

Appendix B: Officer's Recommended Amendments to Transport

Note the below provisions represent the Section 42A Report Writing Officer's recommended amendments to the provisions of the Proposed District Plan, in response to submissions (with red underline used for new text and ~~red strikethrough~~ for deleted text).

Overview

Kaipara's transport network is being progressively extended and improved to cater for population growth and development. It is essential that people and goods are safely and efficiently transported to destinations through a greater range of sustainable travel modes. This is necessary to support the social, economic, cultural, and environmental wellbeing of people who live, work, and visit the District.

The Transport chapter contains all the objectives, policies, and rules for managing:

- a. The transport network and works that occur within them;
- b. Vehicles on adjoining sites; and
- c. Vehicle access.

The Plan encourages safe, efficient and cost-effective transport corridors and infrastructure to support the efficient movement of people, goods and services. The Plan promotes active modes of transport, and access to public transport and public transport facilities should these exist in the future.

The provisions within the Transport chapter apply across the district in all the zones. The zone chapters in Part 3 - Area-Specific Matters do not apply to transport activities unless specifically referred to within this chapter.

The chapters and provisions in Part 2 - District-Wide Matters apply to transport activities where relevant.

The standards for design of the local transport network, as well as parking and access are contained in the Kaipara District Council Engineering Standards 2011.

Where relevant, the requirements of the National Code of Practice for Utility Operators' Access to Transport Corridors will apply to the placement, maintenance, improvement and removal of utility structures in roads (or unformed roads).

The approach for the management of roads in this Plan is as follows:

- a. The roads are not ~~coloured as a zoned~~ in the District Plan maps.
- b. The zoning of the road and rail corridor will be the same zone as that of the adjoining land (as shown on the District Plan maps). Where the zoning of the land that adjoins one side of the road or railway is different to that of the land that adjoins the other side, then the zoning of the adjoining land shall apply up to the centreline of the road or railway.
- c. ~~Any zoning (including precinct provisions) ceases to have effect from the time the land is vested or dedicated as a road.¹~~
- d. In the case of road stoppings, the zoning reverts to that of the adjoining land at the time when the road is stopped. Where there are two different zones, the adjacent zone extends to the centre line of the former road.

¹ BTRA [300.3], Chorus, Spark, Fortysouth, OneNZ & Connexa [FS42.63]

Awakino Precinct (PREC1):

Additional rules and standards for Awakino Precinct are included in this chapter - they apply to Awakino Precinct in addition to these Transport provisions unless otherwise noted.

Cove Road North Precinct (PREC2):

Additional rules and standards for Cove Road North Precinct are included in this chapter - they apply to Cove Road North Precinct in addition to these Transport provisions unless otherwise noted.