

# Appendix 13 – RPS Assessment

Regional Policy Statements	Comment
Chapter B3	
B3.2 Infrastructure	
<p><u>B3.2.1. Objectives</u>                      (5) Infrastructure planning and land use planning are integrated to service growth efficiently.</p>	<p>As set out in the Civil Engineering Report included at Appendix 8 of the Section 32 report, infrastructure solutions are available to service future redevelopment of the site. It is also noted that the Plan Change area is within an existing urban area, and has been developed to accommodate light industry activities, that are serviced by the reticulated system.</p>
<p><u>B3.2.2. Policies</u>                      Provision of infrastructure                      (1) Enable the efficient development, operation, maintenance and upgrading of infrastructure.</p>	
B3.3 Transport	
<p><u>B3.3.1. Objectives</u>                      (1) Effective, efficient and safe transport that:</p> <ul style="list-style-type: none"> <li>(a) supports the movement of people, goods and services;</li> <li>(b) integrates with and supports a quality compact urban form;</li> <li>(c) enables growth;</li> <li>(d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and</li> <li>(e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.</li> </ul>	<p>It is considered that the proposal will enable the development of residential and commercial activities within the Plan Change area, which will:</p> <ul style="list-style-type: none"> <li>• Support the movement of people, goods and services by way of the existing roading network and existing and planned public and active modes;</li> <li>• Contribute to supporting a quality compact urban form by enabling residential and commercial development on close proximity to existing and planned transport infrastructure;</li> <li>• Enable growth within a highly accessible location;</li> <li>• Facilitate a variety of mode choices.</li> </ul>
<p><u>B3.3.2. Policies</u>  <i>Integration of subdivision, use and development with transport</i>                      (5) Improve the integration of land use and transport by:</p>	<p>It is considered that the proposed Plan Change, by enabling residential and commercial growth within an accessible location, will:</p> <ul style="list-style-type: none"> <li>• Encourage land use development that reduce the rate of growth in demand for private vehicle trips, including during peak periods;</li> </ul>

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<ul style="list-style-type: none"> <li>(a) ensuring transport infrastructure is planned, funded and staged to integrate with urban growth;</li> <li>(b) encouraging land use development and patterns that reduce the rate of growth in demand for private vehicle trips, especially during peak periods;</li> <li>(c) locating high trip-generating activities so that they can be efficiently served by key public transport services and routes and complement surrounding activities by supporting accessibility to a range of transport modes;</li> <li>(d) requiring proposals for high trip-generating activities which are not located in centres or on corridors or at public transport nodes to avoid, remedy or mitigate adverse effects on the transport network;</li> <li>(e) enabling the supply of parking and associated activities to reflect the demand while taking into account any adverse effects on the transport system; and</li> <li>(f) requiring activities adjacent to transport infrastructure to avoid, remedy or mitigate effects which may compromise the efficient and safe operation of such infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure trip generations associated future development at this location can be efficiently served by public and active transport modes, including public transport services by train and bus; and</li> <li>• Ensure that any future high-trip generation activities within the Plan Change area are located within close proximity to a public transport node.</li> </ul>
<b>Chapter B10</b>	
<b>B10.2 Natural hazards and climate change</b>	
<p><u>B10.2.1. Objectives</u></p> <p>(2) The risks to people, property, infrastructure and the environment from natural hazards are not increased in existing developed areas.</p> <p>(4) The effects of climate change on natural hazards, including effects on sea level rise and on the frequency and severity of storm events, is recognised and provided for.</p>	<p>The Plan Change area is an existing urban site, and is subject to overland flow paths. No flood plains or flood prone areas are located within this area. As set out in the Civil Engineering Report included at Appendix 8 of the Section 32 report, the Plan Change area can be feasibly developed without exacerbating the risk of natural hazards.</p>

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<p>(5) The functions of natural systems, including floodplains, are protected from inappropriate subdivision, use and development.</p>	
<p>(6) The conveyance function of overland flow paths is maintained.</p>	
<p>B10.2.2. Policies</p> <p><i>Identification and risk assessment</i></p> <p>(5) Manage subdivision, use and development of land subject to natural hazards based on all of the following:</p> <ul style="list-style-type: none"> <li>(a) the type and severity of potential events, including the occurrence natural hazard events in combination;</li> <li>(b) the vulnerability of the activity to adverse effects, including the health and safety of people and communities, the resilience of property to damage and the effects on the environment; and</li> <li>(c) the cumulative effects of locating activities on land subject to natural hazards and the effects on other activities and resources.</li> </ul>	
<p><i>Management approaches</i></p> <p>(7) Avoid or mitigate the effects of activities in areas subject to natural hazards, such as earthworks, changes to natural and built drainage systems, vegetation clearance and new or modified structures, so that the risks of natural hazards are not increased.</p>	