

11 All Zones: The Transport Network

11.1 Resource Description

The Transport Network is an important asset for the Kaipara District, contributing to the community's social and economic well-being. The efficiency and safety of the Transport Network also impacts on the well-being of the community (health and safety). However, it also requires a large amount of resources and has the potential to create a number of adverse effects on the environment (both in construction and operation of the network). Managing the location of activities and development, relative to the Transport Network, is one way of avoiding the potential adverse effects of transportation being spread over a wide area, where mitigation is more difficult to implement and also contribute to effective use of this finite resource.

This Chapter of the Plan provides for works being undertaken in 'roads and road reserves' as defined by "Transport Infrastructure / Transport Network" in Chapter 24: Definitions. These works primarily include the construction of roads and Transport Infrastructure, which are largely undertaken by Council or the NZ Transport Agency. These rules also apply to developers who construct roads, service ways or access ways or if any works are to be undertaken within the road (or road reserve) which are to be vested in Council.



Transport Networks are an important asset to the community but have the potential to create adverse effects

11.1.1 Roads

The Kaipara District's Transport Network is dominated by roading. The District is served by a network of roads which link it with other parts of Northland and also the Auckland region. State Highways 1, 12 and 14 are the major roads of strategic significance, and are recognised as a physical resource of national, regional and District significance. State Highway 1 runs from Auckland through Kaiwaka and the Brynderwyn Hills to Whangarei and further north. State Highway 12 runs from the Brynderwyn Hills to Dargaville and then north through the Kaihu Valley and Waipoua Forest to Kaikohe. State Highway 14 connects Dargaville with Whangarei and is a major east-west route in the District. The three sections of state highway are administered by the NZ Transport Agency.

Roads within the District have been classified under a Road Hierarchy by their priority in terms of function. For example, the highest classification rate relates to major arterial routes such as the State Highways discussed above and the lowest classification includes local roads. Each classification assigns preferential use to either through traffic or local access. Roads can be classified in the following manner:

- State Highways - Roads managed by NZ Transport Agency;
- Arterial Roads - Traffic function is dominant;
- Collector Roads - Both traffic and property access functions are important;
- Local Roads - Property access is dominant with low traffic volumes and low speeds; and
- Private Ways - Short shared accesses not owned or maintained by Council, but by the owners of the properties served.

A Road Hierarchy Map is included in Part E – Maps as Appendix D.

11.1.2 Other Transport Modes

Other Modes of transport, including rail, pedestrian, cycle, air and water based transport are important (or may become important in the future) within the District. The North Auckland railway line passes through the eastern part of the District, and while at present this line only provides for freight, there is a future opportunity for passenger transport services. The provision for safe pedestrian and cycle facilities is also becoming increasingly important within the District (this is also highlighted in the Structure Planning processes set out in Chapter 3 of the Plan). Airfields are situated at Dargaville and Naumai and in the case of Dargaville, this has been identified as important for future economic development in the area. The Kaipara and Mangawhai Harbours have traditionally been essential facilities for the transportation of goods, as well as for commercial fishing and for recreation purposes.

Council's road hierarchy assists the management of roads and provides for the different functions (e.g. traffic volumes) of different roads in the District

11.2 Resource Management Act Requirements

The District Plan plays an important role in managing the effects of land use. The development, maintenance and environmental management of Transport Networks are vital for the sustainable management of the urban infrastructure. Managing this 'resource', and the effects associated with the use of this resource, is an important element in achieving the purposes of the Resource Management Act 1991 within the environment.

11.3 How to Use This Chapter of the District Plan

This Chapter contains Rules, Performance Standards and Assessment Criteria relating specifically to the Transport Network. These only apply if your proposal involves working in roads or road reserves or building roads and Transport Infrastructure. In any instance where the Rules in this Chapter overlap with (or duplicate) a Rule in the Zone Chapters, the Rules in this Chapter will take precedence.

In summary, if your proposal involves works in roads or building roads or Transport Infrastructure, start by checking whether it meets the Performance Standards for a Permitted Activity (set out in Section 11.10). If it does, you don't need Resource Consent. If your proposal does not meet these standards, you will need Resource Consent to allow you to undertake your proposal.

After you have considered this Chapter, you need to consider whether the proposal meets the Performance Standards and Rules of the relevant Zone for your property.

How much information Council will need in considering your consent application depends on the Activity Status of your consent. Firstly, you will need to consider the matters that the District Plan has identified for the Performance Standards, in Section 11.10. In considering a Resource Consent application Council will exercise its discretion (Discretionary Activities) or will limit its discretion to those matters identified (Restricted Discretionary Activities) in order to consider how the activity contributes to or is not contrary to the Objectives and Policies of the Plan. If the proposal is a Discretionary or Non-Complying Activity, you will need to consider whether the proposal meets the Objectives and Policies of this Chapter and of the Plan, particularly of Part A, and the relevant Part 2 matters of the Resource Management Act 1991. See Section 1.3.5 of the District Plan for a summary of the 'status of consents'.

If you need to prepare a Resource Consent application for your proposed development or subdivision: Council has prepared a guide that sets out the process and information they want to assist them in processing your application. This guide can be obtained from Council's offices or their website: www.kaipara.govt.nz

Reference should also be made to other relevant Chapters of the Plan, particularly their objectives and policies, including:

Chapter 2: District Wide Resource Management Issues;

Chapter 3: Land Use and Development Strategy;

Chapter 4: Overlays;

Chapter 5: Tangata Whenua Strategy;

Chapter 6: Ecological Areas;

Chapter 7: Natural Hazards; and

Chapter 10: Network Utilities

Issues, Objectives and Policies within each Chapter of the Plan are presented in no particular order of importance.

11.4 Significant Issues for the Transport Network

11.4.1 The multi-functional use of the Transport Network has the potential to impact on the safe and efficient functioning of the Transport Network.

The Transport Network is an important resource, enabling the community to meet its access, communication, and amenity needs. The Transport Network serves a number of functions and often must accommodate both through-traffic and access requirements and needs to minimise conflicts between cars, heavy vehicles, buses, cyclists and pedestrians. Road design, long term planning, and the maintenance of a road hierarchy can assist with traffic management by ensuring that a road is adequately designed to meet the needs of the vehicles and people likely to use it. The design of arterial and local roads will differ to ensure the appropriate functioning of each road type. Good design and interconnectivity within the local road network is important to maximise access, minimise vehicle trip length, and avoid unnecessary connections between local roads and the collector network. Greater connectivity within and between settlement areas also contributes positively to the functionality and amenity of these areas.

11.4.2 The Transport Network has the potential to generate adverse effects on the environment, particularly amenity of settlements and residential areas.

The Transport Network is an important asset for the Kaipara District, contributing to the community's social and economic well-being. The efficiency and safety of the Transport Network also impacts on the well-being of the community (health and safety). However, it also has the potential to create a number of adverse effects on the environment (both in construction and operation of the network). Managing the location of activities and development, relative to the Transport Network, is one way of avoiding the potential adverse effects of transportation being spread over a wide area.

11.4.3 The operation of the Transport Network has the potential to be adversely affected by the connection between the network and adjoining land, as well as through the adverse effects of land use activities and subdivision.

The efficient and safe operation of the Transport Network in the Kaipara District has the potential to be adversely affected by adjacent land use activities, including subdivision of the land. Changes in land use (for example intensification of an activity or a Zone change), can result in additional access to the Transport Network. This has the potential to adversely impact intersections. Land use changes can result in activities which generate high volumes of traffic or increases in heavy traffic, which are not compatible with the existing Transport Network.

11.5 Transport Network Objectives

11.5.1 To maintain a safe and efficient Transport Network that enables the District to communicate, connect and do business with minimal conflicts between the environment, adjoining land uses, traffic and people.

Issue 11.4.1
Issue 11.4.2
Issue 11.4.3

11.6 Transport Network Policies

11.6.1 By managing the design and construction of the Transport Network to avoid, remedy or mitigate effects on the environment.

Objective 11.5.1

The Kaipara District Council has developed Kaipara District Council Engineering Standards 2011 which reflect the current best practice traffic engineering standards. This set of Standards is used as the basis for the design and construction of traffic features within the District. The District Plan incorporates these Engineering Standards into the Performance Standards of Part B (the Zone Chapters). In addition, the Performance Standards provide guidance on matters that Council will exercise control over or consider as assessment criteria to Resource Consent applications.

11.6.2 By managing land use, vehicle access and traffic management controls, road maintenance and improvement programmes based on the purpose of the road.

Objective 11.5.1

There is a strong interdependence between land use and the Transport Network that supports land use activities. As a result the Transport Network needs to be protected so that new land use activities do not adversely affect the safe and efficient operation of the Transport Network (e.g. by increasing traffic intensity beyond the capacity of a road). In addition, the effects of roading infrastructure need to be managed to avoid, remedy or mitigate its adverse effects on adjoining land use activities (e.g. noise and dust generation from road use). A Road Hierarchy Map is included in Part E – Maps as Appendix D which classifies types of roads within the District according to their function. The highest class relates to State Highways while the lowest includes local roads. Land use activities are managed in accordance with the road function to which they relate.

11.6.3 By providing for the effective integration of land use and transport planning decisions to achieve a sustainable land transport system

Objective 2.4.9

Integrating land use and transport can provide an opportunity to enhance the Transport Network (locating high traffic generating activities closer to transport routes / nodes / commercial areas) and providing a more effective and efficient Transport Network (interconnected with greater opportunities for walking and cycling).

Objective 3.4.5
Objective 3.4.8

Land use and subdivision provisions in the Zone Chapters provide an opportunity for the integration of land and transport through consideration of the effects of land use on the existing Transport Network and Reverse Sensitivity, as part of decisions on individual developments and subdivisions. At a more strategic level, the identification of Growth Areas and the development of Structure Plans provide the opportunity to consider the relationship between residential and business expansion and the existing and future Transport Network, prior to location decisions and asset management planning occurring.

11.7 Methods

11.7.1 District Plan Methods

11.7.1.1 Administer Rules within this Chapter controlling activities which may adversely affect the safety and efficiency of the Kaipara District Transport Network.

11.7.1.2 Consult with the NZ Transport Agency as an affected person for any works that may affect the safety, operation and function of the State Highway network.

11.7.1.3 Base policies and rules in relation to subdivision, land use and development activities in the District Plan on road classification.

11.7.2 Other Methods

11.7.2.1 Classify roads as strategic, arterial, collector or local according to their principal function in accordance with the Kaipara District Council Engineering Standards 2011.

11.7.2.2 Design and construct new public and private roads and intersections to meet the minimum standards of the Kaipara District Council Engineering Standards 2011.

11.8 Outcomes

11.8.1 The efficient and orderly provision and maintenance of a safe road network to serve the District's communities, both urban and rural, and its business activities.

Issue 11.4.1
Issue 11.4.2

11.8.2 The Transport Network is protected from adverse effects of adjacent land use and development.

Issue 11.4.3

11.9 Transport Network Rules

The following Rules should also be read in conjunction with the Kaipara District Council Engineering Standards 2011. It is also noted that approval for any proposal relevant to this Chapter is subject to other relevant legislation procedures or consent processes.

11.9.1 Permitted Activities

The following activities shall be Permitted Activities in this Chapter of the District Plan.

- The design, construction and maintenance of roads within Kaipara District complying with the performance standards of Part B or the Kaipara District Council Engineering Standards 2011; and
- Any activity complying with the Performance Standards set out in Rule 11.10 of this Chapter.

11.9.2 Controlled Activities

There are no Controlled Activities in this Chapter of the District Plan.

Note 1: If Road Formation is undertaken as part of a subdivision or development. The requirements of the relevant Zone Chapter in Part B will also apply.

11.9.3 Restricted Discretionary Activities

The following shall be Restricted Discretionary Activities in this Chapter of the District Plan:

- The design and construction of roads within Kaipara District that do not comply with Rule 11.9.1(a).

Note 1: If Road Formation is undertaken as part of a subdivision or development. The requirements of the relevant Zone Chapter in Part B will also apply.

11.9.4 Discretionary Activities

There are no Discretionary Activities in this Chapter of the District Plan.

Note 1: If Road Formation is undertaken as part of a subdivision or development. The requirements of the relevant Zone Chapter in Part B will also apply.

11.9.5 Non-Complying Activities

There are no Non-Complying Activities in this Chapter of the District Plan.

Note 1: If Road Formation is undertaken as part of a subdivision or development. The requirements of the relevant Zone Chapter in Part B will also apply.

11.10 The Transport Network Performance Standards

Rule	Parameter	Permitted Activity Performance Standard	Activity Status if the Activity does not meet the Performance Standard	Assessment Criteria
11.10.1	Construction and works on a public road undertaken by Council or NZ Transport Agency (excluding works on network utilities within the road reserve)	<p>Works within the <i>road</i> are a Permitted Activity if:</p> <p>a) The work is undertaken by the Council or the NZ Transport Agency on a road that it owns or controls; and</p> <p>b) On completion of the works any part of the road reserve that has been disturbed will be restored in compliance with the Kaipara District Council Engineering Standards 2011 or with the equivalent standards of the NZ Transport Agency.</p>	Restricted Discretionary Activity	<p>Where an activity is not permitted by this rule, Council will have regard to the following matters when considering an application for Resource Consent:</p> <p>i) Whether the works adversely affect sight distances or road safety;</p> <p>ii) Whether the works prevent a previously possible turning movement to or from a vehicle crossing, frontage of an underdeveloped site with no alternative access or intersection;</p> <p>iii) Whether the works will result in a change in the number of through lanes within a road;</p> <p>iv) Whether the works will involve altering the level of the road by more than 150mm;</p> <p>v) Whether the works will involve earthworks of 1000m³ or more;</p> <p>vi) Whether the works will involve reductions in the capacity of storm water systems present within the road or road reserve; and</p> <p>vii) Whether the works comply with all other provisions relating to activities within the Transport Network and the Kaipara District Council Engineering Standards 2011.</p>
11.10.2	Road Construction and works in or on a road not undertaken by the Council or NZ Transport Agency (where Rule 11.10.1 does not apply)	<p>(1) Any other works in or on the road are a Permitted Activity if:-</p> <p>a) Written approval from the Council has been obtained to undertake any works within road reserve; and</p> <p>b) Written approval from the NZ Transport Agency has been obtained, if works are to be undertaken within the State Highway network; and</p> <p>c) On completion of the works any part of the road reserve that has been disturbed will be restored in compliance with the Kaipara District Council Engineering Standards 2011 or with the equivalent standards of the NZ Transport Agency.</p> <p>(2) In addition, activities considered Permitted Activities by this Chapter of the District Plan must also comply with the relevant standards of:</p> <p>a) The Zone in which the activity is located. Refer Chapters 12 - 16 in Part B of the District Plan (the road shall hold the Zoning of the adjoining land). Where the land on either side of the road holds different Zoning, the more restrictive Zoning shall apply. This is generally ordered as follows:</p> <ul style="list-style-type: none"> - Residential; - Business; - Rural , Maori Purposes and Estuary Estates; <p>b) Chapters in Part C – Sites, Features and Units (and Part E - Maps); and</p> <p>c) Chapter 10 – Network Utilities.</p> <p>Note 1: This Rule does not apply to network utilities that have approval to locate or undertake work within the road reserve under other legislation (e.g. Electricity Act 1992 and Telecommunications Act 2001).</p>	<p>Restricted Discretionary Activity</p> <p>(plus the activity status of any activity within the Zone that is not met).</p>	<p>Where an activity doesn't meet 1(a)-(c) inclusive then the following matters will be considered:</p> <p>i) Whether the works adversely affect sight distances or road safety;</p> <p>ii) Whether the works prevent a previously possible turning movement to or from a vehicle crossing, frontage of an underdeveloped site with no alternative access or intersection;</p> <p>iii) Whether the works will result in a change in the number of through lanes within a road;</p> <p>iv) Whether the works will involve altering the level of the road by more than 150mm;</p> <p>v) Whether the works will involve earthworks of 1000m³ or more;</p> <p>vi) Whether the works will involve reductions in the capacity of storm water systems present within the road or road reserve; and</p> <p>vii) Whether the works comply with all other provisions relating to activities within the Transport Network and the Kaipara District Council Engineering Standards 2011.</p> <p>Note 1: If an activity does not comply with (2) (a)-(c) then it shall be considered under the relevant matters for assessment identified in the Plan relating to the non-compliance.</p>