



BEFORE THE HUTT CITY COUNCIL

IN THE MATTER **of the Resource Management Act 1991**

AND

IN THE MATTER **of the Hutt City District Plan – Transport Plan Change**

Evidence for Hearing commencing 28 September 2017

Evidence of Rebecca Beals, RMA Team Leader

Submitter: KiwiRail Holdings Ltd.

Introduction

1. My name is Rebecca Beals and I am the RMA Team Leader for KiwiRail Holdings Limited ("**KiwiRail**"). I have over 15 years RMA and planning experience. I hold a Bachelor of Laws, a Bachelor of Science (Geography) and a Masters in Resource and Environmental Planning. I am also a full member of the New Zealand Planning Institute.
2. This statement is submitted on behalf of KiwiRail in connection with its function as a transport network owner and operator in the Hutt City District Plan area, in relation to its submission on Proposed Plan Change 39.

Officers Report

3. KiwiRail submission points 1 to 7 and 9 to 16 are all recommended in the Officers Report to be accepted in whole or in part. The only submission point rejected is point 8.
4. I note submission point 17 in relation to the maps is not addressed in the Officers Report, however I anticipate that this is an oversight and the submission point is accepted given it supports the mapping of the areas that noise and vibration mitigation is required within.
5. The recommendations on the KiwiRail submission points within the Officers Report are accepted. The focus of this evidence is in relation to KiwiRail submission point 15 on the reverse sensitivity provisions which is sought to be amended through the Officers Report.

Discussion

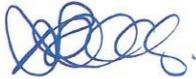
6. As discussed above, the changes proposed to the reverse sensitivity provisions as sought to be amended through the Officers Report are accepted, this includes the addition of the Appendix Transport 4 schedule. This conclusion is reached based on the expert evidence of Dr Chiles, the acoustic expert advising both KiwiRail and the NZ Transport Agency on this provision.

Hutt City Council: Transport Plan Change
Evidence of KiwiRail

7. The evidence of Dr Chiles is part of the evidence of KiwiRail, and has been pre-circulated as required. Dr Chiles is not in attendance today however is able to respond to written questions in the event that the Council have any for him.
8. The reverse sensitivity provision as proposed at Standard 6 requires that noise and vibration mitigation is installed in new buildings, or existing buildings with a new noise sensitive activity. The level of mitigation to achieve a 35 or 40 dB indoor noise level is supported as resulting in an indoor level of amenity whereby rail noise will not give rise to an adverse effect.
9. The standard as worded in relation to rail only requires mitigation for buildings containing residential activity, visitor accommodation, boarding houses, other premises providing residential accommodation for five or more travellers, and childcare facilities, which is a list of those activities provided for within the definition of 'noise sensitive activities'. This is therefore also supported.

Summary

10. The Officers Report recommendations in relation to the Kiwirail submission points are therefore supported, whether those recommendations be to accept, accept in part or reject the submission point.



Rebecca Beals
RMA Team Leader
19 September 2017