



18 Transport Corridor Zone

18.1 Purpose

- a) Most formed public roads are included within the Transport Corridor Zone. As new public roads are formed, the rules of this zone will apply.
- b) To varying degrees these transport corridors provide the following three key functions.
 - i. Movement: Linking places with transport infrastructure that provides for a range of transport modes to move people and goods.
 - ii. Place: Creating public spaces for access and interaction, including providing for human interaction, exercise and enjoyment, facilitating commerce and business, enabling access to buildings, lots and public spaces, and parking. . There are some transport corridors where such activities would create health and safety issues, the place function would be limited in such situations (e.g. motorways, expressways and state highways).Use of these spaces will need to be authorised by the relevant road controlling authority and the transport corridor should be suitable for that purpose.
 - iii. Utility Corridor: Providing corridors that network utility operators can use to service the City (e.g. telecommunications, electricity, Three Waters, and gas networks).
- c) The Transport Corridor Zone establishes a framework to provide for these functions.

Note

- 1. The creation of new transport corridors is managed through Chapter 25.14: City-wide – Transportation, Chapter 23: Subdivision, and by designations (refer to Chapter 26: Designations). This zone provides a management framework for operational transport corridors.
- 2. While the rail network is part of the transport network, it is provided for by either designations or specifically within land-use zones. The focus of the Transport Corridor Zone is those parts of the transport network that provide for combined pedestrian, cyclist and vehicle traffic.

18.2 Objectives and Policies: Transport Corridor Zone

Transport Corridor Network

Objective	Policies
<p>18.2.1 A network of transport corridors that is accessible, affordable, integrated, safe, sustainable and responsive to the national, regional and local needs for all modes of transport and is integrated with land use.</p>	<p>18.2.1a A hierarchical network of transport corridors shall be established that provides for different functions and modes of transport while recognising the nature of the surrounding land use.</p>

	<p>18.2.1b</p> <p>The planning, investment, design, construction, operation, maintenance and upgrading of transport infrastructure shall be provided for in a way that enables the effective and efficient management of transport corridors to fulfil their functions.</p>
Objective	Policies
<p>18.2.2</p> <p>Adverse effects from the transport network are minimised and amenity values maintained.</p>	<p>18.2.2a</p> <p>Social and environmental impacts, as well as economic benefits, shall be considered when undertaking works that change the function of that transport corridor.</p>
	<p>18.2.2b</p> <p>The amenity values of adjacent land uses shall be protected from the adverse effects of works within the transport corridor.</p>
Explanation	
<p><i>In order to create, operate and maintain a safe, efficient and responsive transport network the Transport Corridor Zone needs to readily allow for the construction, operation, maintenance and upgrading of transport infrastructure. Routine and renewal works of existing infrastructure and new works, which are consistent with the defined functions and forms should be permitted (subject to performance standards to manage nuisance effects such as noise and dust). By contrast, works which change the transport corridor in ways which are inconsistent with its defined function and form should be subject to greater scrutiny.</i></p> <p><i>It is recognised that the balance between the movement and place functions varies according to the required transport function of the particular transport corridor, reflecting its role in the wider network and the surrounding land use. The form of a transport corridor, its design elements and the way in which space is allocated or prioritised to each design element, ultimately reflects the balancing of these factors. The resulting form should create a legible transport network, making it easy for users to identify how the space should be used and how they are meant to behave within each part of the transport network.</i></p>	

Network Utilities Infrastructure

Objective	Policies
<p>18.2.3</p> <p>Opportunities exist for network utility operators to use transport corridors to provide infrastructure.</p>	<p>18.2.3a</p> <p>When managing transport corridors opportunities should be considered for accommodating network utilities within those transport corridors.</p>
	<p>18.2.3b</p> <p>Network utilities shall only be allowed within the transport corridor if they do not compromise the</p>

	function, safety, and efficiency of the transport network.
Explanation	
<p><i>The Transport Corridor Zone also provides space for infrastructure to be provided by other network utility operators. The Chapter 25.7: City-wide – Network Utilities and the Electricity National Grid Corridor contains detail about these activities and has objectives, policies and rules that apply to other network utilities within the Transport Corridor Zone. As long as the movement and place functions of transport corridors are maintained opportunities exist for transport corridor spaces to provide for other network utilities. This multi-purpose approach can be a very efficient way of using public spaces.</i></p>	

Other Activities and Structures

Objective	Policies
<p>18.2.4 Non-network utility activities and structures within transport corridors contribute to the amenity, vibrancy and attractiveness of the City.</p>	<p>18.2.4a Other activities and structures, including street trees, shall be provided for when they do not compromise the function, safety and efficiency of the transport corridor, and the provision and operation of network utility infrastructure.</p>
Explanation	
<p><i>There are other activities carried out and facilities provided within the transport corridor that, while not part of the movement function of the transport network, still make use of that space. Continuing to provide for these activities where it does not adversely affect the operation of network utilities is important in supporting vibrant and amenable public spaces. These include public art, advertising signs, temporary retail activities, outdoor events and dining.</i></p>	

18.3 Rules – Application of the Transport Corridor Zone

- a) The Transport Corridor Zone shall apply to all land that is a formed public road pursuant to section 315(1) of the Local Government Act 1974 or is shown on the planning maps with the Transport Corridor zoning over the land at the date of this Plan 13 November 2012.
- b) Any land vested in the Council or the Crown as road pursuant to any enactment or provision in this Plan, and has been formed as road to either Council's required standards or the New Zealand Transport Agency's standards in respect of the state highway network, then from the date of formation, the land shall be subject to the rules in the Transport Corridor Zone and be treated as Transport Corridor Zone for determining whether any other Rule in the District Plan is relevant, but shall retain its current zoning.
- c) Where a road within the Transport Corridor Zone has been lawfully stopped under any enactment, and any relevant designation uplifted, the land shall be subject to the rules of the adjoining zoned land (as shown on the Planning Maps).

- d) Where the zoning of the adjoining land on one side of the road being stopped is different to that of the other side then the transport corridor shall be split evenly down the centre then the relevant adjoining zone determined.

Note

1. Volume 2, Appendix 15-5: Proposed Road Stopping identifies land currently set aside for road but which Council intends to 'stop'.

18.4 Rules – Activity Status Table

Activity	Class
a) Any routine or renewal works to existing transport infrastructure	P
b) Any new works either partly or fully in accordance with the function of the transport corridor as defined in Volume 2, Appendix 15-4: Transport Corridor Hierarchy Plan and Definitions	P
c) Any new works not in accordance with the function of the transport corridor as defined in Volume 2, Appendix 15-4: Transport Corridor Hierarchy Plan and Definitions	D
d) Public art	P
e) Construction, operation and maintenance of network utility infrastructure	Refer to Chapter 25.7: City-wide - Network Utilities and the Electricity National Grid Corridor
f) Verandas and awnings	Refer to the relevant zone Chapters of adjoining sites
g) Subdivision	Refer to Chapter 23: Subdivision and Chapter 24: Financial Contributions
All Activities and Structures	
f) Any activity not listed above	NC

Note

- For all activities within the Transport Corridor Zone approval from the relevant Road Controlling Authority is required in accordance with the Local Government Act 2002. Local bylaws under the Local Government Act may also apply. The Road Controlling Authority is also bound by Local Government Act provisions. State highways are covered by the Government Roding Powers Act 1989.
- For activities and buildings in the Electricity National Grid Corridor see Chapter 25.7: City-wide – Network Utilities and the Electricity National Grid Corridor

18.5 Rules – General Standards

18.5.1 Provisions in Other Chapters

The provisions of the following chapters apply to activities within this chapter where relevant:

- Chapter 19: Historic Heritage
- Chapter 20: Natural Environments
- Chapter 21: Waikato River Corridor and Gullies
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide – 25.2 Earthworks and Vegetation Removal, 25.3 Events and Temporary Activities, 25.4 Hazardous Facilities, 25.6 Lighting and Glare, 25.7 Network Utilities and the Electricity National Grid Corridor, 25.8 Noise and Vibration, 25.10 Signs, 25.11 Smoke, Fumes, Odour and Dust, 25.14 Transportation

18.6 Rules – Specific Standards

18.6.1 Any New Works

Transport Corridor Design and Formation

- a) Any new works to an existing transport corridor shall be:
 - i. Designed and constructed to be consistent with the criteria contained in Table 15-6a of Volume 2, Appendix 15-6: Criteria for the Form of Transport Corridors as appropriate for the land use environment and transport corridor type.
 - ii. In accordance with the specific designation for the transport corridor; or
 - iii. In accordance with the conditions of an approved resource consent.

18.7 Other Resource Consent Information

Refer to Chapter 1: Plan Overview for guidance on the following.

- How to Use this District Plan
- Explanation of Activity Status
- Activity Status Defaults
- Notification / Non-notification Rules
- Rules Having Early or Delayed Effect

Refer to Volume 2, Appendix 1: District Plan Administration for the following.

- Definitions and Terms Used in the District Plan
- Information Requirements
- Controlled Activities – Matters of Control
- Restricted Discretionary, Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation