

## Hearing 5 – Transport

### Questions from the Hearing Panel

As foreshadowed by paragraph 12 of Minute 1, having read the Section 42A Report for the Transport hearing, the Hearing Panel members have a number of questions that they would appreciate being answered by the Section 42A Report author(s) in writing prior to the hearing commencing.

Paragraph or Plan reference	Question
7.13	<p>Posted speed limit' definition:</p> <ul style="list-style-type: none"> <li>▪ instead of listing out each of the SDC Speed Limit Review Bylaws dates, and given the potential to have more into the future, would it be better to have a more generic wording for the Council speed limits such as proposed for NZTA's request for the State Highway?</li> <li>▪ Is there scope for such a change or could it be a Clause 16(2) amendment?</li> </ul>
7.14	Is the term "vehicle control point" defined in the PDP and if not, should it be to assist Plan users?
7.18	<p>The submission from Heritage NZ is very broad.</p> <ul style="list-style-type: none"> <li>▪ Would it be better to place this statement at the start of the PDP as opposed to each individual chapter to avoid unnecessary repetition?</li> </ul>
7.21	Is there scope in the submissions to rectify the erroneous roading classification in the PDP? The Council's submission only raises one of them.
7.25	Are you asking us to amend the Notified PDP Maps – Roding Classification Layer (erroneous classification) column labels to those in the Notified PDP - Appendix 2, Roding Hierarchy (correct classification)?
9.6	In terms of correct grammar should P7 (1) as proposed start with "Avoiding" significant adverse effects and "minimising" ...
10.12	In terms of grammar in P13(2) should "Encourage" be "Encouraging"?
11.20.2.	Has the note to be included regarding NZTA and access responsibilities been drafted in a similar way to Heritage NZ?
11.27	What is the scope for adding "TRAN-REQ11 Cycle parks and facilities" to TRAN-R6?
11.28 (page 100)	How is this recommendation reflected in the rules?
11.32	Could the amendment to TRAN-R9(1) ( <i>except for the upgrade of an existing utility pole with the same or similar footprint</i> ) be read as meaning that the activity in brackets is not a permitted activity and therefore requires consent?
12.38.2	Could the amendment to TRAN-REQ5.5 be read as meaning that a vehicle crossing to a SH remains a permitted activity but does not need to comply with any permitted activity standards?
14.28.2	<ul style="list-style-type: none"> <li>▪ Has consideration been made to the use of a different term to "most nearly" to avoid confusion to what this term actually means?</li> <li>▪ Is there a scenario where a "most nearly" access would produce adverse traffic safety effects?</li> </ul>