabled written material from:

- M Foster on behalf of Progressive Enterprises Ltd (submitter 71);
- Georgina McPherson on behalf of Powerco Limited (submitter 41 and further submitter 505);
- Pam Butler on behalf of KiwiRail (submitter 55);
- Chris Keenan on behalf of Horticulture New Zealand (submitter 98 and further submitter 517).

3.4 For the sake of brevity we do not repeat the above material in this Decision but we refer to the matters raised by the submitters as appropriate.

4. EVALUATION

4.1 The relevant statutory requirements were identified and described in Section 3 of the officer's report. We accept and adopt that description and have had regard to or taken into account the identified matters as appropriate. Where we have made amendments to the Plan provisions, these are set out in Appendix A of this report. For completeness, we have recorded our decision on each submission point in Appendix B.

¹ Section 42A Report to the District Plan Review Hearing Panel, Proposed Horowhenua District Plan, Land Transport and Subdivision & Development, April 2013.

General Matters

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
11.29	Philip Taueki	No specific relief requested. Inferred: Amend Chapter 10 to include provision for consultation with Tangata Whenua at any early phase of development in order to bypass sites that are culturally sensitive.	519.24 Charles Rudd (Snr) - Support
60.23	Muaupoko Co-operative Society	No specific relief requested. Inferred: Amend Chapter 10 to include provision for consultation with Tangata Whenua at any early phase of development in order to bypass sites that are culturally sensitive.	

4.2 The above submissions were evaluated by the reporting officer in section 4.1.2 of the officer's report. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended no amendments to Chapter 10 of the Proposed Plan. We consider that to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Issue 10.1

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
27.13	Horizons Regional Council	Amend Issue 10.1 through considering the ongoing impacts of decreased funding streams from the National Land Transport Fund on future transportation needs.	521.02 NZ Transport Agency (NZTA) - Oppose
27.14	Horizons Regional Council	Amend Issue 10.1 to reflect the thinking of the New Zealand Transport Agency.	521.03 NZ Transport Agency (NZTA)- Oppose 523.02 Future Map Ltd-Support
91.00	HDC (Community Assets Department)	Amend wording of Issue 10.1 under the heading: The Integration of New or Extended Infrastructure With Existing Networks, as follows: ... For Example, new or extended roads should be compatible with the District's long-term roading hierarchy <u>and structure plans</u> .	523.01 Future Map Ltd-Support 526.01 Truebridge Associates Ltd - Oppose
94.19	NZ Transport Agency (NZTA)	Retain Issue 10.1 as notified.	
101.61	Director-General of Conservation (DoC)	Include policies that link to the objective and also take into account the issues that have been identified.	506.02 Ernslaw One Ltd - Oppose

4.3 The submissions were evaluated by the reporting officer in section 4.2.2 of the officer's report. We have reviewed the officer's evaluation and other than with regard to the submission of Horizons Regional Council we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended amendments to the Issue Discussion for Issue 10.1 of the Proposed Plan. We have reviewed those recommended amendments and consider them to be appropriate. We

therefore adopt that recommendation as part of our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

- 4.4 We heard from Mr Wallace on behalf of Horizons Regional Council how there was currently a Land Transport Management Amendment Bill before the House that would repeal the need for the National Land Transport Strategy (NLTS), Regional Land Transport Strategy (RLTS) and Regional Land Transport Programme (RLTP). These would be replaced by “an enlarged Government Policy Statement on Land Transport Funding” and a Regional Land Transport Plan. Mr Wallace suggested that the Proposed Plan should refer to those new documents. We advised Mr Wallace that we must of course take the law as we find it today, but we asked him to further consider wording changes to the Proposed Plan that would provide some flexibility should the Land Transport Management Amendment Bill be enacted.
- 4.5 Mr Wesley’s further Statement (attached as Appendix C to this Decision) outlines² the further amendments subsequently sought by Mr Wallace to the second bullet point under the Methods for Issue 10.1 and Objective 10.1.1 – Long Term Plan and Regional Land Transport Programme on page 10-7 of the Proposed Plan. Two options were proposed by Mr Wallace, one referring to a “Regional Land Transport Plan” and one referring more generally to “any plan or programme which supercedes it [the Regional Land Transport Programme]”. Mr Wesley preferred the more general wording and so do we.
- 4.6 We therefore accept-in-part the submissions 27.13 and 27.14 of Horizons Regional Council and the further submissions opposing and supporting those submissions for the reasons outlined above. We also adopt Mr Wesley’s recommendation³ as part of our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Issue 10.2

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.16	NZ Transport Agency (NZTA)	Retain Issue 10.2 as notified.	

- 4.7 The NZ Transport Agency’s support for Issue 10.2 is noted and their submission is accepted.

Issue 10.3

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.17	NZ Transport Agency (NZTA)	Retain Issue 10.3 as notified.	
55.19	KiwiRail	Retain Issue 10.3	

- 4.8 The NZ Transport Agency’s and KiwiRail’s support for Issue 10.3 is noted and their submissions are accepted.

² The 17 May 2013 Statement from Mr Wesley attached as Appendix C to this Decision, pages 3 and 4

³ Ibid, page 3

Objective 10.1.1 and Policies 10.1.2 to 10.1.7

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.15	KiwiRail	Retain Objective 10.1.1	
94.55	NZ Transport Agency (NZTA)	Retain Objective 10.1.1	
94.56	NZ Transport Agency (NZTA)	Retain Policy 10.1.2	
94.57	NZ Transport Agency (NZTA)	Retain Policy 10.1.3	
94.58	NZ Transport Agency (NZTA)	Retain Policy 10.1.4	
94.59	NZ Transport Agency (NZTA)	Retain Policy 10.1.5	
94.60	NZ Transport Agency (NZTA)	Retain Policy 10.1.6	
94.61	NZ Transport Agency (NZTA)	Retain Policy 10.1.7	

4.9 The NZ Transport Agency's and KiwiRail's support for the provisions is noted and their submissions are accepted.

Policy 10.1.8

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
27.15	Horizons Regional Council	No specific relief sought. Inferred: Amend Policy 10.1.8 to consider the mandatory installation of bike racks.	521.04 NZ Transport Agency (NZTA) - Support
94.62	NZ Transport Agency (NZTA)	Retain Policy 10.1.8.	

4.10 The submissions were evaluated by the reporting officer in section 4.6.2 of the officer's report. Horizons Regional Council supported that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended an amendment to

Policy 10.1.4 (we presume a second clause to the existing Policy 10.1.4) and its associated Explanation and Principle Reasons of the Proposed Plan. We have reviewed those recommended amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

4.11 The NZ Transport Agency's support for Policy 10.1.8 is noted and their submissions are accepted.

Policy 10.1.9

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.16	KiwiRail	Retain Policy 10.1.9	Accept
94.63	NZ Transport Agency (NZTA)	Retain Policy 10.1.9.	Accept

4.12 The NZ Transport Agency's and KiwiRail's support for Policy 10.1.9 is noted and their submissions are accepted.

Policies 10.1.10, 10.1.11, 10.1.12 and 10.1.13

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.17	KiwiRail	Retain Policy 10.1.10	
94.64	NZ Transport Agency (NZTA)	Retain Policy 10.1.10	
94.65	NZ Transport Agency (NZTA)	Retain Policy 10.1.11	
94.66	NZ Transport Agency (NZTA)	Retain Policy 10.1.12	
94.67	NZ Transport Agency (NZTA)	Retain Policy 10.1.13	

4.13 The NZ Transport Agency's and KiwiRail's support for the provisions is noted and their submissions are accepted.

Objective 10.2.1 and Policies 10.2.2, 10.2.3 and 10.2.4

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.38	NZ Transport Agency (NZTA)	Retain Objective 10.2.1	
94.39	NZ Transport Agency (NZTA)	Retain Policy 10.2.2	
94.40	NZ Transport Agency (NZTA)	Retain Policy 10.2.3	
94.41	NZ Transport Agency (NZTA)	Retain Policy 10.2.4	

4.14 The NZ Transport Agency's support for the provisions is noted and their submissions are accepted.

Objective 10.3.1 and Policies 10.3.2, 10.3.3 and 10.3.4

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.43	NZ Transport Agency (NZTA)	Retain Objective 10.3.1	
94.44	NZ Transport Agency (NZTA)	Retain Policy 10.3.2	
94.45	NZ Transport Agency (NZTA)	Retain Policy 10.3.3	
55.20	KiwiRail	Retain Policy 10.3.4	
94.46	NZ Transport Agency (NZTA)	Retain Policy 10.3.4	

4.15 The NZ Transport Agency's support for the provisions is noted and their submissions are accepted.

Policy 10.3.5

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.47	NZ Transport Agency (NZTA)	Retain Policy 10.3.5.	

Sub No.	Submitter Name	Decision Requested	Further Submission
98.33	Horticulture NZ	Amend Policy 10.3.5 as follows: Ensure that adequate on-site parking and manoeuvring space is provided for each type of activity in a safe and visually attractive manner .	

- 4.16 The NZ Transport Agency's support for Policy 10.3.5 is noted and their submission is accepted.
- 4.17 Horticulture NZ's submission was evaluated by the reporting officer in section 4.11.2 of the officer's report. Horticulture NZ did not support that evaluation. The tabled evidence from Chris Keenan explained how Horticulture NZ was concerned about how the term "visually attractive" would be interpreted. As noted by Mr Keenan and Mr Wesley (in his verbal reply) Policy 10.3.5 is a matter that decision makers will need to have regard to under section 104 RMA when resource consents are required for developments where the permitted activity conditions for parking are not met.
- 4.18 Mr Wesley further considered the matter raised by Horticulture NZ in his additional written Statement dated 17 May 2013⁴ (attached as Appendix C to this Decision). He concluded by stating that his original recommendation remained unchanged.
- 4.19 We accept that the term "visually attractive" is subjective. However, we are satisfied that a competent decision maker would be able to ascertain on the evidence presented for any particular case whether or not any proposed parking areas were to be landscaped or screened in a "visually attractive manner" in the context of the existing background environment at the relevant site. We therefore reject Horticulture NZ's submission and adopt the reporting officers evaluation as set out in his original Section 42A report and in his additional written Statement dated 17 May 2013, along with our discussion above, as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. We also adopt the reporting officer's recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Policy 10.3.6

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.48	NZ Transport Agency (NZTA)	Retain Policy 10.3.6.	
98.34	Horticulture NZ	Amend Policy 10.3.6 as follows: Ensure that adequate on-site loading and unloading provision be made in a safe and attractive manner .	

- 4.20 The NZ Transport Agency's support for Policy 10.3.6 is noted and their submission is accepted-in-part (as the Policy is to be amended as explained below).

⁴ See page 4 of that Statement

4.21 Horticulture NZ's submission was evaluated by the reporting officer in section 4.12.2 of the officer's report. Horticulture NZ supported that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended an amendment to Policy 10.3.6 of the Proposed Plan. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Policies 10.3.7, 10.3.8, 10.3.9 and 10.3.10

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.49	NZ Transport Agency (NZTA)	Retain Policy 10.3.7.	
94.50	NZ Transport Agency (NZTA)	Retain Policy 10.3.8.	
94.51	NZ Transport Agency (NZTA)	Retain Policy 10.3.9.	
94.52	NZ Transport Agency (NZTA)	Retain Policy 10.3.10.	

4.22 The NZ Transport Agency's support for the provisions is noted and their submissions are accepted.

Policy 10.3.11

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.21	KiwiRail	Amend Policy 10.3.11 as follows: Adverse effects include glare, inappropriate lighting, smoke, or discharges onto the road <u>or railway corridor</u>	
94.53	NZ Transport Agency (NZTA)	Retain Policy 10.3.11.	

4.23 The NZ Transport Agency's support for Policy 10.3.11 is noted and their submission is accepted-in-part (as the Policy is to be amended as explained below).

4.24 KiwiRail's submission was evaluated by the reporting officer in section 4.14.2 of the officer's report. KiwiRail supported that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended an amendment to Policy 10.3.11 of the Proposed Plan. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Policy 10.3.12

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.22	KiwiRail	Retain Policy 10.3.12	
94.54	NZ Transport Agency (NZTA)	Retain Policy 10.3.12	

4.25 The NZ Transport Agency's and KiwiRail's support for Policy 10.3.12 is noted and their submissions are accepted.

New Policy under Objective 10.3.1

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.23	KiwiRail	Include a further policy to Chapter 10 under Objective 10.3.1 which states: <u>Ensure that land use activities, subdivision and development adjoining land transport networks including; the North Island Main Trunk Railway, avoid, remedy or mitigate any adverse effects by protecting themselves from the reverse sensitivity effects from noise and vibration; particularly in bedrooms and other noise sensitive rooms.</u>	

4.26 KiwiRail's submission was evaluated by the reporting officer in section 4.16.2 of the officer's report. KiwiRail supported that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended an amendment to Policy 10.3.12 of the Proposed Plan. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Explanation and Principal Reasons for Objective 10.1.1

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
27.16	Horizons Regional Council	No specific relief requested. Infer Retain Explanation & Principal Reasons.	521.05 NZ Transport Agency (NZTA) - Support

4.27 The submission of Horizons Regional Council was evaluated by the reporting officer in section 4.17.2 of the officer's report. Horizons Regional Council supported that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended no amendments to the Explanation and Principal Reasons for Objective 10.1.1 of the Proposed Plan. We consider that to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Methods for Issue 10.1 and Objective 10.1.1

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.18	KiwiRail	Retain bullet point 3 of Methods 10.1.	
94.68	NZ Transport Agency (NZTA)	Retain Methods 10.1.	

4.28 The NZ Transport Agency's support for the provisions is noted and their submission is accepted.

4.29 KiwiRail's submission was evaluated by the reporting officer in section 4.18.2 of the officer's report and KiwiRail supported that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended no amendments to the Methods for Issue 10.1 and Objective 10.1.1 of the Proposed Plan. We consider that to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Methods for Issue 10.3 and Objective 10.3.1

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.24	KiwiRail	Retain bullet point 2 of Methods 10.3.	

Sub No.	Submitter Name	Decision Requested	Further Submission
55.25	KiwiRail	Amend bullet point 3 of Methods 10.3 as follows: Where resource consent applications involve access onto the State Highway network <u>or across a railway corridor.</u> <u>Council will forward copies of applications to NZTA and KiwiRail respectively, as affected parties.</u>	
74.03	Ernslaw One Limited	Amend Method 10.3 bullet 1 as follows: ...or mitigate adverse effects of activities including their effects on transport routes (such as glare, night lighting, setback distances for plantation forestry of any <u>planted vegetation</u>). Or words to such effect.	513.30 Rayonier New Zealand Ltd - Support
94.18	NZ Transport Agency (NZTA)	Amend Methods Advice Note as follows: ... The District Plan is... The NZTA has powers under the Land Transport Management Act <u>Government Roading Powers Act 1989</u> ...Access Roads.	

4.30 The submissions were evaluated by the reporting officer in section 4.19.2 of the officer's report. KiwiRail supported that evaluation and no other submitter expressed any opposition

to it. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended amendments to Method 10.3 of the Proposed Plan. We have reviewed those recommended amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Rule 21.1.1 Vehicular and Pedestrian Accessways Design Standards

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.34	KiwiRail	<p>Include a new rule to 21.1.1 as follows:</p> <p><u>Rule –Vehicle entrance separation from railway level crossings</u></p> <p><u>New vehicle access ways shall be located a minimum of 30 metres from a railway level crossing.</u></p>	511.12 HDC (Community Assets Department) – In-Part

4.31 The submissions were evaluated by the reporting officer in section 4.20.2 of the officer's report. KiwiRail supported that evaluation. Mr Meyer on behalf of the HDC (Community Assets Department) expressed some concerns regarding the proposed 30m separation distance.

4.32 We were unclear as to what, if any, further amendments HDC (Community Assets Department) were seeking to the provisions and so we asked Mr Meyer if he would further consider the matter and advise us of any specific wording changes he sought. Mr Meyer subsequently advised:

“While it is acknowledged that the example given in the evidence regarding the 30 meter separation between new vehicle crossing places and a railway level crossing where parallel roads intersect, a consent would be required, the number of potential new occurrences is limited. Therefore further discussions with both the reporting Planner and KiwiRail have determined no changed [sic] in the recommended wording is proposed.”⁵

4.33 In light of Mr Meyer clarifying that no changes are sought additional to those recommended by Mr Wesley, we have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended an amendment to Rule 21.1.1(d) of the Proposed Plan and a new Rule 21.1.5. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

⁵ See unnumbered Appendix to the 17 May 2013 Statement from Mr Wesley attached as Appendix C to this Decision.

Rule 21.1.3 Vehicle Crossings to the State Highways

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.42	NZ Transport Agency (NZTA)	Retain Rule 21.1.3.	

4.34 The NZ Transport Agency's support for the provision is noted and their submission is accepted.

Rule 21.1.5 Construction of Vehicle Crossings

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
91.03	HDC (Community Assets Department)	Delete Rule 21.1.5 and replace with; <u>Where a development or subdivision involves the creation of a vehicle crossing the formation and its use shall comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One-Vehicle Crossings.</u>	526.04 Truebridge Associates Ltd - Oppose

4.35 The HDC's (Community Assets Department) submission was evaluated by the reporting officer in section 4.22.2 of the officer's report. We understand that the HDC (Community Assets Department) supports that evaluation and no other submitter expressed any opposition to it. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended amendments to Rule 21.1.5 of the Proposed Plan. We have reviewed those recommended amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA. In addition, as a consequential amendment resulting from a decision on Chapter 26: Definitions, the definition of "development" is deleted, the term "development" in Rule 21.1.5 is replaced with "activity" which applies consistent terminology throughout the Proposed Plan.

Rule 21.1.6 Formation Standards

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
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Sub No.	Submitter Name	Decision Requested	Further Submission
91.04	HDC (Community Assets Department)	Amend Rule 21.1.6(a) as follows: i) As part of any new road <u>in urban and greenbelt residential areas</u> , pedestrian footpaths shall be provided.	526.05 Truebridge Associates Ltd - Oppose
91.05	HDC (Community Assets Department)	Amend Rule 21.1.6(a)(iv) as follows: iv) Footpath cross-fall gradients and ramps shall <u>Footpath and ramp gradients shall</u> not exceed 1 in except where steps or other safety measures are provided.	526.06 Truebridge Associates Ltd - Oppose
55.35	KiwiRail	Include a new rule 21.1.6(c)(iii) as follows: <u>(iii) No structure or materials shall be placed, or trees planted that would obscure the sight distances from any road to a road intersection or rail level crossing as shown in Diagram 2 – Traffic Sight Lines at Road and Rail Intersections (Page 21-15).</u>	506.59 Ernslaw One Ltd – In-Part 511.13 HDC (Community Assets Department) – In-Part 521.12 NZTA - In-Part

4.36 The submissions were evaluated by the reporting officer in section 4.23.2 of the officer's report. In relation to the two submissions on the provision of footpaths and the gradient of footpaths and ramps, no submitters expressed any opposition to the officer's evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. We agree with the intent of the recommended amended wording to Rule 21.1.6 Formation Standards of the Proposed Plan, but consider there is uncertainty about the application of "urban and greenbelt residential areas". We consider this wording should refer to 'zones' to provide greater certainty and be consistent with other wording in the Proposed Plan. We therefore adopt the recommendation to Rule 21.1.6(iv) as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA and use the following amended wording to Rule 21.1.6(i):

As part of any new road in Residential, Commercial, Industrial, Greenbelt Residential and Open Space Zones, pedestrian footpaths shall be provided...

4.37 In relation to managing level crossing sightlines, KiwiRail supported the evaluation in section 4.23.2 of the officer's report. Mr Meyer on behalf of the HDC (Community Assets Department) expressed some concern about sight distances and suggested that a definition for the word "obstruction" might be desirable. However, no recommended wording was provided for our consideration at the Hearing.

4.38 We asked Mr Meyer to advise us of any particular wording changes he sought. Mr Meyer subsequently advised:

"Further discussions with KiwiRail have confirmed that parking restrictions within the approach site triangles are not required as a norm and that monitoring would be difficult. They also confirmed that when investigating level crossing accidents parked vehicles have not been a factor with vision lines. No change in the recommended wording is proposed.

Where a crossing Alarm has been turned off, the flashing lights are still working and therefore KiwiRail have confirmed these crossings come into the alarmed category and no change in the recommendation is required."⁶

4.39 No other submitter expressed any opposition to the officer's evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended amendments to Rule 21.1.6 Formation Standards of the Proposed Plan. This included the deletion of the existing Diagram 1 – Traffic Sight Lines at Road and Rail Intersections on Page 21-14 of the proposed Plan and the insertion of a new substantial Appendix 1 dealing with Railway Level Crossing Requirements. We have reviewed those recommended amendments and consider them to be appropriate, except we consider that the new Appendix is more appropriately inserted as a 'rule' in Chapter 21 so as to apply a consistent format and structure to the Plan provisions. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Rule 21.1.8 Vehicle Parking Standards

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
78.24	Telecom New Zealand Ltd	Amend the Proposed Plan as necessary such that network utilities are not subject to car parking requirements.	
79.24	Chorus New Zealand Ltd	Amend the Proposed Plan as necessary such that network utilities are not subject to car parking requirements.	

4.40 The submissions were evaluated by the reporting officer in section 4.24.2 of the officer's report. Neither Chorus nor Telecom expressed any opposition to that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. In this case the officer recommended no amendments to Rule 21.1.8 of the Proposed Plan. We consider that to be appropriate. We

⁶ See unnumbered Appendix to the 17 May 2013 Statement from Mr Wesley attached as Appendix C to this Decision.

therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Table 21.4 Vehicle Parking Space Ratios

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission				
108.33	HDC (Planning Department)	Amend Table 21.4 as follows: <table border="1" data-bbox="600 521 999 898"> <thead> <tr> <th data-bbox="600 521 807 669">Activity</th> <th data-bbox="807 521 999 669">Number of Spaces Required</th> </tr> </thead> <tbody> <tr> <td data-bbox="600 669 807 898">Residential Activities</td> <td data-bbox="807 669 999 898"><u>1.2</u> spaces per residential dwelling unit.</td> </tr> </tbody> </table>	Activity	Number of Spaces Required	Residential Activities	<u>1.2</u> spaces per residential dwelling unit.	
Activity	Number of Spaces Required						
Residential Activities	<u>1.2</u> spaces per residential dwelling unit.						
108.14	HDC (Planning Department)	Amend Table 21.4 as follows: <table border="1" data-bbox="600 976 1058 1615"> <thead> <tr> <th data-bbox="600 976 807 1124">Activity</th> <th data-bbox="807 976 1058 1124">Number of Spaces Required</th> </tr> </thead> <tbody> <tr> <td data-bbox="600 1124 807 1615">Residential Activities</td> <td data-bbox="807 1124 1058 1615"> <u>1.2</u> spaces per residential dwelling unit. <u>1 space per family flat</u> 1 space per residential dwelling unit within a Medium Density Development. </td> </tr> </tbody> </table>	Activity	Number of Spaces Required	Residential Activities	<u>1.2</u> spaces per residential dwelling unit. <u>1 space per family flat</u> 1 space per residential dwelling unit within a Medium Density Development.	
Activity	Number of Spaces Required						
Residential Activities	<u>1.2</u> spaces per residential dwelling unit. <u>1 space per family flat</u> 1 space per residential dwelling unit within a Medium Density Development.						
108.32	HDC (Planning Department)	Amend Table 21-4 Note as follows: Note: Parking standards do not apply to <u>sites within</u> : (i) the Commercial Zone Pedestrian Overlay (ii) <u>Commercial Zone in Foxton Beach (except for the properties on the corner of Seabury Avenue and Dawick Street legally described as Lots 3 and 4 DP 91336 and Lots 1</u>					

Sub No.	Submitter Name	Decision Requested	Further Submission
		and 2 DP 333144) <u>(iii) Commercial Zone in Waitarere Beach</u> <u>(iv) Commercial Zone in Manakau</u>	

4.40 The HDC's (Planning Department) submission was evaluated by the reporting officer in section 4.25.2 of the officer's report. There were no further submitters on this matter. Out of interest, we asked Mr Wesley to remind us why the existing requirement is for 2 parking spaces (the submission seeks to reduce this to 1 parking space for the reasons set out in clauses 1 to 4 of section 4.25.2 of the officer's report).

4.41 Mr Wesley addressed this matter in his 17 May 2013 Statement (Appendix C to this Decision). In summary, he advised that the increase to 2 on-site parking spaces was to provide 1 on-site carpark for residents and 1 on-site carpark for visitors. However, he retained his original recommendation to reduce the notified standard from 2 car parks to 1 carpark.

4.42 We have reviewed Mr Wesley's further advice and we agree with it and adopt it (together with his original evaluation referred to in paragraph 4.40 above) as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended amending Table 21.4 of the Proposed Plan and the Note that follows it. We have reviewed those recommended amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

4.43 As a consequential matter to their submissions on Rules 15.6.3, 16.5.15, 17.6.17, 19.6.22 and 20.6.15 Powerco sought⁷ the insertion of an additional note at the end of Table 21-4 which would read:

Note: Parking standards do not apply to network utilities.

4.44 We consider that such an additional note would be helpful for Plan readers and we have decided that it should be added to the Proposed Plan. We noted that Mr Wesley also supported that additional note.⁸

Chapter 21 General

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
26.15	Horowhenua Astronomical Society Inc	Amend Chapter 21 to include provisions that manage the effects of lighting with particular regard to limiting light spill, glare and energy consumption.	

⁷ Letter from Georgina McPherson of Burton Consultants dated 26 April 2013

⁸ Mr Wesley's Statement dated 17 May 2013 (attached as Appendix C to this Decision), page 5

Sub No.	Submitter Name	Decision Requested	Further Submission
51.08	Waitarere Progressive Association (WBPRA)	No specific relief requested. Inferred: That the infrastructure and engineering standards for Waitarere maintain and embrace the “feel” of Waitarere rather than the standard engineering requirements and standards.	

4.45 The submissions were evaluated by the reporting officer in section 4.26.2 of the officer’s report. Neither submitter expressed any opposition to that evaluation. We have reviewed the officer’s evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. In this case the officer recommended no amendments to the Proposed Plan. We consider that to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Rule 24.1.1 General Standard of Compliance

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
38.02	Range View Ltd & Page	Delete Rule 24.1.1 in its entirety and have these matters becomes matters that are considered in the consent process.	511.15 HDC (Community Assets Department) – Oppose 526.31 Truebridge Associates Ltd – Support
46.01	Vincero Holdings Ltd	Delete Rule 24.1.1 in its entirety and have these matters becomes matters that are considered in the consent process.	

4.46 The submissions were evaluated by the reporting officer in section 4.27.2 of the officer’s report. Neither the submitters nor further submitters expressed any opposition to that evaluation. We have reviewed the officer’s evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. In this case the officer recommended no amendments to the Proposed Plan. We consider that to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Rules 24.1.5 and 24.2.4 Surface Water Disposal

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
27.31	Horizons Regional Council	Delete Rule 24.1.5 and amend Rule 24.2.4 to amalgamate the two rules. Amend 24.2.4 to provide more certainty on what a 'satisfactory system' means.	

4.47 Horizons Regional Council's submission was evaluated by the reporting officer in section 4.28.2 of the officer's report. Horizons Regional Council supported that evaluation but sought minor wording changes to the advice note under Rule 24.2.4(a)(ii).

4.48 Mr Wesley subsequently advised that he supported an amendment to the advice note as sought by Horizons Regional Council.⁹

4.49 We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended an amendment to the advice note under Rule 24.2.4(a)(ii) of the Proposed Plan. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Rule 24.2.7 Utility Services

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
41.47	Powerco	Amend Rule 24.2.7 as follows: (a) Utility services, <u>including electricity, telecommunications and gas (where proposed), shall be provided to the boundary of each additional allotment at the time of subdivision in accordance with:</u> (i) <u>The requirements of the relevant supply authority, including any necessary easements. Written</u>	

⁹ Statement dated 17 May 2013 (attached as Appendix C to this Decision), page 2.

Sub No.	Submitter Name	Decision Requested	Further Submission
		<p><u>confirmation from the relevant supply authority shall be provided so that the subdivision can be adequately supplied.</u></p> <p>(ii) shall be provided in accordance with the permitted activity conditions in Rule 22.1.</p> <p><u>Except that installation of utility services will not be required at the time of subdivision where only one additional lot is being created and where the supply authority has confirmed in writing that connection is available at the standard fee.</u></p> <p><u>(b) Any necessary easements for the protection of utility services shall be provided where they traverse any new allotment, right of way of access lot. All such easements shall be in favour of the utility provider.</u></p>	

4.50 Powerco's submission was evaluated by the reporting officer in section 4.29.2 of the officer's report. Powerco supported that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer also recommended amendments to Rule 24.2.7 of the Proposed Plan. We have reviewed those recommended amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Chapter 24 – General Matters

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
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Sub No.	Submitter Name	Decision Requested	Further Submission
26.16	Horowhenua Astronomical Society Inc	Amend Chapter 24 to include rules around the provision of lighting systems associated with the development of subdivisions. These rules should avoid or minimise impacts on the environment, reduce energy and maintenance costs over the life of the lighting system and provide effective lighting services.	
99.38	Transpower New Zealand Ltd	Amend PC 20 – 22 provisions to align with revised transmission corridor widths.	

4.51 The submissions were evaluated by the reporting officer in section 4.30.2 of the officer's report. Neither submitter expressed any opposition to that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. In this case the officer recommended no amendments to the Proposed Plan. We consider that to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

All Zone Rule Chapters: Permitted Activity Conditions - Vehicle Parking, Manoeuvring, and Loading

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
41.31	Powerco	Retain Rule 15.6.23 without modification	
108.15	HDC (Planning Department)	Amend Rule 15.6.23(a) as follows: All activities, except network utilities on sites less than 200m² , shall be provided with vehicle parking spaces, manoeuvring areas, and loading facilities in accordance with the permitted activity	

Sub No.	Submitter Name	Decision Requested	Further Submission
		conditions in Chapter 21.	
41.32	Powerco	Retain Rule 16.6.15 without modification	
108.16	HDC (Planning Department)	Amend Rule 16.6.15(a) as follows: All activities, except network utilities on sites less than 200m² , shall be provided with vehicle parking spaces, manoeuvring areas, and loading facilities in accordance with the permitted activity conditions in Chapter 21.	
41.33	Powerco	Retain Rule 17.6.17(a) without modification	
108.17	HDC (Planning Department)	Amend Rule 17.6.17(a)(i) as follows: All activities, except network utilities on sites less than 200m² , shall be provided with vehicle parking spaces, manoeuvring areas, and loading facilities in accordance with the permitted activity conditions in Chapter 21.	
41.34	Powerco	Retain Rule 19.6.22 without modification	
108.18	HDC (Planning Department)	Amend Rule 17.6.17(a)(i) as follows: All activities, except network utilities on sites less than 200m² , shall be provided with vehicle parking spaces, manoeuvring areas, and loading facilities in	

Sub No.	Submitter Name	Decision Requested	Further Submission
		accordance with the permitted activity conditions in Chapter 21.	
41.35	Powerco	Retain Rule 20.6.15 without modification	

4.52 The submissions were evaluated by the reporting officer in section 4.31.2 of the officer's report. No submitters expressed any opposition to that evaluation. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. In this case the officer recommended further amendments to Rules 15.6.23, 16.6.15, 17.6.17, 19.6.22 and 20.6.15 of the Proposed Plan. We have reviewed those amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

All Zone Rule Chapters: Permitted Activity Condition - Safety and Visibility at Road and Rail Intersections

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
55.26	KiwiRail	Retain Rule 15.6.24.	
94.12	NZ Transport Agency (NZTA)	Retain Rule 15.6.24 as notified.	
55.28	KiwiRail	Retain Rule 16.6.16.	
94.13	NZ Transport Agency (NZTA)	Retain Rule 16.6.16 as notified.	
55.29	KiwiRail	Retain Rule 17.6.18.	
94.14	NZ Transport Agency (NZTA)	Retain Rule 17.6.18 as notified.	
55.32	KiwiRail	Retain Rule 19.6.23.	
94.15	NZ Transport Agency (NZTA)	Retain Rule 19.6.23 as notified.	

4.53 The submissions were evaluated by the reporting officer in section 4.32.2 of the officer's report. KiwiRail supported that evaluation and NZTA did not express any opposition to it. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. In this case the officer recommended further amendments to Rules 15.6.24, 16.6.16, 17.6.18 and 19.6.23 of the Proposed Plan and that a new permitted activity condition should be inserted into the new Open Space Zone (Rule 20.6.XX) on the Safety and Visibility at Road and Rail Intersection.

We have reviewed those amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Chapter 17 Commercial Zone: Rule 17.6.17(a)(iv) – Permitted Activity Conditions: Vehicle Parking, Manoeuvring and Loading

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
71.06	Progressive Enterprises Limited	<p>Amend Rule 17.6.17(a)(iv) as follows:</p> <p>17.6.17(a)(iv)(ii)</p> <p>Any surface or ground level parking area shall not exceed a maximum width of 10m along the site road frontage or 40% of the site frontage whichever is the lesser...</p> <p>OR</p> <p>17.6.17(a)(iv)(ii)</p> <p>Any surface or ground level parking area shall not exceed a maximum width of 10m along the site road frontage or 40% of the site frontage whichever is the lesser <u>provided that such a requirement shall not apply to a Large Format Retail Overlay Area.</u></p>	

4.54 Progressive Enterprises Limited's submission was evaluated by the reporting officer in section 4.33.2 of the officer's report. Progressive Enterprises Limited advised¹⁰ that they "... will accept the assurance provided by the officer, and hence will not take the matter further at this stage." We have taken this to mean that Progressive Enterprises Limited accept the officer's evaluation of their submission. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. In this case the officer recommended no amendments to the Proposed Plan. We consider that to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

¹⁰ Tabled letter from Zomac Planning Solutions Ltd, dated 23 April 2013

Chapter 25 Assessment Criteria – All Zones: Vehicle Access

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
94.31	NZ Transport Agency (NZTA)	Retain 25.7.8 as notified	
55.11	KiwiRail	<p>Amend Assessment Criteria 25.7.8(c) as follows:</p> <p>(c) <u>Safe design and sightlines, including level crossing sightlines</u></p> <p>And add a further new criteria ;</p> <p><u>The extent to which the proposal has given regard to:</u></p> <ul style="list-style-type: none"> i. <u>Visibility and sight distances particularly the extent to which vehicles entering or exiting the level crossing are able to see trains</u> ii. <u>The extent to which failure to provide adequate level crossing sightlines will give rise to level crossing safety risks.</u> 	521.10 NZ Transport Agency (NZTA) – In-Part

4.55 The submissions were evaluated by the reporting officer in section 4.34.2 of the officer’s report. KiwiRail supported that evaluation and NZTA did not express any opposition to it. We have reviewed the officer’s evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended further amendments to Assessment Criteria 25.7.8 of the Proposed Plan. We have reviewed those amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Chapter 26 Definitions – New Definition ‘Loading’

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
110.00	W. Fraser	Include definition for “Loading” as follows: <u>Loading includes loading and unloading of goods and freight.</u>	

4.56 Mr Fraser’s submission was evaluated by the reporting officer in section 4.35.2 of the officer’s report. The submitter did not express any opposition to that evaluation. We have reviewed the officer’s evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. In this case the officer recommended no amendments to the Proposed Plan. We consider that to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA

Subdivision and Development Principles and Requirements (2012), Engineering Appendix One - Vehicle Crossings

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
91.13	HDC (Community Assets Department)	Amend (2) Vehicle Crossing Places and Include two subclauses after e) as follows: f) <u>Where vehicle crossings are subject to a "change in use", commercial or farm type crossings may be required to be formed.</u> g) <u>The width of vehicle crossing shown on the drawings may increase for commercial, industrial and crossing, where vehicles "passing" is required.</u>	526.14 Truebridge Associates Ltd - Oppose

Sub No.	Submitter Name	Decision Requested	Further Submission
91.14	HDC (Community Assets Department)	<p>Amend (6) General and Include a subclauses after g) as follows:</p> <p><u>h) Ongoing maintenance of vehicle crossing places is the responsibility of the landowner(s). However, from time to time when Council have programmed works such as reseals or footpath renewals, vehicle crossings may be upgraded.</u></p>	<p>526.15 Truebridge Associates Ltd</p> <p>- Oppose</p>
91.15	HDC (Community Assets Department)	<p>Include a new Heading and wording after (6) General as follows:</p> <p><u>7. Work within Council Road Reserve</u></p> <p><u>For construction of all vehicle crossings within or on Council and NZTA roads, a Corridor Access Request (CAR) shall be applied for. These applications are separate to any other consents issued and a Work Access Permit (WAP) will be issued to work within the roading network if approved. For applications on State Highways, requests should be sent to NZTA.</u></p>	<p>526.16 Truebridge Associates Ltd</p> <p>- Oppose</p>
91.16	HDC (Community Assets Department)	<p>Amend the Notes of Diagram 1: Residential Crossings, Grass Berm, No Footpath (page 7-10) and add another note after subclause (d) as follows:</p> <p><u>(e) For slopes greater than</u></p>	<p>526.17 Truebridge Associates Ltd</p> <p>- Oppose</p>

Sub No.	Submitter Name	Decision Requested	Further Submission
		<u>1 in 15, concrete or asphalt surfacing may be required.</u>	

4.57 The HDC's (Community Assets Department) submission was evaluated by the reporting officer in section 4.36.2 of the officer's report. HDC (Community Assets Department) supported the evaluation and Truebridge Associates Ltd did not attend the hearing to speak to their further submission. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended the HDC's Subdivision and Development Principles and Requirements (2012) Engineering Appendix 1, Section 2 Vehicle Crossing Places be amended. We have reviewed those recommended amendments and consider them to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Subdivision and Development Principles and Requirements (2012), Section 8 - Earthworks and Geotechnical

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
91.17	HDC (Community Assets Department)	Amend 8.2. Performance Criteria, as follows: Earthworks proposed for the development shall: control surface and ground water flows <u>and levels</u> both during and after construction.	526.18 Truebridge Associates Ltd - Oppose

4.58 The HDC's (Community Assets Department) submission was evaluated by the reporting officer in section 4.37.2 of the officer's report. HDC (Community Assets Department) supported the evaluation and Truebridge Associates Ltd did not attend the hearing to speak to their further submission. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended an amendment to Section 8.2 Performance Criteria for the Earthwork and Geotechnical Section of the Subdivision and Development Principles and Requirements document. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Subdivision and Development Principles and Requirements (2012), Section 10 Stormwater

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
91.18	HDC (Community Assets Department)	<p>Amend 10.3 Performance Criteria by inserting a new subclause after bullet 3 as follows:</p> <p>A stormwater system proposed for a development shall:</p> <p>...</p> <p><u>Achieve hydraulic neutrality so that peak flood levels are not increased as a result of filling in floodable areas for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year design rainfall events. Levels shall not exceed the pre-development peak levels for the same design rainfall events. This can be met by the provision of storage to offset or replace that volume lost to the footprint of the proposed works. Alternatively, this may also be achieved by over attenuation of runoff peaks flows.</u></p>	526.19 Truebridge Associates Ltd - Oppose
91.19	HDC (Community Assets Department)	<p>Amend 10.4 Design Requirements by adding a new subclause after the 4th bullet point and amending wording in bullet points 7 and 8 as follows:</p> <p>The design of a stormwater system shall include the following:</p> <p>...</p> <p><u>Design shall account for</u></p>	526.20 Truebridge Associates - Oppose

Sub No.	Submitter Name	Decision Requested	Further Submission
		<p><u>all types of surfacing on a site noting impervious area is made up of building coverage, sheds, driveways, footpaths, paths, decks etc.</u></p> <p>...</p> <p>Areas of private property may be able to become inundated (usually not exceeding 300mm <u>except in dedicated stormwater storage/attenuation/treatment areas</u>) provided they are not used as building sites and roads may be inundated up to maximum height of 200mm at the centreline, in the 1% AEP storm event.....</p> <p>Detention and/or storage devices/<u>areas</u> may be required as part of a development to mitigate stormwater effects on downstream catchments <u>and surrounding land</u>. Such devices shall make provision for grit and debris entrapment and be designed for ease of maintenance.</p>	

4.59 The HDC's (Community Assets Department) submissions were evaluated by the reporting officer in section 4.38.2 of the officer's report. HDC (Community Assets Department) supported the evaluation and Truebridge Associates Ltd did not attend the hearing to speak to their further submission. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended an amendment to Section 10.3 of the Subdivision and Development Principles and Requirements document. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Subdivision and Development Principles and Requirements (2012), Schedule 4, Altered Requirements to Section 4 NZS 4404:2010 Stormwater

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
91.20	HDC (Community Assets Department)	<p>Amend 19.7 Clause 4.3.7.9 Soakage Device, second bullet as follows</p> <p>...</p> <p>Council requires on-site disposal through soak pits unless this may cause adverse effects and alternatives are approved.</p> <p>The Council may require small diameter outlets from soak pits to control groundwater levels.</p> <p><u>The Council may require measures such as small diameter outlets or subsoil drains from the soak pits to allow the slow drain down after a storm event when groundwater is high and inhibits natural drain-down.</u></p>	<p>526.21 Truebridge Associates Ltd</p> <p>- Oppose</p>

4.60 The HDC's (Community Assets Department) submission was evaluated by the reporting officer in section 4.39.2 of the officer's report. HDC (Community Assets Department) supported the evaluation and Truebridge Associates Ltd did not attend the hearing to speak to their further submission. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended an amendment to Section 19.7 of the Subdivision and Development Principles and Requirements document. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Subdivision and Development Principles and Requirements (2012), Engineering Appendix 2, Stormwater Disposal to Soakpits

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
91.21	HDC (Community Assets Department)	Amend Section 2.3 and the definition of "A" as follows: A = catchment area in hectares <u>discharging to the soak pit</u> (to include buildings, <u>and</u> hard surfaces and grassed areas)	526.22 Truebridge Associates Ltd - Oppose
91.22	HDC (Community Assets Department)	Amend Diagram 'Typical Soak Pit Layout for yard Sump', Page 6-6, and add a note as follows: <u>Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council's Soakage Design Manual</u>	526.23 Truebridge Associates Ltd - Oppose
91.23	HDC (Community Assets Department)	Amend Diagram 'Typical Soak Pit', Page 3-6, and add a note as follows: <u>Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council's Soakage Design Manual</u>	526.24 Truebridge Associates - Oppose

Sub No.	Submitter Name	Decision Requested	Further Submission
91.24	HDC (Community Assets Department)	Amend 1. Introduction by adding a new paragraph after the 5 th as follows: <u>There are other more comprehensive guidelines that are widely available that should also be referred to when investigating, designing and understanding maintenance requirements of soakpits (for example Auckland Council's Soakage Design Manual)</u>	526.25 Truebridge Associates Ltd - Oppose

4.61 The HDC's (Community Assets Department) submissions were evaluated by the reporting officer in section 4.40.2 of the officer's report. HDC (Community Assets Department) supported the evaluation and Truebridge Associates Ltd did not attend the hearing to speak to their further submission. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended an amendment to Subdivision and Development Engineering Appendix 2 (Stormwater Disposal to Soakpits) of the Subdivision and Development Principles and Requirements document. We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

Proposed Plan references to Council's Subdivision and Development Principles and Requirements (2012)

Submissions Received

Sub No.	Submitter Name	Decision Requested	Further Submission
91.25	HDC (Community Assets Department)	Amend all Proposed Plan references to "Subdivision and Development Principles and Requirements 2012" with a version control date added. In addition, Include references to appendices as listed below including version control date: Engineering Appendix One Vehicle Crossings Engineering Appendix Two Stormwater Disposal	526.26 Truebridge Associates Ltd - Oppose

Sub No.	Submitter Name	Decision Requested	Further Submission
		to Soakpits Engineering Appendix Three Pumping Stations Engineering Appendix Four Working in Roads and Trench Construction Engineering Appendix Five As-Builts	

4.62 The HDC's (Community Assets Department) submission was evaluated by the reporting officer in section 4.41.2 of the officer's report. HDC (Community Assets Department) supported the evaluation and Truebridge Associates Ltd did not attend the hearing to speak to their further submission. We have reviewed the officer's evaluation and we agree with it and adopt it as our reasons pursuant to Clause 10(2)(a) of Schedule 1 to the RMA. The officer recommended that all references in the Proposed Plan to the 'Subdivision and Development Principles and Requirements (2012)' be amended to refer to "Version: November 2012". We have reviewed that recommended amendment and consider it to be appropriate. We therefore adopt that recommendation as our decision pursuant to Clause 10(1) of Schedule 1 to the RMA.

5. SECTION 32

5.1 A Section 32 report accompanied the Proposed Plan when it was notified. We have evaluated the changes we intend to make to the Proposed Plan in the light of section 32 of the RMA. We are satisfied that the amendments we have made to the policies and rules will enable the objectives to be better achieved.

6. DECISION

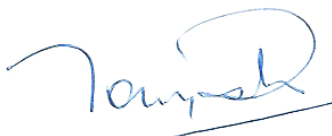
6.1 For all of the foregoing reasons we resolve the following:

1. That pursuant to clause 10 of Schedule 1 to the Resource Management Act 1991 Chapter 10 Land Transport, Chapter 21 Vehicle Access, Parking, Loading and Rooding, Chapter 24 Subdivision and Development and associated other provisions of the Proposed Horowhenua District Plan are approved inclusive of the amendments set out in Appendix A.
2. That for the reasons set out in this decision the submissions and further submissions are accepted, accepted in part or rejected as set out in in Appendix B.

6.2 For the sake of clarity, Appendix B shows whether each submission or further submission is accepted, accepted in part or rejected.



Robert van Voorthuysen



Cr Tony Rush



Cr Leigh McMeeken

Dated 23 September 2013

APPENDIX A: Proposed Plan as amended by Hearing Plan Decisions

The following amendments are made to Chapter 10: Land Transport

Issue Discussion for Issue 10.1 is amended as follows:

The paragraph under the heading “The Integration of New or Extended Infrastructure with Existing Networks”:

.....For example, new or extended roads should be compatible with the District’s long-term roading hierarchy and structure plans.

The section titled “Agencies Involved” is amended as follows:

This District Plan can contribute only a share of the policies and methods necessary to support land transport networks ~~in meeting~~ to meet the needs of the community.

The text under the second bullet point under the sub-heading ‘Long Term Plan and Regional Land Transport Programme’ in the section Methods for Issue 10.1 and Objective 10.1.1 is amended as follows:

- *Council will continue, in association with other agencies through the Regional Land Transport Programme, or any plan or programme which supersedes it, to improve infrastructure and facilities for pedestrians and cyclists and public transport passengers and will continue to maintain and improve the safety and efficiency of the road network.*

A new Policy 10.1.4 is added as follows:

Policy 10.1.4

Encourage the development of pedestrian paths and cycleways, as well as convenient and accessible cycle parking, to support the opportunity to use non-vehicular transportation modes throughout the District.

The following paragraph is added to the end of the Explanation and Principal Reasons section as follows:

The development of a network of pedestrian paths and cycleways in the District would support the opportunity for residents and visitors to move between areas and around the district. The provision of cycle parking in convenient and accessible locations, such as near or at schools, retail areas, recreation reserves, public transport locations and other community facilities would support the cycling. An efficient approach in providing this land transport infrastructure is for Council to work in partnership with or support other agencies.

Policy 10.3.6 is amended as follows:

Ensure that adequate and safe on-site loading and unloading provision be made ~~in a safe and attractive manner~~.

Policy 10.3.11 is amended as follows:

Avoid, remedy, and mitigate any adverse effects generated by land use activities, subdivision and development adjoining the State Highways, District roads or the North Island Main Trunk Railway line where such adverse effects have the potential to reduce the safety and efficiency for road users (drivers, pedestrians and cyclists) and railway users. Adverse effects include glare, inappropriate lighting, smoke, or discharges onto the road or railway corridor.

Policy 10.3.12 is amended as follows:

Ensure that land use activities, subdivision and development adjoining State Highways, other arterial roads and the North Island Main Trunk Railway, avoid, remedy or mitigates any ~~adverse reverse sensitivity~~ effects ~~on the safe and efficient operation of the roading and rail networks~~ by protecting themselves from noise and vibration, particularly in bedrooms.

Methods 10.3, bullet point 1 is amended as follows:

The District Plan will include rules controlling the location, size, and design of advertising signs visible from transport routes; and standards for the operation of certain activities intended to avoid, remedy or mitigate adverse effects of activities including their effects on transport routes (such as glare, night lighting, setback distances for plantation forestry and shelterbelt planting).

Methods 10.3, bullet point 3 is amended as follows:

Where resource consent applications involve access onto the State Highway network or across a railway corridor, Council will forward copies of applications to NZTA and KiwiRail respectively as an affected party.

Methods Advice Note is amended as follows:

The District Plan is considered to beThe NZTA has powers under the ~~Land Transport Management Act~~ Government Rounding Powers Act 1989 to control the location and design of State Highway crossing places for designated Limited Access Roads.

The following amendments are made to Chapter 21: Vehicle Access, Parking, Loading and Rooding

Rule 21.1.1(d) is consequentially amended as follows:

(d) (i) All vehicle access points shall be sited in accordance with Table 21-1, ~~and 21-2~~ and Rule 21.1.5

A new rule is inserted as follows, and all other rules are renumbered accordingly:

Rule 21.1.5 Vehicle Crossing Separation from Railway Level Crossings

(i) New vehicle crossings shall be located a minimum of 30 metres from a railway level crossing.”

Rule 21.1.5 is amended as follows:

21.1.5 Construction of Vehicle Crossings

(a) Where ~~an activity development~~ or subdivision involves the creation of a vehicle crossing the ~~following vehicle crossing standards shall apply:~~

~~(i) State Highways~~

~~The formation of the vehicle crossing and its use shall comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One - Vehicle Crossings~~ ~~(i) Council Roads/Private Accessways~~

~~Vehicle crossings shall comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One - Vehicle Crossings.~~

Rule 21.1.6 Formation Standards is amended as follows:

(a) Standards for Pedestrian Facilities

(i) As part of any new road in Residential, Commercial, Industrial, Greenbelt Residential and Open Space Zones, pedestrian footpaths shall be provided...

...

(iv) Footpath ~~cross-fall gradient~~ and ramps gradients shall not exceed 1 in 8 except where steps or other safety measures are provided.

(c) ~~Safety and Visibility at Road and Rail Intersections~~ Safety Standards for Rail Level Crossings

~~(i) No structure or materials shall be placed, or trees planted that would obscure the sight distances from any road to a road intersection or rail level crossing as shown in Diagram 1 - Traffic Sight Lines at Road and Rail Intersections (Page 21-14).~~

- (ii)(i) Where any accessway crosses a rail level crossing, it shall be formed at the same level as the level crossing for 20 metres both sides of the level crossing and shall be approved by New Zealand Railways Corporation.

Diagram 1 – Traffic Sight Lines at Road and Rail Intersections on Page 21-14 is deleted.

A new rule on Railway Level Crossing Requirements is inserted into Chapter 21 as follows:

Rule 21.1.X Railway Level Crossing Requirements

(a) Activities and Subdivision near Existing Level Crossings

Maintaining the sight triangle requirements set out in this rule is important to maintain clear visibility around level crossings to reduce the risk of collisions.

The requirements set out in (b) below apply only to level crossings without alarms or barrier arms, while the requirements set out in (c) below apply to all level crossings.

All the requirements set out in this rule apply during both the construction and operation stages of any land use activities or subdivision.

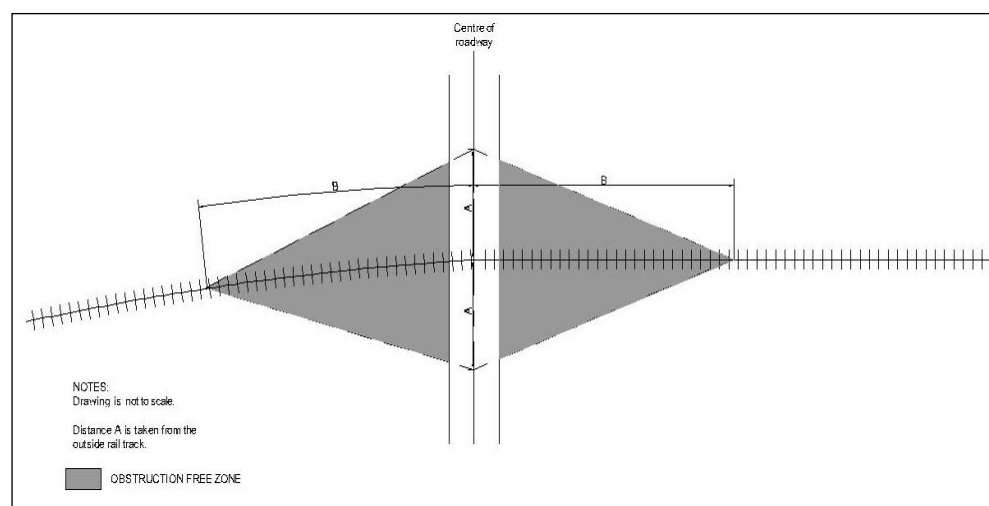
(b) Approach Sight Triangles at Level Crossings without Alarms and/or Barrier Arms

A road vehicle driver when approaching a level crossing with signs and without alarms or barrier arms needs to be able to either:

- see a train and stop before the crossing; or
- to continue at the approach speed and cross the level crossing safely.

- (i) No new visual obstructions are permitted within the approach sight triangles (shaded areas) shown diagrammatically in Diagram 1, irrespective of whether any visual obstructions already exist. The required sight triangles to achieve this are 30 metres from the outside rail (approach distance along road) and 320 metres along the railway track.

Diagram 1: Approach Sight Triangles For Level Crossings



(c) Restart Sight Triangles for all Level Crossings

A road vehicle driver when stopped at the level crossing needs to be able to see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

(i) No new visual obstructions are permitted within the restart sight triangles (shaded areas), shown diagrammatically in Diagram 2, irrespective of whether any visual obstructions already exist. The restart sight triangle is measured 5 m back from the outside rail and distance C is specified in the table below depending on the type of control.

Diagram 2: Restart Sight Triangles for Level Crossings

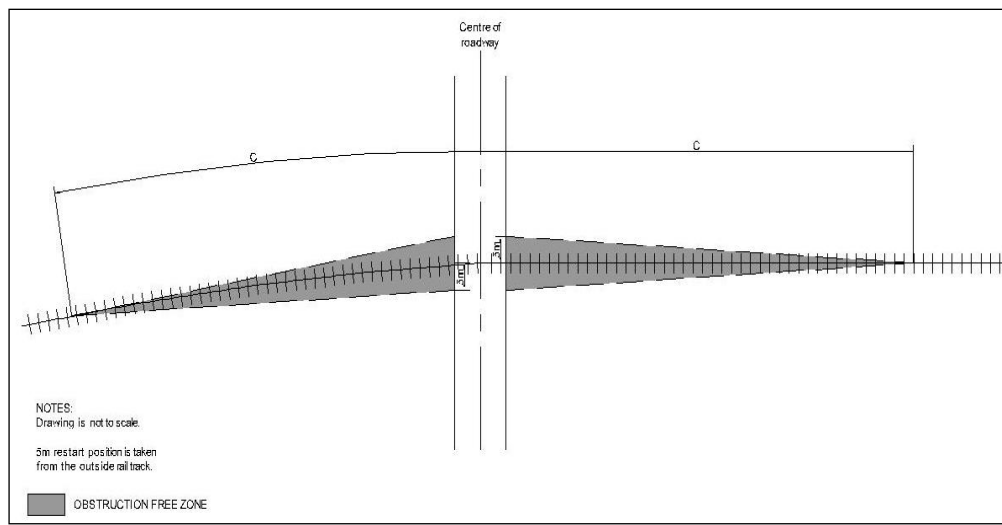


Table 1: Required Restart Sight Distances For Level Crossings

Required approach visibility along tracks C (m)		
Signs only	Alarms only	Alarms and boom gates
677 m	677 m	60 m

Notes:

1. The dimensions in Diagrams 1 and 2 apply to a single set of rail tracks only. For each additional set of tracks, add 25 m to the along-track distance in Diagram 1, and 50 m to the along-track distance in Diagram 2.
2. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based. However, for the purpose of this rule, the parameters are fixed to enable easy application. The parameters used are:

- A train speed of 110 kph and a single set of rail tracks

- A vehicle approach speed of 20 kph
- A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
- 25 m design truck
- 90° angle between road and rail

Table 21.4 is amended as follows:

Activity	Number of Spaces Required
Residential Activities	<u>1 2 spaces per residential dwelling unit.</u> <u>1 space per family flat</u> 1 space per residential dwelling unit within a Medium Density Development.

The Table 21-4 Note is amended as follows:

Note: Parking standards do not apply to sites within:

- (i) the Commercial Zone Pedestrian Overlay
- (ii) Commercial Zone in Foxton Beach (except for the properties on the corner of Seabury Avenue and Dawick Street legally described as Lots 3 and 4 DP 91336 and Lots 1 and 2 DP 333144)
- (iii) Commercial Zone in Waitarere Beach
- (iv) Commercial Zone in Manakau

Note: Parking standards do not apply to network utilities.

The following amendments are made to Chapter 15: Residential Zone

Rule 15.6.24 Safety and Visibility at Road and Rail Intersection is amended as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Diagram 4(Rule 21.1.X in Chapter 21 Traffic Sight Lines at Road and Rail Intersections).~~

Rule 15.6.23 is amended as follows:

15.6.23 Vehicle Parking, Manoeuvring, and Loading

- (a) All activities, ~~except network utilities on sites less than 200m²,~~ shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.
-

The following amendments are made to Chapter 16: Industrial Zone

Rule 16.6.16 Safety and Visibility at Road and Rail Intersection is amended as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Rule 21.1.X in Diagram 4~~ (Chapter 21-Traffic Sight Lines at Road and Rail Intersections).

Rule 16.6.15 is amended as follows:

16.6.15 Vehicle Parking, Manoeuvring, and Loading

- (a) All activities, ~~except network utilities on sites less than 200m²,~~ shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.
-

The following amendments are made to Chapter 17: Commercial Zone

Rule 17.6.18 Safety and Visibility at Road and Rail Intersection is amended as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Rule 21.1.X in Diagram 4~~ (Chapter 21-Traffic Sight Lines at Road and Rail Intersections).

Rule 17.6.17(a)(i) is amended as follows:

17.6.17 Vehicle Parking, Manoeuvring, and Loading

Note: Activities within any Pedestrian Overlay Area are not required to provide onsite vehicle parking spaces, but where parking is provided compliance is required with the conditions in Chapter 21 (except the minimum number of carparks).

- (a) Outside of any Pedestrian Overlay Area, the following conditions apply:
- (i) All activities, ~~except network utilities on sites less than 200m²,~~ shall provide on-site vehicle parking, manoeuvring areas and loading facilities as required in Chapter 21.
-

The following amendments are made to Chapter 19: Rural Zone

Rule 19.6.23 (Rural Zone) Safety and Visibility at Road and Rail Intersection is amended as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Rule 21.1.X in Diagram 4~~ (Chapter 21 Traffic Sight Lines at Road and Rail Intersections).

Rule 19.6.22 is amended as follows:

19.6.22 Vehicle Parking, Manoeuvring, and Loading

- (a) All activities, ~~except network utilities on sites less than 200m²~~, shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

The following amendments are made to Chapter 20: Open Space Zone

A new permitted activity condition is added to the Open Space Zone (Rule 20.6.XX) on the Safety and Visibility at Road and Rail Intersection as follows:

20.6.XX Safety and Visibility at Road and Rail Intersections

- (i) No building or structure shall be erected, no materials shall be placed, or vegetation planted that would obscure the railway level crossing approach sight triangles as detailed in Rule 21.1.X in Chapter 21.

Rule 20.6.15 is amended as follows:

20.6.15 Vehicle Parking, Manoeuvring, and Loading

- (a) All activities, ~~except network utilities on sites less than 200m²~~, shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

The following amendments are made to Chapter 24: Subdivision and Development

Section 24.2.7 Utility Services is amended as follows:

- (a) Utility services shall be provided in accordance with ~~the permitted conditions in Rule 22.1~~ Council's Subdivision and Development Principles and Requirements (2012).

The Advice Note under Rule 24.2.4(a)(ii) is amended as follows:

Note: Discharge of stormwater to land or drainage systems is also regulated by the Proposed One Plan and may require the approval of resource consent from Horizons Regional Council.

The following amendments are made to Chapter 25: Assessment Criteria

Assessment Criteria 25.7.8 is amended by adding the following:

- (e) The visibility and sight distances at rail level crossings, particularly the extent to which vehicles entering or exiting the level crossing are able to see trains.
 - (f) The extent to which failure to provide adequate level crossing sightlines will give rise to level crossing safety risks.
-

The following amendments are made to Horowhenua District Council's Subdivision and Development Principles and Requirements document

Engineering Appendix 1, Section 2 Vehicle Crossing Places is amended as follows:

2. VEHICLE CROSSING PLACES

- a)
- e) The distances between any new vehicle crossing point and any road intersection shall be as per the table below.
- f) Where vehicle crossings are subject to a "change in use", commercial or farm type crossings may be required to be formed.
- g) The width of vehicle crossing shown on the drawings may increase for commercial, industrial and crossing, where vehicle "passing" is required.

Engineering Appendix 1, Section 6 General is amended as follows:

6. GENERAL

- a)
- g) Kerb ramps allow the safe and easy movement of wheeled trolleys and prams, as well as wheelchairs.
- h) Ongoing maintenance of vehicle crossing places is the responsibility of the landowner(s). However, from time to time when Council have programmed works such as reseals or footpath renewals, vehicle crossings may be upgraded.

Engineering Appendix 1, is amended by inserting a new Section after (6) as follows:

7. WORK WITHIN COUNCIL ROAD RESERVE

For construction of all vehicle crossings within or on Council and NZTA roads, a Corridor Access Request (CAR) shall be applied for. These applications are separate to any other consent issued and a Work Access Permit (WAP) will be issued to work within the roading network if approved. For applications on State Highways, requests should be sent to NZTA.

Engineering Appendix 1, is amended by altering the Notes for Diagram 1 as follows:

Notes for Diagram 1:

- a)
- d) Broom finished.
- (e) For slopes greater than 1 in 15, concrete or asphalt surfacing may be required.

The Section 8.2 Performance Criteria for the Earthworks and Geotechnical Section of the Subdivision and Development Principles and Requirements document is amended as follows:

8.2 Performance Criteria

Earthworks proposed for the development shall:

- ...
- control surface and ground water flows and levels both during and after construction.
- ...

Section 10.3 of the Subdivision and Development Principles and Requirements document is amended as follows:

10.3 Performance Criteria

A stormwater system proposed for a development shall:

- ...
- Achieve hydraulic neutrality so that peak flows into the receiving bodies for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year design rainfall events, shall not exceed the pre-development peak flows for the same design rainfall events. Critical duration storm events pre-development shall be matched for post development.
- Achieve hydraulic neutrality so that peak flood levels are not increased as a result of filling in floodable areas for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year design rainfall events. Levels shall not exceed the pre-development peak levels for the same design rainfall events. This can be met by the provision of storage to offset or replace that volume lost to the footprint of the proposed works. Alternatively, this may also be achieved by over attenuation of runoff peaks flows.
- Take into account winter groundwater mounding and groundwater levels.
-

10.4.2 Design Requirements

The design of a stormwater system shall include the following:

- ...
- Secondary flow paths shall be designed to adequately cater for the full 1% AEP (100 year) flow less an appropriate contribution from the primary drainage system. The contribution from the primary drainage system shall take account of the risk and likely degree of blockage as well as the capacity of the inlets to the system. Allowance for 100% blockage may be necessary in certain situations. Provision of additional capacity in the primary drainage system does not eliminate the need to provide a secondary flow path.
- Design shall account for all types of surfacing on a site noting impervious area is made up of building coverage, sheds, driveways, footpaths, paths, decks etc.
- ...
- Areas of private property may be able to become inundated (usually not exceeding 300mm except in dedicated stormwater storage/attenuation/treatment areas) provided they are not used as building sites and roads may be inundated up to maximum height of 200mm at the centreline, in the 1% AEP storm event.
- Detention and/or storage devices/areas may be required as part of a development to mitigate stormwater effects on downstream catchments and surrounding land. Such devices shall make provision for grit and debris entrapment and be designed for ease of maintenance.

Section 19.7 of the Subdivision and Development Principles and Requirements document is amended as follows:

19.7 Clause 4.3.7.9 - Soakage devices

- Council considers 0.5 to be an appropriate reduction factor to be applied to the rate of soakage determined through a soakage test.
- Add further paragraphs.

Council requires on-site disposal through soak pits unless this may cause adverse effects and alternatives are approved.

~~The Council may require small diameter outlets from soak pits to control groundwater levels.~~

The Council may require measures such as small diameter outlets or subsoil drains from the soak pits to allow the slow drain down after a storm event when groundwater is high and inhibits natural drain-down.

Engineering Appendix 2, Stormwater Disposal to Soakpits of the Subdivision and Development Principles and Requirements document is amended as follows:

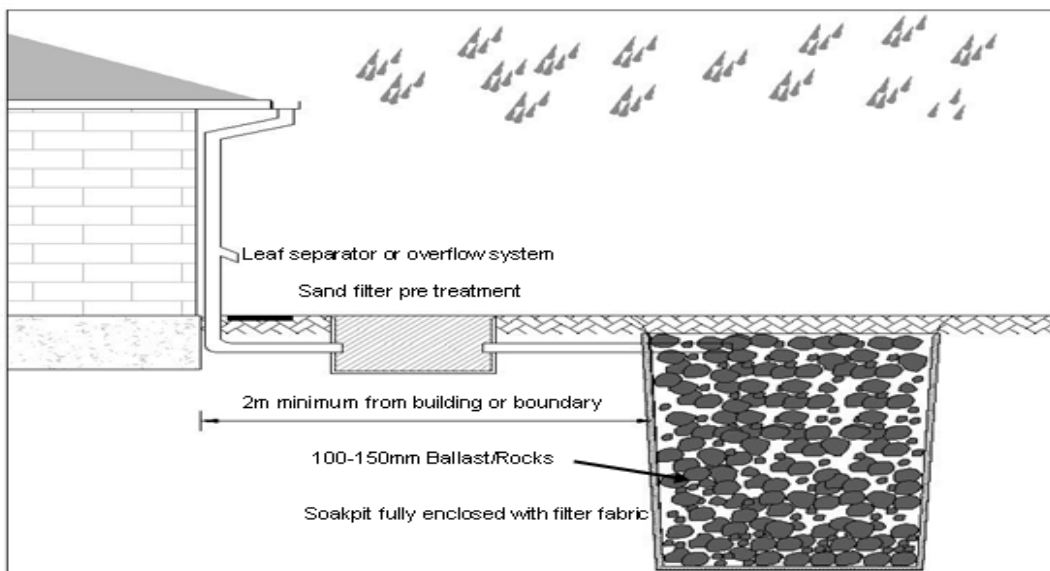
Section 1 “Introduction to Soakpits” is amended by adding a new paragraph after the 5th paragraph as well as a note under the Typical Soak Pits Layout diagram as follows.

1. Introduction to Soakpits

...

E1 states that where the collected surface water is to be discharged to a soak pit, the suitability of the natural ground to receive and dispose of the water without causing damage or nuisance to neighbouring property shall be demonstrated to the satisfaction of the territorial authority.

There are other more comprehensive guidelines that are widely available that should also be referred to when investigating, designing and understanding maintenance requirements of soakpits (for example Auckland Council’s Soakage Design Manual)



Typical Soak Pit Layout

Note: Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council's Soakage Design Manual.

Section 2 "What size is my soak pit" is amended by deleting the reference to grassed areas in the formula as follows:

2.0 What size is my soak pit

....

2.3 Assess the storm water catchment volume (Rc)

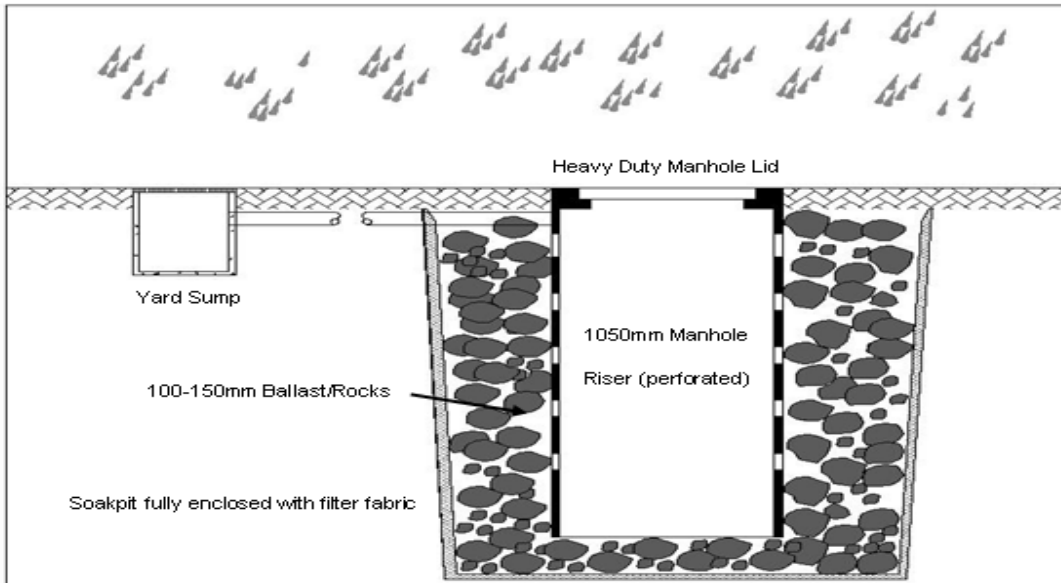
Measure all surface areas which collect rainwater in square metres, and convert to square hectares. Include the roof area and also any decks, patios and paved areas. Calculate the volume per hour.

A = catchment area in hectares (to include buildings, and hard surfaces ~~and grassed areas~~)

Section 3 "Maintenance" is amended by adding a note under the Typical Soak Pits Layout diagram as follows:

3.0 Maintenance

....



Typical Soak Pit Layout for Yard Sump

Note: Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council's Soakage Design Manual.

All references in the Proposed Plan to the 'Subdivision and Development Principles and Requirements (2012)' are amended to refer to "Version: November 2012".

APPENDIX B: Schedule of Decisions on Submission Points

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Hearing Panel Decisions
11.29	519.24	Philip Taueki Charles Rudd (Snr)	Support	Reject Reject
60.23		Muaupoko Co-operative Society		Reject
27.13	521.02	Horizons Regional Council NZ Transport Agency (NZTA)	Oppose	Accept In-Part Accept In-Part
27.14	521.03 523.02	Horizons Regional Council NZ Transport Agency (NZTA) Future Map Ltd	Oppose Support	Accept In-Part Accept In-Part Accept In-Part
91.00	523.01 526.01	HDC (Community Assets Department) Future Map Ltd Truebridge Associates Ltd	Support Oppose	Accept Accept Reject
94.19		NZ Transport Agency (NZTA)		Accept In-Part
101.61	506.02	Director-General of Conservation (DoC) Ernslaw One Ltd	Oppose	Reject Accept
94.16		NZ Transport Agency (NZTA)		Accept
55.15		KiwiRail		Accept
94.55		NZ Transport Agency (NZTA)		Accept
94.56		NZ Transport Agency (NZTA)		Accept
94.57		NZ Transport Agency (NZTA)		Accept
94.58		NZ Transport Agency (NZTA)		Accept
94.59		NZ Transport Agency (NZTA)		Accept
94.60		NZ Transport Agency (NZTA)		Accept
94.61		NZ Transport Agency (NZTA)		Accept
27.15	521.04	Horizons Regional Council NZ Transport Agency (NZTA)	Support	Accept In-Part Accept In-Part

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Hearing Panel Decisions
94.62		NZ Transport Agency (NZTA)		Accept
55.16		KiwiRail		Accept
94.63		NZ Transport Agency (NZTA)		Accept
55.17		KiwiRail		Accept
94.64		NZ Transport Agency (NZTA)		Accept
94.65		NZ Transport Agency (NZTA)		Accept
94.66		NZ Transport Agency (NZTA)		Accept
94.67		NZ Transport Agency (NZTA)		Accept
94.38		NZ Transport Agency (NZTA)		Accept
94.39		NZ Transport Agency (NZTA)		Accept
94.40		NZ Transport Agency (NZTA)		Accept
94.41		NZ Transport Agency (NZTA)		Accept
94.43		NZ Transport Agency (NZTA)		Accept
94.44		NZ Transport Agency (NZTA)		Accept
94.45		NZ Transport Agency (NZTA)		Accept
55.20		KiwiRail		Accept
94.46		NZ Transport Agency (NZTA)		Accept
94.47		NZ Transport Agency (NZTA)		Accept
98.33		Horticulture NZ		Reject
94.48		NZ Transport Agency (NZTA)		Accept In-Part
98.34		Horticulture NZ		Accept
94.49		NZ Transport Agency (NZTA)		Accept
94.50		NZ Transport Agency (NZTA)		Accept
94.51		NZ Transport Agency (NZTA)		Accept
94.52		NZ Transport Agency (NZTA)		Accept

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Hearing Panel Decisions
55.21		KiwiRail		Accept
94.53		NZ Transport Agency (NZTA)		Accept In-Part
55.22		KiwiRail		Accept
94.54		NZ Transport Agency (NZTA)		Accept
55.23		KiwiRail		Accept In-Part
27.16	521.05	Horizons Regional Council NZ Transport Agency (NZTA)	Support	Accept Accept
55.18		KiwiRail		Accept
94.68		NZ Transport Agency (NZTA)		Accept
55.24		KiwiRail		Accept
55.25		KiwiRail		Accept
74.03	513.30	Ernslaw One Limited Rayonier New Zealand Ltd	Support	Accept In-Part Accept In-Part
94.18		NZ Transport Agency (NZTA)		Accept
55.34	511.12	KiwiRail HDC (Community Assets Department)	Support in part	Accept In-Part Accept In-Part
94.42		NZ Transport Agency (NZTA)		Accept
91.03	526.04	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept In-Part Reject
91.04	526.05	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept In-Part Reject
91.05	526.05	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
55.35	506.59 511.13 521.12	KiwiRail Ernslaw OneLtd HDC (Community Assets Department NZTA	Support in part Support in part Support in part	Accept In-Part Accept In-Part Accept In-Part Accept In-Part

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Hearing Panel Decisions
78.24		Telecom New Zealand Ltd		Accept In-Part
79.24		Chorus New Zealand Ltd		Accept In-Part
108.33		HDC (Planning Department		Accept
108.14		HDC (Planning Department)		Accept
108.32		HDC (Planning Department)		Accept
26.15		Horowhenua Astronomical Society Inc		Accept In-Part
51.08		Waitarere Progressive Association (WBPRA)		Accept In-Part
38.02	511.15	Range View Ltd & Page HDC (Community Assets Department)	Oppose	Reject Accept
	526.31	Truebridge Associates Ltd	Support	Reject
46.01		Vincero Holdings Ltd		Reject
27.31		Horizons Regional Council		Accept In-Part
41.47		Powerco		Accept In-Part
26.16		Horowhenua Astronomical Society Inc		Reject
99.38		Transpower New Zealand Ltd		Reject
41.31		Powerco		Accept
108.15		HDC (Planning Department)		Accept
41.32		Powerco		Accept
108.16		HDC (Planning Department)		Accept
41.33		Powerco		Accept
108.17		HDC (Planning Department)		Accept
41.34		Powerco		Accept
108.18		HDC (Planning Department)		Accept
41.35		Powerco		Accept
55.26		KiwiRail		Accept In-Part

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Hearing Panel Decisions
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.28		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.29		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.32		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
71.06		Progressive Enterprises		Reject
94.31		NZTA		Accept In-Part
55.11	521.10	KiwiRail NZTA	Support	Accept In-Part Accept In-Part
110.00		Fraser		Reject
91.13	526.14	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.14	526.15	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.15	526.16	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.16	526.17	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.17	526.18	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.18	526.19	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.19	526.20	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Hearing Panel Decisions
91.20	526.21	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.21	526.22	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.22	526.23	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.23	526.24	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.24	526.25	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.25	526.26	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject

APPENDIX C: Officer's statement dated 17 May 2013

Proposed Horowhenua District Plan

Land Transport and Subdivision and Development

Hearing: 15 April 2013

Officer Right of Reply and Response to Commissioners Questions

We have considered the evidence presented by submitters at the hearing on 29th April 2013. In addition, we have considered the questions and comments from the Commissioners raised during the hearing. Below we respond to the evidence presented and questions/comments. In responding to the matters raised, we have ordered them into the following topics to align with the Section 42A Report:

- Minimum On-Site Carpark Standard (Residential Activities)
 - HDC Community Assets Department
 - Horizons Regional Council
 - Tabled Statements
-

Minimum On-Site Carpark Standard (Residential Activities)

The Proposed Plan (as notified) required '2 spaces per residential dwelling unit' for the number of on-site carparks for residential activities (Table 21-4 under Rule 21.1.8(h)). This standard is a change from the Operative Plan which requires '1 space per residential dwelling unit' for residential activities. In response to a submission, in the Section 42A Report it is recommended that the minimum on-site carpark standard for residential activities be reduced back to 1 space per residential dwelling unit.

Commissioners queried the basis for the Proposed Plan (as notified) increasing the minimum on-site carpark standard from '1' to '2' per residential dwelling unit. This increase was based on the nature and intensity of residential development experienced in the Horowhenua over the last 5-10 years. Generally, most new dwellings have a single or double garage with an on-site carpark(s) directly in front providing for visitor carparking. However, there have been a few instances where due to the location and design of the dwelling, in particular, the on-site garage, the provision for visitor parking has not been provided. Therefore, the increase to '2' on-site parking standards was to provide one on-site carpark for residents and one on-site carpark for visitors.

In responding to the submission, it is now considered that the requirement for '1' on-site carpark is appropriate for the reasons outlined in the Section 42A Report.

HDC Community Assets Department

Three matters were raised by Mr Meyer on behalf of Council's Community Assets Department. Firstly, Mr Meyer queried the recommendation in the Section 42A Report adding a new condition to Rule 21.1.1 requiring a 30m separation distance between new vehicle crossings and a railway level crossing (Section 4.20 of the Section 42A Report). Mr Meyer highlighted a specific concern with a property in Tokomaru which may have difficulty in complying with this recommended new condition, and suggested existing titles could be exempted from this new condition. Following further discussion and investigation with Mr Meyer, it is considered there are a limited number of properties where the concern expressed by Mr Meyer could arise (see Appendix 1). Given this, it is considered the resource consent process is the most effective and efficient approach to assess

new vehicle crossings within 30m of a railway level crossing is safe. Therefore, no exemption for existing titles is considered appropriate.

The second matter Mr Meyer raised was regarding the new visual obstruction conditions for railway level crossings (Section 4.23 of the Section 42A Report). He questioned whether vehicles parking within road reserve would be considered a 'visual obstruction' in terms of this rule, as well as whether turning off alarms on railway level crossings changed which rules applied. Mr Meyer has discussed these questions with Kiwirail who have advised parked vehicles are generally not considered a visual obstruction and if alarms are turned off during the night it is still considered a level crossing with alarms (see Appendix 1). Given this clarification, no amendments to the recommended provisions in Section 4.23 of the Section 42A Report are considered necessary.

The third matter raised by Mr Meyer was support for changing the Council's Subdivision and Development Principles and Requirements document to ensure it was current and up-to-date (Section 4.41 of the Section 42A Report). This support is noted and no changes to the recommended amendments are required.

Horizons Regional Council (Subdivision and Development)

At the hearing, Horizons Regional Council (Pen Tucker) advised they agreed with the recommendation to retain Rules 24.1.5 and 24.2.4 (surface water disposal), but sought minor wording changes to the advice note under Rule 24.2.4(a)(ii) (see Section 4.28 of the Section 42A Report). I concur with the request to amend the advice note as it better expresses the requirements under the Proposed One Plan. Accordingly, I now recommend submission point 27.31 be accepted in part and that the advice note be amended as below.

Recommended Amendment:

Amend Advice Note under Rule 24.2.4(a)(ii) as follows:

Note: Discharge of stormwater to land or drainage systems is also regulated by the Proposed One Plan and may require the approval of resource consent from Horizons Regional Council.

Horizons Regional Council (Land Transport)

At the hearing, Horizons Regional Council (Wayne Wallace) highlighted the Land Transport Management Amendment Bill is currently due for a second reading in Parliament and this Bill included proposed amendments to statutory planning documents in the land transport sector. Given this Mr Wallace contended the District Plan could be amended to reflect this potential changes. Commissioners sought further comment from Horizons Regional Council on specific amendments to the District Plan to recognise these pending changes. Below are the suggested amendments received from Horizons:

Preference would be an amendment to the second bullet point under the Methods for Issue 10.1 and Objective 10.1.1 – Long Term Plan and Regional Land Transport Programme on page 10-7 (with additional text underlined and highlighted):

- *...through the Regional Land Transport Programme (to be replaced with a Regional Land Transport Plan by 30 June 2015), to improve...*

We note the Chair's comments regarding the vagaries of the legislative process however, and if this wording, which is based on the expectation that the amendments currently before the House will be passed as drafted, is not acceptable to the Panel we would be comfortable with the following less specific alternative:

- *... through the Regional Land Transport Programme, or any plan or programme which supercedes it, to improve...*

It is noted two submissions were received on the Methods for Issue 10.1 and Objective 10.1.1 from Kiwirail and NZTA seeking the methods be retained unchanged. Horizons did not submit on this section of the Proposed Plan. However, Horizons submitted on Issue 10.1 (submission point 27.13 in Section 4.2 of the Section 42A Report) commenting about upcoming changes to funding to land transport programmes, which indirectly relates to the Methods. Therefore, the above requested amendments above to the Methods are considered to be within the ambit of the relief now sought. As noted by Horizons, as the subject Bill is still to be finalised and receive royal assent, the specific wording of policy documents and timelines currently in the draft Bill could change. Therefore, I prefer the second wording suggested to ensure the Proposed Plan does not contain incorrect references in the future. Accordingly, it is recommended submission point 27.13 is accepted in part and the second bullet in the method is amended.

Recommended Amendment:

Amend under the second bullet point under the sub-heading ‘Long Term Plan and Regional Land Transport Programme’ in the section Methods for Issue 10.1 and Objective 10.1.1 as follows:

- *Council will continue, in association with other agencies through the Regional Land Transport Programme, or any plan or programme which supercedes it, to improve infrastructure and facilities for pedestrians and cyclists and public transport passengers and will continue to maintain and improve the safety and efficiency of the road network.*

Tabled Statements

Horticulture NZ provided a written statement for the Land Transport and Subdivision and Development Hearing. In that statement, Horticulture NZ responded to the Section 42A Report evaluation on their submission on Policy 10.3.5 relating to on-site parking and manoeuvring area. In response to the Section 42A Report, Horticulture NZ sought in their written statement a revised amendment to Policy 10.3.5 by replacing the reference “visually attractive manner” to “with screening provided when adjacent to a residential zone boundary”. Horticulture NZ contends this change in wording is clearer on the intent of the rules which apply to implement this policy.

The submissions on Policy 10.3.5 are evaluated in Section 4.11 of the Section 42A Report. In the written statement from Horticulture NZ, they correctly outline the rules for on-site carparking and where screening is required for parking areas adjacent to the Residential Zone. However, apart from non-compliance with the screening rule, Horticulture NZ do not consider the application of this policy for resource consents for parking areas associated with a range of activities (e.g. some non-primary production activities in the Rural Zone and non-residential activities in the Residential Zone). It is noted this policy applies to all zones. In assessing a resource consent application for activities not permitted in the respective zone, the provision for parking would be assessed to ensure sufficient parking is provided on-site as well as in a safety manner. In addition, all zones include an objective to ‘maintain and enhance’ the character and amenity values of the areas. Parking areas if inappropriately sited and designed can detract from the character and amenity values. In this context, the policy requiring parking areas to be ‘visually attractive’ is considered effective and efficient in achieving the objectives. Therefore, it is recommended Policy 10.3.5 is retained unchanged, and that the submission point from Horticulture NZ (98.33) is rejected.

In regard to Policy 10.3.6 on loading areas, the support from Horticulture NZ in the written statement for the recommendation to delete reference to ‘attractive’ from this policy is noted.

Zomac Planning Solutions provided a written statement on behalf of Progressive Enterprises Ltd. In this statement, Zomac respond to the evaluation in the Section 42A Report (section 4.33) on Rule 17.6.17(a)(iv) regarding on-site parking stating they are not convinced functional and

operational requirements (for supermarkets) are available in the current standards, but they accept the assurance provided by the officer, and hence will not take the matter further at this stage. This comment is acknowledged and no further evaluation or change in recommendation is made.

Kiwirail provided a written statement noting most of the submissions had been recommended to be accepted and they supported these recommendations. Kiwirail noted a “slight glitch” in the numbering of some submissions. This ‘glitch’ is typographical errors in Section 4.32.3 of the Section 42A Report, and I note this also applies to the NZTA submission points in the same table. Below is a corrected table for Section 4.32.3 and supersedes the table in the original report (note: only changes are submission numbering):

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.26		KiwiRail		Accept In Part
94.12		NZ Transport Agency (NZTA)		Accept In Part
55.28		KiwiRail		Accept In Part
94.13		NZ Transport Agency (NZTA)		Accept In Part
55.29		KiwiRail		Accept In Part
94.14		NZ Transport Agency (NZTA)		Accept In Part
55.32		KiwiRail		Accept In Part
94.15		NZ Transport Agency (NZTA)		Accept In Part

Burton Consultants provided a written statement on behalf of Powerco on two matters. Firstly, the written statement accepted the approach of referring to Council's Subdivision and Development Principles and Requirements (2012) document in Rule 24.2.7 on 'utility services' in lieu of amending the rule as originally sought (section 4.29 of the Section 42A Report). This acceptance is noted. Secondly, in relation to the recommendation to amend the on-site parking standards by deleting reference to 'network utilities', Powerco supports this approach in principle. However, for the avoidance of doubt, Powerco seeks a 'note' be added below the rule table for on-site parking standards to clarify no parking requirements apply to network utilities. I support the addition of this note for clarification purposes and consider it is within scope of Powerco's submission points (41.31, 41.32, 41.33, 41.34 and 41.35) and recommend these submission points be accepted.

Recommended Amendment:

Add a note below Table 21.4 in Rule 21.1.8 as follows:

Note: Parking standards do not apply to network utilities.

Response prepared by Hamish Wesney
Reviewed by David McCorkindale

Dated 17th May 2013

Follow up

District Plan Review : Land Transport and Subdivision and Development Hearing 29-04-2013 : Community Assets

With regard to Page 43 of the Reporting Planners report (# 10.01)

While it is acknowledged that the example given in the evidence regarding the 30 meter separation between new vehicle crossing places and a railway level crossing where parallel roads intersect, a consent would be required, the number of potential new occurrences is limited. Therefore further discussions with both the reporting Planner and KiwiRail have determined no change in the recommended wording is proposed.

With regard to Page 50 of the Reporting Planners report (# 10.01)

Further discussions with KiwiRail have confirmed that parking restrictions within the approach site triangles are not required as a norm and that monitoring would be difficult. They also confirmed that when investigating level crossing accidents parked vehicles have not been a factor with vision lines. No change in the recommended wording is proposed.

Where a crossing Alarm has been turned off, the flashing lights are still working and therefore KiwiRail have confirmed these crossings come into the alarmed category and no change in the recommendation is required.

Thanks for the opportunity to clarify further this discussion.

**Warwick Meyer, for Community Assets, Horowhenua District Council
30th April 2013**