

## 3.2 TRANSPORTATION

### 3.2.1 - OVERVIEW

In terms of the Act transportation impacts on the management of the District's resources in two ways. Firstly, transport infrastructure is considered a part of the "environment" by virtue of the definition of "natural and physical resources" which includes all structures. Secondly, the actual operation of transport systems is a land use activity by virtue of Section 9(4) of the Act. The Act also introduces a third aspect that needs to be addressed. Clause 6 of Part II of the Second Schedule of the Act provides that Council may identify the scale, sequence, timing and relative priority of public works. This is most important in terms of transportation works as transportation is a key economic factor of land use. This provision enables the public to determine the extent to which activities may be potentially affected by future public works. However Council believes these matters are better addressed through the Annual and Strategic Plans and intends to proceed in this way.

### 3.2.2 - THE ISSUES

The following are considered to be significant resource management issues facing the transportation sector within Southland District;

- **Southland is dependent on an efficient land transport network to utilise and develop its resources, and to provide mobility and access for its people and communities.**

#### Explanation

*The dispersed nature of Southland's population, its reliance on primary production, and its often rugged topography has led to a high dependence on an efficient land transport system. This system needs to be maintained if Southland is to grow and prosper.*

- **There is a significant increase in land uses generating heavy traffic in the District.**

#### Explanation

*The increase in dairy conversions, lime application, gravel extraction and forestry activity in the District is having an impact on the roading resources. Heavy vehicles carrying large loads put a greater strain on roading surfaces, and therefore the cost of roading can be increased dramatically. Forestry could also lead to a greater use of rail transport in the District.*

- **Air transport is vital to both Stewart Island and the Milford/Te Anau area, while water transport is vital to Stewart Island.**

#### Explanation

*Stewart Island residents are restricted to two forms of access to and from the Island - air and water. Air transport is also an important component in the tourism trade in the Milford/Te Anau area.*

- **The increasing number of tourists visiting Southland imposes an increasing demand to improve and develop transportation links and facilities.**

#### Explanation

*The tourist industry in New Zealand has set a target of an increase of tourists threefold by the year 2000. Southland will continue to be a popular destination. There are currently pressures to develop new links between Queenstown and Milford via the Greenstone Valley and to the West Coast via the Hollyford Valley, and tourist ships are visiting Stewart Island and Fiordland in increasing numbers.*

- **Most forms of transport may give rise to adverse effects.**

#### Explanation

*It is estimated that the transport sector contributes 40% of CO<sub>2</sub> emissions in New Zealand. Transportation can also give rise to problems such as noise, vibration, dust, headlight glare, visual intrusion, and discharges, which can impact on environmental amenities.*

- **Land use activities can greatly affect the safe and efficient operation of the transport network.**

#### Explanation

*High traffic generating activities (such as petrol stations), vegetation growing on the side of the road or railway, residential development, to name a few, all have the potential to impact on the safe and efficient operation of the transport system. Land uses that generate unexpected traffic increases on inadequate roading can lead to poor utilisation of fundings available.*

- **Movement of stock along and across roads has been a problem for some time. Specific problems are delays and potential hazard to road traffic and road surface degradation. This activity is and will be controlled by the Stock Droving Bylaw 1993 and any amendment or Bylaw passed in substitution therefore.**

**Explanation**

*Movement of stock along and across roads has been a problem in the District for some time. This activity is controlled by the Stock Droving Bylaw 1993.*

- Construction and upgrading of the transportation network can have effects on natural, cultural, historic and recreational values.

**Explanation**

*Road construction, and to a lesser extent upgrading, can have effects on the natural, cultural, historic and recreational values in the areas where those activities are carried out. Not all of those effects will be adverse.*

**3.2.3 - OBJECTIVES**

**Objective TRAN.1**

**To mitigate the adverse effects of land use activities on the District's transportation system.**  
*(Refer Policy TRAN.1, 2, 4, 5 and 6)*

**Objective TRAN.2**

**To achieve appropriate public safety levels.**  
*(Refer Policy TRAN.1 to 8)*

**Objective TRAN.3**

**To ensure the efficient flow of people and goods along the District's transportation routes.**  
*(Refer Policy TRAN.1 to 9)*

**Objective TRAN.4**

**To avoid, remedy or mitigate the adverse effects of transportation activities on the environment, while enabling the continual development and upgrading of the transportation network.**  
*(Refer Policy TRAN.1, 2, 3 and 8)*

**Objective TRAN.5**

**To recognise links between transportation, energy and climatic changes by encouraging development of a sustainable transportation network.**  
*(Refer Policy TRAN.8)*

**Objective TRAN.6**

**To reduce the emission of greenhouse gases which result from transport activities.**

**3.2.4 - POLICIES**

**Policy TRAN.1(a) - Rooding Hierarchy**

**To establish a rooding hierarchy, based on the particular importance of the transport route to the District and the volume of traffic utilising those routes.**

**Explanation**

*The rooding hierarchy will be used to assist in determining:*

- The appropriateness of particular effects of land use activities in various localities.*
- The appropriate standards of access for properties and activities.*
- Appropriate environmental outcomes.*

*The rooding hierarchy enables Council and the public to quickly determine the status of any particular transport route and assess what effect a new development will have on that route. The hierarchy has been determined upon the basis of the route's importance to the District, its main purpose, and the volumes of traffic it carries. Standards of access in relation to the hierarchy have been determined so as to mitigate the effect that particular activities may have on the route.*

*After considering several options, Council considers that the rooding hierarchy is the most effective method of providing safe rooding, and enhancing the general amenity of the District in relation to the effects of road transport.*  
*(Refer Rule TRAN.1)*

**Policy TRAN.1(b) - Heavy Transport Network**

**To establish within the road transport hierarchy a network of heavy transport link routes which as far as possible avoid the urban portions of the region and that will be developed to a standard capable of safely and efficiently carrying intensive concentrations of heavy traffic.**

**Explanation**

*Forestry and dairying activities have been identified as becoming more active in the District in the future. Concentrated heavy traffic such as logging trucks and milk tankers, can have a major impact on the District's rooding resource. In terms of rooding maintenance, efficiency and impact on other users, Council has found that it is significantly cheaper to upgrade roads before they are subject to heavy traffic usage rather than it is to repair the subsequent damage. The use of a heavy traffic network reduces the adverse effects of heavy traffic has on the environment and greatly increases the efficiency of resource use in Council's road maintenance programme.*

Council will consult with the affected parties and local authorities as to the most appropriate location for such routes.  
(Refer Rule TRAN.1)

### **Policy TRAN.2 - Construction Standards**

**To require that new roads and access points be constructed to a standard appropriate to their intended use, and that the adverse effects of upgrading and construction be avoided, remedied, or mitigated.**

#### **Explanation**

Construction of new roads and access points and upgrading of roads and access points can have an adverse impact on water quality, vegetation, soil stability, visual amenity and safety. These aspects need to be recognised when new roads are planned and built.  
(Refer Rule TRAN.1- Rule TRAN.6)

### **Policy TRAN.3 - Transportation Projects**

**To make appropriate provision in the District Plan for the development of the transportation network while minimising adverse effects of these activities.**

#### **Explanation**

Council recognises that the continual development and upgrading of the District's transportation resource is vital to the District's economic well-being. However provision for such projects must recognise the adverse effects these projects can have on the environment. Rules have been developed to mitigate those effects.  
(Refer Rule TRAN.1 to Rule TRAN.4 and Rule TRAN.8, 11 and 12)

### **Policy TRAN.4 - Loading and Manoeuvring**

**To require owners and occupiers to provide off-road loading for the servicing of premises to mitigate impact on the efficient operation of the roading network.**

#### **Explanation**

The operation of retail type activities generally involves numerous loading and unloading operations during the normal course of business. Undertaking such activities on the road can greatly impede traffic flows.

However Council recognises that there are circumstances where the provision of off-road loading facilities is neither practical nor necessary and therefore waivers can be given.  
(Refer Rule TRAN.6)

### **Policy TRAN.5 - Parking**

**To require that adequate off-street parking be developed for all land use activities to mitigate impact on the safety and efficiency of the roading system.**

#### **Explanation**

Large scale developments such as shopping centres and hospitals, employ large numbers of people and attract a high density of traffic. Parking facilities associated with such activities reduce the pressure to park on the road and therefore do not compromise the safety and efficiency of the roading system.

Standards of construction will ensure that potential effects on adjoining properties such as dust and stormwater will be mitigated.  
(Refer Rule TRAN.7)

### **Policy TRAN.6 - Roadside Vegetation**

**To minimise the adverse effects that vegetation plantings can have on the transportation network.**

#### **Explanation**

Council recognises that trees, hedges and shelter belts, can have significant impact on the safety of the roading system. Vegetation can impede driver visibility, disrupt road drainage systems, or cause shading of the carriageway resulting in icing during the winter months, which can have severe consequences in terms of public safety.

### **Policy TRAN.7 - Sight Line Protection: Railways**

**To promote safety at road and rail intersections by minimising the effects buildings and the planting of vegetation can have in such situations.**

#### **Explanation**

Council recognises that level railway crossings are particularly dangerous to the safety of motorists and accordingly adequate sight lines are to be preserved.

Council may consent to such a restriction being waived in whole or in part by way of a non-notified application subject to the written consent of the railway operator concerned.  
(Refer Rule TRAN.9)

### **Policy TRAN.8 - Airports**

**To ensure the safe and efficient operation of the District's airports by:**

- identifying airport approach vectors, and

- restricting activities within these areas that may have adverse effects on the operation of the airport, while
- permitting the siting of navigational aids where required.

**Explanation**

*Airports are recognised as an important resource vital to the District's economic future and as an essential transportation link. Tourism in the District relies heavily on air transport (particularly the Milford/Te Anau area) while air transport is vital to Stewart Island residents. Airport operations are not only restricted to land but also operate on water.*

*It is vitally important that adjoining land uses do not adversely impact on the operation and safety of airports and therefore effects such as smoke, dust, glare, electrical interference and height of structures must be controlled within an identified safety zone. (Refer Rule TRAN.10)*

**Policy TRAN.9 - Transport and Energy Efficiency**

To require that new transportation developments recognise the link between transportation and environmental change (including climate change), by ensuring that new developments are designed for optimum effectiveness, energy efficiency, and environmental compatibility while being cost effective.

**Explanation**

*Transportation is one of the biggest fossil fuel uses in New Zealand and contributes approximately 40% of all CO<sub>2</sub> emissions. To reduce this impact it is important that the transportation infrastructure be designed for optimum efficiency. (Refer Rule TRAN.2 and Section 3.3 Energy and Minerals)*

**3.2.5 - METHODS AND RULES**

**Rule TRAN.1 - Roding Hierarchy**

The following roding hierarchy has been adopted by Council and follows that proposed by Transit New Zealand;

(a) **National Routes**

Roads which:

- form part of a network of strategic importance, and
- are a significant element in the national economy and include state highways.

(b) **Primary/Regional Arterials**

Roads which:

- are of strategic regional importance,
- are a significant element in the regional economy,
- are state highways not included in National Routes category,
- give access to important tourist areas or significant areas of population,
- link different transport modes,
- provide significant intra-urban links,
- all other roads of regional or inter-regional importance.

(c) **Secondary/District Arterials**

Roads which are:

- of strategic district importance, and
- a significant element in the local economy,
- links between residential, commercial, industrial or recreational land use activities.

**Note:** generally such roads provide alternative links between centres of population or are significant for the movement about a district of goods or produce.

(d) **Collector Routes**

Routes which are:

- locally preferred between or within areas of population or activities,
- complementary arterials,
- usually paved and are of road geometry aligned with operational safety standards required for the traffic volumes on each section,
- primarily suited to urban situations, yet have a place in rural areas. In rural areas, where land use activity is relatively intensive, it is necessary to provide links between local roads and arterials.

(e) **Local Roads**

Roads the primary function of which is property access or servicing land use functions.

- (f) **Special Link Roads**  
Roads which carry a disproportionate concentration of heavy or tourist traffic throughout the District.

Schedule 6.4 sets out the roads of the District that fall under each category.

- (g) **Permitted Activities**  
Existing formed roads are permitted activities in all parts of the District. Activities which are allowed within the boundaries of roads (including unformed roads) are prescribed under the provisions of the Local Government Act 1974.

**Reason**

*The roading hierarchy is considered the most effective method for determining the appropriateness of effects alongside the roading network, and for assessing the appropriate access standards to the roading network.*

**Rule TRAN.2 - Road Construction**

(i) **General Construction Standards**

- (a) All roads, bridges and culverts shall be designed and constructed for Class I heavy motor vehicle loading.
- (b) Roads in Rural Areas, shall be constructed in accordance with the Guide to Geometric Standards for Rural Roads NRB 1985.
- (c) Roads in Urban Areas shall be constructed in accordance with the Code of Practice for Urban Land Subdivision Bylaw 1993.
- (d) All new roads that are permitted shall be classified on the basis of their projected usage and shall be constructed in accordance with the minimum standards prescribed for the roading hierarchy, or better.
- (e) All intersections shall be laid out and constructed in accordance with the design and location standard of the relevant Road Controlling Authority.

(ii) **The Construction of Roads within the Road Reserve is a Permitted Activity.**

(iii) **Access and Legal Frontage For Subdivision or Developments in Urban and Rural Resource Areas**

Roads and Access Lots for the purpose of providing access and legal frontage to subdivision or developments are a permitted activity provided that

- (a) The requirements of Rule TRAN.3 (b-e) and the rules and performance standards of Section 4.1.4 Methods and Rules are satisfied.
- (b) The requirements of Code of Practice for Urban Land Subdivision Bylaws 1993 and Guide to Geometric Standards for Rural Roads NRB 1985 are met.

(iv) **Right of Ways**

Registered right of ways are to be constructed to a standard appropriate to the proposed use, in accordance with the criteria listed in (iii) above and the Code of Practice for Urban Land Subdivision Bylaw 1993 and Guide to Geometric Standards for Rural Roads NRB 1985.

(v) **Network Utility Roads**

The construction of roads, by a network utility operator other than those provided for by way of designation in the District Plan, whether aligned within a legal road line or not, require a discretionary resource consent.

In determining the application, Council will consider the following:-

- (a) The effects, including noise, on affected property owners.
- (b) The reasons why the road is required and the public benefit of such a road.
- (c) The impact on vegetation, habitats, watercourses and sites of special significance.
- (d) Visual impacts, and the techniques used to mitigate these.
- (e) The design, location and visibility of any intersection with existing roads.
- (f) Whether the location is or is likely to be subject to material damage by erosion, subsidence, slippage or inundation (including the possibility of sea level rise) and whether the proposed development is likely to accelerate any of these processes.
- (g) The chosen routes impact on energy consumption.
- (h) Alternative techniques and/or routes to mitigate any adverse effects.
- (i) The construction standards proposed relative to the potential vehicle movements.

**(vi) Bridges and Culverts**

Bridges and Culverts are a permitted activity within road reserves provided they are constructed to the relevant Council standard.

**Reason**

*Generally the construction of bridges and culverts will require consent from the Southland Regional Council. The construction and performance standards selected are considered appropriate to mitigate the adverse effects of road construction, and maintain the appropriate construction standards. Standards reflect established Council policy on construction standards for each category of the roading hierarchy.*

**Rule TRAN.3 - Road Realignment**

Realignment of any part of any road outside the existing reserve boundary, is a permitted activity provided -

- (a) Consent of the affected landowners is received.
- (b) No significant indigenous vegetation or significant habitat of indigenous fauna is adversely affected.
- (c) No sites or objects of special significance are adversely affected.
- (d) All reasonable and practical steps are taken to avoid long term visual impacts from such works including the disposal of spoil, and the use of cut and batter fills.
- (e) The area of land no longer required for road is rehabilitated for productive uses or is appropriately landscaped.

Where these criteria cannot be met a discretionary resource consent is required in respect of the criteria that cannot be met, which Council may or may not notify depending on the scale of the adverse environmental effect.

**Reason**

*Provided adverse effects are mitigated it is seen as an unnecessary and costly step to require resource consent for realignment work, particularly when realignment is generally carried out for safety and efficiency reasons.*

**Rule TRAN.4 - Road Maintenance**

Road maintenance works are permitted activities provided that:

- (a) The rules and performance standards of Section 4.1.4 Methods and Rules are complied with.
- (b) No sites of special significance are adversely affected.
- (c) Adverse effects on the environment are avoided, remedied or mitigated.

**Reason**

*Road maintenance is considered an important work and does not warrant unnecessary intervention when generally such work occurs within the existing carriageways.*

**Rule TRAN.5 - Access Standards from a Public Road**

Access for properties from public roads shall be permitted provided the following standards are met:

- (a) All vehicular access from a public road shall be designed, constructed and maintained to ensure that:
  - they are able to be used in all weather conditions
  - they have no adverse impact upon road drainage systems
  - stormwater and detritus (including gravel and silt) do not migrate on to the road
  - they intersect with the property boundary within 15 degrees of a right angle.
- (b) **Sight Distances**  
Clear visibility along the road in both directions from the vehicular access shall comply with the following Table:

**Table 6 Sight Distances (Source: “Guidelines for Visibility at Driveways “Land Transport Safety Authority - Publication No. 6”)**

Minimum Sight Distance from Access			
85 percentile	Sight Distance (m) per road classification		
Speed (km/h)	Local	Collector	Arterial
50	40	45	90
60	55	65	115
70	85	85	140
80	105	105	175
90	130	130	210
100	160	160	250
110	190	190	290
120	230	230	330

(c) Access to National Routes and Regional Arterials

- (i) Design and construction of access shall comply with the standards specified in Transit (NZ) “Highway Planning under the RMA” depending upon the type of activity to be served by the access.
- (ii) Heavy vehicular accesses shall be designed and constructed to:
  - i. Carry the volume and weight of traffic likely to use the access.
  - ii. Ensure that heavy vehicles do not have to cross the road centre line when making a left turn.
  - iii. Ensure that the surface is constructed to the same standard as the adjacent road carriageway.
- (iii) Width of vehicular access ways at the property boundary are to be no greater than 6 m.
- (iv) Where the speed limit is 100 km/hr:
  - i. Spacing between accesses shall be not less than 200 m regardless of which side of the road the access is located.
  - ii. Spacing between intersections shall be not less than 800 m.

iii. No access shall be located within 100 m of a road intersection, or 30 m of the intersection if the access is to a side road. Where the intersecting roads are both National or Primary/Regional Arterials then no access shall be located within 100 m of the intersection.

iv. Distance measurements are to be taken from the nearest intersection of road reserve boundaries to the proposed access or, in the case of a T intersection, the prolongation across the intersection of the road reserve boundaries of the intersecting road.

(v) Access widening shall be provided in accordance with the details set out in Diagram 4, Schedule 6.6.

(d) Access to District Arterial and Collector Roads

- (i) Access for residential activities shall conform with the standards set out in Diagram 2, Schedule 6.6.
- (ii) Access for non-residential activities shall conform with the standards set out in Diagram 3, Schedule 6.6.
- (iii) Distance from any road intersection shall be not less than 40 m.

(e) Access to Urban State Highways and Arterials

Design and construction of accesses shall be in accordance with the following:

- (i) The vehicle crossing shall intersect with the carriageway at an angle between 45 degrees and 90 degrees.
- (ii) For activities that attract a low level of vehicles width measured at the property boundary shall not be greater than 3.5 m.
- (iii) For activities that attract a high level of vehicles width measured at the property boundary shall be as follows:
  - between 3.5 and 6.0 for a one way operation or
  - between 6.0 and 9.0 m for a two way operation.

- (iv) No access shall be constructed within 15 m of a road intersection measured from the nearest intersection of road reserve boundaries to the proposed access or in the case of a T intersection the prolongation across the intersection of the road reserve boundaries of the intersecting road.
- (f) Council may grant consent to a non-notified application to waive in whole or in part the above standards if Council considers the standards would impose unnecessary expense on the applicant and the adverse effect on the environment would be minor.

Such conditions as Council considers appropriate, particularly in respect to visibility and adequate warning of heavy traffic, may be attached to the consent.

**Reason**

*Development alongside of the roading network may reduce the safety and efficiency levels of the road. Therefore appropriate performance standards have been developed to ensure safety and efficiency levels are not compromised.*

**Rule TRAN.6 - Loading and Manoeuvring**

- (a) **Servicing Activities**  
Where the loading and unloading of goods is an integral part of an activity, off-road loading for the servicing of the premises or activity is to be provided.
- (b) **Scheduled Roads**  
Off-road loading facilities together with access and turning space are to be provided and designed so that it is not necessary to reverse vehicles either on to or off the road, on properties fronting the roads listed in Schedule 6.4.
- (c) Design shall be appropriate for the type of vehicles that visit the site but in all cases shall meet the minimum standards specified for vehicles in Figure 12 and 13, Schedule 6.5.
- (d) Where the configuration of the site precludes the provision of off-road loading, and the floor area of the building is not greater than 200 metre square and the site is not part of a major development;

- (i) Council may fully or partially waive the off-road loading requirement by way of a non-notified discretionary application provided that the prior written approval of Transit New Zealand is required where loading is to take place from a State Highway. In the absence of such approval the application will be notified or
- (ii) Council may require the owner to enter into an agreement with other adjacent owners to provide and maintain a jointly used loading area, provided kerbside loading would not cause an undue traffic hazard.

**Reason**

*The loading and manoeuvring of vehicles can have a major impact on the safety and efficiency of the roading network, and therefore it is imperative loading activities are controlled on certain busy and important roads.*

**Rule TRAN.7 - Parking**

Provision of vehicular off-street parking in accordance with Diagram 1 Schedule 6.6 and Schedule 6.7 is a permitted activity.

Provision of vehicular off-street parking which is not in accordance with these provisions is a restricted discretionary activity. In granting any resource consent Council may require a cash contribution in lieu which will be determined on the basis of the actual cost of developing the required amount of parking in that particular area (including the purchase of the land).

Where required by the relevant rules, construction of parking areas including vehicle access and turning spaces, shall be such as to ensure that:

- (a) Parking areas shall be formed and sealed or otherwise maintained, so as not to create a dust nuisance or permit vehicles to carry deleterious materials such as mud, stone, chip or gravel onto the public road or footpath.
- (b) Stormwater originating from the parking areas shall be adequately disposed of via a silt trap or on to grass.

- (c) Traffic safety is maintained by:
- (i) Vehicles using the parking area being prevented by means of a kerb wall from entering or leaving the site except by access ways provided.
  - (ii) Requiring that where more than three off road parking spaces are required, the parking area and turning spaces shall be laid out with sufficient manoeuvring space so that access can be obtained to the required parking space without the necessity for reversing on to or off the site.
  - (iii) Any part of the parking area which cannot be used for the parking being landscaped.
- (d) Personal privacy is protected by ensuring that where the parking area adjoins a residential property, a 1.6 metre high fence of agreed materials and construction shall be erected and maintained by the developing owner.
- (e) Queuing space is provided within the site for vehicles entering or leaving a private or public carpark on the following basis:
- (i) 6 m length in both directions for carparks of 50-100 car capacity.
  - (ii) 15 m length in both directions for carparks of greater than 100 car capacity.
- (f) Any lighting associated with the parking area has no adverse effect on adjoining properties or roads.

**Reason**

*Large scale developments tend to attract a high number of visitors and/or employ a large number of people thereby increasing pressure on parking in the neighbourhood. To reduce the impact on the safety and efficiency of the roading network, off-street parking facilities of an appropriate standard are to be required.*

**Rule TRAN.8 - Railway Construction and Maintenance**

- (a) **Existing Railway Reserve**  
The development of a railway line on an existing railway reserve is a controlled activity. Council will exercise control in respect of the following;
- intersections with the roading network
  - mitigation of noise effects.

- (b) **Development Outside of Reserve or Designated Area**  
The development of a railway line where there is no existing reserve or designation is a discretionary activity and shall be assessed in accordance with the criteria set out in Rule TRAN.2 (v).
- (c) **Maintenance**  
Railway maintenance works are permitted activities provided that:
- (i) The rules and performance standards of Section 4.1.4 Methods and Rules are complied with.
  - (ii) No sites of special significance are adversely effected.
  - (iii) Adverse effects on the environment are avoided or mitigated.

**Reason**

*As with roading development, railway construction can have significant effects. Where a railway has existed before, Council considers the effects of reinstatement can be controlled by way of conditions, while new railways need greater consideration and are therefore discretionary activities.*

**Rule TRAN.9 - Sight Line Protection: Railway**

Where an existing railway and a road intersect on the same level, no building or vegetation which would block the sight lines shall be permitted within an area bounded by lines connecting points of 30 m along the centreline of the road measured in each direction from the centreline of the nearest railway track to points 140 m along the nearest railway track measured in each direction from the centreline of the road as more particularly shown in Diagram 6, Schedule 6.21.

Where Council is satisfied that the restriction is unreasonable, or inappropriate in the circumstances and written consent of the railway operator has been given, Council may by way of a non notified resource consent for a discretionary activity waive all or any of the requirements as to sight lines specified in this Rule.

**Reason**

*(Note: Transit New Zealand has developed a Manual of Traffic Signs and Markings which deals with safety issues at railway level crossings. Council uses this as a standard.)*

*Level railway crossings are particularly dangerous, and accordingly adequate sight lines must be preserved.*

### **Rule TRAN.10 - Existing Airports**

Schedule 6.18 identifies the approach vectors of the District's airports. The following rules apply in those areas.

No activity that would prejudice the safety and satisfactory conduct of the airports operation by virtue of the emission of smoke, dust, glare or electrical interference or by attracting birds shall be permitted within these areas.

Structures and vegetation shall not exceed the heights that would compromise the approach vectors set out in Schedule 6.18.

#### **Reason**

*The effects of certain types of activities can have a significant impact on the safe and efficient operation of airports. By identifying the areas crucial to safety around an airport for the purposes of take off and landing, adverse effects can be controlled to maximise the safety and efficiency of airport operations.*

### **Rule TRAN.11 - Commercial Airports**

Airports providing public and private passenger and freight transport services require discretionary resource consent.

In deciding any application, Council will consider the location of the proposal on the following basis:

- (a) Noise effects on residential, rural-residential and recreational areas.
- (b) Visual effects.
- (c) Existing and potential activities at the site.
- (d) Alternative sites.
- (e) The effects of increased traffic flow that may be caused by the development of the airport.
- (f) Site values.
- (g) Effects on any national or regional arterial roads in the vicinity of or beneath the proposed flight paths.

#### **Reason**

*The development of new airports can have significant environmental effects and the preferred locations often cause a significant amount of controversy.*

*Council therefore considers it necessary that a notified discretionary resource consent, except where airports have been separately designated pursuant to Section 168 of the Resource Management Act 1991 and its amendments, be applied for in respect of any new development.*

### **Rule TRAN.12 - Rural Airstrips**

Airstrips associated with normal rural land management are a permitted activity provided there are no adverse effects on activities beyond the boundary of the property on which the airstrip is located.

#### **Reason**

*In the past Council has not been involved in the regulation of farm airstrips, and circumstances have not altered to justify intervention. As such strips are generally located in isolated areas, there are few adverse effects on the neighbouring environment.*

### **3.2.6 - WORKS PROGRAMME**

It is not the intention of Council to include any programme of capital works within the District Plan as this is more appropriately addressed in the "District Land Transport Programme".

In the short term this type of expenditure is identified in the Annual Plan and in the long term forms part of Council's Strategic Planning.

### **3.2.7 - ANTICIPATED ENVIRONMENTAL RESULTS**

- (a) A safe and efficient transportation system throughout the District.
- (b) A reduction in the effects that heavy vehicles have on the District's roading resource.
- (c) A reduction in the adverse effects of land use activities on the transportation system.
- (d) A reduction in the adverse effects of the transportation system on the environment.
- (e) A reduction in the emission of CO<sub>2</sub> and other greenhouse gases.