

'Without Prejudice'

Tier 2 Sub-Regional Objectives and Policies

Transport Zone - Objectives & Policies

Zone Purpose

The primary purpose of the transport zone is to provide flexibility to ensure that **road State highway** and railway corridors can be developed and used for a wide range of activities associated with the transportation of people and goods.

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The majority of corridors will be subject to a transport-related designation by **Auckland Transport**, New Zealand Railways Corporation ~~and or~~ New Zealand Transport Agency respectively. These designations are identified as being for road, railway and State highway purposes and will remain the primary methods utilised to manage and operate the transport corridors. In general terms, the activities carried out under these designations are restricted to the core activities associated with individual requiring authorities.

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By applying a general transport zoning to these corridors, however, provisions can be put in place to facilitate the integrated use of the corridors as a single network for the provision of transport facilities operated by more than one agency.

The use of a transport zone will also assist in providing for the integration of planning and investment across transport modes by providing more certainty as to the activities that can be undertaken within a transport zone.

The Region's transport corridors have also historically been used for other infrastructure such as the conveyance of water, electricity, telecommunications and gas. The zone provisions are intended to provide consistency with the Utilities Access Act 2010 to ensure that the maintenance and further development of this infrastructure can continue to occur.

In some circumstances, (such as staged land acquisition for long term projects), it will be appropriate to use transport zoned land for purposes other than transport-related activities until such time as the land is required for a transport activity. The zone provisions are intended to provide for such activities whilst ensuring that the primary function of the corridor for transport purposes is not undermined.

~~The transport zone will also assist in management of access to the State highway network and adjacent to motorway interchanges by the provision of minimum standards.~~

Zone Objectives & Policies

1. Objective

To recognise the road, railway and State highway corridors as a significant urban resource and to ensure that road, railway and State highway motorway corridors can be developed and used for a wide range of activities associated with the transportation of people and goods.

1.1 Policy

By providing for the operational requirements of transport activities and appropriate an appropriate range of transport related activities while having regard to potential effects on activities on adjoining properties.

1.2 Policy

By providing for walking and cycling facilities where feasible.

~~1.3 Policy~~

~~By managing the potential adverse effects of vehicle access on to a State highway.~~

~~1.41.3 Policy~~

To provide for an appropriate range of network utility services where this does not undermine the primary function of the corridor for transport purposes and is consistent with the Utilities Access Act 2012

Methods

Apply a transport zoning to the Region's road, railway and State highway corridors which allows for the corridors to be developed and used for:

- a wide range of transport-related activities and
- a limited range of infrastructure-related activities.

2. Objective

To provide flexibility for road, railway and State highway motorway corridors to be developed and used for alternative non-transport related activities where appropriate, having regard to surrounding land-uses and where the activities will not undermine the future use the corridor for its primary function.

2.1 Policy

By enabling the Region's road, railway and State highway motorway corridors to be developed and used for alternative activities where that land is not immediately required for transport purposes.

2.2 Policy

By ensuring that buildings and other structures developed for non-transport related activities are of a scale and design that is compatible with surrounding land-uses.

2.3 Policy

By ensuring that non-transport related activities do not give rise to reverse sensitivity effects which would undermine transport activities.

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2.4 Policy

By ensuring that the potential adverse effects of non-transport related activities on the amenity of adjoining properties are avoided, remedied or mitigated to an appropriate level.

2.5 Policy

By ensuring that non-transport related activities are established in such a way that they do not prevent the land reverting back to a transport use in the future when required.

3. Objective

To recognise the potential adverse effects which may result from noise mitigation measures located adjacent to sensitive receiving environments.

3.1 Policy

To provide appropriate development controls to manage potential effects generated by noise mitigation features where adjacent to sensitive receiving environments.

3. Objective:

In having regard to the role that 'Place Making' and movement has in urban areas and how integrated land use planning can contribute to quality urban places.

3.1 Policy

In urban centres and corridors (X and Y) where substantial new place shaping transport infrastructure is proposed, account should be taken of achieving a balance between the primary movement purpose of transport infrastructure and recognising the need for quality urban spaces.

Tier 5 Zone Rules

Definitions

Corridor Manager: has the same meaning as in Section 4 of the Utilities Access Act 2010.

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

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Roading Classification:

[Support inclusion; await draft document (AT preparing)]

Transport Activity: means activities associated with the conveyance of people and goods by means of road or rail, walking and cycling.

Transport Equipment: means transport related equipment including but not limited to street lights, street furniture, traffic lights and traffic control structures, sculptures, works of art, signage related to transport activities (including gantries and supports structures), variable message boards, noise and retaining walls, under passes and over passes, ventilation structures, weigh stations, traffic demand management equipment, communications equipment/networks, traffic safety structures, fencing, emergency phones, access gates and access structures, passenger shelter/stop, traffic and pedestrian monitoring cameras, tolling and ticketing infrastructure, weigh in motion devices, parking control devices, real time passenger information displays, traction equipment, pedestrian and cyclist shelters not attached to adjoining buildings, tidal flow mechanisms and stormwater treatment, quantity and conveyance infrastructure related to the transport network.

Transport Storage Yards: Areas for storage of materials related to Transport Activities or Transport Equipment, including but not limited too equipment, raw products and machinery.

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 (Requiring Authority Approval) where works are within a designation.

Transport Zone – Activity Table
Activity – Land Use
Permitted Activities
Buildings Associated with Transport Activities not exceeding 20m ² in Gross Floor Area complying with Rule A.
Cycleways
Earthworks associated with Transport Activities or Transport Equipment, undertaken in accordance with Rule XX of the Unitary Plan/TP90 (except on archaeological, geological, wahi tapu, scheduled tree, protected tree, volcanic cone or volcanic feature as identified by Rules XXX).
Maintenance, repair and upgrade of Transport Equipment
Network Utilities approved by the Corridor Manager under the Utilities Access Act 2010
Noise attenuation walls or fences of up to 2.5m in height
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 Rule B.
Operation, use and maintenance of roads, railways and transport equipment.
Transport Activity

Transport Equipment
Temporary activities associated with transport activities including temporary materials and machinery storage, temporary ablution facilities and temporary buildings. [Review in context of overall Unitary Plan when available]
Walkways
Any activity provided for within the adjoining zone as a permitted activity
Controlled Activities
Any activity provided for within the adjoining zone as a controlled activity.
Restricted Discretionary
Any activity provided for within the adjoining zone as a restricted discretionary activity.
Buildings Associated with Transport Activities exceeding 20m ² and compiling with Rule A.
Park and Ride facilities, (including parking buildings)
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 Rule B.
Discretionary Activities
Any activity within the Transport zone not otherwise provided for.
Buildings Associated with Transport Activities which do not comply with Rule A.
Transport Storage Yards

Development Controls

Rule A Development Controls for Specified Activities

Development controls apply to:

- Transport Buildings
- Parking areas for more than 30 vehicles
- Transport Storage Yards

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 + 45 deg) (or equivalent control)

[Indicative only, pending UP provisions]

Rule B. Development Controls for Acoustic Walls or Fences on the Boundary of Residential, community purpose or human orientated activities/zones or open space activities/zones

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No part of any acoustic wall or fence shall project above a 45° recession plan measured at 2.5m above the ground level; except that a section of wall or fence may project beyond the recession plan where the extent of the projection complies with the following:

- The wall or fence has a maximum height of 3m; and
- The maximum length of wall or fence at 3m in height is 5m in length ; and
- There are no more than three such projections in relation to any 100m length of wall or fence.

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ALL FOLLOWING MATTERS TRANSFERRED TO CROSS REGION RULES

Access to Transport Zone or Road (including State highways) [Would be better located in same chapter as city wide controls on access etc?]	Transport Zone
Access within a Defined Road Boundary (Rule X)	RD
Access within an Interchange Control Area (Rule Y)	D
Access to a State highway which serves three or less Certificate of Titles and three or less household units (including minor dwelling 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.	RD
Access to a State highway for a non-residential activity	D

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

[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.

[Proposed to function in a similar manner as Auckland City Isthmus District Plan Rule 12.8.2.5 Preliminary distance: 200m from interchange]

Rule Z State Highway Access Standards

Standards consistent with requirements with regard to:

Access to the site is provided via an existing lawfully authorised and formed Crossing Place pursuant to Section 91 of the Government Roding Powers Act 1989.

The Crossing Place provides access to residential activities.

The Crossing Place is constructed to Diagram C standard in accordance with the NZTA's Planning Policy Manual 2007.

Sight distance to be in accordance with Table X below

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Table X Stopping Sight Distances for Cars on Sealed Roads (Including Corrections to Grade)

Design Speed (km/h)	Absolute Minimum Values	Desirable Minimum values for most urban and rural road types
	$R_T = 2.0 s^{(4)}$	$R_T = 2.0 s^{(4)}$
40	36	40
50	49	55
60	64	73
70	81	92
80	99	114

Corrections due to Grade

-8 -6 -4 -2 2 4 6 8

90	119	139
100	141	165
110	165	193
120	190	224
130	217	257

⁽⁴⁾ The general minimum reaction time is 2.0s

40	5	3	2	1	-1	-2	-2	-3
50	8	5	3	2	-1	-3	-4	-5
60	11	8	5	2	-2	-4	-6	-7
70	15	11	7	3	-3	-5	-8	-10
80	20	14	9	4	-4	-7	-10	-13
90	25	18	11	5	-5	-9	-13	-16
100	31	22	14	6	-6	-11	-16	-20
110	38	26	17	8	-7	-13	-19	-24
120	45	31	20	9	-8	-16	-22	-29
130	53	37	23	11	-10	-18	-26	-34

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Linkages to Other Parts of Plan

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Designations:

{Q: How will rules under S12, 13, 14 and 15 be distinguished relative to 'district plan' rules in relation to the applicability of a designation?}

Discharges (air and water) originating from the transport zone from operation and maintenance

Contaminated land, Geotechnical limitations

Signage

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, Volcanic View Protection, Height Restrictions

Stream diversion, Bore, Water Takes

Storm water discharge / impervious surface controls, Wastewater Discharges

Construction Traffic Management