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Dear Rachel

RE: Suggested Unitary Plan Provisions for Infrastructure

Further to our meeting of the 29 February 2012, we write to provide an outline of the NZTA's views with regard to methods to provide for the State Highway network within the Unitary Plan. We have developed these ideas to enable a discussion through the drafting of the chapters and any issue papers Council may be preparing for internal thought.

As discussed with you, we have a strong preference that the State Highway network be provided with a zone which specifically caters for transportation activities. For convenience and simplicity taking a pure transport perspective we have called this the *Transport Zone*.

Such a zone (overlay or equivalent) would provide for a range of transport activities and modes (eg roading, cycleways, pedestrian access, and bus facilities) which the NZTA is mandated to deliver (with its partner agencies). The proposed Transport Zone would also provide some development controls which ensured some buffering for amenity between potentially sensitive adjoining uses (eg. residential or open space uses). From a user perspective and in terms of the 'One Network' approach between NZTA and Auckland Transport, we are seeking opportunities for flexibility in development, delivery, operation and maintenance of the network through the Unitary Plan, land ownership and the use of designations. We consider this will assist us in developing integrated outcomes such as transport hubs, stations and walking and cycling facilities.

We propose to largely retain our existing designations and anticipate these would reflect the extent of the proposed Transport Zone. NZTA is currently working closely with Auckland Council in developing current and accurate GIS information for the Unitary Plan. The NZTA considers an approach to include a Transport Zone in the Plan appropriate for a number of reasons.

- Some existing designations are limited in scope (due to their age) to simply providing for "motorway". This limits the NZTA's ability to implement its broader functions under Section 95 of the Land Transport Management Act 2003 and which can include providing for multi-modal transport options.
- Potential changes to the Resource Management Act 1991 may result in reduced reliance on designations as a method of achieving works.
- The State Highway network represents a substantial investment in existing infrastructure, provides critical 'lifelines' and economic benefit on a national scale

thus requiring suitable regulatory conditions to enable these functions to be continued.

The NZTA has six particular areas of interest with regard to the Unitary Plan which we have generally described below. Areas (a) and (b) are the primary focus of this letter.

- (a) A Transport Zone: The actual areas used or proposed to be used by the NZTA for transport purposes including ancillary activities compatible with the use.
- (b) Interchange and Access: Locations where the local roading network interacts with the State Highway network and (in more rural areas) individual access points (vehicle crossings) which directly connect to the State Highway.
- (c) Buffer / Amenity Areas: Areas immediately adjacent to the State Highway which are sensitive to effects or where reverse sensitivity effects may arise (ie. residential and open space areas).
- (d) Designations.
- (e) Roading Hierarchy; and
- (f) Natural Environment (including but not limited to earthworks, stormwater quality, quantity and discharges, contaminated land, vegetation management and coastal use, occupation and activities).

The NZTA also has a wider interest in areas such as heritage, significant landscapes, stream, wetland and coastal management/protection areas. We will be maintaining a 'watching brief' on these matters.

The Transport Zone

The NZTA has a preference for a Transport Zone which would provide for a range of transport activities and some development controls for some activities. We suggest an 'activity table' to provide for activities/identify their activity status combined with development controls which would apply to particular activities.

Attached (*Attachment 1*) to this letter is our initial outline of provisions which we provide for discussion and moving forward.

Interchanges and Access

We propose a suite of rules which are triggered in specific areas (identified by notations on planning maps) which are areas in close proximity to local road/State Highway interchanges/intersections and where the NZTA seeks to ensure activities/access are appropriately managed.

We propose an additional suite of rules which would manage new vehicle access points (vehicle crossings) directly adjoining the State Highway. At this point, it is likely that the NZTA would propose that some vehicle access points for some activities would not be subject to additional level of control if they meet minimum design standards. A higher level of control would be proposed for larger scale activities/high trip generating activities.

Attachment 1 includes a possible format for these rules.

Buffer / Amenity Areas

These areas adjoin or are in close proximity to the State Highway network. The NZTA will be reviewing the location of these areas, proposed land uses and existing/proposed development potential once the form of the Unitary Plan progresses to this level.

We would like to signal at this stage however that we will be considering the need for additional controls to concurrently provide for amenity of users of this area and also to protect the State Highway from reverse sensitivity effects.

Designations

As you may be aware, we are currently working on a full review with regard to the designation boundaries and conditions and also reviewing our requirement for existing (and potentially new) designations. We are taking into account your helpful letter of 15 February 2012 while undertaking this process, and provide no further commentary on designations at this stage.

Roading Hierarchy

The NZTA considers a roading hierarchy is a very helpful tool in the management of the roading network. We strongly encourage the inclusion of a roading hierarchy within the Unitary Plan and that the State Highway network be appropriately recognised within that hierarchy.

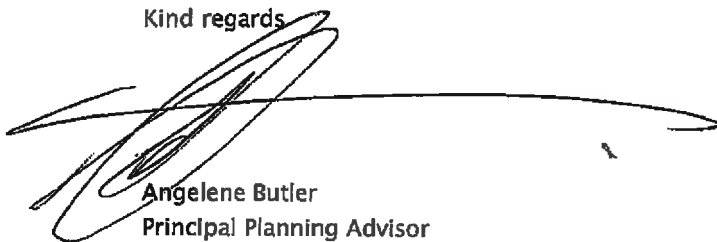
Natural Environment

At this stage, we are still in the process of reviewing NZTA's existing activities in relation to possible rule and activity frameworks. We anticipate discussing this aspect further with you in due course.

Finally, we recognise that this approach may be of interest to our transport partners (particularly Auckland Transport and KiwiRail) and in this regard we are in discussions with both Agencies.

We trust this provides a helpful overview and assists with our future discussions.

Kind regards

A large, stylized handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Angelene Butler
Principal Planning Advisor

Attachment 1: Proposed Transport Zone

Definitions, Activity Table, Development Controls and Rules

Definitions

Road: has the same meaning as in Section 315 of the Local Government Act 1974 and includes a motorway as defined in Section 2(1) of the Government Roading Powers Act 1989

Roading Hierarchy: (Q: Need to differentiate between road types: State highway, motorway, different types of local roads etc)

Transport Activity: Means for the purpose of private and/or public mechanised travel by means of road or rail including walking and cycling within all transport corridors connected to wider networks. Includes rest areas and pull over bays.

(Q: Included rail at this stage but only at high level pending discussions with KiwiRail)

Transport Buildings: enclosed buildings with a floor area of more than 20m² which accommodate activities related to transport (including but not limited to equipment/machinery storage, communications facilities, tunnel operation and control facilities, works depot offices) (Proposal is for *Transport Buildings* to be subject to boundary setbacks/height to boundary. Q: Are 20m² and 2.5m appropriate size/height?)

Transport Equipment: Including but not limited to street lights, street furniture, traffic lights and traffic control structures, sculptures, works of art within the road reserve, road signage (including gantries and supports structures), variable message boards, noise and retaining walls, under passes and over passes, ventilation structures, weigh stations, traffic demand management and associated communications equipment/networks, traffic safety structures, fencing, emergency phones, access gates and access structures, bus shelters, traffic and pedestrian monitoring cameras, road tolling infrastructure, parking control devices, real time passenger information displays, tidal flow mechanisms and stormwater treatment, quantity and conveyance infrastructure related to the roading network.

(Q: Flags attached to street lighting promoting events etc?)

Transport Storage Yards: Areas for storage of transport related equipment, materials, raw products and machinery. Activity may be uncovered or within a Transport Building.

(Q: there are several of these on our network, do we need to provide for them explicitly? Do they need to be subject to similar setbacks as Transport Buildings?)

1.0 Activity Table

Note: Permitted activity status does not remove the need to acquire land owner approval or approval under Section 176A of the Resource Management Act (Designating Authority Approval) where works are within a designation.

| Activity Within Transport Zone | Transport Zone |
|---|----------------|
| Transport Activity | P |
| Transport Buildings meeting Rule A (Development Controls) | P |
| Transport Buildings meeting not meeting Rule A (Development Controls) | RDA |
| Transport Equipment | P |
| Transport Storage Yards | P |
| Construction, operation and maintenance of roads including: · Footways, and footbridges over roads, motorways and railways; · Bridges for roads, tramways, railways and underpasses and retaining walls; | P |
| Earthworks associated with all roading activities, Transport Equipment, Transport Activities and Transport Buildings undertaken in accordance with TP90 (except on archaeological, geological, wahi tapu, scheduled tree, protected tree, volcanic cone or volcanic feature as identified by Rules XXX) | P |

| | |
|--|-----|
| Cycleways | P |
| Walkways | P |
| Bus and Rail stations, Park and Ride facilities, Passenger Transport Facilities (including parking buildings) | RDA |
| Rail Depots/ Bus Depots | D |
| Noise attenuation walls or fences of up to 2.5m in height | P |
| Noise attenuation walls or fences adjoining the boundary of residential, community purpose or human orientated activities/zones or open space activities/zone which comply with 2.5m + 55 degrees. | P |
| Noise attenuation walls or fences adjoining the boundary of residential, community purpose or human orientated activities/zones or open space activities/zone which do not comply with 2.5m + 55 degrees. | RDA |
| Noise attenuation walls or fences of up to 2.5m in height adjoining any other zone not specifically listed | P |
| Any activity within the Transport zone not otherwise provided for | D |
| Temporary activities associated with roading including temporary materials and machinery storage, temporary ablution facilities and temporary buildings. | P |
| Above ground electric lines where associated with monorail, tram or rail transport. | RDA |
| Network Utilities approved by Road Controlling Authorities under the <i>National Code of Practice Utility Operators' Access to Transport Corridors</i> dated 10 November 2011 (or later dated version which supersedes this document and has legal effect) | P |

| | |
|--|----------------|
| Access to Transport Zone or Road (including State highways) | Transport Zone |
| Access within a Defined Road Boundary (Rule X) | RDA |
| Access within an Interchange Control Area (Rule Y) | RDA |
| Access to a State highway which serves three or less household units and meets the standards of Rule Z. | P |
| Access to a State highway which serves three or less household units and does not meet the standards of Rule Z or is otherwise not provided for. | RDA |
| (Q: Need to consider how this affects local roads and interacts with Roading Hierarchy) | |

(Q: How to link other anticipated Plan rules to Transport Zone?)

| | |
|--|----------------|
| Linkages to Other Parts of Plan | Transport Zone |
| Designations: (Q: how will rules which apply regardless of designation be identified?) Discharges (air and water) originating from the transport zone from operation and maintenance Contaminated land Geotechnical limitations Noise (operational and construction) Vibration (operational and construction) Temporary Activities Dust/Air Discharge Coastal use, occupation, extraction, disturbance and vegetation control/removal Vegetation control/removal Heritage Stream diversion, Bore Water Takes Wastewater Discharges Storm water discharge / impervious surface controls Construction Traffic Management Heritage Volcanic View Protection Height Restrictions | ? |

| | |
|---|--|
| Construction standards and rules (noise, vibration, temp activities, traffic management) (etc...list not definitive) | |
|---|--|

2.0 Development Controls

Rule A

Development controls apply to:

- Transport Buildings
- Rail Depots/Bus Depots
- Parking areas for more than 30 vehicles

Requirements where adjoins residential, community purpose or human orientated activities or open space activities

- Yard and landscape treatment of yard
- Height in relation to boundary (2.5m + 55 deg) (or equivalent control)

3.0 Rules

Rule X Defined Road Boundary

A rule which controls access/activities in the vicinity of intersections of roads in the higher levels of the roading hierarchy

(Q: Requires roading hierarchy and consideration of how the roads interact)

Rule Y Interchange Control

Notwithstanding anything to the contrary in this Plan, where the frontage or access to any site abuts an Interchange Control Area shown on the Planning Maps, the use or development of that site shall be deemed to be a discretionary activity and will be assessed against the criteria outlined in Clause XXX.

(Q: need to identify these areas on planning maps and consider if there are some local roads which also warrant protection)

Rule Z State Highway Access standards

Standards consistent with requirements with regard to:

- Vehicle crossing design and formation
- Sight lines
- Separation from other vehicle crossings and intersections

Rule ZZ Other Road Access standards

(Q: AT vehicle crossing standards ?)

