

PART 14.3 - TRANSPORT CORRIDOR PRECINCT

CONTENTS	PAGE
TRANSPORT CORRIDOR PRECINCT	4
14.3.1 INTRODUCTION	4
14.3.2 RESOURCE MANAGEMENT ISSUES	4
14.3.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES	4
14.3.4 RESOURCE MANAGEMENT STRATEGY	5
14.3.5 ANTICIPATED ENVIRONMENTAL RESULTS	5
14.3.6 PLAN METHODS	5
14.3.7 RULES - ACTIVITIES	5
14.3.8 ASSESSMENT CRITERIA FOR CONTROLLED AND DISCRETIONARY ACTIVITIES	6
14.3.9 RULES - ARTIFICIAL LIGHTING	7

Plan modification annotations - key



Indicates where content is affected by proposed plan modification x.
Refer to plan modification folder or website for details.



Indicates where the content is part of plan modification x, which is
subject to appeal.

Underlined content to be inserted.

~~Struck through~~ content to be deleted.





See key on page 1
of this section



TRANSPORT CORRIDOR PRECINCT

14.3.1 INTRODUCTION

The Transport Corridor Precinct applies to the motorways in the Central Area. The Council recognises that there is considerable public investment in the motorways which provide important transportation links to and from the Central Area.

To protect this investment, the Plan provisions apply measures to permit the maintenance, management and development of motorways.

14.3.2 RESOURCE MANAGEMENT ISSUES

The Plan adopts a resource management approach which will provide for the motorway corridors while having regard to the maintenance and enhancement of the surrounding environment. In this regard the Plan must address the need to adopt provisions which seek to maintain the motorway corridors within the Central Area so that the potential for use not only for the transportation of people by car but also for new modes of transport and for the conveyance of utility services is retained.

14.3.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

14.3.3.1 OBJECTIVE

To apply special provisions to ensure the sustainable management of the natural and physical resources committed to the existing motorway corridor.

Policy

- a) By recognising the importance of the motorways to the community and applying special precinct provisions to maintain and protect identified infrastructure.

Method

Through applying a Transport Corridor Precinct to permit the continued use of these facilities for motorway

purposes, and to protect the valuable linkage that these facilities provide across the district, for the relaying of essential services.

14.3.3.2 OBJECTIVE

To recognise and maintain the existing corridors as significant resources for transport and utility service conveyance in the Auckland area.

Policy

- a) By establishing acceptable levels of activity that are compatible with the surrounding environment.

Method

Through applying overlay rules which allow an appropriate range of transportation functions and provide for network utility services.

14.3.3.3 OBJECTIVE

To provide for the future redevelopment of sites within the Transport Corridor Precinct where appropriate.

Policy

- a) By facilitating and ensuring appropriate public consultation with regard to future uses of the land.

Method

It is accepted that at some point the recognised primary purpose of land within the Transport Corridor Precinct may cease. Often such land is strategically located and any proposal to reuse the land for other purposes has the potential to impact significantly on the surrounding environment. Accordingly, where such change is contemplated, the Plan requires that a request for a Plan change be made.

14.3.3.4 OBJECTIVE

To recognise that the existing Transport Corridor has a secondary role as an important 'backdrop' physical edge and containment of the Central Business District.



Policy

- a) By encouraging the provision of landscaping within the corridor.

Method

Through requiring landscaping and planting to provide a visual boundary to the Central Area provided that this does not impede or prevent the Precinct's primary function as a transportation corridor.

14.3.4 RESOURCE MANAGEMENT STRATEGY

The Plan applies the Transport Corridor Precinct to all existing motorways. The land to which the Precinct is applied is a valuable transport and communications resource. Within the Precinct the continued use of the land for roading purposes is permitted. In addition, alternative transportation modes and the conveying of power, gas, water and communication lines are also permitted. The Precinct rules restrict other activities and development to ensure that the land to which the Precinct is applied is not used for inappropriate activities. Provision has not been made for other permanent activities and development to occur because of the significance these routes hold for alternative transportation modes in the future.

Provision has been made for the landscaping and planting to recognise the importance of the Precinct's secondary role as an important visual physical edge to the Central Area. However it is important that this role does not impede on the Precinct's primary function as a transportation corridor.

The Plan aims to ensure that the effects of any activity do not adversely impact on the environment. Therefore limitations are placed on activities in the form of either development controls or the requirement to obtain a resource consent, in order to ensure that such effects are avoided or mitigated.

The use of artificial lighting in this Precinct can have a significant adverse effect if indiscriminate light spill and glare impacts on adjoining sites. In general, the use of artificial lighting is controlled by the methods outlined in Part 7.

14.3.5 ANTICIPATED ENVIRONMENTAL RESULTS

Application of the Transport Corridor Precinct is expected to result in the protection of Auckland's significant

transportation corridors for continued use as transport modes and for subsidiary use as conveyors of utility services.

14.3.6 PLAN METHODS

14.3.6.1 REQUEST FOR A PLAN CHANGE

Provision is made to remove the Transport Corridor Precinct under limited circumstances. It is recognised that over time land may become surplus to transport requirements and not required for future transportation corridors/facilities. Under these circumstances the requiring authority may approach the Council to have the precinct for the activity removed.

The requiring authority may at the same time request the initiation of a Plan change. The Plan change procedures will allow consideration of other types of transportation, network utility or communication use, or an alternative. Generally where this is recommended, the new rules will be the same as the rules, objectives and policies of adjacent land.

14.3.7 RULES - ACTIVITIES

Any facility designed primarily for the movement of people and/or goods, including roadways and cycleways.	P
Any activity of a temporary nature being a permitted activity in the Public Open Space 2 Precinct.	C
Underground pipelines and facilities for the distribution or transmission of natural or manufactured gas at a gauge pressure up to but not exceeding 2000 kilopascals, or petroleum or geothermal energy.	P
Underground electric lines for the transmission or distribution of electricity at a voltage up to and including 110kV with a total capacity up to and including 100 MVA.	P
Underground telecommunication lines.	P



The underground transmission and distribution of water, whether treated or untreated, for supply including irrigation.	P
Stormwater drainage and sewerage reticulation systems, including culverts.	P
The provision of lighting together with support structures, fittings, cables and pipes.	P
Network utility services not otherwise provided for above.	D
Accessory buildings and structures for any of the foregoing permitted activities.	C
Landscaping and Planting	P
Short-term visitor car parking where it is a primary use of the site (refer Part 5 for criteria for assessing discretionary activities).	D

P = Permitted Activity
 C = Controlled Activity
 D = Discretionary Activity

14.3.7.1 PERMITTED ACTIVITIES

The permitted activities listed are allowed without a resource consent where they comply in all respects with the relevant development controls and rules in this Plan.

Explanation

The activities permitted in the Transport Corridor Precinct are those that involve the use of land as a conveyor of people, goods and utilities.

The design requirements for buildings and structures required to facilitate the provision of communication services may result in concrete or steel masts upon which antennas are mounted. Accompanying the masts may be equipment such as radio equipment, batteries, computers, and air conditioning units. To provide an adequate and safe service, these masts may need to achieve heights that exceed the maximum limits of adjacent sites. The visual impact of such masts will require individual assessment.

14.3.8 ASSESSMENT CRITERIA FOR CONTROLLED AND DISCRETIONARY ACTIVITIES

The Council will have regard to the assessment criteria set out below when considering an application under section 104 of the Act.

- a) The extent to which the activity may affect public health and safety where relevant regulations or bylaws do not exist. In particular, with respect to electric lines, the extent to which electric and magnetic fields may affect public health.
- b) The location of any proposed building or structure which must not impede or prevent the use of the land within the Precinct for transportation or communication purposes.
- c) The compatibility of scale and external appearance of buildings and structures with those buildings on adjacent sites unless their nature and purpose makes this inappropriate. The applicant must demonstrate that the building is of a temporary nature, and can be removed if required.
- d) The need for appropriate buffer areas which may be required between the proposed development and any adjacent residential precinct to protect noise and privacy.
- e) The operation of any telecommunication or radio frequency located within the Precinct so it is operated in such a manner so as not to adversely affect the health, safety and wellbeing of any person. Facilities which comply with the Auckland City Consolidated Bylaw Part 28 “Radiofrequency Fields” will be deemed to meet these requirements.
- f) The provision of adequate parking where the activity within the proposed building or structure will or may generate traffic to the site.
- g) The extent to which the activity contributes to the “greening” and visual enhancement of the Precinct.

14.3.8.1 Consent Conditions

In granting any consent the Council may impose conditions in respect of the matters specified in section 108 of the Act and on the following:

- a) The location of the building or structure.
- b) The scale and external appearance of the building or structure.



- c) The duration of time for which consent is given to a temporary activity.
- d) The location, design, and number of parking spaces required.
- e) The provision of buffer areas, hours of operation and/or the imposition of noise controls, on residential precinct boundaries.
- f) The provision of landscaping and planting.

14.3.9 RULES - ARTIFICIAL LIGHTING

14.3.9.1 PERMITTED ACTIVITY

The use of artificial lighting which produces an illuminance of less than 150 lux at ground level.

14.3.9.2 DISCRETIONARY ACTIVITY

Artificial lighting above 150 lux at ground level (refer to Clause 7.19.2 for criteria for assessment of applications).

14.3.9.3 REFERENCES

Reference should also be made to the following parts of the Plan:

- Part 4Strategic Management Areas
- Part 5Activities
- Part 6Development Controls
- Part 7Noise, Signs and Lighting
- Part 8Financial Contributions
- Part 9Transportation
- Part 10Heritage
- Part 11Hazardous Facilities and Contaminated sites
- Part 12Network Utility Services
- Part 13Subdivision
- Part 14Precincts and Quarters
- Part 15General Rules/Designations
- Part 16Definitions and Interpretations

