

# The Proposed Auckland Unitary Plan (notified 30 September 2013)

## 7 Strategic Transport Corridor

### Introduction

The purpose of the 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
- 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 the designation provides for such infrastructure. Most of the zone is subject to designations by Kiwirail and the New Zealand Transport Agency. 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 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 is equally as appropriate. The zone provisions will provide for these activities while ensuring the corridor's primary transport function is enabled.

### 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 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.

### 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

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- c. the non-transport related activities do not prevent the land reverting to a transport use when required
4. Provide for works and measures such as noise mitigation, landscaping and artworks that enhance existing infrastructure and minimise its adverse effects on adjoining development.