

## The state highway and development

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### Introduction

This section sets out the NZTA's response to proposed private developments that would have an impact on the state highway network. Examples of development include subdivision proposals requiring direct access onto the state highway network, billboards alongside the network, and new large-format retail developments establishing around the network. It is important to note that a development proposal may have effects on a state highway even when it is located some distance away because of the traffic it generates.

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### Effect of development

Development brings benefits to New Zealand by creating wealth, jobs and improved economic performance. However, if inappropriately managed, development pressure can also reduce the ability of the state highway network to contribute to the economic prosperity of New Zealand. The NZTA's involvement in transport related private developments is essential so that the transport impacts of the proposal are properly understood and can be addressed.

The NZTA also has an interest in smaller scale private developments that occur around the state highway network, such as the subdivision of land that requires vehicle access on to the State Highway. Smaller scale developments may have only a slight direct impact on congestion and safety but the combination of a number of these developments can accumulate and lead to a more significant overall impact.

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### Integrated planning development outcomes

By utilising an integrated planning approach to development proposals, the NZTA will look to achieve the following development outcomes:

- Major generators of travel demand are located in or near key public transport nodes and interchanges, such as rail and other major public transport services where possible. City, town and district centres are preferred to out-of-town locations.
- New urban development is planned around public transport and existing infrastructure, with provision for safe and convenient bus routes and walking and cycling routes to serve the development and future developments as they occur.
- New sites for development relate to existing infrastructure, including existing connections and interchanges, and that the level of service of the existing infrastructure is not compromised by any new connections or interchanges. The timing of new development sites is co-ordinated with planned public transport improvements.
- Developments complement the functionality of transport networks with appropriate connections for the environment in which the development sits while being in context with the form and function of the area.
- Community facilities and essential services are located so that access is safe and easy and encourages increased levels of walking, cycling and sustainable transport use.
- Developments that generate significant amounts of freight and require minimal public access are located away from congested central areas and residential area and have adequate access to the existing network.
- Urban areas have clearly defined growth boundaries and restrict scattered low-density urban development.
- Developer contributions and financial contributions are equitably obtained and are utilised to address with adverse impacts on the

	<p>transport system.</p>
	<ul style="list-style-type: none"> <li>• Rail and port connections are identified for new and existing freight-generating business.</li> <li>• Increasing land-use intensities enable viable public transport options and reduce trip lengths.</li> <li>• Third-party contributions are obtained where new infrastructure is required to address the effects of development.</li> </ul>
<b>Factors we consider</b>	<b>When considering the impact of development we will want to consider:</b>
	<ul style="list-style-type: none"> <li>• an assessment of the proposal against relevant planning documents</li> <li>• the nature and scale of the development and the level, pattern and type of traffic generated</li> <li>• the character and function of the state highway and surroundings;</li> <li>• the speed environment</li> <li>• the safety record of the network and the extent to which the safety of road users is affected</li> <li>• current and predicted traffic levels and congestion on the network;</li> <li>• cumulative effects and any precedent effect</li> <li>• reverse sensitivity effects</li> <li>• community severance effects</li> <li>• whether direct access is sought directly onto the state highway or via a local road.</li> </ul>
	<p>If the adverse effects of a proposal on the state highway network can not be avoided entirely, fully remedied or reasonably mitigated through negotiation, the NZTA is likely to object to the development through the RMA process.</p>
<b>Mitigation costs</b>	<p>Where a development proposal has adverse impacts on a state highway, the NZTA will seek to ensure that the cost of mitigation is met by the developer. In some cases the NZTA may consider sharing the cost of mitigation but only if it can be clearly shown that the work would have wider network benefits.</p>
	<p><b>Partnership</b> Managing the effects of development on the transport network is a shared responsibility between the NZTA, Councils and developers. Successful balancing of the benefits and impacts of development can only be achieved by working in partnership.</p>
	<p>The NZTA will seek to manage development by:</p> <p>Encouraging and participating in early engagement with developers and Councils to address any issues;</p> <p>Participating in regional and local planning processes, including utilising our status as an affected party under the RMA, where applicable.</p> <p>Ensuring that, where appropriate, consent notices or encumbrances are placed on computer registers of developed properties:</p> <ul style="list-style-type: none"> <li>• Using our statutory management powers to limit access to those parts of the state highway network that are under significant development pressure.</li> <li>• Owning strips of land alongside parts of the state highways and utilising our rights as owners to grant or decline access for development proposals.</li> <li>• Utilising the motorway declaration process which legally restricts access to declared portions of the state highway, unless specifically authorised.</li> </ul>
	<p>It is best for all parties to discuss proposals at an early stage and avoid surprises and delays. The NZTA's preferred approach is to discuss and, where necessary, alter the proposal prior to the formal lodgement of a consent application. Where this can not be achieved, the NZTA will advocate for conditions of consent or alternatively request a decline of the application by the consent authority.</p>
	<p>If you would like to contact us to discuss a development proposal then follow this link: <a href="http://www.nzta.govt.nz/resources/app-approval/index.html">www.nzta.govt.nz/resources/app-approval/index.html</a></p>

