

The New Zealand Transport Agency - Summary of Evidence Luke McSoriley

Recognition of Infrastructure

1. As noted in my evidence at paragraphs 6 through to 13 I consider there is a gap in the policy direction of the pSWLP regarding infrastructure. The pSWLP under Section 67 (3) (c) of the RMA must give effect to the Proposed RPS and in terms of infrastructure the relevant policy is INF.1. The related Method is INF.1 (a). The policy and method are listed at Appendix 1 below.
2. The Transport Agency submitted that a new objective be included in the pSWLP recognising and providing for regional and national infrastructure. The wording of the suggested objective was: *"Recognise and provide for regional, national and critical infrastructure"*.
3. Method INF.1 of the PRPS is very directive and requires the inclusion of objectives in regional plans that will enable the development, use, maintenance and upgrading of infrastructure. In my opinion the pSWLP should give effect to Objective INF.1 and Method INF.1 (a) through inclusion of the objective promoted in the Transport Agency or an objective with similar wording or intent as without it I consider the pSWLP will not give effect to the Proposed RPS.

Policy 15

4. The Transport Agency submission point on Policy 15 sought changes that would align the wording of the policy better with the terminology of the RMA. In my opinion the changes sought as detailed in paragraph 19 of my evidence are appropriate and would better enable the pSWLP to give effect to Policy INF.1 and Method INF.1 of the Proposed RPS.

Rule 9

5. As noted in my evidence the Transport Agency's submission on the pSWLP sought a change to Rule 9 to provide for infrastructure maintenance activities. The suggested change would provide an exemption providing for the use of agrichemicals by providers of regional, national and critical infrastructure as part of infrastructure maintenance or protection activities.

Definition of a Bore

6. The submission also sought a change to the definition of 'Bore or Well' which would result in Rule 53 then providing for the drilling or construction of test pits and soak holes within State highways that intercept groundwater being a permitted activity. Part of the problem with this definition is that a bore or well is generally aligned with extracting water whereas the purpose of a soak pit or soak hole is to drain water. These changes are consistent with Council including methods in a regional plan that enable the development, use, maintenance and upgrading of infrastructure.

Other Submission Points

7. The remainder of my evidence largely focusses on changes sought in the Transport Agency submission to better align the pSWLP the direction of Policy INF.1 and Method INF.1 of the Proposed RPS 2012. This includes support through the further submission of the Transport Agency for the addition of a definition in the pSWLP of 'critical infrastructure'.

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Planner

4 September 2017

Submitter No: 614

Submitter Name: NZTA

Date Received: 5/9 /17

Appendix 1 - Proposed Southland Regional Policy Statement 2012

Policy INF.1 - Regional, national and critical infrastructure

Recognise the benefits to be derived from, and make provision for, the development, maintenance, upgrade and ongoing operation of regionally significant, nationally significant and critical infrastructure and associated activities.

Method INF.1 - Regional plans

Include objectives, policies and methods in regional plans that will:

- (a) enable the development, use, maintenance and upgrading of infrastructure, whilst ensuring the management of any associated adverse effects;*

Critical infrastructure

Infrastructure that provides services which, if interrupted, would have a significant effect on the wellbeing and health and safety of people and communities and would require reinstatement, and includes all strategic facilities.

Nationally significant infrastructure

Infrastructure which contributes to the development and wellbeing and health and safety of people and communities extending beyond the region.

Regionally significant infrastructure

Infrastructure in the region which contributes to the wellbeing and health and safety of the people and communities of the region, and includes all critical infrastructure.