
Appendix 4B
Suggested plan policies and rules

App4B.1 Introduction

This Appendix contains suggested provisions for:

- Regional policy statements
 - objectives; and
 - policies
 - District and regional plans
 - transport objectives and policies;
 - access rules;
 - sight distance rules;
 - access separation rules;
 - access formation rules;
 - rule in respect of indicative roads;
 - signs (policies and rules);
 - lighting and glare rules;
 - vegetation rules;
 - road noise (reverse sensitivity) rules; and
 - financial contributions (policies and rules)
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App4B.2 Regional Policy Statements

Introduction

Transit’s approach to land use planning and planning documents is set out in Sections 2 and 4 of the PPM. In line with the RMA, Transit seeks for regional policy statements to take a proactive, directive approach to infrastructure and land use integration. Transit holds this view for two reasons:

Firstly, the role of regional policy statements at the top of the hierarchy of regional and district planning documents has been further strengthened by the 2005 amendments to the RMA. This is by the addition of new wording which makes it mandatory for regional and district plans to “*give effect to*” regional policy statements. This is in contrast to the old “*not be inconsistent with*” wording of the now repealed sections of the Act. The new wording elevates the importance of regional policy statements and warrants a more proactive, directive approach in regional policy statements than has been the case in the past.

Secondly, the 2005 amendments to the RMA gave regional councils a new function for the purpose of giving effect to the RMA in their regions. This new function is set out in section 30(1)(gb) RMA and is “*the strategic integration of infrastructure with land use through objectives, policies and methods*”.

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Introduction (continued)

The new function empowers regional councils to take a strong lead in forward planning to address infrastructure and land use integration issues and the inclusion of the words “*through objectives, policies and methods*” makes it clear that regional councils can undertake this function through, among other things, the inclusion of appropriate objectives and policies in regional policy statements. Regional councils are required to prepare and change their regional policy statements in accordance with their functions under section 30 RMA (section 61(1) RMA).

Regional policy statements will differ significantly across the country. Not all suggested objectives and policies below will be appropriate in all circumstances, particularly as the rural/urban focus between regional council areas differs markedly.

Transport recognition

Infrastructure is sufficiently vital to the functioning of built environments and communities that separate recognition of infrastructure issues and particularly transport infrastructure issues, is warranted in regional policy statements. The inclusion of such provisions in regional policy statements is a first step toward placing sufficient priority on integrated land use and transport planning in RMA planning documents generally.

In addition, it is suggested that non-RMA documents that are a key part of land use and transport integration, such as the Regional Land Transport Strategy, the National State Highway Strategy, any regional passenger transport plans and the State Highway Forecast, are specifically referenced in regional policy statements.

Suggested regional policy statement objectives

1. The integration of transport infrastructure and land use patterns to achieve sustainability, efficiency, liveability, safety and high levels of mobility.
2. The provision of certainty in the assessment of resource consent applications, notices of requirement for designations and proposed plan changes which relate to or affect transport and urban form.
3. The management of transport infrastructure to facilitate multimodal transport networks and the facilitation of integrated transport management.

Suggested regional policy statement policies

1. To recognise the importance of arterial road networks and the linkage of the region’s road network to other regions and transport modes and to provide for the existing and future arterial road network through plan objectives, policies and methods.
2. To provide for long-term land transport infrastructure planning through the recognition of the Regional Land Transport Strategy and the National State Highway Strategy.

Suggested regional policy statement policies (continued)

3. To integrate changes in land use generated by growth and development with local, regional and national infrastructure, particularly transport infrastructure and to avoid an unsustainable approach to infrastructure provision and funding.
 4. To recognise the importance of arterial road networks and the linkage of the region's road network to other regions and transport modes and to provide for the existing and future arterial road network through plan objectives, policies and methods.
 5. To provide for long-term land transport infrastructure planning through the recognition of the Regional Land Transport Strategy and the National State Highway Strategy.
 6. To integrate changes in land use generated by growth and development with local, regional and national infrastructure, particularly transport infrastructure and to avoid an unsustainable approach to infrastructure provision and funding.
 7. In considering the effects of land use change on transport networks, to consider multi-modal, long term and network wide impacts.
 8. To promote land use planning, building design and urban design that gives effect to the New Zealand Urban Design Protocol (2005), particularly the strategic integration of local, regional and national infrastructure and land use.
 9. To control the establishment of land use activities to achieve compatibility with the roads they front by avoiding, remedying or mitigating the environmental effects, including reverse sensitivity, which each has on the other.
 10. To seek to reduce (where appropriate) the adverse effects of transport on the environment (including effects on air and water quality, noise, storm water, heritage protection and community disruption and to increase the positive interactions of transport infrastructure and land use.
 11. To require adverse effects of development on transport safety to be avoided, remedied or mitigated.
 12. To require developers to appropriately avoid, remedy or mitigate the adverse effects of their developments on transport infrastructure, including state highways, including through the payment of financial contributions towards upgrades required as a result of their developments or which are required sooner than they otherwise would be due to their developments.
 13. To require appropriate roading infrastructure, that is consistent with the roading hierarchy, including upgrades to existing infrastructure, to be provided ahead of development that will give rise to, or bring forward, the need for that infrastructure.
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App4B.3 **RMA Plans**

Introduction

The structure of district plans differs markedly across the country. Accordingly, the suggested policies and rules below will need to be adapted to fit the particular plans. The provisions below are not comprehensive, but only aim to address a number of state highway issues. They may be appropriate for adaptation to local road networks and it is expected that territorial authorities will add and modify policies and rules to reflect local conditions and amenity. Many of these provisions will also be relevant for regional plans, particularly regional coastal plans where there is transport infrastructure in the coastal marine area.

These plan provisions are “suggested” – they will often form a start-point to begin consideration of what is appropriate after considering the local transport and environmental context and the wishes of the community. This is particularly so for provisions that seek to manage access to state highways, as the state highway networks within different districts and cities have significant differences, both physically and in terms of function.

App4B.3.1 **Roads, including designations**

Suggested transport objectives for district plans

1. A safe transport system.
 2. An efficient road network, through the recognition of the different functions of different types of road.
 3. Minimal conflict between land uses, traffic and people.
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Suggested transport policies for district plans

1. To recognise and provide for the existing and future arterial road network and linkages to other districts and regions.
 2. To provide for long-term infrastructure planning.
 3. To promote integration of transport and land use planning.
 4. To make efficient use of the transport system, particularly its infrastructure, including by recognising and providing for the primary function of each road as described in the road hierarchy.
 5. To control the establishment of land use activities to achieve compatibility with the roads they front by avoiding, remedying or mitigating the environmental effects, including reverse sensitivity, which each has on the other.
 6. When considering proposals for activities to be established in environments where the amenity of the area is, or is likely to be, affected by a state highway to have regard to the character of the receiving environment and to ensure that such developments are designed, located and maintained in such a way as to appropriately avoid, remedy or mitigate any reverse sensitivity effects.
 7. To recognise and provide for the existing and future arterial road network and linkages to other districts and regions.
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Suggested transport policies for district plans (continued)

8. To provide for long-term infrastructure planning.
9. To promote integration of transport and land use planning.
10. To make efficient use of the transport system, particularly its infrastructure, including by recognising and providing for the primary function of each road as described in the road hierarchy.
11. To control the establishment of land use activities to achieve compatibility with the roads they front by avoiding, remedying or mitigating the environmental effects, including reverse sensitivity, which each has on the other.
12. When considering proposals for activities to be established in environments where the amenity of the area is, or is likely to be, affected by a state highway to have regard to the character of the receiving environment and to ensure that such developments are designed, located and maintained in such a way as to appropriately avoid, remedy or mitigate any reverse sensitivity effects.
13. To promote forms of development that support an increase in public transport use and facilitate cycling and walking.
14. In considering the effects of land use change on transport networks, to consider multi-modal, long term and network wide impacts.
15. To require adverse effects of development on transport safety to be avoided, remedied or mitigated.
16. To require the preparation of an Integrated Transport Assessment for any proposed structure plan, plan change or major trip generating activity.
17. To recognise Transit New Zealand as an affected party in respect of any resource consent application for an activity that may adversely affect a state highway.

Suggested rules for access to state highways - structure

The suggested rules for access requirements to state highway are included below. Local circumstances should be a significant influence over the nature of any district plan rules and it is therefore recognised that a number of factors need to be taken into account when advising rules to the Local Authority..

In determining the type and nature of access rules, consideration should be given to:

- the achievement of Transit’s Integrated Planning Policy and the access policies of the PPM;
- understanding of local context including future development pressure along the state highway
- the nature of the state highway network in the district (including the amount of Limited Access Road and expressways), its functions and traffic volumes;
- the State Highway Categorisation;
- any relevant passing and overtaking strategy or strategic assessment; and
- the need for protection of routes and facilities for public transport, cyclists and pedestrians.

Suggested rules for access to state highways – structure (continued)

Following this approach, it may be that the rules identify specific access requirements for certain state highways with a greater level of detail than is suggested by the rules below.

The suggested rules below include suggested permitted activity rules for sight distance, access separation and access formation. If an activity status of discretionary or above for all access is considered, these rules may be superfluous, but they will still inform Transit’s assessment of applications.

Suggested rules

Non-complying activity:

1. Any land use activity that would require direct access to a state highway which is a motorway or expressway at a location where there is currently no such direct access, or would require any alteration to or increase in use of an existing direct access to any such state highway.
2. Any subdivision that would require direct access to a state highway that is a motorway or expressway.
3. Any subdivision that requires direct access onto a state highway that is not a motorway or expressway that either:
 - is below the minimum allotment size for that zone; or
 - if no minimum allotment size has been defined, does not comply with the minimum access spacings set out (*in the suggested district plan rule for access separation*) below.

Transit New Zealand will be considered an affected party in respect of any application for resource consent under this rule.

Discretionary activity:

1. Any land use activity that would require direct access to a state highway which is a Limited Access Road at a location where there is currently no such direct access, or would require any alteration to or increase in use of an existing direct access to such a state highway.
2. Any subdivision that would require direct access to a state highway that is a Limited Access Road, except where it is a non-complying activity according to the above rule.

Transit New Zealand will be considered an affected party in respect of any application for resource consent under this rule.

Discretionary activity (restricted):

1. Any land use activity that would require direct access to a state highway which is not a motorway, expressway or Limited Access Road at a location where there is currently no such direct access, or would require any alteration to or increase in use of an existing direct access to such a state highway.
 2. Any subdivision that would require direct access to a state highway that is not a motorway, expressway or Limited Access Road, except where it is a non-complying activity according to the above rule.
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Discretion is restricted to the adverse effects on the safe and efficient functioning of the state highway network.

Transit New Zealand will be considered an affected party in respect of any application for resource consent under this rule

**Suggested
plan rules for
sight
distances**

Suggested minimum sight distance for permitted activities:

1. The minimum sight distance, as per Diagram A and Perspective A of Transit New Zealand’s Planning Policy Manual 2007, shall be:

Posted speed limit (km/h)	Minimum sight distance (m)
50	113
60	140
70	170
80	203
90	240
100	282

**Suggested
district plan
rule for
access
separation**

Suggested minimum access separation for permitted activities:

1. The minimum separation distances between a vehicle access to/from a state highway and an intersection on that state highway, between a vehicle access to/from a local road and the intersection of that local road with a state highway and between vehicle accesses to/from a state highway shall be:

Posted speed limit (km/h)	Minimum distance between access and nearest intersection (m)	Minimum distance between local road access and intersection (m)	Minimum distance between accesses (m)	Minimum access spacings on state highways carrying over 10,000 vpd.
50	30	20	-	160
60	30	20	-	220
70	100	45	40	305
80	100	45	100	400
90	200	60	200	500
100	200	60	200	500

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Suggested district plan rule for access formation in rural and peri-urban areas

Minimum requirement:

1. The minimum access formation shall be:

Type of traffic using accessway (more than one slow, heavy or long vehicle movements per week)	Volume of traffic using accessway (ecm/day ¹)	Volume of traffic using state highway (vpd)	Accessway type – from TNZ PPM 2007
No	1-30	< 10,000	Diagram and Perspective C
		>=10,000	Diagram and Perspective D
	31-100	< 10,000	Diagram and Perspective D
		>=10,000	Diagram and Perspective E
Yes	1-30	All	Diagram and Perspective D
	31-100	All	Diagram and Perspective E

Suggested district plan rule for “indicative roads”

Discretionary Activity

1. The erection of, or addition to, any building, located on or within 20 metres of the edge of an Indicative Road shown on the Planning Maps is a discretionary activity.

Transit New Zealand will be considered an affected party for any resource consent under this rule for any indicative road than may become a state highway.

¹ Equivalent car movements per day. This is calculated either as an annual average, or as a weekly average, whichever is the greater, to cater for seasonal peaks. For further detail see the glossary in Appendix 1.

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Suggested district plan performance standard in respect of road noise (reverse sensitivity)

1. For any new dwellings and any alteration(s) to existing dwellings constructed within 80 metres (measured from the nearest painted edge of the carriageway) of a state highway or land that is subject to a notice of requirement or designation for a state highway:
 - the dwelling or alteration must be designed, constructed and maintained to meet the “satisfactory” internal design sound levels in Australian New Zealand Standard AS/NZS2107:2000 “Recommended design sound levels and reverberation times for building interiors” (refer to Appendix A for list of internal sound levels for different areas of occupancy and activity); or
 - prior to the construction of any habitable building(s) on the site, an acoustic design certificate from a qualified acoustic engineer is to be provided to Council demonstrating that the above internal sound levels of Australian New Zealand Standard AS/NZS2107:2000 “Recommended design sound levels and reverberation times for building interiors” will be achieved; or
 - the dwelling or alteration must be designed, constructed and maintained in accordance with the schedule of typical building construction set out in Appendix A.

Transit New Zealand will be considered an affected party for any resource consent under this rule.

APPENDIX A – NOISE INSULATION CONSTRUCTION SCHEDULE

(describes the minimum requirements necessary to achieve an external sound insulation level greater than 30dBA)

The Schedule is based on Wellington City Council District Plan Change 23 Central Area Noise Insulation Rules.

Building Element	<u>Minimum</u> Construction Requirement	
<i>External Walls of Habitable Rooms</i>	<i>Stud Walls: Exterior cladding:</i>	<i>20 mm timber or 9mm compressed fibre cement sheet over timber frame (100 mm x 50 mm).*</i>
	<i>Cavity infill:</i>	<i>Fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m3) required in cavity for all exterior walls. Minimum 90 mm wall cavity.</i>
	<i>Interior lining:</i>	<i>One layer of 12 mm gypsum plasterboard. Where exterior walls have continuous cladding with a mass of greater than 25 kg/m2 (e.g. brick veneer or minimum 25 mm stucco plaster), internal wall linings need to be no thicker than 10 mm gypsum plasterboard.</i>
	<i>Combined superficial density:</i>	<i>Minimum not less than 25 kg/m2 being the combined mass of external and internal linings excluding structural elements (e.g. window frames or wall studs) with no less than 10 kg/m2 on each side of structural elements.</i>
	<i>Mass Walls:</i>	<i>190 mm concrete block, strapped and lined internally with 10 mm gypsum plaster board, or 150 mm concrete wall.</i>

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<i>Glazed Areas of Habitable Rooms</i>	<i>Glazed areas up to 10% of floor area:</i>	<i>6 mm glazing single float</i>
	<i>Glazed areas between 10% and 35% of floor area: Glazed areas greater than 35% of floor area:</i>	<i>6 mm laminated glazing Require a specialist acoustic report to show conformance with the insulation rule.</i>
<i>Window frames to be aluminium with compression seals.</i>		
<i>Skillion Roof</i>	<i>Cladding:</i>	<i>0.5 mm profiled steel or 6 mm corrugated fibre cement, or membrane over 15mm thick ply, or concrete or clay tiles.</i>
	<i>Sarking: Frame:</i>	<i>17mm plywood (no gaps). Minimum 100 mm gap with fibrous acoustic blanket (batts or similar of a mass of 9 kg/m³).</i>
	<i>Ceiling:</i>	<i>Two layers of 10 mm gypsum plaster board (no through ceiling lighting penetrations unless correctly acoustically rated). Fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m³).</i>
	<i>Combined superficial density:</i>	<i>Combined mass of cladding and lining of not less than 25 kg/m² with no less than 10 kg/m² on each side of structural elements.</i>
<i>Pitched Roof (all roofs other than skillion roofs)</i>	<i>Cladding:</i>	<i>0.5 mm profiled steel or tiles, or membrane over 15mm thick ply.</i>
	<i>Frame:</i>	<i>Timber truss with 100 mm fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m³) required for all ceilings.</i>
	<i>Ceiling:</i>	<i>12 mm gypsum plaster board.</i>
	<i>Combined superficial density:</i>	<i>Combined mass with cladding and lining of not less than 25 kg/m².</i>
<i>Floor areas open to outside</i>	<i>Cladding:</i>	<i>Under-floor areas of non-concrete slab type floors exposed to external sound will require a cladding layer lining the underside of floor joists of not less than 12mm ply</i>
	<i>Combined superficial density:</i>	<i>Floors to attain a combined mass not less than 25 kg/m² for the floor layer and any external cladding (excluding floor joists or bearers).</i>
<i>External Door to Habitable Rooms</i>	<i>Solid core door (min 25 kg/m²) with compression seals (where the door is exposed to exterior noise).</i>	

Notes:

- **The table refers to common specifications for timber size. Nominal specifications may in some cases be slightly less than the common specifications stated in the schedule for timber size.*
- *In determining the insulating performance of roof/ceiling arrangements, roof spaces are assumed to have no more than the casual ventilation typical of the jointing capping and guttering detail used in normal construction.*

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APPENDIX B – AS/NZS2107:2000 – INTERNAL SOUND LEVELS

The internal sound levels for different areas of occupancy and activity are listed in the following table:

Internal design sound levels (Based on AS/NZ 2107:2000 <i>Recommended design sound levels and reverberation times for building interiors</i>)		
Type of occupancy/activity	Recommended Internal Design Sound Level, dBA (Leq24hr)	
	Satisfactory	Maximum
Residential buildings:		
- bedrooms	35*(see note)	40
- other habitable rooms	40*(see note)	45
Travellers accommodation		
- bedrooms	35	40
Educational buildings (teaching spaces)	35	45
Office buildings (general office areas)	40	45
<p>*Note: Although AS/NZ 2107:2000 recommends 30dBA as the internal design sound level for bedrooms, such standards may be technically difficult and costly to achieve in high noise areas, 35dBA (Leq24hr) is therefore acceptable.</p> <p>For a comprehensive list of activity types and recommended design sound levels refer to Table 1 of AS/NZ 2107:2000</p>		

App4B.3.2

Signs

Note

The suggested signs policies and rules relate only to the potential traffic safety effects of signs and do not address any amenity issues (e.g. in respect of the size and number of signs).

Suggested sign policies for RMA plans

1. Signs are to be designed and located to ensure there is no significant adverse effect on traffic safety.
2. To avoid a proliferation of signs that may result in cumulative adverse effects on traffic safety.
3. To require signs to meet minimum standards for structural safety.

Suggested sign rules

1. Notwithstanding any other sign rule, any official sign shall be a permitted activity.

Note: A definition of “official sign” is included in the glossary in Appendix 1.

Permitted activities performance standards:

1. The size, placement and content of any sign that is visible from a state highway where the posted road speed limit is 70kph or over must comply with the Land Transport New Zealand Road Traffic Standard 7: Advertising signs and road safety: design and location guidelines (RTS7).
2. On each site there shall be no more than one sign that is visible from a state highway where the posted road speed limit is 70kph or over and any such sign may only relate to activities occurring on that site.
3. All signs must comply with the wind load criteria specified in either NZS 4203 or the Road Safety Manufacturers’ Association “Compliance Standard for Traffic Signs”.
4. All signs within 9m of a state highway where the posted road speed limit is 70kph or over must comply with the Road Safety Manufacturers’ Association “Compliance Standard for Traffic Signs” with respect to foundation design and impact performance.

Discretionary activities

1. Any sign that does not comply with the permitted activity performance standards in Rule [X].
2. Any sign that is visible from a state highway where the posted state highway speed limit is below 70kph and which incorporates reflective materials, flashing illumination, aerial display, animated display, moving display or any other non-static two or three dimensional mechanism designed to catch attention.

Transit New Zealand will be an affected party in respect of any application for resource consent for a sign that is visible from or potentially affects a state highway.

Non-complying activities:

1. Any sign that mimics the design, wording, graphics, shape or colour of an official traffic sign and is visible from a local road or state highway.
2. Any sign that prevents the driver of a vehicle from having a clear and unobstructed view of official traffic signs or signals, approaching or merging traffic or any corner, bend, intersection or vehicle crossing.
3. Any sign that is erected within a state highway road reserve.

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Suggested sign rules (continued)

4. Any sign that is visible from a state highway where the posted state highway speed limit is 70kph or above that incorporates reflective materials, flashing illumination, aerial display, animated display, moving display or any other non-static two or three dimensional mechanism designed to catch attention.

Transit New Zealand will be an affected party in respect of any resource consent application for a sign that is visible from or potentially affects a state highway.

App4B.3.3

Lighting and glare

Suggested lighting and glare rules

Permitted activity performance standards:

1. All outdoor lighting, except street lighting, must be designed, installed and maintained so that it is shielded from or directed away from adjacent roads.

Transit New Zealand will be considered an affected party for any resource consent for a lighting that may create a glare or overspill effect on a state highway.

App4B.3.4

Vegetation

Suggested vegetation rules

Permitted activity performance standards:

1. Vegetation shall not be planted or allowed to grow in a position which will prevent the driver of a vehicle from having a clear and unobstructed view of official traffic signs or signals, approaching or merging traffic or any corner, bend, intersection or vehicle crossing.
2. Vegetation shall not be planted or allowed to grow in a position that will reduce the effectiveness of road lighting.
3. In areas where ice can form on roads, vegetation shall not be planted, or allowed to grow, in a position that will shade the carriageway of a state highway between the hours of 10am and 2pm on the shortest day of the year. This rule shall be deemed to be complied with:
 - Where topography is already preventing the direct access of sunlight onto the state highway;
 - Where the vegetation existed at the time of notification of [the Proposed Plan].
4. Vegetation shall be maintained in a condition which:
 - a) prevents damage to the road surface, road structures or drainage devices; and
 - b) if blown over or felled would not fall on to the state highway carriageway or be a danger to passing vehicles.

Transit New Zealand will be an affected party in respect of any application for resource consent that involves the planting and/or maintenance of vegetation adjacent to, or that may potentially affect, a state highway.

App4B.3.5

Financial contributions

Suggested RMA plan policy for financial contributions

1. Require developers to avoid, remedy or mitigate the adverse effects of their developments on state highways, through the provision of works and services, the staging of developments and/or the payment of financial contributions.
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Suggested rule for financial contributions

1. A financial contribution may be required where it is established that a subdivision or land use activity generates traffic requiring, or bringing forward the need for:
 - the upgrade of an intersection with a state highway;
 - a new or improved access onto a state highway;
 - the widening of a state highway;
 - any other works on a state highway highway; and/or
 - the provision of an alternative state highway route, e.g. a bypass.

The amount payable shall be calculated on the basis of the applicant meeting the full cost of the upgrade directly attributable to the traffic generated by the subdivision or land use activity including where the development would result in an upgrade that might be required at a later date needing to be undertaken earlier than would otherwise be necessary the cost of bringing forward the time of construction of the upgrade. The purpose of the financial contribution is to avoid, remedy or mitigate adverse effects of the subdivision or land use activity on the state highway network.

Transit New Zealand will be an affected party in respect of any application for resource consent that might require the imposition of a condition requiring the payment of a financial contribution under this rule.
