

H22 Strategic Transport Corridor Zone

[ENV-2016-AKL-000243: K Vernon]-Note: The definition of "height", in relation to the exclusions, is subject to appeal.

H22.1. Zone description

The purpose of the Strategic Transport Corridor Zone is to provide for state highway and railway corridors to be:

- developed and used for a wide range of activities associated with the transportation of people and goods;
- used as a single, integrated transport system operated by more than one agency; and
- used for interim non-transport related activities that do not undermine the future use of the corridor for transport purposes.

This zone provides the flexibility needed for the development of the state highway and railway corridors and for a wide range of activities for transporting people and goods. The zone also provides certainty as to the activities that can be undertaken and assists in planning and investment across transport modes.

The zoning is therefore applied to land that contains strategic infrastructure, or where a designation provides for such infrastructure. Most of the zone is subject to designations by KiwiRail and the New Zealand Transport Agency (refer to Chapter K for the designations). Designations will remain the primary means of managing and operating Auckland's state highway and railway corridors. In general terms, the activities carried out under these designations are restricted to the core activities associated with the individual authorities.

By applying a Strategic Transport Corridor Zone to these corridors, provisions can be put in place to facilitate the integrated use of the corridors as a single transport network and provide more certainty around services and activities. In some circumstances, such as staged land acquisition for long-term projects or, where space allows, using the land for non-transport activities may be appropriate. The zone provisions will provide for these activities while ensuring the corridor's primary transport function is enabled.

H22.2. Objectives

- (1) Railway and state highway corridors are used safely, effectively and efficiently for the transportation of people and goods in an integrated manner.
- (2) Land identified for railway and state highway corridors can be developed and used for non-transport related activities without undermining the future use of the corridor for transport purposes.
- (3) Potential effects of the location and design of noise mitigation measures on adjacent development are managed.
- (4) Any non-transport related activities do not generate adverse reverse sensitivity effects on the operation of the corridor.

H22.3. Policies

- (1) Provide for the operational requirements of transport activities and a range of appropriate transport related activities.
- (2) Provide for walking and cycling facilities where feasible.
- (3) Enable non-transport related activities where the land is not immediately required for transport purposes provided that:
 - (a) buildings and other structures are of a scale and design that is compatible with surrounding land uses;
 - (b) the non-transport related activity will not give rise to reverse sensitivity effects that would undermine transport activities in the zone;
 - (c) the non-transport related activities do not prevent the land reverting to a transport use when required; and
 - (d) effects from the non-transport related activities on the adjoining land are managed.
- (4) Enable the provision of works and measures such as noise mitigation, landscaping and artworks that enhance infrastructure and minimise its adverse effects on adjoining development existing at the time of infrastructure construction.

H22.4. Activity table

Table H22.4.1 Activity table specifies the activity status of land use and development activities in the Strategic Transport Corridor Zone pursuant to section 9(3) of the Resource Management Act 1991.

Table H22.4.1 Activity table

Activity		Activity status
Use		
Infrastructure		
(A1)	Construction, maintenance, upgrade and use of cycleways and walk ways	P
(A2)	Landscaping and artworks	P
(A3)	Operation, maintenance of roads, railways and transport equipment	P
(A4)	Bus depots	D
(A5)	Park-and-rides	RD
Temporary activities		
(A6)	Temporary activities associated with transport activities including temporary materials and machinery storage, temporary ablution facilities and temporary buildings	P

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(A7)	Transport storage yards	D
Development		
(A8)	New buildings and additions or alterations to existing buildings associated with transport activities and transport storage yards: (a) within 50m of a site in a residential zone; and (b) up to 10m in height	P
(A9)	New buildings and additions or alterations to existing buildings associated with transport activities and transport storage yards: (a) within 50m of a site in a residential zone; and (b) greater than 10m in height.	RD
(A10)	New buildings and additions or alterations to existing buildings associated with transport activities and transport storage yards: (a) located more than 50m from a site in a residential zone; and (b) up to 20m in height	P
(A11)	New buildings and additions or alterations to existing buildings associated with transport activities and transport storage yards: (a) located more than 50m from a site in a residential zone; and (b) greater than 20m in height	RD
(A12)	Noise attenuation walls or fences	P
(A13)	Noise attenuation walls or fences that do not comply with Standard H22.6.4	RD
General		
(A14)	Any other activity not otherwise listed above and provided for within an adjoining zone as a permitted	P
(A15)	Any other activity not otherwise listed above and provided for within an adjoining zone as a controlled activity	C
(A16)	Any other activity not otherwise listed above and provided for within an adjoining zone as a restricted discretionary activity	RD
(A17)	Any other activity not otherwise listed above and provided for within an adjoining zone as a non-complying activity	NC

Note 1

For the purposes of this table the adjoining zone shall be determined as follows:

- (a) the adjoining zone is deemed to be the land use zone* sharing a common boundary with the Strategic Transport Corridor Zone; or

- (b) where more than one zone adjoins the common boundary with the Strategic Transport Corridor Zone, each zone will apply to that land which it immediately adjoins; or
- (c) where (a) and (b) are applicable, and where land on opposite sides of the state highway or railway has different zonings:
 - (i) the boundary between the zones will be determined based on the centre line of the state highway or centre line of the formed railway line; or
 - (ii) where there is no formed state highway or formed railway line, then the boundary between the zones will be determined based on the centre of the Strategic Transport Corridor.

*Unzoned land/roads are not a land use zone.

H22.5. Notification

- (1) Any activity not otherwise listed in Table H22.4.1 Activity table and provided for within an adjoining zone as a permitted, controlled, or restricted discretionary activity, will be subject to the notification provisions of the applicable adjoining zone.
- (2) Any application for resource consent for an activity listed in Table H22.4.1 Activity table and which is not listed in H22.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

H22.6. Standards

All permitted, controlled and restricted discretionary activities listed in Table H22.4.1 must comply with the following standards.

H22.6.1. Yards

- (1) A 5 metre yard is required for new buildings and additions associated with transport activities and transport storage yards where they directly adjoin a residential zone.

H22.6.2. Height in relation to boundary

- (1) Buildings must not exceed a height of 3 metres measured vertically above ground level at side and rear boundaries that adjoin a site in a residential zone. Thereafter, buildings must be set back 1 metre for every additional metre in height (45 degrees).

H22.6.3. Screening

- (1) All required yards for buildings and transport storage yards must be landscaped or screened with a 1.8 metre high solid wall.

- (2) Landscaping must comprise trees and shrubs and be a minimum width of 2 metre. Landscaped areas must be maintained to visually screen the site and storage areas during all seasons.

H22.6.4. Noise attenuation walls or fences

- (1) Noise attenuation walls or fences adjoining the boundary of any residential zone:
 - (a) must comply with the height in relation to boundary rule for the H3 Residential – Single House Zone except that a section of the noise attenuation wall or fence may project beyond the recession plane where the extent of the projection complies with the following:
 - (i) the wall or fence has a maximum height of 3 metres;
 - (ii) the maximum length of wall or fence at 2 metres in height is less than or equal to 5m long; and
 - (iii) there are no more than three such projections in relation to any 100 metres length of wall or fence.
- (2) Where noise attenuation walls or fences adjoin any other zone, the wall or fence must not exceed 3 metres in height.

H22.6.5. Activities provided for in the adjoining zone

- (1) For activities provided for in the adjoining zone, the standards of the adjoining zone apply and the relevant Auckland-wide rules which are based on location in a certain zone should be applied in accordance with that adjoining zoning as appropriate.

H22.7. Assessment – controlled activities

H22.7.1. Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) for activities provided for in the adjoining zone as a controlled activity:
 - (a) the applicable matters of control of the adjoining zone; and
 - (b) the interim nature of the land use.

H22.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) for activities provided for in the adjoining zone as a controlled activity:
 - (a) the relevant assessment criteria of the adjoining zone; and
 - (b) the interim nature of the land use:

- (i) land use and associated buildings should not impede or prevent the land from reverting to a transport use. Buildings and structures may be sited and designed to allow efficient removal/relocation.

H22.8. Assessment – restricted discretionary activities

H22.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application:

- (1) any activity provided for within an adjoining zone as a restricted discretionary activity:
 - (a) the applicable matters of discretion of the adjoining zone; and
 - (b) the interim nature of the land use.
- (2) park-and-rides:
 - (a) location, design and external appearance;
 - (b) compatibility of the parking facility with surrounding activities;
 - (c) access to and from the facility; and
 - (d) safe and efficient operation of the road network.
- (3) buildings associated with transport activities and transport storage yards:
 - (a) building dominance and scale;
 - (b) shadowing; and
 - (c) storage or use of hazardous substances.
- (4) noise attenuation walls or fences that do not comply with the standards:
 - (a) shadowing.

H22.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) any activity provided for within the adjoining zone as a permitted, controlled and restricted discretionary activity:
 - (a) the relevant assessment criteria of the adjoining zone; and
 - (b) interim nature of the land use:
 - (i) land use and associated buildings should not impede or prevent the land from reverting to a transport use. Buildings and structures may be sited and designed to allow efficient removal/relocation;
- (2) park-and-ride:

- (a) the scale, design, management and operation of the parking facility and its access points should not adversely affect the safe and efficient operation of the transport network including:
- (i) the safety of pedestrians and cyclists;
 - (ii) pedestrian amenity;
 - (iii) avoiding queuing onto the road and conflict at access points to the facility;
 - (iv) avoiding generating high volumes of traffic onto local roads or areas with high pedestrian amenity; and
 - (v) the operation of public transport services and related infrastructure.
- (b) the location, design and external appearance of the park-and-ride:
- (i) complements adjacent uses and developments with any buildings or structures to be of similar or compatible scale to those existing or provided for in the surrounding area;
 - (ii) provides screening for the upper levels of any parking building, such as exterior panelling;
 - (iii) is accessible, safe and secure for users with safe and attractive pedestrian connections within the facility and to adjacent public footpaths;
 - (iv) provides an attractive interface between any buildings, structures or at-grade parking areas and adjacent streets. Depending on location and scale, this may include:
 - maintaining an active frontage through sleeving and/or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts; and
 - planting and other landscaping; and
 - (v) provides for any buildings to be adapted for other uses if no longer required for parking. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone.
- (c) the parking facility should be compatible with surrounding activities, particularly dwellings. This includes ensuring that the design and operation of the facility is in accordance with the lighting and noise rules (refer to E24 Lighting and E25 Noise and vibration); and
- (d) there should be appropriate screening to residential boundaries.
- (3) buildings associated with transport activities and transport storage yards:

- (a) the scale of buildings should not adversely affect adjacent residential zones with respect to building dominance and scale. In particular:
- (i) where larger buildings are proposed to locate in areas with smaller buildings, the massing and design of the proposed buildings should not overly dominate the built scale of the surrounding area. Methods to moderate the bulk of buildings may include:
- varying roof forms;
 - window placement;
 - appropriate use of materials; or
 - modulation of facades.
- (b) buildings should not significantly overshadow outdoor living areas or adversely affect sunlight accessibility to habitable rooms of dwellings, particularly during the winter solstice;
- (c) the extent to which the proposal meets the objectives and policies of E31 Hazardous substances.
- (4) noise attenuation walls or fences that do not comply with the standards:
- (a) noise attenuation walls or fences should not significantly overshadow outdoor living areas or adversely affect sunlight accessibility to habitable rooms of adjacent dwellings, or public open space particularly during the winter solstice.

H22.9. Special information requirements

There are no special information requirements in this section.