BEFORE THE HEARING PANEL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 12 to the Operative Hamilton City District Plan

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STATEMENT OF EVIDENCE OF PAUL STANLEY RYAN

(TRANSPORT - PLANNING)

Dated 26 June 2024

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INTRODUCTION

1. My full name is Paul Stanley Ryan.

2. I hold the qualifications of Bachelor of Engineering (Agricultural) from the University of Canterbury and a Certificate in Maaori Studies and a Diploma in Applied Science from the University of Waikato.

3. I am a Full Member of the New Zealand Planning Institute, and a Member of the Institution of Professional Engineers.

4. Since 10 April 2017, I have held the position of Principal Planner for the Hamilton City Council (**Council**) in the Urban and Spatial Planning Unit. I began work for this team on 3rd September 2013 as an Intermediate Planner and was appointed a Senior Planner on 5 October 2015. Prior to this I held the position of Senior Planner in the City Waters Unit of the Council for eight months and, prior to that, the position of Principal Planner and Environmental Engineer for Opus International Consultants for 12 years.

5. I have had over 30 years' experience of planning in New Zealand under the Resource Management Act 1991 (the Act). During this time, I have undertaken policy analysis on behalf of many client organisations, and I've provided resource management input to major highway realignment projects in the Auckland, Waikato, and Bay of Plenty regions.

6. Between 1999 and 2011, I provided specialist advice on pedestrian and cycling facilities including preparation of national guidelines, strategies, facility feasibility studies, assessments, and design and post-construction safety audits.

7. I prepared the s 42A Report on Chapter 25.13 Three Waters as part of the

last District Plan (**the Plan**) Review. I was involved in preparing Council's responses to Proposed Private Plan Change 2 (Te Awa Lakes) and Proposed Private Plan Change 7 (Rotokauri North). In 2023, I prepared and presented proponent evidence for the Plan Change 9 hearing regarding archaeological or cultural sites.

8. Abbreviations and acronyms used in this evidence are listed in **Appendix B**.

FORMATTING USED IN THIS EVIDENCE

9. For simplicity and clarity, my evidence tracks recommended amendments from the **notified version** of PC12, rather than from the Plan and does not necessarily track all clause numbering corrections.

10. In this evidence, any tracked amendment (either struck-through deletions or underlined additions) shown in:

Blue is the same as included in the Officers' Recommendations provisions dated 27 May 2024.

Red is different from and supersedes the recommendations in the Officers' Recommendations provisions dated 27 May 2024.

Black is an amendment sought by submitters.

11. Relevant submission point numbers are identified in footnotes.

PRE-HEARING MEETINGS

12. No formal pre-hearing meetings concerning submissions covered by this evidence have been undertaken pursuant to clause 8AA of the First Schedule of the Act.

13. On 2 May 2024, Council's transportation consultant, Mr Black, Mr Glenn Bunting (Council), and I had a without prejudice meeting with staff of WEL Networks Limited (**WEL**) and We.EV staff at WEL's offices at 114 Maui Street, Te Rapa. The purpose of this meeting was to view electric vehicle (**EV**) charging equipment and discuss how best to provide for EV charging in the Plan.

14. Following that meeting, I had extensive without prejudice email communications with Mr Craig Marshall, Head of We.EV, about EV charging and the alternative wording of related provisions for possible inclusion in the Plan.

15. We.EV was established in 2022 by WEL Networks Limited to help businesses, residents, and organisations transition to electric transport. We.EV investigates and analyses customers' current and future EV charging needs and then designs and installs EV charging infrastructure tailored to meeting those needs using the latest charging technology.

MY ROLE IN PC12

16. I led preparation of the components of Plan Change 12 (**PC12**) that relate to transport.

17. Prior to this, I led preparation of the related but separate plan change that removed from the Plan all provisions that had the effect of requiring provision of a minimum number of standard car parking spaces. In accordance with the National Policy Statement on Urban Development May 2020 (**the NPS-UD**), that plan change was made without using the RMA Schedule 1 process and came into effect on 18 February 2022.

CODE OF CONDUCT

18. I have read the Environment Court Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023. I have complied with that Code when preparing my written statement of evidence, and I agree to comply with it when I give any oral evidence. I confirm that the opinions expressed in this statement are within my area of expertise except where I state that I have relied on the evidence or advice of other persons. I have not omitted to consider materials or facts known to me that might alter or detract from the opinions I have expressed.

SCOPE OF EVIDENCE

19. My evidence provides the following:

    a) A high-level planning overview of the transport components of PC12 summarising what they aim to achieve, the policy drivers, and other methods that support the same outcomes.

    b) Responses to submissions relating to:

        i. Car parking;

        ii. Transport policies;

        iii. Provisions relating to “play”;

        iv. Rule 25.14.4.2 c i regarding accessible car parking spaces;

        v. Assessment Criterion G1 h regarding Te Ture Whaimana;

        vi. EV charging; and

        vii. Provisions relating to passenger transport and public transport.

20. My evidence is structured as follows:

    a) Executive Summary.

    b) A planning overview of the transport components of PC12.

    c) Response to selected submissions on transport matters.

    d) Conclusions.

21. My evidence complements that of Mr Alastair Black who addresses most of the submission points relating to transport matters.

EXECUTIVE SUMMARY

The transport-related provisions of PC12

22. The transport-related provisions of PC12 are intended to promote transport mode shift in Hamilton, i.e., a reduction in reliance on travel by private car and an increase in walking and cycling, and use of micro-mobility and public transport.

23. The provisions do this by managing land use activities to make the alternative modes safer, more convenient and attractive, and to give them priority over cars.

Key policy drivers

24. The key policy drivers for these provisions are the National Policy Statement on Urban Development (NPS-UD) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (**HSAA**).

25. The NPS-UD aims to achieve well-functioning urban environments and reduction in greenhouse gas emissions.

26. The HSAA requires encouragement of attractive and safe streets and the enabling of housing design to the meet the day-to-day needs of residents.

What this evidence focuses on

27. This evidence recommends responses to submissions relating to:

    a) Car parking;

    b) The transport polices;

    c) EV charging provisions;

    d) Public and passenger transport;

    e) Rule 25.14.4.2 c i regarding accessible car parking spaces; and

    f) Assessment Criterion G1h regarding Te Ture Whaimana.

Car parking

28. Submissions expressed concerns about the anticipated effects of insufficient on-site car parking spaces being provided as residential density is increased.

29. These effects include streets congested with parked cars to the extent that access is blocked for emergency and service vehicles, and vehicles parking on berms, which could result in damage to berms, loss of amenity, and diminished pedestrian safety.

30. Policy 11(a) of the NPS-UD prohibits any provisions in the Plan that would require the provision of a minimum number of car parking spaces, other than accessible spaces.

31. Consequently, submissions that seek such relief must be rejected.

32. Council will implement its 2022 Parking Policy where it considers this is necessary to manage the parking effects of concern to submitters.

Transport polices

33. I do not recommend any significant change to the transport policy direction set out in the notified version of PC12.

34. Most amendments to transport policies that I recommend are to improve their clarity, certainty, and consistency across the Plan.

35. I recommend Policy 25.14.2.1b be amended to extend policy protection for existing street trees.

36. I recommend amendments to the policies about the effects ***of***[1] and ***on*** the transport network[2] to clarify that, when adverse effects cannot be avoided, they must be remedied or mitigated as far as practicable.

EV charging

37. In response to submissions, I recommend significant changes to the EV charging requirements.

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[1] Policy 25.14.2.1k.

[2] Policy 25.14.2.1l.

38. The notified version of PC12 required the installation of one EV charger ***per on-site parking space*** provided for a new residential activity.

39. I recommend that this be scaled back to a requirement to install in new residential activities with on-site parking space one of each of the following ***per residential unit***: a power cable to support future installation of a Mode 3 charger, a communications cable to prevent overloading of the site's power supply, and, if a Mode 3 charger is not installed, a socket outlet.

40. In response to submissions about the practicality of the EV provisions for multi-unit residential developments, I recommend amendments[3] to cover developments where the number of on-site parking spaces is fewer than the number of residential units or on-site parking spaces are permanently allocated for the exclusive use of visitors.

41. In addition, **Appendix K** contains a description of technology and systems that can be used for billing EV users for the electrical power they draw from a shared EV charger installed as part of a multi-unit residential development.

42. The recommended amended provisions are justified because they are consistent with, and implement part of, the Government's and Council's strategies to achieve the statutory objective to reduce greenhouse gas emissions.

Public Transport vs Passenger Transport

43. The Plan and PC12 refer to "public transport" and "passenger transport" but do not define these terms.

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[3] Rule 25.14.4.2b. See **Appendix J**.

44. Waikato Regional Council seeks for all references to "passenger transport" to be changed to "public transport" because the latter is a statutory term defined in the Land Transport Management Act 2003 (**LTMA**).

45. In response, to improve clarity, I recommend that definitions in the Plan be amended as summarised in the following table.

Definition of	Recommendation	Relevant paragraph in this evidence
Key Public Transport Interchange	Delete	274.c)
Passenger transport	Insert	264.a)
Passenger transport facility	Delete	285.b)
Public transport	Insert	264.a)
Public transport facility	Amend	285.a)
Public transport interchange	Insert	274.b)

46. To improve clarity, I also recommend that most references to "passenger transport" be changed to "public transport".[4]

47. The provisions that I recommend retain references to "passenger transport" are reproduced in **Appendix M**.

48. Finally, for consistency and to improve clarity, I also recommend that terms used in the Plan be amended as summarised in the following table.

Replace this term	With this term	Relevant paragraph in this evidence
"Passenger transport interchange"	"Public transport interchange"	278
"Transport interchange"		278
"Passenger transport hub"		289

[4] See paragraph 264.c).

Replace this term	With this term	Relevant paragraph in this evidence
"Passenger transport facility"	"Public transport facility"	286

Accessible car parking spaces

49. To make the Plan more efficient, I recommend amendments[5] to exempt from the need to provide accessible car parking spaces any activity in an existing building on a site that has no parking space.

Giving effect to Te Ture Whaimana

50. I recommend amendments[6] to clarify that activities are required to ***contribute*** to giving effect to Te Ture Whaimana, rather than to achieve, by themselves, the outcomes envisioned by Te Ture Whaimana.

OVERVIEW OF THE TRANSPORT-RELATED COMPONENTS OF PC12

51. The elements of PC12 related to transport aim to:

    a) Make it easier and safer to get around the city as it becomes more densely populated;

    b) Prioritise walking, cycling, micro-mobility use, and public transport over travel by car;

[5] To Rule Rule 25.14.4.2 c i. See paragraph 119.

[6] To Assessment Criteria 1.3.3 G1 h. See paragraph 124.

c) Provide more transport options;

d) Minimise greenhouse gas emissions; and

e) Achieve a well-functioning urban environment.

Key policy drivers

52. The key drivers for the transport components of PC12 are:

a) The NPS-UD; and

b) HSAA.

53. The NPS-UD requires:

a) A well-functioning urban environment; and

b) Reduction in greenhouse gas emissions.

54. The HSAA requires:

a) Encouragement of attractive and safe streets; and

b) Enabling of housing design to meet the day-to-day needs of residents.

55. The relevant provisions of these documents setting out these requirements are reproduced in **Appendix C**.

Other policy drivers

56. In addition to the key policy drivers discussed above, the transport-related elements of PC12 support implementation of the following Council

Strategies:

a) Our Climate Future;

b) Nature in the City Strategy; and

c) Play Strategy.

Other Methods

57. In addition to PC12, other planning instruments, programmes, and methods will promote travel options and transport mode shift and thereby respond to the proposed urban intensification and the removal from the Plan of minimum car-parking requirements, which has already occurred.

58. These planning instruments, programmes, and methods include:

a) Safety improvements implemented on transport corridors;

b) Parking Policy (Hamilton City Council, August 2022);

c) Walking, biking, and micro-mobility programme;

d) Access Hamilton (Council's transport strategy);

e) Future Proof's Hamilton – Waikato Metro Spatial Plan Transport Programme Business Case; and

f) Waikato Regional Council's public transport programme.

Assessment against the Transport Planning Framework

59. Gray Matter Limited's technical report, *Proposed Plan Change 12: Assessment against the Transport Planning Framework* (2024) sets out a

detailed summary of the various national, regional, and local statutory and non-statutory documents prescribing the planning framework for the transport network, and an assessment of PC12 against that framework.

RESPONSE TO SELECTED SUBMISSIONS

60. This part of my evidence considers some key issues raised in selected submission points.

CAR PARKING

Introduction

61. Some 94 submissions expressed concerns about the removal of minimum car parking requirements and the anticipated effects of insufficient on-site car parking spaces being provided to satisfy parking demand.

Key issues

62. Submitters are concerned about the following issues:

    a) Streets congested with parked cars to the extent that the passage of emergency vehicles and large service vehicles are blocked.

    b) Vehicles parked on berms resulting in damage to the berms and adverse effects on the safety of pedestrians, and loss of street amenity.

63. Some submitters sought the inclusion of rules in the Plan requiring the provision of a minimum number of carparking spaces for some activities.

Analysis

64. Policy 11(a) of the NPS-UD prohibits the inclusion in the District Plan of any provisions that have the effect of requiring the provision of a minimum number of car-parking spaces, other than accessible car parking spaces.

65. Therefore, all those submissions seeking to include provisions in the Plan that require a minimum number of carparking spaces to be provided for some activities (other than accessible carparks) must be rejected.

66. Policy 11 (b) of the NPS-UD strongly encourages Council to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.

67. In August 2022, Council adopted a Parking Policy, which is available on Council's external website at: https://hamilton.govt.nz/your-council/policies-bylaws-and-legislation/policies/

68. The purpose of the Parking Policy is to:

    a) Provide a framework and guiding principles for decisions on parking in Hamilton;

    b) Support broader objectives of accommodating population growth, making the city more people-friendly and promoting wellbeing, and supporting economic growth – while improving travel choice and supporting a reduction in overall emissions; and

    c) Set the guiding principles for the development of area-specific parking management plans and site, and land use, specific parking management.

69. The Parking Policy applies to:

a) All public and Council-owned parking spaces, including on-street and off-street parking; and

b) All types of parking spaces including, but not limited to parking for cars, motorcycles, bikes, micro-mobility devices, servicing and loading spaces, and mobility parking spaces.

70. The policy does not apply to privately owned off-street car parking.

71. Council will implement the Parking Policy when and where it considers this necessary to manage the adverse effects of supply of, and demand for, car parking spaces.

Policy 2.2.3b(ii)

Issue

72. For consistency, Council seeks[7] for Policy 2.2.3b(ii) to be amended as follows:

2.2.3b

Development is designed and located to minimise energy use and carbon dioxide production, by: ….

ii. Prioritising walking, cycling, micro-mobility, and the use of public transport.

[7] 270.29.

PC12 provisions

73. I recommend that the submission point be accepted so that the policy is made consistent with the policy direction set in Chapter 25.14, e.g., Policy 24.14.2.1g ii.

POLICY 25.14.2.1B

Introduction

74. Council seeks[8] for Policy 25.14.2.1b to be amended to provide policy protection for existing street trees.

75. WEL seeks[9] for:

> The purposes of street trees to be listed in the policy as bullet points, and
>
> The following condition to be inserted after the policy:
>
> Provided that the vegetation to be planted in the vicinity of electricity infrastructure be selected and/or managed so that it does not breach the Electricity (Hazards from Trees) Regulations 2003.

Key issues

76. I recommend that Council's submission point be accepted, because it makes sense to protect existing street trees, as well as promoting the planting of additional street trees. Existing street trees may be mature and already providing the desired climate-related, ecological, and amenity

[8] 270.37.

[9] 146.10.

benefits.

77. I also recommend that the purposes of street trees be listed in the policy as bullet points as this may make it easier to read and understand.

78. However, I do not support the addition of the proviso that WEL seeks.

79. WEL's concern that street trees should not affect electricity supplies are already addressed by operative Policy 18.2.4a, which states:

> Other activities and structures, including street trees, shall be provided for when they do not compromise the function, safety and efficiency of the transport corridor and the provision and operation of network utility infrastructure.

80. WEL's proposed additional text would introduce a single exception into Policy 25.14.2.1b, which is already covered by Policy 18.2.4a.

81. There could be other circumstances when planting a tree in the transport corridor could be inappropriate, e.g., a tree's effects on sightlines or safety, a lack of berm space, or the presence of other infrastructure.

82. The Plan could become very long and difficult to read if each policy were to list all the exceptions to it.

83. Each policy needs to stand alone, and policy conflicts weighed by application of assessment criteria and planning judgement.

PC12 provisions

84. Accordingly, I recommend that the policy be amended as follows:

Climate Change

25.14.2.1b

Promote the protection of existing street trees and the establishment and maintenance of a continuous tree canopy along transport corridors to:

i. improve amenity for corridor users and adjoining land use,
ii. minimise the urban heat island effects of urban intensification,
iii. enhance biodiversity and ecological function,
iv provide summer shade to make the corridors more comfortable for walking, cycling, and micro-mobility during hotter weather, and
v. store carbon.

POLICY 25.14.2.1H

Introduction

85. The Adare Company Limited (**Adare**) seeks[10] to amend Policy 25.14.2.1h as follows:

> **"Off-Street Parking and Loading**
>
> **25.14.2.1h**
>
> Manage the design, location, quantity, and pricing of any off-street parking and loading infrastructure so that it is provided in a way that:
>
> i. ~~Provides for the special design, personal security, accessibility, and convenience requirements of all users.~~ Is safe, convenient and accessible for all users.
> ii. Minimises adverse effects arising from supply of and demand for parking.
> iii. Minimises adverse safety and efficiency effects on walking, cycling, micro-mobility, public transport, freight and emergency

[10] 243.17.

services.

iv. Maximises opportunities for the efficient use of parking infrastructure.

v. ~~Provides~~ Considers the need for charging facilities for electric powered vehicles and micro-mobility devices.

vi. ~~Encourages active modes, micro-mobility and public transport.~~

vii. Ensures any required loading and drop-off spaces are available for each development and site.

viii. ~~Provides for car-share, taxis, and ride-share.~~"

Key issues

86. The submitter's reasons for these amendments are:

a) To clarify that the policy applies only to off-street parking and loading because the submitter considers on-street parking is unlikely to be able to achieve all the outcomes sought.

b) To make (i) clearer.

c) For (v) to enable consideration of the need for charging facilities rather than mandating them.

d) To delete (vi) and (viii) because the submitter considers parking and loading areas are unlikely to meaningfully contribute to these outcomes.

e) To limit (vii) to loading and drop-off spaces required by the Plan.

87. Waikato Regional Council seeks[11] to amend the policy to encourage EV charging stations for communal use.

[11] 326.35.

88. I agree with Adare that the heading and chapeau of the policy should also refer to “loading”, as this is mentioned in Clause vii.

89. I also agree that Adare’s alternative wording for Clause i is clearer, and I recommend that it be accepted.

90. However, contrary to the views advanced by Adare:

    a) Policy 25.14.2.1h ***is*** intended to apply to both on-street and off-street parking; the outcomes the policy promotes are relevant to both;

    b) It is legitimate and realistic to expect parking and loading infrastructure to promote the outcomes described in Clauses vi and viii.

91. Where appropriate, Clause vi outcomes could be achieved, e.g., by providing, within the design of a parking area, access or dedicated space for active modes, micro-mobility, and public transport.

92. Clause viii outcomes – provisions for car-share, taxis, and ride-share – will become important considerations for multi-unit residential developments with no or limited on-site parking. Residents of such developments who don’t have access to a private vehicle may rely on access to these services for trips that are not practical to undertake by other means.

93. However, I agree with Adare that Clause vii should be limited to situations where the prescribed outcomes are “required”, and I recommend that Clause vii be amended accordingly.

94. Clause v, which relates to EV charging, is discussed further at paragraphs 231 to 233.

PC12 provisions

95. Accordingly, I recommend that the policy be amended as follows:

Parking and loading

25.14.2.1h

Manage the design, location, quantity, and pricing of any parking ~~and~~ or loading infrastructure so that it is provided in a way that:

i. ~~Provides for the special design, personal security, accessibility, and convenience requirements of all users.~~ Is safe, convenient, and accessible for all users.

ii. Minimises adverse effects arising from supply of and demand for parking.

iii. Minimises adverse safety and efficiency effects on walking, cycling, micro-mobility, public transport, freight, and emergency services.

iv. Maximises opportunities for the efficient use of existing parking infrastructure.

v. Provides charging facilities and their associated electricity infrastructure for electric powered vehicles and micro-mobility devices, where required, including for communal use.

vi. Encourages active modes, micro-mobility, and public transport.

vii. Ensures any required loading and drop-off spaces are available for each development and site.

viii. Provides for car-share, taxis, and ride-share where required.

Policy 25.14.2.1j vi

Key issues

96. Adare seeks[12] for Policy 25.14.2.1j vi to be amended to make it clear that

[12] 243.18.

the requirement for public transport infrastructure applies only to public transport routes.

PC12 provisions

97. I recommend that:

a) This submission point be accepted to improve the Plan's clarity; and

b) The policy be amended as follows:

Public Transport

25.14.2.1j

Encourage growth in public transport patronage to reduce carbon emissions and minimise traffic congestion on transport corridors and demand for parking spaces by: ….

vi. Providing public transport infrastructure on proposed or existing public transport routes as part of developing a new, or upgrading an existing, transport corridor.

Policies 25.14.2.1k and 25.14.2.1l

Key issues

98. Kaainga ora's submission[13] seeks amendments to these policies, which

[13] 160.320 and 160.321.

both include the word “avoid”, so that the activities whose effects the policies require to be avoided do not inadvertently become prohibited activities. This concern arises from the King Salmon case[14] which addressed use of the term “avoid”.

PC12 provisions

99. To make the policies clearer and avoid making the relevant activities prohibited, I recommend that the policies be amended as follows in response to these submissions.

~~Adverse~~ **Effects of the Transport Network**

25.14.2.1k

New or altered transport corridors shall:
~~Avoid or minimise adverse effects of the transport network on the environment,~~
i. ~~i~~Improve biodiversity, water quality, and air quality, and
ii. ~~r~~Reduce greenhouse gas emissions, and
ii. Adverse effects on the environment which cannot be avoided must be remedied or mitigated as far as practicable,

while recognising:

~~i.~~ iv. The safety, access, and mobility needs of all users.
~~ii.~~ v. The movement and place functions of the new or altered transport corridor~~.~~.
~~iii.~~ vi. The character and purpose of the adjacent land use~~adjoining it~~.

[14] Environmental Defence Society Inc vs. New Zealand King Salmon Company Ltd & Ors [2014] NZSD 38.

25.14.2.1l

Adverse Effects on the Transport Network

25.14.2.1l

~~Avoid~~Where adverse effects of subdivision, use, or development on the transport network cannot be avoided, remedy or mitigate the effects as far as practicable ~~adverse effects of subdivision, use and development on the transport network~~ by:

i. Safely connecting to, and integrating with, the transport network in a manner consistent with the Transport Corridor Hierarchy, Policy 25.14.2.1g, and the Transport Mode Hierarchy.

~~i.~~ ii. Protecting strategic and arterial transport networks and associated intersections.

~~ii.~~ iii. Managing reverse-sensitivity effects of land uses sensitive to adverse transport effects (e.g., noise).

~~iii.~~ iv. Promoting streetscape amenity through transport corridor design, providing for the Transport Mode Hierarchy, and encouraging a continuous tree canopy along transport corridors.

v. Ensuring performance, condition, safety, efficiency and long-term sustainability and affordability of the transport network.

100. The recommended wording of 25.14.2.1k vi above is more aligned with the wording of 25.14.2.1c v in the Plan, namely:

> v. The character and purpose of the zone in which it is located.

101. The wording used in the notified version of Policy 25.14.2.1l would limit consideration to "land use adjoining" the new or altered corridor.

PROVISIONS RELATING TO PLAY

Introduction

102. PC12 includes the following provisions relating to play:

a) Integrated Transport Network Objective 25.14.2.1 vii;

b) Urban design Policy 25.14.2.1f iv;

c) Priorities Policy 25.14.2.1g ii A; and

d) Appendix 1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria G27 and G28.

Key Issues

103. Tristan Jones[15] and Rotokauri North Holdings Limited[16] support the movement of people via various methods but consider that "fun" and "play" is better enabled in open space and green corridors.

104. Four submissions[17] express concerns about how residential intensification will reduce space and opportunities for play on residential sites or increase the demands for play space on local parks and playgrounds.

105. Te Whatu Ora's submission[18] supports "creating public spaces for access and interaction, including providing for human interaction, exercise and enjoyment".

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[15] 343.70 re Objective 25.14.2.1, Policies 25.14.2.1f iv and 25.14.2.1g ii A, and 343.82 re Assessment Criteria G27 and G28.

[16] 241.41 re Policy 25.14.2.1f iv and 241.52 re Assessment Criteria G27 and G28.

[17] 29.1, 79.1, 204.2, and 234.2.

[18] 161.4.

Analysis

106. Transport corridors make up 14% of the city's area and are very accessible.

107. As residential development intensifies, greater use will need to be made of this significant physical resource to meet the play, recreation, and wellbeing needs of children, youths, and adults.

108. While the objective and policies identified above[19] promote provisions for play in the transport corridor, Policy 25.14.2.1f iv limits this to "where appropriate".

109. Similarly, the assessment criteria will protect against inappropriate play outcomes in transport corridors.

110. Assessment Criterion G27 requires an assessment of the extent to which it will be easy to install and maintain features that facilitate play.

111. Assessment Criterion G28 requires assessment of the appropriateness of any play features vis-à-vis the character, play attributes, and amenity values of the adjacent land use.

112. Dr Damien Puddle, who led the development of Council's Play Strategy, has compiled a collection of photos of examples of appropriate provisions for play within the transport corridor, including some existing provisions in Hamilton. See **Appendix D.**

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[19] Paragraph 102.

113. In my opinion, Council should develop a design guide setting out what it considers are acceptable provisions for play in the different types of transport corridor.

114. Such guidance would sit outside the Plan and help ensure that any such provisions are appropriate, safe, and do not impose an unacceptable on-going maintenance burden on the community. It would help provide certainty for developers, Council, and the community.

PC12 provisions

115. In the meantime, I recommend that the provisions in PC12 relating to play[20] be retained as notified because they will help:

a) Encourage development to achieve attractive and safe streets and public open spaces, thereby fulfilling s6(2)(c) of the HSAA;

b) Encourage walking and cycling; and

c) Implement elements of Council's Play Strategy[21], Open Spaces Strategy 2023-2053[22], and Access Hamilton[23].

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[20] Paragraph 102.

[21] *Hamilton City Council's Play Strategy: 2019-2039* can be accessed here. See Outcome Area 1 (p22).

[22] *Papa Ahuareka o Kiriroa: Hamilton Open Spaces Strategy 2023-2053* can be accessed here. See Outcome 4 (p20).

[2323] *Access Hamitlon Strategy: Ara Kootuitui Kirikiriroa: August 2022* can be accessed here. See pp32-35.

RULE 25.14.4.2 C I REGARDING ACCESSIBLE CAR PARK SPACES

Introduction

116. Council seeks[24] to amend this rule to exempt all activities from the requirement to provide accessible car parks where there is no ability to provide customer or staff parking on the site.

Key issues

117. For any activity within existing buildings, there should be no requirement to provide accessible car park spaces on a site where there is no space for parking, e.g., where a building occupies the entire site.

118. Granting the relief sought will improve the efficiency of Plan implementation, because failure to meet the standard, when it is not possible to provide any parking on the site, will not trigger the need to obtain a resource consent.

PC12 provisions

119. Therefore, I recommend that the rule be amended as follow.

25.14.4.2 Parking, Loading Spaces and Manoeuvring Areas

c. For non-residential uses:

i. Accessible car park spaces for people with a disability shall be allocated and provided for in accordance with

[24] 270.32.

Table 15-1a or Table 15-1d of Volume 2, Appendix 15-1, whichever requires the greater number, except ~~in the Central City Zone, Business 1 Zone, Business 5 Zone, Business 6 Zone, and Business 7 Zone~~ no accessible car park spaces are required for ~~retail~~ activities within existing buildings where there is no ability to provide ~~customer or staff~~ parking on the site.

ASSESSMENT CRITERION 1.3.3 G1 H

Introduction

120. The following is the notified version of Assessment Criteria 1.3.3 G1.h:

> G Transportation General
>
> G1 The extent to which the proposal:
>
> h. Gives effect to Te Ture Whaimana by:
>
> i. Realising opportunities to maintain and enhance public access to and along the Waikato River in accordance with Policy 2.2.2b
>
> ii. Including the planting, retention, and maintenance of indigenous trees and vegetation within transport corridors and supporting the establishment of ecological corridors.

Key issues

121. WEL supports[25] in part Assessment Criteria 1.3.3.G1.h and seeks for it to refer to Policy 25.14.2.1q (subject to amendment) to ensure that appropriate plant species are selected for planting in Transport Corridors

[25] 146.25.

near electricity infrastructure and managed to comply with the Tree Regulations.

122. WEL's submission argues that this proposed amendment would be consistent with Objective 18.2.4 and Policy 18.2.4a which seek to enable non-network utility activities provided they do not compromise the function, safety and efficiency of the transport corridor, and the provision and operation of network utility infrastructure.

123. Peter Findlay[26] and Waikato Racing Club[27] seek for the criterion to be amended to make it clear, certain, and able to be applied, but they do not suggest any alternative wording.

PC12 provisions

124. In response to submissions, I recommend that Assessment Criteria 1.3.3 G1.h be amended as follows for the reasons set out below:

h. Contributes to giving ~~Gives~~ effect to Te Ture Whaimana by:

i. Realising opportunities to maintain and enhance public access to and along the Waikato River ~~in accordance with Policy 2.2.2b.~~

ii. Including the planting, retention, and maintenance of indigenous trees and vegetation within transport corridors ~~and~~

[26] 281.16.

[27] 266.39.

~~supporting the establishment of ecological corridors~~.

iii. Supporting the establishment, retention, or improvement of ecological corridors.

125. The amendment to the chapeau clarifies that proposals being assessed are not expected to achieve the outcomes envisioned by Te Ture Whaimana, but merely to contribute to their achievement.

126. The reference in ii to "in accordance with Policy 2.2.2.b" is unnecessary, as is the reference to Policy 25.14.2.1q that is sought by WEL.

127. Splitting ii into 2 separate criteria helps clarify that establishing ecological corridors may be exclusive of planting, retaining, or maintaining indigenous trees and vegetation within transport corridors.

EV CHARGING

Introduction

128. PC12 includes the following provisions relating to EV charging:

a) A definition of "electric vehicle charging point";

b) Policy 25.14.2.1h iv E; and

c) Rule 25.14.4.2b.

129. These provisions are set out in **Appendix E**.

Key issues

130. Submitters' concerns, opinions, or relief sought in relation to these provisions are summarised in **Appendix F** and addressed below.

Justification

131. Kaainga Ora[28] considers that Rule 25.14.4.2b and its associated provisions are onerous and potentially costly and have not been sufficiently justified in the s32 analysis. It has submitted that the market should determine the provision of EV charging facilities, and EV owners should make their own arrangements.

132. WEL's further submission[29] opposes this because WEL considers new development should provide an EV charging point to eliminate the need for this to be retrofitted in the future and because the rule is aligned with the Government's proposal to phase out petrol cars.

133. New Zealand has a statutory target to reach net-zero carbon emissions by 2050.[30]

134. New Zealand is also committed to reducing net emissions by 50% below gross 2005 levels by 2030. This is the first target under the Paris Agreement, a legally binding international treaty that New Zealand signed

[28] 160.333, 160.338.

[29] FS403.

[30] Section 5Q of the Climate Change Response (Zero Carbon) Amendment Act 2019.

in 2015 along with 194 other countries. [31]

135. The Climate Change Response (Zero Carbon) Amendment Act 2019 established the Climate Change Commission to provide expert advice to the Government on, amongst other things, mitigating climate change (including through reducing emissions of greenhouse gases) and to monitor and review the Government's progress towards its emission reduction goals.

136. The Climate Change Commission report to the Government, *Inaaia tonu nei: a low emissions future for Aotearoa* (June 2021), recommends accelerating the uptake of electric vehicles (pp.7, 260) and notes that this remains key to achieving the national emissions budgets (p.31). It notes, however, that it will take time to build momentum to make significant emissions reductions, including to build EV charging infrastructure (para 42, p.67). It recommends enhancing the roll out of EV charging infrastructure[32].

137. In response to the Climate Change Commission's recommendations, the Government published New Zealand's first Emissions Reductions Plan (ERP) in May 2022.[33]

138. Transport contributes about 17% of New Zealand's total greenhouse gas

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[31] "A snapshot of New Zealand's emissions" (Gen Less), which can be accessed here. Accessed on 10 June 2024.

[32] Recommendation 18, 3 e (p.268).

[33] *Te hau maarohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan* ("ERP") (New Zealand Government, 2022, p22), which can be accessed here.

emissions and almost two thirds of these (11.7% of the total) are generated by the light vehicle fleet – cars and vans.[34]

139. Transport is also responsible for 39% of total domestic CO_2 emissions.[35]

140. To help reduce transport emissions, the Government seeks to achieve the rapid adoption of low-emissions vehicles and has set a target to increase these to 30% of the light fleet by 2035.[36]

141. The ERP also includes actions to support the rollout of EV charging infrastructure to ensure that all New Zealanders can charge when they need to.[37]

142. These actions include preparation of a national EV-charging infrastructure strategy.[38]

National EV charging strategy

143. In October 2023, the New Zealand Government launched *Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023 – 2035: The long-term vision and strategic plan for Aotearoa*

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[34] Plugging into the future: How New Zealand is electrifying its roads" (EECA), which can be accessed here. Accessed on 10 June 2024.

[35] ERP (p171).

[36] ERP (p172).

[37] ERP (p22).

[38] ERP (p185).

New Zealand's electric vehicle (EV) charging infrastructure[39] (the national EV charging strategy).

144. An overview of the national EV charging strategy is provided in **Appendix G**.

145. The strategy's Focus Area 3c is: "Consideration of housing and urban development planning, where appropriate". The strategy states, "As new developments are created, it is important EV charging needs are considered at the earliest practicable stage. The planning system has an important role to play in enabling this".

146. The amended EV charging provisions recommended for inclusion in PC12 are consistent with, and support implementation of, the national EV charging strategy, in particular, long-term outcomes 1, 2, 3 and 5 and Focus Areas 2a and 3c.[40]

Council's climate strategy

147. *Our Climate Future: Te Pae Tawhiti o Kirikiriroa* is Council's strategy to respond to the climate crisis[41].

148. One of the strategy's focus areas is to develop a low-emissions transport network and system. In partnership with others, Council will create a transport network and system that supports easily accessible and safe

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[39] This can be accessed here.

[40] Refer to **Appendix G** for details of these provisions.

[41] *Our Climate Future: Te Pae Tawhiti o Kirikiriroa* can be accessed at: https://hamilton.govt.nz/strategies-plans-and-projects/strategies/climate-change-strategy/

walking, biking, micro-mobility, and public transport and support electric and zero-emissions vehicles for trips that require a car (p.19).

EV ownership in New Zealand

149. The rate of EV ownership increased ten-fold between 2019 and 2023 because of the Government's Clean Car Standard, the improved affordability and range of EVs, and the expansion of EV makes and models.[42] Growth in EV ownership is centred in urban areas.

150. However, the growth was from a very low base. At the end of 2023, EVs made up just 1.45% of the total light passenger vehicle fleet. In Auckland, which has the second highest EV adoption rate in the country, the rate is 2%.[43]

151. An EV charging survey conducted in February 2023 identified that almost all (97%) of EV owners charge at home at least some of the time, and 80% do more than half of their charging at home.[44]

152. According to EECA: "Given the convenience and lower cost, home charging will likely remain the main source of charging for EVs in New Zealand".[45]

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[42] "Plugging into the future: How New Zealand is electrifying its roads" (EECA, February 2024), which can be accessed here.

[43] Ibid .

[44] Electric Vehicle Charging Survey (EECA, April 2023), which can be accessed here.

[45] "Plugging into the future: How New Zealand is electrifying its roads" (EECA), which can be accessed here. Accessed on 10 June 2024.

153. This supports the policy direction of PC12 to require EV charging infrastructure in residential units.

154. In summary, therefore, including in the Plan a requirement for provision of EV charging infrastructure as part of new residential development is justified and consistent with the following:

a) Objectives 1 and 8 of the NPS-UD because they, respectively, enable people to provide for their wellbeing and support reductions in greenhouse gas emissions; and

b) Policy 4 of the HSAA because they enable housing to be designed to meet the day-to-day needs of residents, including the need of EV owners to recharge their EVs; and

c) The national EV charging strategy; and

d) Council's climate change strategy.

Timing of Installation of EV Supply Equipment (EVSE)

155. Given that EVs currently make up only about 2% of New Zealand's light vehicle fleet, submitters have argued that EVSE installed when a residential unit is built may remain unused for many years. If this were to occur, the investment in the EVSE would be premature and the opportunity to use the capital for alternative purposes would be lost.

156. The Classic Group[46] has submitted that mandating installation of EVSE when residential units are built could create a shortage of the devices and make it difficult for EV owners, who need them, to obtain one.

157. The Property Council has submitted[47] that EVSE installed when a residential unit is constructed may become obsolete before they are used.

158. In response, I recommend that the Plan does not require EVSE to installed when a residential unit is built with a parking space.

159. Rather, I recommend that the decision about whether and when EVSE is installed is left to the developer or future resident.

160. This will allow the market to determine when EVSE is installed, thereby providing, in part, the relief Kaainga Ora seeks.

161. However, if no provision for EV charging were made when a new residential unit is constructed, then future residents of such a unit who own an EV would be faced with the cost of retrofitting the unit with the appropriate electrical circuit and EVSE.

162. This additional cost could discourage the uptake of EVs.

163. There is a strategic opportunity, when a residential unit is constructed, to install the cabling required to power and control EVSE at minimum cost.

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[46] 310.27.

[47] 166.18.

164. The cost of retrofitting the electrical circuit is likely to be much higher than if it had been installed when the residential unit was built.

165. Therefore, I recommend that the definition of "EV charging point" be amended to require, as a minimum, installation of the cabling necessary to support the future installation of EVSE, and a socket outlet.

Electricity supply network capacity

166. Three submitters, the Property Council[48], Survey and Spatial NZ (Waikato Branch)[49], and the Classic Group[50] raise concerns about the capacity of the power infrastructure to support the uptake of electric vehicles.

167. The Property Council is concerned that mandating installation of EV charging equipment could require the installation of costly sub-stations that could be disproportionate to current demand for electricity in a residential development.

168. EECA provides useful information that addresses the submitters' concerns about the effects of the growing EV fleet on electricity demand. It is reproduced in **Appendix H**.

169. EECA considers that the modelled growth in electricity demand could be accommodated within New Zealand's current electricity grid infrastructure system, provided that the charging demand is managed and the majority

[48] 166.18.

[49] 132.1.

[50] 310.27.

of EVs are charged via smart chargers during off-peak times at home when there is an excess supply of electricity in the grid.[51]

170. Smart chargers are discussed further below[52].

Definition of EV charging point

171. WEL seeks[53] for the definition of EV charging point to be amended as follows:

> *Means either a Mode 2 <u>as defined in AS/NZS 3000:2018 7.9.3</u> or Mode 3 electric vehicle charger as defined in NZS PAS 6011:2021. Note ….*

172. WEL requests this amendment because a Mode 2 charger would only require a standard power socket to be installed to comply with NZS PAS 6011:2021, whereas a Mode 2 charger to comply to AS/NZS 3000:2018 7.9.3 would require an electrical circuit with minimal current-carrying capacity of 20A to be dedicated solely to EV charging.

173. Council's submission seeks[54] for the definition to be amended to clearly describe Mode 2 and Mode 3 EV chargers and to include a hyperlink to the relevant New Zealand Standard.

174. Kaainga Ora seeks[55] deletion of the definition of "EV charging point".

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[51] See **Appendix H**.

[52] See paragraphs 182 to 193, **Appendix H**, and **Appendix I.**

[53] 146.26.

[54] 270.49.

[55] 160.338.

175. The definition of "EV charging point" in the notified version of PC12 is "either a Mode 2 or Mode 3 electric vehicle charger as defined in NZS PAS 6011:2021".

176. All that is required to operate a Mode 2 charger is a standard household power point socket outlet.

177. However, a limitation of Mode 2 chargers is that they are unable to be set up to automatically switch on or off in response to power price information, or the status of the power demand on a site's electrical circuits or the local supply network.

178. Consequently, over time, as the EV fleet grows and makes up a greater percentage of the total light vehicle fleet, widespread use of Mode 2 chargers will likely lead to a need to upgrade the capacity of the electrical supply network and generation to meet peak power demand.

179. This issue is recognised in WEL's *Asset Management Plan: Mahere Wakahaere Rawa: WEL Networks 2023.*[56]

180. Section 6.2.5 Electrification of Transport (EV) states: "Peak demand will be exacerbated if charging is unmanaged, and current pricing signals continue to be diluted. Uncontrolled EV charging will require capacity upgrades of upstream network assets to resolve overloaded assets and substandard

[56] *Asset Management Plan: Mahere Wakahaere Rawa: WEL Networks 2023*, which can be accessed here.

power quality".[57]

181. Electricity demand peaks would be exacerbated, e.g., by commuters, when they arrive home from work in the evening, plugging in their EVs for charging while they are also cooking their dinner and heating their homes.

Smart EV chargers

182. Modelling by EECA shows the widespread use of smart and energy-efficient EV chargers could save the country $4 billion by 2050.[58]

183. According to EECA CEO, Dr Marcos Pelenur, "We have a golden opportunity to adopt smart charging now, while EVs are still just 2% of the national vehicle fleet, and to ensure we're using the best technology available."[59]

184. To help people identify and purchase smart and efficient EV chargers, EECA has published a list of approved EV chargers for residential and commercial use.

185. Gen Less is a government agency, supported by EECA, that is dedicated to mobilising New Zealanders to be world leaders in clean and clever energy use.

186. Gen Less has provided useful information about the benefits of smart EV

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[57] Ibid, p153.

[58] "Widespread use of smart chargers could save billions on grid infrastructure" (EECA, 28 March 2024). This can be accessed here. Accessed on 10 June 2024.

[59] Ibid.

chargers and how they work, and this is reproduced in **Appendix I**.

187. Gen Less identifies that, compared to charging at peak times, a smart charger can save CV owners around $156 per year based on current electricity prices, and predicts that the savings will increase when demand flexibility is introduced.[60]

Should the Plan require installation of Smart Chargers?

188. I considered whether the Plan should require all EV chargers installed in residential units to be smart chargers.

189. If the Plan required EVSE to be installed as part of residential unit construction, the installation would be included in the post-construction audit for compliance with Building Act and Plan requirements.

190. However, if EVSE were to be installed at some future date, which could be years after construction, there would be no practical way for Council to monitor and enforce the type of EVSE installed.

191. As I have recommended that it should be left to developers or EV owners to decide when to install EVSE[61], there would be no point including a rule in the Plan requiring a particular type of EVSE to be installed, because it could not be enforced.

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[60] "Buying a smart EV charger" (Gen Less), which can be accessed here. See "Savings" under "What you need to know". Accessed on 10 June 2024.

[61] See paragraph 159.

192. Such a rule would fail the s32 tests of efficiency and effectiveness and would not be the most appropriate way to achieve the purpose of the Act.

193. Any requirement for EV chargers to be smart would need to be regulated by the Government or one of its agencies.

32 Amp circuit

194. To futureproof the fixed wiring to supply power to the EVSE and comply with SNZ PAS 6011:2023 (s5.1.5, p32), I recommend that the definition of "EV charging point" be amended to require a dedicated electrical circuit with a current carrying capacity of at least 32 Amperes between a main switchboard and the location of the proposed future EVSE.

EVSE

195. Based on advice received from Mr Marshall[62] that "EVSE" is the industry term for an EV charger, I recommend that a definition of the term be included in the Plan and the term be incorporated in the definition of "EV charging point".

196. The recommended definition of "EVSE" is taken from SNZ PAS 6011:2023. See **Appendix J.**

Communications cable

197. Mr Marshall has recommended that the definition of "EV charging point"

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[62] Email dated 8 May 2024 from Sara Brown.

include provision of a communications cable "to ensure that any EV charger does not overload the electrical supply to a house and cause a fault by blowing a fuse in the electrical network (WEL's hardware). This is all configured and controlled locally to just limit the total house power draw (all appliances + EV charger) such that it is less than the supply capacity to the house. It is not designed for WEL or any third party to control in real time. This would require a "smart charger" to be installed as per EECA's smart charger list … This list is not mandatory yet". [63]

198. Based on Mr Marshall's advice, I recommend that the requirement for a communications cable be included in the definition of "EV charging point".

Socket outlet

199. If a Mode 3 EVSE were not to be installed when a residential unit is built, the recommended amended definition of EV charging point would require a socket outlet to be provided at the location of the proposed future EVSE installation.

200. This socket will be a visual indicator to future residents, or electricians engaged to install EVSE in the future, that the power supply cable exists.

201. Until a Mode 3 EVSE is installed, the socket outlet will be able to be used to power electrical appliances. Consequently, the early investment in power cabling will have the potential to provide some immediate benefit.

[63] Mr Craig Marshall, personal communication – email dated 6 May 2024 from Sara Brown, WEL Networks Ltd.

Use of Mode 2 EVSE

202. If a Mode 3 EVSE were not installed when the unit is built, nothing other than regulation by the Government or other agency would prevent someone from using the socket outlet to power a Mode 2 EVSE.

Recommended amendments to the definition of EV charging point

203. In summary, and based on Mr Marshall's advice, I recommend the definition of EV charging point be amended as set out in **Appendix J**.

204. To help give effect to the national EV charging strategy and to promote safety, I recommend that hyperlinks to the following documents be added as notes below the definition of "EV charging point":

    a) EECA's approved EV charger list, and

    b) Worksafe's EV charging Safety Guidelines.

205. I also recommend that Mode 2 chargers be deleted from the definition of EV charging point to avoid encouraging their use and thereby minimise peak power demand that would otherwise result from their cumulative use over many sites.

206. The recommended amended definition of EV charging point provides, in part, the relief that Kaainga Ora seeks, namely, that it be left to the market or the EV owner to determine whether and what type of EV charger is installed.[64]

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[64] 160.333.

Rule 25.14.4.2b

207. The notified version of PC12 requires one EV charging point to be provided for each on-site parking space provided for a new residential activity[65].

208. Adare[66], Kaainga Ora[67], Rotokauri North Holdings Ltd[68], and Tristan Jones[69] seek for Rule 25.14.4.2b to be deleted.

209. Adare considers the rule is overly prescriptive, adds unnecessary costs, and that, because garages are likely to have power available, residents can easily install charging facilities if they have an EV.

210. Kaainga Ora considers the market should determine whether EV charging facilities are provided and that EV owners should make their own arrangements for charging.[70]

211. Tristan Jones "has significant concerns as to the ability of providers to enable this".[71]

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[65] See **Appendix E**.

[66] 243.25.

[67] 160.33.

[68] 241.46.

[69] 343.75.

[70] 160.33.

[71] 343.75.

212. WEL's further submissions[72] oppose each of these submission points because, subject to WEL's own submission, WEL considers the rule aligns with the Government's proposal to phase out petrol cars and will eliminate the need to retrofit an EV charger in the future.

213. WEL seeks[73] for Rule 25.14.4.2b to be amended by requiring one EV charging point per dwelling, rather than per on-site parking space, because it considers the latter excessive.

214. Mr Marshall has advised: "With only about 2% of NZ's fleet electrified at the moment we don't see the need currently for multiple EV chargers at any residence. If owners were after this, they are likely to install this hardware themselves. If multiple EV's are being charged at the same time, it is actually more important for Mode 3 chargers to be installed that incorporate dynamic load control as 2 x Mode 3 chargers can use 100% of your average homes power supply. This load control would slow down the charging to ensure the power supply is never overloaded".[74]

215. Pragma Holdings Limited[75], Rotokauri Development Limited[76], and Hounsell Holdings Limited[77] seek for Rule 25.14.4.2b to be amended to provide for different residential building typologies, or to reduce the

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[72] FS403, FS404, and FS405.

[73] 146.1.

[74] Mr Craig Marshall, personal communication – email dated 6 May 2024 from Sara Brown, WEL Networks Ltd.

[75] 203.14.

[76] 250.15.

[77] 251.15.

requirement to 1 EV charging point for every 2 parking spaces.

216. Lindsay McGowan seeks[78] for a requirement for 1 fast charger unit and a garage or parking area in multi-unit residential developments.

217. I recommend that this submission point be rejected because the Plan must not contain any provisions that have the effect of requiring provision of a minimum number of car parking spaces, other than accessible parking spaces[79]. Also, a fast charger is very expensive[80] and therefore usually limited to public charging stations.

218. Susie Evans seeks[81] amendments to require off-site electric vehicle charging to be provided.

219. Such an amendment would not be practicable, as a condition on a consent for a residential development could not require facilities to be provided on another site.

220. EV chargers are an ancillary retail activity and, under the Plan, a permitted activity in Business Zones 1 to 7[82] and Industrial Zones[83].

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[78] 81.1.

[79] See paragraph 64.

[80] According to SNZ PAS 6011:2023 (Table 3, p42), the cost of a Mode 4 charging station is between $45,000 and $60,000.

[81] 59.4.

[82] Rule 6.3 u.

[83] Rule 9.3 m.

221. Many fast chargers have already been installed around the city, e.g., at service stations, supermarkets, and carparks.

222. No amendments to the Plan are considered necessary to enable installation of fast EV chargers in the city.

Recommended amendments to Rule 25.14.4.2b

223. In response to these submission points, and based on Mr Marshall's advice, I recommend that Rule 25.14.4.2b be amended as set out in **Appendix J**.

224. The recommended provisions 25.14.4.2b a i and 25.14.4.2b a i A are intended to cover multi-unit residential developments where some units may have no on-site parking spaces while others have more than one parking space for their exclusive use.

Cost of EV charging points

225. Adare[84] and Kaainga Ora[85] expressed concern about the cost of installing EV charging points.

226. The NZS PAS identifies the cost of a Mode 3 EV charging station as ranging between $2,000 and $4,000.

227. Gen Less identifies that the upfront costs of a smart charger are between

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[84] 243.25.

[85] 160.333 and 160.338.

$1,000 and $2,000 for the charger and between $500 and $1,000 for its installation.[86]

228. The cost of providing only the cabling and a socket outlet at time of construction will be much less and, therefore, only a minor addition to the cost of a new residential activity.

Benefits of the recommended amended provisions

229. In summary, the amendments that I am recommending to the definition of "EV charging point" and Rule 25.14.4.2b will provide the following benefits. They will:

a) Minimise the cost of providing an EV charging point at home by requiring the necessary cabling to be installed when new residential units with on-site parking are constructed.

b) Prevent any installed Mode 3 EVSE from overloading the site's power supply.

c) Until a Mode 3 EVSE is installed, require an electrical socket outlet to be provided which can be used to power electrical appliances.

The do-nothing option

230. A potential legacy of not including the recommended, or similar, EV-charging provisions in the Plan could be increased need for additional

[86] "Buying a smart EV charger" (Gen Less), which can be accessed here. Accessed on 10 June 2024.

electrical power generation and network distribution capacity. [87] This would be a charge to the whole community, not just to EV owners.

Policy 25.14.2.1h

231. Waikato Regional Council[88] supports this policy in part and seeks for amendment to ensure new developments that offer no off-street parking include EV charging for communal use.

232. WEL seeks[89] to amend the policy to include provision of the electricity infrastructure associated with providing facilities for electric vehicles.

233. In response to these submission points, I recommend the policy be amended as set out in **Appendix J**.

EV charging for shared parking

234. Pragma Holding Limited[90] is concerned about the practicality of providing an EV charging point in a multi-unit residential development where parking may be shared.

235. Mr Marshall has explained that technology exists that enables each person using a shared EV charging facility to be billed for the power consumed recharging his or her EV. His explanation is provided in **Appendix K**.

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[87] See paragraph 182.

[88] 326.35.

[89] 146.1.

[90] 203.14.

236. I am not aware of any amendments additional to those set out in **Appendix J** that are necessary to provide for EV charging for shared parking or multi-unit residential developments.

Definition of "transport infrastructure"

237. WEL seeks[91] for the definition of "transport infrastructure" to be amended to make it clear that it includes electric vehicle chargers.

238. To achieve this outcome, and to be consistent with the amendment recommended to Policy 25.14.2.1h iv, I recommend that the definition be amended as follows:

> **Transport infrastructure:** Means any structure that is necessary for the functioning of the transport network and that caters for the needs of transport users. This includes but is not limited to surfacing and pavement, traffic services and structures such as transport lighting, bridges, retaining walls, bus shelters, taxi shelters, information fixtures for bus passengers, parking and loading spaces and facilities, end-of-journey facilities, litter bins, drinking fountains, charging ~~points~~ facilities and their associated electrical infrastructure, for mobility scooters, electric vehicles, and micro-mobility devices, and public seating.

"PASSENGER TRANSPORT" VERSUS "PUBLIC TRANSPORT"

Introduction

239. PC12 and the Plan include references to:

[91] 146.23.

a) “Public transport”;

b) “Passenger transport”;

c) “Passenger transport interchange”; and

d) “Passenger transport facility”.

240. The Plan also uses “passenger transport” as an adjective before “links”, “network”, “hub”, “corridors”, “routes”, “infrastructure”, “usage”, and “lanes”.

Issues

241. Neither PC12 nor the Plan include definitions of “passenger transport” or “public transport”.

242. Waikato Region Council’s submission[92] seeks for references to “passenger transport” to be amended to “public transport” because the latter is a statutory term included in the LTMA.

Analysis

243. The LTMA includes complex definitions of the following terms (amongst others), which are set out in full in **Appendix L**:

a) Public transport service.

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[92] 326.65.

b) Passenger service.

c) Passenger service vehicle.

d) Large passenger service vehicle.

e) Small passenger service vehicle.

244. The Waikato Regional Council's responsibilities regarding public transport are different from Council's.

245. Waikato Regional Council is responsible for the planning, management, and provision of public services in the region. This includes contracting and providing the Waikato to Auckland passenger rail service, Te Huia, and bus services in Hamilton and for some of the region's communities. It also includes administering Total Mobility cards, which enable registered users to access subsidised taxi travel.

246. In contrast, Hamilton City Council is responsible for providing public transport infrastructure in Hamilton. This includes, but not exclusively, bus stop markings and signs, bus shelters, bus priority lanes, and public transport interchanges.

247. The purpose of the Plan is to help Council to carry out its functions to achieve the purpose of the Act[93].

[93] To promote the sustainable management of natural and physical resources.

248. These functions include establishing, implementing, and reviewing objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources.[94]

249. Public transport and passenger transport are mentioned in the Plan to help achieve the integrated management of land use activities to promote sustainable management of natural and physical resources.

250. The Waikato Regional Council must comply with the passenger transport procurement and contracting requirements of the New Zealand Transport Agency and, to do this, relies upon the definitions of public and passenger transport service set out in the LTMA.

251. However, because "public transport" and "passenger transport" are mentioned in the Plan for a different purpose[95], it is not necessary, for the Plan to adopt the LTMA's definitions of these terms.

252. Nevertheless, including definitions of these terms in the Plan would improve its clarity and certainty.

253. The NPS-UD[96] includes the following, simpler definition of "public

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[94] Section 31 (1) (a) of the Resource Management Act 1991.

[95] Paragraph 249.

[96] s1.4 of the NPS-UD.

transport" to support interpretation of its Policy 1[97]:

> **public transport** means any existing or planned service for the carriage of passengers (other than an aeroplane) that is available to the public generally by means of:
>
> (a) a vehicle designed or adapted to carry more than 12 persons (including the driver); or
> (b) a rail vehicle; or
> (c) a ferry (pp7-8).

254. I recommend that this simpler definition of "public transport" be included in the Plan with one amendment, namely, to replace "aeroplane" with "aircraft".

255. The reason for this change is to exclude both winged aircraft and helicopters from the definition.

256. Having recommended a definition of "public transport", it remains for me to recommend a definition of "passenger transport".

257. "Public transport", as defined above, is a subset of "passenger transport".

258. It excludes tourist, charter, and school buses, because they are not available to the public generally.

259. It also excludes shuttles, taxis, and taxi-like services, because, either they carry fewer than 12 persons, including the driver, or they are unavailable to the public generally once contracted by passengers.

---

[97] Policy 1 is set out in **Appendix C**.

260. To have a collective term that includes both "public transport" and the services excluded from that definition[98], I recommend that the following definition be included in the Plan:

Passenger transport: means public transport and any other service for the carriage of passengers (other than an aircraft) for hire or reward by a motor vehicle, including, but not exclusively, tourist, charter, and school buses, shuttles, taxis, and taxi-like services.

261. I have reviewed all the references to "passenger transport" in PC12 and the Plan.

262. In most instances, the context or intent of the provision requires that "passenger transport" is replaced with "public transport".

263. However, in a minority of instances, the intent of the provision is wider than "public transport"[99], and "passenger transport"[100] should be used instead.

Provisions

264. Therefore, to improve the Plan's clarity and certainty, keep the definition of "public transport" simple to make it easier to implement the Plan, and to make the difference between "public transport" and "passenger transport" clear, I recommend that:

---

[98] Those services described in paragraphs 258 and 259.

[99] As defined in paragraph 264.a).

[100] As defined in paragraph 264.a).

a) The following definitions be included in the Plan:

Public transport: Means any existing or planned service for the carriage of passengers (other than an aircraft) that is available to the public generally by means of:

a. A vehicle designed or adapted to carry more than 12 persons (including the driver); or
b. A rail vehicle; or
c. A ferry.

Passenger transport: Means public transport and any other service for the carriage of passengers (other than an aircraft) for hire or reward by a motor vehicle, including, but not exclusively, tourist, charter, and school buses, shuttles, taxis, and taxi-like services.

b) References to "passenger transport" in the provisions listed in **Appendix M** be retained.

c) References to "passenger transport" be changed to "public transport" in the provisions listed in **Appendix N** and identified with a footnote referring to Submission Point 326.65.

PUBLIC TRANSPORT INTERCHANGES

Introduction

265. The notified version of PC12 includes the following policy and associated definition:

Public Transport

25.13.2.1j

Encourage growth in public transport patronage to reduce carbon emissions and minimise traffic congestion on transport corridors and demand for parking spaces by:
….
iv. Providing free, secure, and covered parking for bicycles and micro-mobility devices at Key Public Transport Interchanges.

Key Public Transport Interchange: Means a public transport

> interchange that is not a Major Public Transport Interchange or Primary Public Transport Interchange and is located at a connection between at least 2 transport corridors each with a public transport service that operates at a frequency no less than one service per 15 minutes.

Issues

266. The Council's submission[101] identifies the following problems with the definition of "Key Public Transport Interchange":

    a) It does not specify the times of day when the minimum 15-minute frequency is required to be met; and

    b) It includes references to "Major Public Transport Interchange" and "Primary Public Transport Interchange", which are not defined.

267. The submission seeks for:

    a) Definitions of "Major Public Transport Interchange" and "Primary Public Transport Interchange" to be added to the Plan; and

    b) The definition of "Key Public Transport Interchange" to be amended to include the times of day the public transport service is required to meet the stated level of service.

Analysis

268. The *Waikato Regional Public Transport Plan 2022 – 2032* (**the WRPTP**), which is prepared by Waikato Regional Council, is required by the LTMA to:

---

[101] 270.47

a) Describe the public transport services in the region;

b) Define the policies and procedure that apply to those public transport services; and

c) Identify the information and infrastructure that support public transport services.

269. The WRPTP can be accessed at: https://www.waikatoregion.govt.nz/services/publications/rptp-2022-2032/

270. The WRPTP identifies and defines a hierarchy of 3 types of Public Transport Interchange (p26):

a) "Major Public Transport Interchange" at the top of the hierarchy;

b) "Primary Public Transport Interchange" in the middle; and

c) "Key Public Transport Interchange" at the bottom.

271. The WRPTP also includes a map showing the frequent network to be implemented over 10 years (2022 to 2032) (p.22) and another showing the future frequent network and rapid lines to be implemented over 30 years (2022 to 2052) (p23). These maps also show the currently proposed approximate locations of each type of Public Transport Interchange.

272. However, it is considered inappropriate to simply import the definitions of these types of Public Transport Interchange from the WRPTP into the Plan, because they include vague terms such as: "frequent lines", "existing or

future rapid line", "very high volumes of people and buses", "highest land use densities and activity", "high volumes of people and bus movements", "moderate to high land use densities", and "major activity centres".

273. It is also considered inappropriate to define the different types of Public Transport Interchange by their locations, because these could change over the life of the Plan, particularly as the WRPTP is reviewed every three years.

274. Instead, to simplify the Plan, the following amendments are recommended:

a) Amend Policy 25.14.2.1j as follows:

Public Transport

25.14.2.1j

Encourage growth in public transport patronage to reduce carbon emissions and minimise traffic congestion on transport corridors and demand for parking spaces by:
iv. Providing free, secure, and covered parking for bicycles and micro-mobility devices at ~~Key Public Transport Interchanges~~ public transport interchanges[102].

b) Include the following definition, which is based on descriptions in the WRPTP (pp24 -26), but recognises that, based on the definition recommended at paragraph 264.a) above, a public transport service could be provided by a rail vehicle, ferry, or vehicle designed or adapted to carry more than 12 persons (including the driver):

Public transport interchange: Means a location where passengers

[102] 270.47

can transfer between different public transport services where existing or planned public transport routes intersect or overlap and two or more of the routes have, or are planned to have in the future, public transport services scheduled to operate for any part of a day at a frequency not less than one service per 15 minutes in both directions.

c) Delete the following definition because it is no longer needed.

~~**Key Public Transport Interchange:** Means a public transport interchange that is not a Major Public Transport Interchange or Primary Public Transport Interchange and is located at a connection between at least 2 transport corridors each with a public transport service that operates at a frequency no less than one service per 15 minutes.~~

275. Under the notified PC12, Policy 25.13.2.1j iv applies to Key Public Transport Interchanges only.

276. The effect of the amendments described in paragraph 274 would be to extend the requirements of Policy 25.13.2.1j iv to Major Bus Interchanges and Primary Bus Interchanges.

277. This will disadvantage only Council, which will be responsible for providing these types of interchange, but this is acceptable to Council.

Consequential Amendments to the Plan

278. To be consistent, I recommend that "transport interchange" and "passenger transport interchange" be replaced with "public transport interchange" throughout the Plan and PC12.

279. The provisions to which this recommendation relates are set out in **Appendix N** and identified with a footnote referring to Submission Point 270.47.

PUBLIC TRANSPORT FACILITY

Introduction

280. The Plan includes the following definition:

> **Passenger transport facility**: Means land and buildings, used for scheduled passenger transport services. This may include bus bays, taxi ranks, drop-off and pick-up points, cycle parking, shelters, waiting rooms, ticket office, information centre, luggage lockers, public toilets, showers, changing rooms and ancillary activities.

281. PC12 introduced the following new definition:

> **Public** Transport Facility: Means land and buildings used for scheduled passenger transport services. This may include bus bays, taxi ranks, drop-of points, cycle parking, shelters, waiting rooms, ticket office, information centre, luggage lockers, public toilets, showers, changing rooms, Key Public Transport Interchanges, and ancillary activities.

282. Differences between the definitions are highlighted grey.

Key issues

283. The Council's submission[103] seeks for the definitions of "passenger transport facility" and "public transport facility" to be made the same to avoid confusion.

284. It would be simple to amend both definitions so that they were consistent, but, having done that, there would be no need to have two definitions, one would suffice. In this case, "public transport facility", would be the preferred term, because it aligns better with the terminology used in the WRPTP.

---

[103] 270.48

PC12 provisions

285. To retain the scope of both definitions as they appear in the notified version of PC12, simplify the Plan, avoid confusion, and be consistent with the WRPTP, the following are recommended:

a) Amend the definition of "public transport facility" as follows:

Public ~~T~~transport ~~F~~facility: Means land and buildings, used for scheduled ~~passenger~~ public transport services. This may include bus bays, taxi ranks, drop-off and pick-up points, cycle parking, shelters, waiting rooms, ticket office, information centre, luggage lockers, public toilets, showers, changing rooms, ~~Key Public Transport Interchanges~~ public transport interchanges, and ancillary activities.

b) Delete the definition of "passenger transport facility".

286. To be consistent, I recommend that "passenger transport facility" be replaced with "public transport facility" throughout the Plan and PC12.

287. The provisions to which this recommendation relates are set out in **Appendix N** and identified with a footnote referring to Submission Point 270.48.

PASSENGER TRANSPORT HUB

Introduction

288. The following provisions use the term "passenger transport hub", which is not defined in the Plan:

a) 3.7.1.5 a;

b) 8.1;

c) 8.2.2b; and

d) 8.2.3a v.

PC12 provisions

289. To improve the Plan's consistency, clarity, and certainty, I recommend that the provisions listed in paragraph 288 above be amended by replacing "passenger transport hub" with "public transport interchange".

290. These would be consequential amendments arising from the recommended responses to Submission Points 270.47 regarding "public transport interchanges" and 326.65 regarding replacing "passenger transport" with "public transport".

291. The provisions to which this recommendation relates are set out in **Appendix N** and identified with a footnote referring to Submission Points 270.47 and 326.65.

CONCLUSION

292. I recommend that Plan provisions listed in the following table be amended as set out in this evidence.

Provisions	**The paragraph or appendix of this evidence that sets out the amendments**
Policy 3.3.1c	Appendix N
Policy 3.3.4d	Appendix N
3.6.2.6	Appendix N
3.7 Ruakura, Vision, d	Appendix N
3.7.1.5 Ruakura Retail Centre, a	Appendix N

Provisions	The paragraph or appendix of this evidence that sets out the amendments
Policy 3.7.3.4b	Appendix N
3A Peacocke Structure Plan, DEV01-PSP: P34	Appendix N
DEV01-PSP: P35	Appendix N
DEV01-PSP: Components of the Peacocke Structure Plan, Peacocke Transportation network	Appendix N
4A Medium Density Residential Zone – MRZ, MRZ – PREC1-PSP: P6	Appendix N
4.2.3.1 kk	Appendix N
Policy 4.3.2.2c	Appendix N
4.3.3.1 rr	Appendix N
4.4.3.1 mm	Appendix N
6.1 d	Appendix N
6.2.1c	Appendix N
Explanation below Objective 6.2.2	Appendix N
6.3 mm	Appendix N
6A Neighbourhood Centre Zone – NCZ, NCZ-PREC1-PSP: Purpose	Appendix N
NCZ–PREC1–PSP: R12	Appendix N
6B Local Centre Zone – LCZ, LCZ–PRECA-PSP: Purpose	Appendix N
LCZ-PREC1-PSP: O4	Appendix N
LCZ-PREC1-PSP: R11	Appendix N
Policy 7.2.1d	Appendix N
Policy 7.2.5c	Appendix N
Explanation below Objective 7.2.5	Appendix N
Explanation below Objective 7.2.6	Appendix N
Policy 7.2.7c	Appendix N
7.3 y	Appendix N
8.1	Appendix N
Policy 8.2.2b	Appendix N
Explanation below Objective 8.2.2	Appendix N
Policy 8.2.3a v	Appendix N
Explanation below Objective 8.2.3	Appendix N
8.3.1 m	Appendix N
8.3.2 k	Appendix N
8.3.3 bb	Appendix N
9.3 bb	Appendix N
11.3 u	Appendix N
Policy 25.14.2.1b	84
Policy 25.14.2.1h	95
Policy 25.14.2.1h v	Appendix J

Provisions	The paragraph or appendix of this evidence that sets out the amendments
Policy 25.14.2.1j iv	274.a) and Appendix N
Policy 25.14.2.1j vi	97
Policy 25.14.2.1k	99
Policy 25.14.2.1l	99
Rule 25.14.4.2 c i	119
The note below Rule 25.14.3 b	Appendix N
Rule 25.14.4.2b	223 and Appendix J
Appendix 1.1.1 Acronyms Used in the District Plan	
EV	Appendix J
EVSE	Appendix J
Appendix 1.1.2 Definitions Used in the District Plan	
Cat6 communications cable	Appendix J
EV charging point	Appendix J
EVSE	Appendix J
Key Public Transport Interchange	274.c) and Appendix N
Passenger transport	260 and Appendix N
Passenger transport facility	285.b) and Appendix N
Public transport	264.a) and Appendix N
Public transport facility	285.a) and Appendix N
Public transport interchange	274.b) and Appendix N
Transport infrastructure	238 and Appendix J
Transport network	Appendix N
Appendix 1.2.2 Additional Information Requirements	
1.2.2.8a l vi	Appendix N
1.2.2.13, b, ii, iii	Appendix N
Appendix 1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria	
G1 h	124
N3 Ruakura Retail Centre, b	Appendix N
Appendix 1.4 Design Guides	
1.4.4.3 General Design Guidance, Design Element 4: Transport Network Layout, a, v & vi	Appendix N
1.4.4 Rototuna Town Centre (RTC) Design Guide	
1.4.3 Part 1: The Overall Concept, Key Features, f	Appendix N
1.4.4.6 Part 4 Principles and	Appendix N

Provisions	The paragraph or appendix of this evidence that sets out the amendments
Assessment Criteria for Precincts, a. Retail Precinct 1, Principle, Explanation	
i. Transport Networks, 1. Street Design, Explanation	Appendix N
Main Street, vi	Appendix N
3. Passenger Transport	Appendix N
Appendix 15 Transportation	
15-4 Transport Corridor Hierarchy Plan and Definitions, Function, d, e, f, and g	Appendix N
Table 15-6b, second header row of the fourth column from the right	Appendix N

Paul Stanley Ryan

26 June 2024

APPENDIX A

OFFICERS' RECOMMENDED AMENDMENTS TO PC12 PROVISIONS

A full set of the recommended amendments to provisions is available on HCC's external website at:

https://hamilton.govt.nz/property-rates-and-building/district-plan/plan-changes/plan-change-12/

APPENDIX B

ABBREVIATIONS AND ACRONYMNS USED IN THIS EVIDENCE

Act	*Resource Management Act 1991*
Adare	The Adare Company Limited
Council	Hamilton City Council
EECA	Energy Efficiency & Conservation Authority
EV	Electric vehicle
HSAA	*Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021*
LTMA	Land Transport Management Act 2003
NPS-UD	*National Policy Statement on Urban Development May 2020*
PC12	*Proposed Plan Change 12 to the Operative Hamilton City District Plan*
Plan	*Operative Hamilton City District Plan*
WEL	Waikato Networks Limited
WRPTP	*Waikato Regional Public Transport Plan 2022 – 2032*

APPENDIX C

KEY DRIVERS OF TRANSPORT-RELATED PROVISIONS OF PC12

Well-functioning urban environment

1. The NPS-UD requires:

1.4 Interpretation

(1) In this National Policy Statement:

well-functioning urban environment *has the meaning in Policy 1* (p8).

2.1 Objectives

Objective 1*: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future* (p10).

2.2 Policies

Policy 1: *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum: ….*

have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and ….

(e) *support reductions in greenhouse gas emissions; and*

(f) *are resilient to the likely current and future effects of climate change* (pp10-11).

2. Other relevant definitions included in s1.4 of the NPS-UD that support interpretation of Policy 1 include:

active transport *means forms of transport that involve physical exercise, such as walking or cycling, and includes transport that may use a mobility aid such as a wheelchair* (p5)

public transport *means any existing or planned service for the carriage of passengers (other than an aeroplane) that is available to the public generally by means of:*

(g) *a vehicle designed or adapted to carry more than 12 persons (including the driver); or*

(h) *a rail vehicle; or*

(i) *a ferry* (pp7-8).

Reduction in greenhouse gas emissions

3. The NPS-UD requires:

2.1 Objectives

Objective 8: *New Zealand's urban environments:*

(a) support reductions in greenhouse gas emissions; and

(b) are resilient to the current and future effects of climate change.

Attractive and safe streets and meeting the day-to-day needs of residents

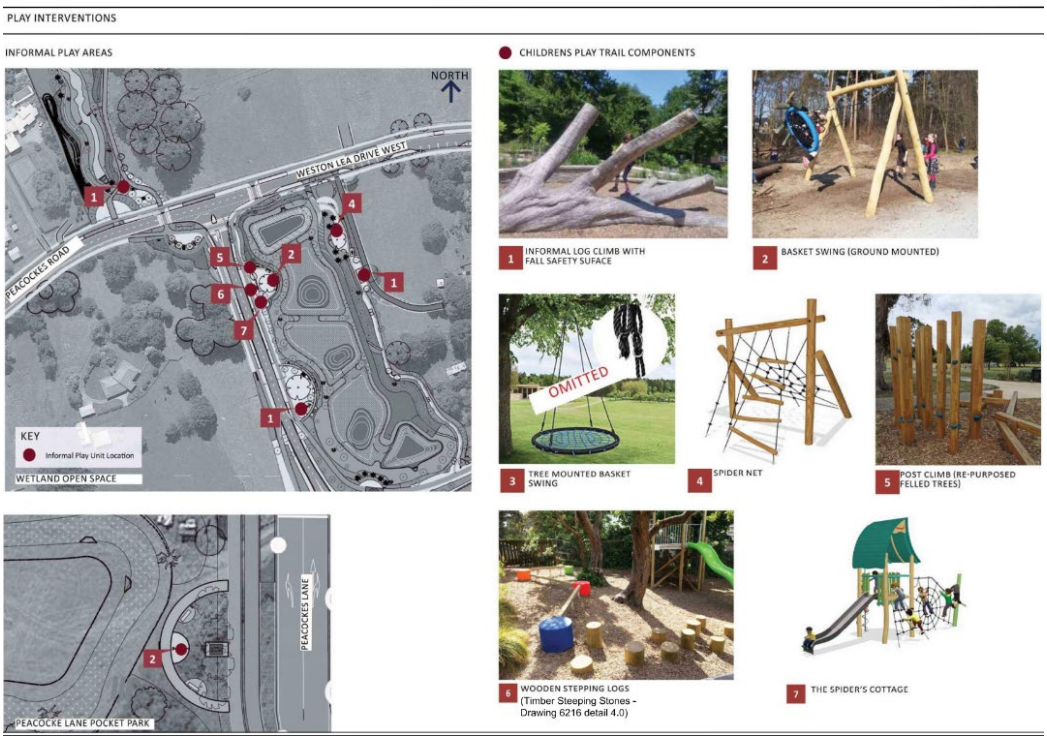
4. The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 requires:

> ***6 Objectives and policies***
>
> *(2) A territorial authority must include the following policies in its district plan:*
>
> *Policy 3*
>
> *(c) encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance:*
>
> *Policy 4*
>
> *(d) enable housing to be designed to meet the day-to-day needs of residents.*

APPENDIX D

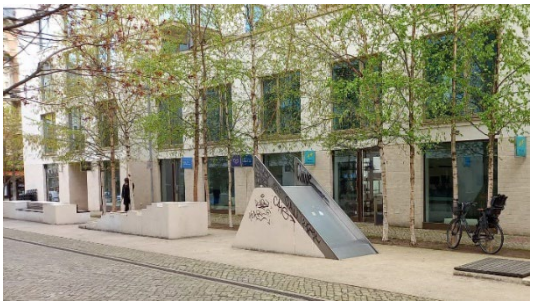
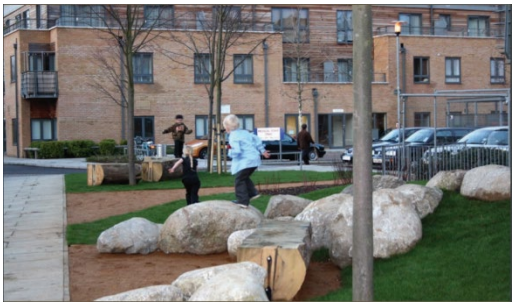
EXAMPLES OF APPROPRIATE PLAY PROVISION WITHIN TRANSPORT CORRIDORS

Hamilton Examples





Other Examples


APPENDIX E

PC12'S EV CHARGING PROVISIONS NOTIFIED IN 2022

Proposed new definition in Appendix 1.1.2:

Electric vehicle charging point: Means either a Mode 2 or Mode 3 electric vehicle charger as defined in NZS PAS 6011:2021.

Note

An electric vehicle charging point excludes the charging cable that connects between a residential unit's electrical outlet and the electric vehicle. The owner or driver of the electric vehicle is expected to provide this.

A clean version of the proposed new policy:

Parking

25.14.2.1h

Manage the design, location, quantity, and pricing of any parking infrastructure provided in a way that:

iv.

E. Provides charging facilities for electric powered vehicles and micro-mobility devices.

Proposed new rule:

25.14.4.2b Electric Vehicle Charging

a. All new residential activities with on-site vehicle parking must provide an electric vehicle charging point for each vehicle parking space provided.

Note

An electric vehicle charging point excludes the charging cable that connects between a residential unit's electrical outlet and the electric vehicle. The owner or driver of the electric vehicle is expected to provide this.

APPENDIX F

SUBMISSIONS RECEIVED ABOUT EV CHARGING

Introduction

This appendix summarises the submissions received on PC12's EV charging provisions and identifies the relevant submission point numbers.

Submitters' concerns, opinions, or relief sought

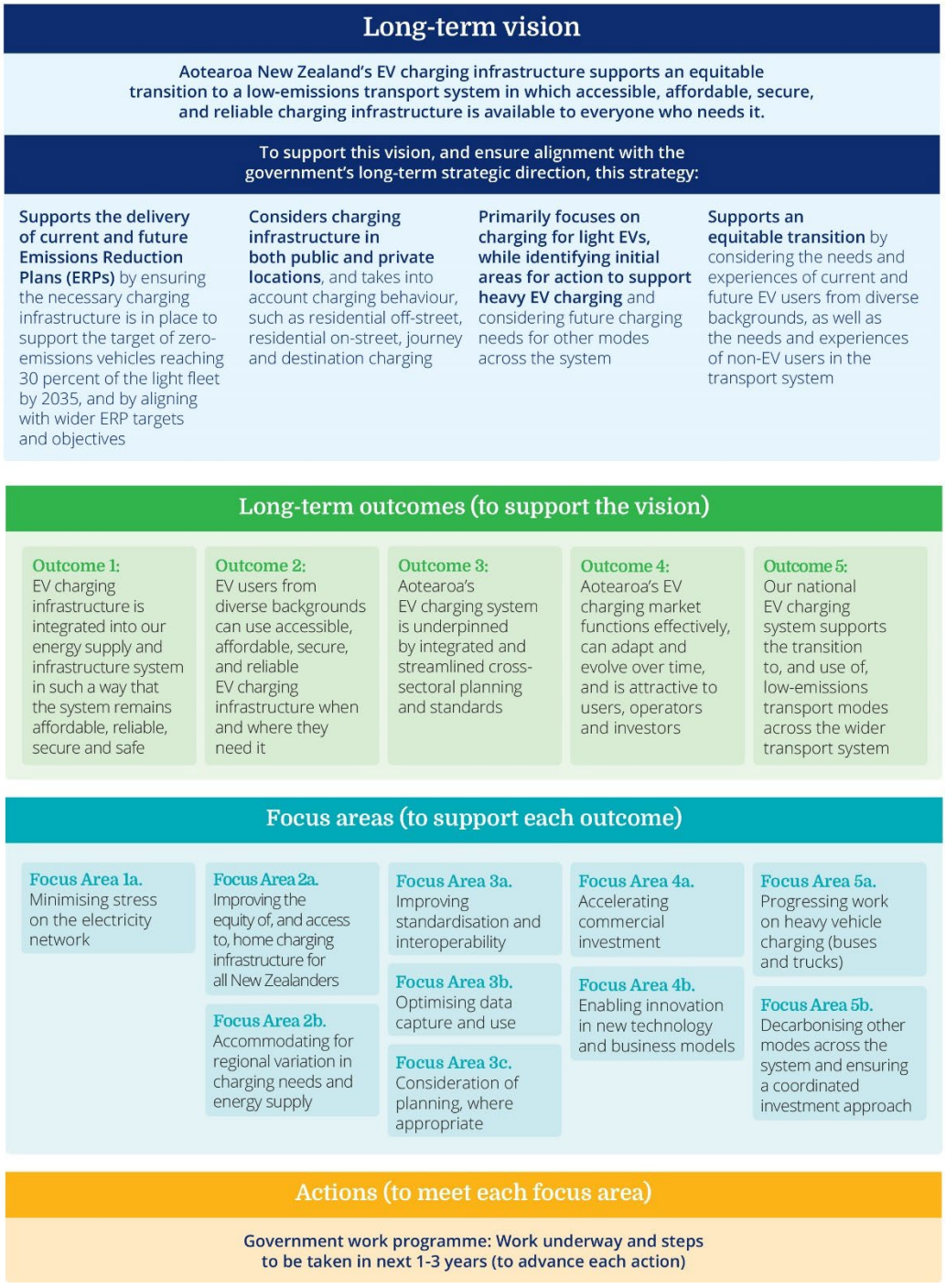
Item	Issues raised in submission	Submission Numbers
	Justification for the EV charging provisions	
1	Lack of justification for the requirement.	160.338
2	The market should determine the provision of EV charging facilities.	160.338
3	EV owners should be responsible for making their own arrangements.	160.338
4	New development should provide an electric vehicle charging point to eliminate the need to retrofit them and because this requirement aligns with the Government's proposal to phase out petrol cars.	FS403, FS404, FS405, FS406
	The electricity supply network capacity	
5	The capacity of the electricity supply network to handle the increased power demand from residential developments.	132.1, 166.18, 310.27
	The number of EV charging points required	
6	The requirement for one charging point per parking space is overly prescriptive, excessive, or onerous.	160.338, 243.25
7	Requiring one vehicle charging point per on-site carparking space is unreasonable, but requiring one per dwelling is reasonable.	146.11
8	Rule 25.14.4.2b could result in EV chargers being installed in homes that will never have an electric vehicle and cause a shortage of EV chargers for those who need to install them.	310.27
	The definition of "EV charging point"	
9	Perceived rapid development of the technology may result in equipment soon becoming obsolete.	132.1, 166.18
10	Amend the definition of "electric vehicle charging point".	146.2, 270.49
11	Delete the definition "electric vehicle charging point".	160.338, 310.27
	Policy 25.14.2.1h	
12	Regarding Policy 25.14.2.1h E: Amend policy to include provision of the electricity infrastructure associated with providing charging facilities for electric vehicles.	146.1

Item	Issues raised in submission	Submission Numbers
13	Regarding Policy 25.14.2.1h: Ensure new developments that offer no off-street parking include EV charging stations for communal use.	326.34
	Rule 25.14.4.2b	
14	Insert a new provision requiring 1 fast charger unit and a garage or parking area in multi-unit complexes.	81.1
15	Require off-site EV charging to be provided.	59.4
16	Amend Rule 25.14.4.2b	146.11, 203.14, 250.15, 251.15
17	Delete Rule: 25.14.4.2b	160.333, 243.25, 241.46
18	The practicality of the provisions for implementing for different building typologies, especially where parking spaces are shared.	203.14
19	The cost of providing an EV charging point.	160.333, 160.338, 243.25
	The definition of "transport infrastructure"	
20	Amend/clarify the definition of "transport infrastructure" to make it clear that it includes electric vehicle chargers which can sometimes be located adjacent to parking and loading spaces for cars and buses.	146.23

APPENDIX G

OVERVIEW OF NEW ZEALAND'S NATIONAL EV CHARGING STRATEGY

OVERVIEW



APPENDIX H

MANAGING THE GROWTH IN ELECTRICITY DEMAND

The following information is from EECA's website.[104]

> "Currently, if properly managed through demand flexibility, we have plenty of energy supply to power a growing EV fleet. EECA modelling suggests that if all light vehicles in New Zealand were electric, our current total electricity demand would increase by around 20%.
>
> This could be accommodated within New Zealand's current electricity grid infrastructure system, provided that the charging demand is managed. For example, that the majority of EVs are charged via smart chargers during off-peak times at home, when there is greater excess supply of electricity in the grid. Given the convenience and lower cost, home charging will likely remain the main source of charging for EVs in New Zealand.
>
> Demand will also be managed by the public chargers as well. Many chargers being installed today have connectivity which enables remote communication, monitoring, and control between the charging stations and the central management system.
>
> These chargers can dynamically manage the electric load based on real-time conditions, such as how many EVs are charging and at what capacities, and they can adjust the charging power based on grid capacity and charging demand to help distribute the electricity demand evenly.
>
> This smart interoperability will enable the chargers to participate in demand response, whereby the charging rates and sessions can be adjusted and scheduled based on signals from the grid. During periods of peak demand, the chargers can reduce charging rates or delay charging to reduce demand.
>
> It is likely that time-of-use pricing models will also be used in the near-future which will work on a similar principle to off-peak charging times in the home, adjusting the charging rates based on electricity demand and pricing during different times of the day. This will help incentivise EV owners to charge up during off-peak hours when electricity is less expensive and will help to balance electricity demand.
>
> Meeting the increased demand for public chargers will take both public and private funding and extensive and careful planning to ensure that the electrification of our roads is managed in a manner that encourages the uptake of EVs in New Zealand and enables our transport to transition away from fossil fuels sustainably, equitably and securely."

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[104] "Plugging into the future: How New Zealand is electrifying its roads" (EECA), which can be accessed here. Accessed on 10 June 2024.

APPENDIX I

SMART EV CHARGERS – WHY TO CHOOSE THEM AND HOW THEY WORK

Introduction

This appendix reproduces from the Gen Less website an explanation of the benefits that accrue from using a smart EV charger and how smart charging works.[105]

Why choose a smart charger

Speed of charge – Smart EV chargers can be at least 3x faster than a 3-pin plug – which is the default charger type that comes with your EV.

Cost saving – Charging at home off-peak is like buying petrol at around $1.60/litre, including road user charges, and depending on your electricity retailer. Your smart charger can be set to preferentially charge your vehicle during these times, avoiding expensive peak periods.

Safety – Smart charging is safe charging. The chargers are better at 'load balancing', which means that they can respond automatically during peak usage – and avoid overloading your home's power supply. They also present fewer hazards for users.

Smart grid ready – In the near future, when a 'demand flexibility' service is introduced in New Zealand, smart EV chargers will be able to react to signals from the electricity grid and reduce the level of charge or turn off when electricity is expensive and ramp up or turn back on when costs reduce.

Convenience – You can ensure your car is always fully charged in time for next use, without having to lift a finger – just set and forget!

Cleaner – Charging off-peak helps to prevent periods of high demand for electricity. During these off-peak times, our grid is supplied using a higher proportion of renewable energy, and less likely to use fossil fuels to meet demand.

Access electricity deals – Electricity supply companies can tell you if they offer lower cost electricity pricing for off-peak charging, and what EV or charger you need to access it (you might want to check if there are other supplier options that suit you better).

How smart charging works

Smart chargers are a relatively new piece of home tech for New Zealanders – so it's important to know what to look for and how to use them.

Smart chargers have in-built capability to communicate with the electricity grid – and will be able to dial your charging up or down in response to external cost signals in the near future, when demand flexibility is introduced in New Zealand.

---

[105] "Buying a Smart EV Charger" (Gen Less), which can be accessed here. Accessed on 10 June 2024.

This is what will help save you money and reduce unnecessary energy use.
Of course, you do not have to charge your EV based on these signals – you can override them at any time and charge your EV if you need to.
You can set your charging preferences, including:

- The level of charge you want your battery to have
- The time of day you want your vehicle to be charged by
- The minimum charge level that you don't want your battery to fall below.

The smart charger sends these charging preferences either via wifi, or a cloud-based system.

APPENDIX J

RECOMMENDED AMENDMENTS TO PC12 REGARDING EV CHARGING

Introduction

This appendix sets out, in response to submissions, recommended amendments to PC12 provisions regarding EV charging.

Recommended amendments to provisions

I recommend that provisions be amended as follows:

a) The following new acronyms be included in Appendix 1.1.1 of the Plan:

EV	Electric vehicle
EVSE	Electric vehicle supply equipment

The following new definitions be included in the Plan:

Cat6 communications cable: Means an ethernet cable manufactured to the Category 6 standard defined by the Electronic Industries Association and Telecommunications Industry Association. It is used to connect electronic devices to each other and the internet for the purposes of data transfer and communications.

EVSE: Means Electric Vehicle Supply Equipment, or a combination of equipment, providing dedicated functions to supply electric energy from a fixed electric installation or electricity supply network to an EV for the purpose of charging.

The definition of "electric vehicle charging point" and associated notes:

~~Electric vehicle~~ **EV** charging point: Means the following infrastructure installed to accommodate the future connection of ~~either a Mode 2 or~~ a Mode 3 ~~electric vehicle charger~~ EV charging station as defined in NZS PAS 6011:~~2021~~2023~~.~~:

a. A dedicated electrical circuit with a current carrying capacity of at least 32 Amperes between a main switchboard and the location of the proposed future EVSE; and

b. An unterminated communications cable, Cat6 or later specification, to enable communications between any Mode 3 EVSE, which might be installed at any time, and a future power metering device at the main switchboard to prevent overloading of the site power supply; and

c. Either a socket outlet or a Mode 3 EVSE.

Note

~~*An electric vehicle charging point excludes the charging cable that connects between a residential unit's electrical outlet and the electric vehicle. The owner or driver of the electric vehicle is expected to provide this.*~~

1. For guidance, refer to the following and any subsequent

updates:

- *NZS PAS 6011:2023 Residential electric vehicle (EV) charging. This standard is available for free download at https://www.standards.govt.nz/shop/snz-pas-60112023/*
- *Electric vehicle: Charging Safety Guidelines 2nd Edition (WorkSafe New Zealand, May 2019) and Addendums which can be downloaded for free from:*
  - *https://www.worksafe.govt.nz/dmsdocument/5169-electric-vehicle-charging-safety-guidelines-2nd-edition*
  - *https://www.worksafe.govt.nz/dmsdocument/22031-addendum-to-electric-vehicle-charging-safety-guidelines-2nd-edition/latest*
  - *https://www.worksafe.govt.nz/dmsdocument/35617-addendum-2-to-electric-vehicle-charging-safety-guidelines-2nd-edition/latest*

2. *ECCA has an approved list of residential electric vehicle chargers, which can be accessed at: https://www.eeca.govt.nz/regulations/voluntary-guidance/ev-smart-charger-approved-list/.*

The definition of "Transport Infrastructure":

Transport infrastructure: Means any structure that is necessary for the functioning of the transport network and that caters for the needs of transport users. This includes but is not limited to surfacing and pavement, traffic services and structures such as transport lighting, bridges, retaining walls, bus shelters, taxi shelters, information fixtures for bus passengers, parking and loading spaces and facilities, end-of-journey facilities, litter bins, drinking fountains, charging ~~points~~ facilities and their associated electrical infrastructure, for mobility scooters, electric vehicles, and micro-mobility devices, and public seating.

Policy 25.14.2.1 h iv E:

Parking and loading

25.14.2.1h

Manage the design, location, quantity, and pricing of any parking and loading infrastructure provided in a way that:

~~iv.~~

~~E.~~

v. Provides charging facilities and their associated electricity infrastructure for electric powered vehicles and micro-mobility devices, where required, including for communal use.

Rule 25.14.4.2b:

25.14.4.2b ~~Electric Vehicle~~ EV Charging

a. All new residential activities with an on-site ~~vehicle~~ parking space must provide ~~an electric vehicle~~ one EV charging point

for each ~~vehicle parking space provided~~residential unit, except:~~.~~

i. Where the number of on-site parking spaces provided for a residential development is fewer than the number of residential units, one EV charging point must be provided for each parking space, except:

A. Only one EV charging point is required for parking spaces that are provided for the exclusive use of any one residential unit.

ii. This standard does not apply to any on-site parking spaces permanently allocated for the exclusive use of visitors.

~~***Note***~~

~~*An electric vehicle charging point excludes the charging cable that connects between a residential unit's electrical outlet and the electric vehicle. The owner or driver of the electric vehicle is expected to provide this.*~~

APPENDIX K

BILLING FOR USE OF A SHARED EV CHARGER IN A MULTI-UNIT RESIDENTIAL DEVELOPMENT

The following explanation was provided by Mr Craig Marshall, Head of We.EV, on 14/5/2024.

"For this example I am assuming that the charge point installed in a shared area, is owned by the building body corporate, and the electricity is charged to the body corporate as well. Any EV charger installed would be connected via the internet (most likely through a 4G connection) to a charge point management system (CPMS), that is operated by a Charge Point Operator (CPO). This CPMS would record all data from the charge points regarding any charging session – who started the charging session, when it was started, how long it was for and how much energy (electricity) was used.
A resident would have a user account connected to this CPMS and the body corporate account. These charge points would only be visible in the system to residents who are linked to the body corporate account. To start a charging session, the resident would use either a phone app or RFID tag that is associated with their account. This charging session would then be linked to their account, along with all charging session data.
Payment for the charging session could be achieved a couple of different ways:

1. The first option would be for the charging session to be treated very similar to a public charging session. The resident would need a credit card linked to the account, and would pay for the charging session as soon as the charging session is completed at rates determined by the body corporate. This revenue would be collected by the CPO. On a monthly basis, a report would be produced by the CPO and sent to the body corporate listing all charging sessions, revenue collected and the revenue share that the body corporate would need to invoice the CPO for. This would typically be the value of each charging session, less a transaction fee.
2. The second options would be for residents to pay the body corporate monthly. For this method, a monthly report would be produced by the CPMS, detailing all charging sessions for each resident. They body corporate could then produce a monthly invoice for each resident based on their EV charging. This could be a fixed fee and/or energy based fees to cover the electricity cost.

The costs of this system would be around $200 (+/- depending on provider) per year per charger + any transaction fees.
WorkSafe inspections are not required for charging provided by accommodation facilities, for exclusive use by their guests.
These inspections would be required if the chargers are made available to the public."

APPENDIX L

STATUTORY DEFINITIONS RELATED TO PUBLIC TRANSPORT

Land Transport Management Act 2003 Definitions

public transport service—

(a) means, subject to paragraph (b), a service for the carriage of passengers for hire or reward by means of—
  (i) a large passenger service vehicle; or
  (ii) a small passenger service vehicle; or
  (iii) a ferry; or
  (iv) a hovercraft; or
  (v) a rail vehicle; or
  (vi) any other mode of transport (other than air transport) that is available to the public generally; but

(b) in relation to Part 5, does not include—
  (i) an excluded passenger service; or
  (ii) [Repealed]

large passenger service vehicle has the same meaning as in section 2(1) of the Land Transport Act 1998

passenger service has the same meaning as in section 2(1) of the Land Transport Act 1998

small passenger service vehicle has the same meaning as in section 2(1) of the Land Transport Act 1998

Land Transport Act 1998 Definitions

passenger service—

(a) means—
  (i) the carriage of passengers on any road for hire or reward by means of a motor vehicle; and
  (ii) the carriage of passengers on any road, whether or not for hire or reward, by means of a large passenger service vehicle; and

(b) includes the carriage of passengers on any road—
  (i) that involves a specific charge on passengers for transport, including part payments to cover fuel and donations (which are expected as a condition of carriage); or
  (ii) by a person or an organisation that is funded by another person or organisation specifically for the provision of transport; or
  (iia) after a connection between a passenger and a small passenger service facilitated by a facilitator; or
  (iii) in which the carriage of passengers is an integral part of, or reasonably necessary to provide, another service or activity

(other than a transport service) for which payment is made; or

(iv) in which the carriage of passengers is made using the vehicle provided by one of the passengers and the driver is paid for the carriage; or

(v) that involves the letting on hire of a vehicle by a person who drives the vehicle or provides a driver for the vehicle if, during the hiring, the vehicle is used for the carriage of passengers; but

(c) does not include—

(i) private ambulance services provided by organisations primarily for their employees, being ambulance services that are available to the general public in an emergency only when public ambulance services cannot provide a service; or

(ii) any service using a vehicle that is specified as an exempt passenger service vehicle in the regulations or the rules; or

(iii) any service specified as an exempt passenger service in the regulations or the rules

passenger service vehicle—

(a) means a vehicle used or available for use in a passenger service for the carriage of passengers; but

(b) does not include—

(i) a vehicle designed or adapted to carry 12 or fewer persons (including the driver) provided by one of the passengers being carried; or

(ii) a vehicle specified as an exempt passenger service vehicle in the regulations or the rules

large passenger service vehicle means any passenger service vehicle that is designed or adapted to carry more than 12 persons (including the driver)

small passenger service vehicle means any passenger service vehicle that is designed or adapted to carry 12 or fewer persons (including the driver)

APPENDIX M

PROVISIONS RECOMMENDED TO RETAIN REFERENCE TO "PASSENGER TRANSPORT"

Introduction

This appendix sets out the Plan provisions that I recommend retain reference to "passenger transport".

Provisions recommended to retain reference to "passenger transport"

3.5 Rototuna
3.5.2 Structure Plan Components
3.5.2.5 Transportation Network

g. The transport network will be designed to ensure it supports passenger transport services, cycle and pedestrian facilities. In addition, off-road cycle and pedestrian facilities will be integral to the development of the area and a network of off-road facilities is indicated on the Structure Plan.

3.5.2.8 Schools

a. Within the Rototuna Structure Plan area there are four existing schools, including Rototuna Primary, Waikato Waldorf School, Te Totara School and Hamilton Christian School. There is an existing designation for a secondary school between the sports fields and the Waikato Expressway designation. The location of this secondary school is significant in terms of the role it will play in providing surveillance of the proposed active recreation reserve. Provision of safe walking, cycling and passenger transport links is also critical to the successful functioning of the school.

23 Subdivision
[Policy] 23.2.2a
Subdivision:
xiii. Provides appropriate facilities for walking, cycling and passenger transport usage.

23A SUB – PREC1-PSP: SUBDIVISION – PEACOCKE PRECINCT
SUB – PREC1-PSP: POLICIES
SUB - PREC1-PSP: P2
Subdivision:
13. Provides appropriate facilities for walking, cycling and passenger transport usage.

25 City Wide
25.8 Noise and Vibration
25.8.3.4 Design and Construction of New and Altered Roads

b. This standard shall not apply:
   ii. To altered roads where the vertical or horizontal alignment changes

relate solely to providing pedestrian footpaths, cycleways, dedicated passenger transport or high-occupancy vehicle lanes, vehicle stopping or parking whereby that part of the carriageway dedicated to usual vehicle movement does not move closer to any protected premises and facilities.

Volume 2
Appendix 1.1 Definitions and Terms
Appendix 1.1.2 Definitions Used in the District Plan
Transport network: Means the combined network of:

a. Existing and future transport corridors (as shown on any Structure Plan, Figures 15-4b to 15-4f or Designation).
b. Private roads and ways, access ways, service lanes,[106] pedestrian paths, and[107] cycle and passenger transport lanes or routes (both within and outside the transport corridor).
c. Rail, river ferry and air travel routes

that provides for the movement of people and goods to, from and through the City. It includes all ~~of~~ [108]the ancillary support transport infrastructure and activities, and vehicle entrances. It also includes those facilities in addition to transport infrastructure that support the use of the transport network, as well as (but not limited to) end-of-journey facilities and Travel Management Plans.

Appendix 1.2 Information Requirements
1.2.2 Additional Information Requirements
1.2.2.8 Development Areas in the Rototuna Town Centre

l. Transportation. Carry out an Integrated Transport Assessment (ITA) which addresses: i. Provision for pedestrians, cyclists,[109] and passenger transport	✓	

1.2.2.13 Events
b. Transport Management Plan
The Transport Management Plan shall outline:

ii. Travel plan including (but is not limited to):

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[106] RMA Schedule 1, Clause 16 (2)

[107] RMA Schedule 1, Clause 16 (2)

[108] RMA Schedule 1, Clause 16 (2)

[109] RMA Schedule 1 Clause 16 (2)

i. Provision for access on and off the site for walking, cycling, passenger transport and the mobility impaired.

iv. The outcome of consultation with Waka Kotahi NZTA, NZ Police, emergency services, directly affected residents/businesses and Waikato Regional Council (passenger transport), wherever relevant.

1.2.2.14 Concept Development Consents and Consents for Te Awa Lakes Adventure Park for Major Facilities and Provision of Concept Plans

Any application for a Concept Development Consent and consents for Te Awa Lakes Adventure Park for major facilities shall show the total expected development of the facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

e. A Concept Development Consent application and resource consent applications for Te Awa Lakes Adventure Park shall include a concept plan which shows diagrammatically, in the form of precincts:

iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.

1.2.2.20 Concept Plan Consent for Knowledge Zone (excluding Precinct C)

Any application for a Concept Plan Consent for Precinct A, B or D in the Knowledge Zone shall show the total expected development of the facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

e. A Concept Plan shall be provided as part of a Concept Plan Consent that shows diagrammatically, in the form of sub areas:

iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.

Appendix 1.3 Assessment Criteria

1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

G Transportation

Parking

G13 In assessing the number of parking spaces and the adequacy of end-of-journey facilities, regard may be had for the following:

f. The availability of passenger transport services in the locality, the proximity of the proposed activity to passenger transport stops and the extent to which those passenger transport services are suited to providing for the transport needs of the proposed activity.

Appendix 1.5 Other Methods of Implementation

1.5.2 Education and Advocacy

e. Advocate or promote:

vi. Improvements to passenger transport, walkable environments and the outcomes stated in the action plans developed under Access

Hamilton.

1.5.3 Council Projects and Initiatives (Subject to Long Term Plan and Annual Plan)

t. Develop and implement action plans as described in Access Hamilton, including for parking, safety, travel demand, active travel and passenger transport.

1.5.4 Collaboration and Partnership

k. Work with infrastructure providers (e.g. Council, Waka Kotahi NZTA, Kiwi Rail) to develop infrastructure including roads, walkways and cycleways, passenger transport, water services, energy and telecommunications infrastructure, public space and reserves to complement land uses.

Appendix 15 Transportation

15-4 Transport Corridor Hierarchy Plan and Definitions

Function

d. A 'major arterial' transport corridor's principal function is the movement of significant levels of goods and people between parts of the city and beyond. Inter- and intra-city heavy freight and through traffic-traffic should generally be directed to these corridors. This classification includes all corridors managed as Motorway or Expressway by Waka Kotahi NZ Transport Agency. Property access is either non-existent or heavily controlled. Inter-city passenger transport services are expected to use these routes. Intra-city ~~passenger~~ public[110] transport services may traverse these routes. Cycling will be separated from pedestrians and vehicle traffic.

f. 'Central City' transport corridors provide for both property access and the distribution of goods and people throughout, into and out of, the Central City. Passenger transport services will use some of these corridors, particularly buses which provide services to and from the Hamilton Transport Centre. These corridors are expected to be used by significant numbers of commuters (vehicles, pedestrians, micro-mobility users, and cyclists) and by service vehicles accessing properties or service lanes. High levels of visitor (e.g., shoppers, students) pedestrian traffic are also expected as people access goods and services and move about the Central City. On-street parking, loading, taxi, and bus stop facilities are common features.

Routes with Different Land-Use Environments on Each Side

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[110] 326.65

r. Parts of some transport corridors will have different zones on either side. In this situation the form of the transport corridor will need to be flexible to provide for the needs of both land-use environments.

Note

2. The use of specific transport corridors for passenger transport (e.g. [111] inter or intra city bus services) is determined by the Waikato Regional Council in collaboration with Council and expressed in the Regional Land Transport Plan and Regional Public Transport Plan.

Appendix 15 Transportation

15-2 Integrated Transport Assessment Requirements – Tables

Table 15-2c Downtown Precinct ITA Checklist

Requirements for ITA within Downtown Precinct [1]	
Item description	**Details to be included [2]**
d. Committed environmental changes	Consideration of other developments, land use and transport network improvements within the Downtown Precinct (including passenger transport, walking and cycling)

[111] RMA Schedule 1 Clause 16 (2)

APPENDIX N

RECOMMENDED AMENDMENTS TO PROVISIONS RELATING TO PUBLIC TRANSPORT

Introduction

This appendix sets out the amendments recommended above to:

1. Replace the terms "passenger transport interchange" and "transport interchange" with "public transport interchange"[112]. These amendments respond to Submission Point 270.47.
2. Replace the term "passenger transport facility" with "public transport facility"[113]. These amendments respond to Submission Point 270.48.
3. Replace selected uses of the term "passenger transport" with "public transport"[114]. These amendments respond to Submission Point 326.65.
4. Replace the term "passenger transport hub" with "public transport interchange"[115]. These amendments respond to Submission Points 270.47 and 326.65.
5. Definitions as follows:
    a) Delete the definition of "Key Public Transport Interchange".[116] This responds to Submission Point 270.47.
    b) Insert a definition of "passenger transport".[117] This responds to Submission Point 326.65.
    c) Delete the definition of "passenger transport facility".[118] This

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[112] See paragraph 278.

[113] See paragraph 286.

[114] See paragraph 264.c).

[115] See paragraph 289

[116] See paragraph 274.c)

[117] See paragraph 264.a).

[118] See paragraph 285.b).

responds to Submission Point 270.48.

d) Insert a definition of "public transport".[119] This responds to Submission Point 326.65.

e) Amend the definition of "public transport facility".[120] This responds to Submission Points 270.47, 270.48, and 326.65.

f) Insert a definition of "public transport interchange".[121] This responds to Submission Point 270.47.

Provisions

3 Structure Plans
3.3 Objectives and Policies: Structure Plans
[Policy] 3.3.1c
The design of development should provide population densities that support safe efficient ~~passenger~~ public[122] transport and opportunities for walking and cycling.

[Policy] Policy 3.3.4d
The transport network supports efficient ~~passenger~~ public[123] transport and opportunities for walking and cycling.

3.6 Rotokauri
3.6.2.6 ~~Passenger Transport Facility~~ Public Transport Facility[124]
a. Stage 1 will be the most sufficiently served by the extension of bus services as the road network is progressively constructed. It is envisaged that longer term, development could support a connection to rail. A location on Tasman Road, adjacent to The Base has been identified as the preferred site to accommodate the progressive development of a bus-based ~~passenger transport facility~~ public transport facility[125] (PT Facility) and its longer term integration with rail

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[119] See paragraph 264.a).

[120] See paragraph 285.a).

[121] See paragraph 274.b).

[122] 326.65

[123] 326.65

[124] 270.48

[125] 270.48

b. There is also the potential for a second PT facility further north at the junction of Te Kowhai Road and Tasman Road, to integrate the ~~passenger~~ public[126] transport network with the surrounding land use activities.

3.7 Ruakura

Vision

d. The Structure Plan includes the development of the Ruakura Retail Centre which will have unique characteristics and functions to warrant its own classification within the business hierarchy for the City. Located within the Knowledge Zone the centre will support the zone's role as the principal focal point for research and innovation activities, provide retail services to these activities and to adjacent suburbs and will anchor a future ~~passenger transport interchange~~ public transport interchange[127] at its northern end.

3.7.1 Structure Plan Components

3.7.1.5 Ruakura Retail Centre

a. The development of the Knowledge Zone provides the opportunity to create further complementary activities in a form that can enhance connectivity and encourage better interaction between existing land uses. The key to achieving these outcomes is the creation of a new north-south link between the University and AgResearch Campus. This area will jointly link the existing activity as well as providing services and ancillary activities. Within this area, it is also proposed to make provision for a retail centre to serve Ruakura and adjacent areas while not undermining the primacy, function and vitality of the Central City, centred upon a 'main street' and public plaza, incorporating a potential ~~passenger transport hub~~ public transport interchange[128] connecting to the Central City.

3.7.3 Objectives and Policies

[Policy] 3.7.3.4b

The transport network supports efficient ~~passenger~~ public[129] transport and walking and cycling, including dedicated facilities on arterial routes.

3A Peacocke Structure Plan

DEV01-PSP: DEVELOPMENT AREA 1: PEACOCKE STRUCTURE PLAN

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[126] 326.65

[127] 270.47

[128] 270.47 and 326.65

[129] 326.65

DEV01-PSP: POLICIES
Transportation Network
DEV01-PSP: P34
Encourage urban form that reduces dependency on the car by focusing on intensification and prioritising walking, cycling and the use of ~~passenger~~ public[130] transport.

DEV01-PSP: P35
Intersect proposed ~~passenger~~ public[131] transport corridors with activity nodes for critical mass of population and efficient interchange capabilities.

DEV01-PSP: COMPONENTS OF THE PEACOCKE STRUCTURE PLAN
Peacocke Transportation network
A fundamental urban design principle is the ease of movement to ensure well connected communities. It is essential that transportation routes are designed to give priority to walking and cycling,[132] and facilitate a seamless web of direct and efficient ~~passenger~~ public[133] transport routes that connect neighbourhoods with the central area of the City and other key destinations. In considering the final alignment of the Transport Network the alignment of transport routes needs to be taken into account, as identified in Volume 2, Appendix 2, Figure 2-2 Peacocke Structure Plan - Transport Network.

4A Medium Density Residential Zone – MRZ
MRZ – PREC1-PSP: Medium Density Residential Zone Peacocke Precinct
MRZ – PREC1-P: POLICIES
MRZ - PREC1-PSP: P6

Higher-density residential development should be located within and close to the ~~the~~ [134]Local Centre, and Neighbourhood centres, education facilities and in areas serviced by ~~passenger~~ public[135] transport and in close proximity to zoned open space.[136]

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[130] 326.65

[131] 326.65

[132] Schedule 1, Clause 16(2) correction

[133] 326.65

[134] Schedule 1, Clause 16 (2) correction

[135] 326.65

[136] Schedule 1, Clause 16 (2) correction

4.2 General Residential Zone

4.2.3 Rules – General Residential Zone

4.2.3.1 Activity Status table

Community Activities and Structures

kk.	~~Passenger~~ Public transport facilities	NC

4.3 Medium Density Residential Zone

4.3.2 Objectives and Policies: Medium Density Residential Zone

[Policy] 4.3.2.2c

Medium density residential development should be located within and close to suburban centres, tertiary education facilities and hospital, and in areas serviced by ~~passenger~~ public[137] transport.

4.3.3 Rules – Medium Density Residential Zone

4.3.3.1 Activity Status table

Community Activities and Structures

rr.	~~Passenger transport facilities~~ Public transport facilities[138]	NC

4.4 High Density Residential Zone

4.4.3 Rules – General Standards – High Density Residential Zone

4.4.3.1 Activity Status table

Community Activities and Structures

mm.	~~Passenger transport facilities~~ Public transport facilities[139]	NC

6 Business 1 to 7 Zones

6.1 Purpose

d. A centre is a cohesive or integrated set (cluster) of diverse land-use (business complemented by residential) activities, characterised by high pedestrian levels in a high-amenity public environment and supported by efficient and accessible ~~passenger~~ public[140] transport, infrastructure and services.

6.2 Objectives and Policies: Business 1 to 7 Zones

6.2.1c

The anticipated high level~~s~~[141] of travel demand is proactively managed to

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[137] 326.65

[138] 270.48

[139] 270.48

[140] 326.65

[141] RMA Schedule 1, Clause 16 (2) correction

optimise opportunities for ~~passenger~~ public[142] transport, walking and cycling.

Explanation below Objective 6.2.2
Suburban centres anchor the City's main residential areas and provide a range of activities and services that can reduce reliance on car travel for meeting day-to-day requirements. These centres provide multi-purpose destinations for customers. These centres are generally well served by ~~passenger~~ public[143] transport.

6.3 Rules – Activity Status Table

Community

mm. ~~Passenger transport facility~~ Public transport facility[144]	P	P	P	P	P	P	P

6A Neighbourhood Centre Zone – NCZ
NZC – PREC1-PSP: Neighbourhood Centre Zone - Peacocke
NZC – PREC1-PSP: PURPOSE
A centre is a cohesive or integrated set (cluster) of diverse land-use (business) activities, characterised by high pedestrian levels in a high-amenity public environment and supported by efficient and accessible ~~passenger~~ public[145] transport, infrastructure and services.

NCZ – PREC1-PSP: RULES - ACTIVITY STATUS

NZC – PREC1-PSP: R12	**~~Passenger transport facility~~ Public transport Facility[146]**	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R46-R52	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

[142] 326.65

[143] 326.65

[144] 270.48

[145] 326.65

[146] 270.48

NCZ – PREC1-PSP: RULES - ACTIVITY STATUS

NZC – PREC1-PSP: R12	~~Passenger transport facility~~ Public transport facility[147]	
Neighbourhood Centre Zone	Activity Status: Permitted Where the following are complied with: PER-1 1. NCZ R46-R52	Activity Status where compliance is not achieved with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A – General

6B Local Centre Zone – LCZ

LCZ – PREC1-PSP: Local Centre Zone Peacocke Precinct

LCZ – PREC1-PSP: PURPOSE

A centre is a cohesive or integrated set (cluster) of diverse land-use (business) activities, characterised by high pedestrian levels in a high-amenity public environment and supported by efficient and accessible ~~passenger~~ public[148] transport, infrastructure and services.

LCZ – PREC1-PSP: OBJECTIVES

LCZ – PREC1-PSP: O4	The Local Centre is integrated into the surrounding neighbourhood and the transport network and is able to be easily and safely accessed by active modes and ~~passenger~~ public[149] transport.	LCZ – PREC1-PSP: P8 LCZ – PREC1-PSP: P12 LCZ – PREC1-PSP: P13

LCZ – PREC1-PSP: RULES – ACTIVITY STATUS

LCZ – PREC1-PSP: R11	~~Passenger transport facility~~ Public transport facility[150]	
Local Centre Zone	Activity Status: Permitted	Activity Status where compliance is not achieved

[147] 270.48

[148] 326.65

[149] 326.65

[150] 270.48

	Where the following are complied with: PER-1 1. LCZ – PREC1-PSP: R40-R48.	with PER-1: Restricted Discretionary Matters of discretion are restricted to: 1. A - General

7 Central City Zone

7.2 Objectives and Policies: Central City Zone

All Central City

[Policy] 7.2.1d

Key attractors and areas of interest within and surrounding the Central City are connected through attractive, efficient, and safe ~~passenger~~ public[151] transport and pedestrian and cycle links.

[Policy] 7.2.5c

Traffic and transport corridors are managed to enhance ~~passenger~~ public[152] transport connectivity, prioritise safety and convenience for pedestrians and cyclists, and encourage the removal of unnecessary traffic from within the Central City.

Explanation below Objective 7.2.5

Integrating transport planning and development within the Central City will improve accessibility, safety and convenience for pedestrians and cyclists. Improving connections and alternative modes of transport, such as innovative ~~passenger~~ public[153] transport services including rail and extensive walking and cycling networks, combined with improved building design, will ensure attractive and safe pedestrian environments are developed. In turn, this will make the Central City a safer, more attractive place to be for people of all levels of mobility. This includes retaining the options to access the Central City Rail Station for future use.

Downtown Precinct

Explanation below Objective 7.2.6

Protecting and enhancing the character of the City's core is essential for Hamilton's continued positive development and growth. An important challenge is to ensure that new developments add positively to the overall character of the City~~,~~ and contribute to an attractive, vibrant and accessible Downtown. The

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[151] 326.65

[152] 326.65

[153] 326.65

structure and layout of Hamilton is crucial to ensuring the Downtown is the heart of the City. Development that has strong connections to ~~passenger~~ public[154] *transport and the City's facilities and amenities, as well as to the Waikato River, will provide for this.*

City Living Precinct
[Policy] 7.2.7c
Residential development is close to existing amenities, including open spaces (such as opposite the north Tristram Street parks), ~~passenger~~ public[155] transport, supermarkets and sporting facilities.

7.3 Rules – Activity Status
Retail / Commercial

y.	~~Passenger transport facilities~~ Public transport facilities[156]	P	P	D

8 Knowledge Zone
8.1 Purpose
The Knowledge Zone also provides supporting retail and commercial activities which act as a focal point and increase the attractiveness for innovation and research activities to establish. A Ruakura Retail Centre is provided for which is centred on a 'main street' precinct with a large public plaza. This area makes provision for a ~~passenger transport hub~~ public transport interchange[157] to provide connectivity to the Central City.

8.2 Objectives and Policies: Knowledge Zone
Policy 8.2.2b
Provide for the establishment of an integrated ~~passenger transport hub~~ public transport interchange[158] that can include both road and rail networks to service the Knowledge Zone and surrounding catchment upon the demand arising.

Explanation below Objective 8.2.2
The zone aims to achieve comprehensively designed precincts tied to a legible network of cycleways, reserves, walkways and connections to the balance of the Ruakura Structure Plan area. The proximity to the East Coast Main Trunk railway

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[154] 326.65

[155] 326.65

[156] 270.48

[157] 270.47 and 326.65

[158] 270.47 and 326.65

is also a significant opportunity to realise rail as a potential mode of ~~passenger~~ public[159] *transport infrastructure. Planning for new development within the zone must ensure that opportunities to provide such infrastructure are not compromised.*

[Policy] 8.2.3a

A range of development in a form and at a scale shall be enabled to provide for:

v. The clustering of appropriate activities around a future ~~passenger transport hub~~ public transport interchange[160] and plaza to maximise the use and efficiency of these elements.

Explanation below Objective 8.2.3

The spatial and landscape character of the existing development is a defining quality of the zone. New development should be provided for through a Concept Plan Consent or Land Development Consent (for Precinct C) process that will build upon such qualities, for example, the character of the existing development pattern and the maintenance of open space areas. However, the range and configuration of activities is recognised as an important factor in maximising the efficiency of the zone, and to draw activities from the nearby university campus into the zone. The incorporation of a 'main street', public plaza and future ~~passenger~~ public[161] *transport interchange introduces the opportunity to create high-quality precincts that complement other development within the zone and creates a focal point for workers and visitors.*

Rules – Activity Status

8.3.1

Rules – Activity Status for Precincts A, B and D

AgResearch (Precinct A) and Waikato Innovation Park (Precinct B) Only		
m.	~~Passenger transport facilities~~ Public transport facilities [162] and transport depots (passengers)	P

8.3.2 Rules – Activity Status for Precinct C (Except Ruakura Retail Centre)

Activity	Class
Precinct C Only	

[159] 326.65

[160] 270.47 and 326.65

[161] 270.47

[162] 270.48

k.	~~Passenger transport facilities~~ Public transport facilities[163] and transport depots (passengers)	P

8.3.3 Rules – Activity Status for Precinct C - Ruakura Retail Centre only

Activity		Class
Ruakura Retail Centre Only		
bb.	~~Passenger transport facilities~~ Public transport facilities[164]	P

9 Industrial Zone

9.3 Rules – Activity Status Table

Activities

bb.	~~Passenger transport facilities~~ Public transport facilities[165]	P	P

11 Ruakura Industrial Park

11.3 Rules – Activity Status Table

Activities

u.	~~Passenger transport facilities~~ Public transport facility[166]	P

25.14 Transportation

Public Transport

25.14.2.1j

Encourage growth in public transport patronage to reduce carbon emissions and minimise traffic congestion on transport corridors and demand for parking spaces by:

iv. Providing free, secure, and covered parking for bicycles and micro-mobility devices at ~~Key Public Transport Interchanges~~ public transport interchanges[167].

25.14.3 Rules – Activity Status Table

a.	Any activity required to prepare a simple or broad Integrated Transport Assessment by Rule 25.14.4.3	RD*
b.	New transport corridors	RD

[163] 270.48

[164] 270.48

[165] 270.48

[166] 270.48

[167] 270.47

Note
For the following transport-related activities refer to the relevant zone chapter.
Parking lots and parking buildings
Railway line, marshalling yard, or railway station
~~*Passenger transport facility*~~ *Public transport facility*[168]
Heliport
Pontoon/jetty
….

Volume 2
Appendix 1.1 Definitions and Terms
Appendix 1.1.2 Definitions Used in the District Plan

~~**Key Public Transport Interchange:** Means a public transport interchange that is not a Major Public Transport Interchange or Primary Public Transport Interchange and is located at a connection between at least 2 transport corridors each with a public transport service that operates at a frequency no less than one service per 15 minutes.~~[169]

Passenger transport:

Passenger transport: Means public transport and any other service for the carriage of passengers (other than an aircraft) for hire or reward by a motor vehicle, including, but not exclusively, tourist, charter, and school buses, shuttles, taxis, and taxi-like services.[170]

~~**Passenger transport facility**: Means land and buildings, used for scheduled passenger transport services. This may include bus bays, taxi ranks, drop-off and pick-up points, cycle parking, shelters, waiting rooms, ticket office, information centre, luggage lockers, public toilets, showers, changing rooms and ancillary activities.~~[171]

Public transport: Means any existing or planned service for the carriage of passengers (other than an aircraft) that is available to the public generally by means of:

a. A vehicle designed or adapted to carry more than 12 persons (including the driver); or

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[168] 270.48

[169] 270.47

[170] 326.65

[171] 270.48

b. A rail vehicle; or
c. A ferry.[172]

Public ~~T~~transport ~~F~~facility: Means land and buildings, used for scheduled ~~passenger~~ public[173] transport services. This may include bus bays, taxi ranks, drop-off and pick-up[174] points, cycle parking, shelters, waiting rooms, ticket office, information centre, luggage lockers, public toilets, showers, changing rooms, ~~Key P~~public ~~T~~transport ~~i~~interchanges[175], and ancillary activities.

Public transport interchange: Means a location where passengers can transfer between different public transport services where existing or planned public transport routes intersect or overlap and two or more of the routes have, or are planned to have in the future, public transport services scheduled to operate for any part of a day at a frequency not less than one service per 15 minutes in both directions.[176]

Appendix 1.2 Information Requirements
1.2.2 Additional Information Requirements
1.2.2.8a Temple View Precincts

l.	Road Design: Provide details of: …. vi. Location of ~~passenger transport facilities~~ public transport facilities[177] transport facilities, including corridors or priority treatments	✓	✓	✓	✓	✓

1.2.2.13 Events
b. Transport Management Plan
The Transport Management Plan shall outline:

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[172] 326.65

[173] 326.65

[174] 270.48

[175] 270.47

[176] 270.47

[177] 270.48

ii. Travel plan including (but is not limited to):

iii. Incentives for using ~~passenger~~ public[178] transport, walking, or cycling.

N3 Ruakura Retail Centre

b. A Ruakura Retail Centre Mainstreet shall be provided and should be orientated towards and integrate with the location of the proposed public[179] transport interchange.

Appendix 1.4 Design Guides

1.4.1 Subdivision Design Guide

1.4.1.3 General Design Guidance

Design Element 4: Transport Network Layout

a. The proposed transport network layout should:

v. Create an accessible, walkable neighbourhood by:

- Providing a highly connected network of transport corridors that enables relatively direct trips in and between neighbourhoods and to local activity points (such as shops, parks, schools,[180] and ~~passenger~~ public[181] transport stops).

vi. Provide links for pedestrians and cyclists and use of ~~passenger~~ public[182] transport for daily activities that create an attractive, friendly, efficient, connected, safe and accessible environment.

1.4.4. Rototuna Town Centre (RTC) Design Guide

1.4.4.3 Part 1: The Overall Concept

Key Features

f. ~~Passenger~~ Public[183] Transport

~~Passenger~~ Public[184] transport within the Town Centre should be catered for via integrated bus stops within the transport corridor carriageway.

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[178] 326.65

[179] 270.47

[180] Schedule 1 Clause 14 (2) correction

[181] 326.65

[182] 326.65

[183] 326.65

[184] 326.65

A public[185] transport interchange opposite the Public Square on the Main Street should be provided. The public transport[186] interchange is central to the Concept Plan. It will bring people directly to the heart of the Town Centre and will improve the general surveillance and safety around the Public Square.

1.4.4.6 Part 4 Principles and Assessment Criteria for Precincts

a. Retail Precinct 1

Principle

Explanation

The intent is to create a community focal point providing employment, shopping, recreation and ~~passenger~~ public[187] transport opportunities for a locally-based population. A key consideration is the creation of a local identity for Rototuna's main retail area. The centre's design needs to be of a high quality so that people want to shop, linger, live, work and play within its environs. Therefore,[188] the setting needs to be safe, attractive, comfortable, accessible and durable. This is achieved by ensuring that buildings have 'active' street frontages. The scale and form of buildings should be of a fine grain and designed to reflect the street's pedestrian focus.

i. Transport Networks

1. Street Design

Explanation

The concept plan indicates a pedestrian/cycle path along the active reserve's western edge. The link could be reinforced with appropriate landscaping and lighting. This link will provide good connectivity to the north side of the site whilst providing an effective linkage to schools and the ~~bus interchange~~ public transport interchange[189].

Main Street

vi. Develop a 'shared street' concept (where pedestrians have priority) in conjunction with the ~~passenger transport interchange~~ public transport interchange[190].

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[185] 270.47

[186] 270.47

[187] 326.65

[188] Schedule 1, Clause 16 (2) correction.

[189] 270.47

[190] 270.47

3. ~~Passenger~~ Public[191] Transport

Within the Town Centre, it is intended that bus stops will be integrated into the carriageway of the transport corridors. A public[192] transport interchange will be provided and located opposite the public square on either side of the Main Street. A number of routes will converge on the centre at this point enabling people to transfer from one route to another.

The public transport[193] interchange (including shelters, bins and other streetscape elements) needs to be carefully designed to reflect and compliment street character, the public square, and surrounding buildings. The street at this location needs to be designed as a 'shared space' (where no single mode has priority) to facilitate the large number of pedestrians anticipated to be crossing the transport corridor at this point.

Appendix 15 Transportation

15-4 Transport Corridor Hierarchy Plan and Definitions

Function

d. A 'major arterial' transport corridor's principal function is the movement of significant levels of goods and people between parts of the city and beyond. Inter- and intra-city heavy freight and through traffic-traffic should generally be directed to these corridors. This classification includes all corridors managed as Motorway or Expressway by Waka Kotahi NZ Transport Agency. Property access is either non-existent or heavily controlled. Inter-city passenger transport services are expected to use these routes. Intra-city ~~passenger~~ public[194] transport services may traverse these routes. Cycling will be separated from pedestrians and vehicle traffic.

e. A 'minor arterial' transport corridor's principal function is the movement of high levels of goods and people between parts of the city. Heavy freight distributing goods to parts of the city may use these corridors. Through-traffic moving between parts of the city may use these corridors. Property access is managed. Intra-city ~~passenger~~ public[195] transport services are likely to use these routes. Cycling will be separated from pedestrians and vehicle traffic.

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[191] 326.65

[192] 270.47

[193] 270.47

[194] 326.65

[195] 326.65

f. A 'collector' transport corridor performs both a movement and property access function. These transport corridors often move goods and people between local destinations or to higher order transport corridors for further travel. Property access is provided with few restrictions. Depending on the land use environment heavy freight and through traffic may be limited on these corridors. Intra-city ~~passenger~~ public[196] transport services are likely to use these routes. Cycling will be separated from pedestrians and vehicle traffic.

g. A 'local' transport corridor's principal function is the provision of property access. The movement of goods and people is directed to higher-order transport corridors. Property access has few restrictions. The land-use environment dictates whether heavy freight movement is supported. Through-traffic is generally discouraged. Intra-city ~~passenger~~ public[197] transport services are unlikely to use these routes where an alternative higher-order transport corridor is available.

Table 15-6b: Criteria for the form of Transport Corridors in the Peacocke Structure Plan

[Amend the second heading row of the fourth column from the right as follows:]

Berm requirements
~~Passenger~~ Public[198] transport requirements (min desirable)

[196] 326.65

[197] 326.65

[198] 326.65