



Transit New Zealand proposed Reverse Sensitivity Policy and Guidelines

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What is Reverse Sensitivity?

“The vulnerability of an established activity to objection from a sensitive land use.”

Transit New Zealand

eg. new houses establishing next to an existing road.



Why does Transit focus on Reverse Sensitivity?

Two key drivers:

- a) manage risks eg. potential to erode Transit's operating parameters
- b) Maximise opportunities to improve the integration of land use and transportation – and to improve the quality of life in urban areas



Managing adverse effects

Transit's duty to manage adverse environmental effects under:

- Resource Management Act 1991;
- Land Transport Management Act 2003; and
- New Zealand Transport Strategy.

Overall focus on sustainability



Making it work

- One of several approaches for managing the adverse effects of state highways
- Resource Management Act 1991 is the main method that Transit uses to address reverse sensitivity
- Other methods include:
 - input into regional policy statements and regional land transport strategies
 - involvement in regional growth strategies
 - input into district and city plans and long-term council community plans
 - submitting on individual development applications



Underlying principle

A **shared responsibility** for managing the effects of reverse sensitivity between:

- Transit NZ
- Councils
- Landowners and developers





Methods

1 Transit to avoid adverse effects to the extent reasonable in the circumstances

2 Macro-planning approach
(ie. regional & district planning)

3 Micro-planning approach
(ie. individual development applications)

**Regional and District Plans:
reverse sensitivity policy &
provisions**

**RMA
process**

- (1) changes/modification to the proposal**
- (2) side agreement & encumbrances**
- (3) conditions of consent**

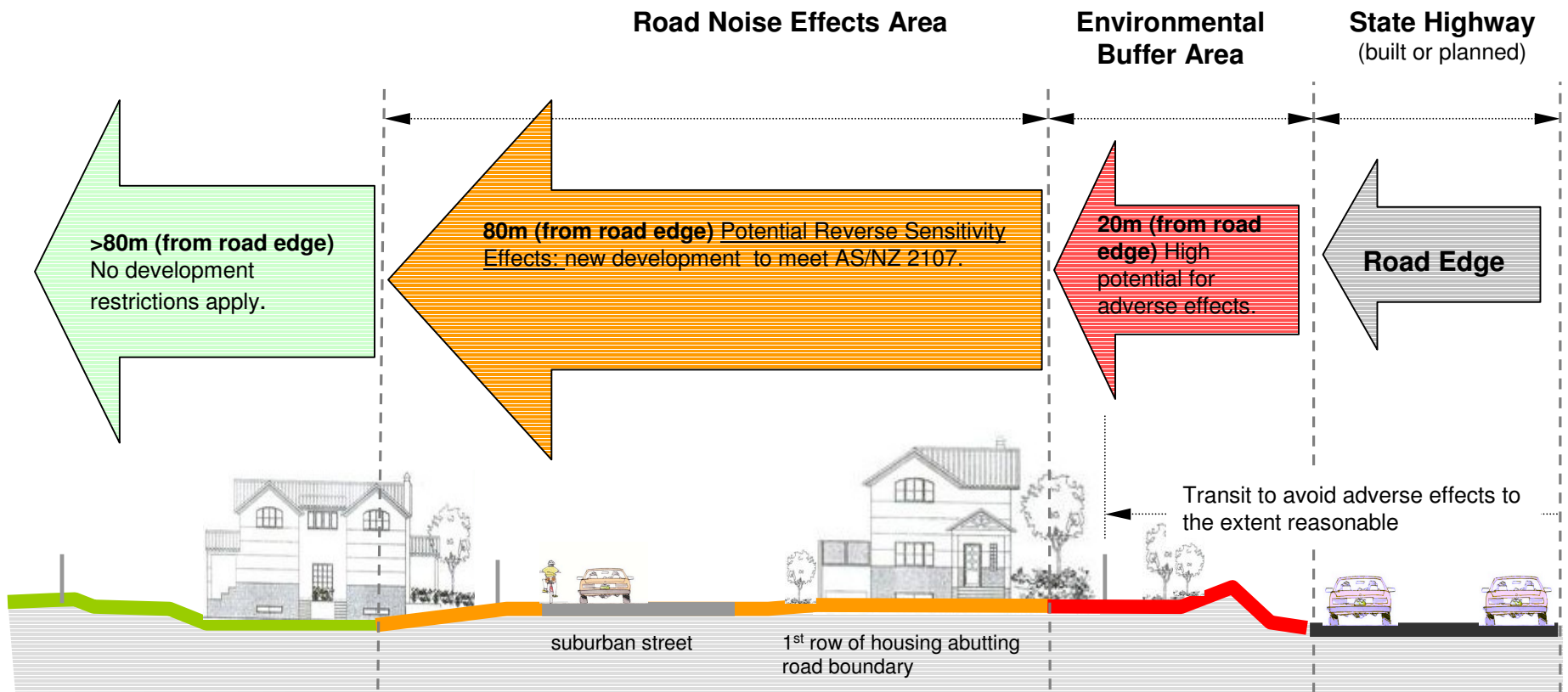
Effects-based approach

- **New sensitive activities** to meet performance standards eg. internal noise standards
- Adopt AS/NZS2107:2000 *“Acoustics - Recommended design sound levels and reverberation times for building interiors”*.
 - industry standard
 - consistent with OECD/WHO
 - unlikely to be challenged and is defensible!



Typical land use cross section

Using distance from road edge to TRIGGER performance standards



Robust policy development process

- Internal review
 - Reference Group
 - Transit's Planning Group
 - Used as 'best practice' by Regional Offices
 - 'Test-cases' helped ensure robustness of the policy
- External review
 - AS/NZS2107: Malcolm Hunt Associates and Marshall Day Associates
 - Chapman Tripp: legal and planning
 - Montgomery Watson: planning methods
- Policy and Guidelines to be released for comment within the next couple of months



Benefits to others

- Road Controlling Authorities
- Councils
- Industry
- Developers
- Planning practitioners

With a genuine desire to protect amenity values and reduce risk to RCAs!



Delivery and implementation

Delivery of Transit's reverse sensitivity message

- Quality Planning website
- local government networks and RMA workshops
- Nation-wide MfE workshops for second generation district plans
- professional bodies eg. NZPI, IPENZ, NZIS
- Feedback from implementation of Policy and Guidelines





Questions and feedback

Contact us: planning@transit.govt.nz