

12 TRANSPORT

12.1 INTRODUCTION

Grey District has a well-established transport infrastructure that includes:

1. Two State Highways: Coastal State Highway (SH6) and State Highway (SH7) up the Grey Valley to Nelson, Westport and Canterbury.
2. A network of sealed district arterial and collector roads providing access to and from the State highway system and also providing access to adjoining properties.
3. A network of sealed and unsealed local roads primarily providing access to adjoining properties.
4. A rail system consisting of: the Midland Railway from Canterbury via Moana; the Grey Valley Stillwater / Westport Line; the coastal Greymouth / Hokitika Line and the Greymouth / Rapahoe Railway.
5. The port area in Greymouth, which predominantly has a trade in fishing and coal exports.
6. The Greymouth aerodrome facility.

The District's transport system is an important physical resource, providing for the movement of people and goods and thus contributing to the social and economic welfare of residents and visitors.

12.2 ISSUES

1. Transport networks have obvious advantages to the community in convenience, mobility and the ability to distribute people and goods but can have the following adverse effects on the environment:
 - Noise.
 - Safety, both to pedestrian and other traffic.
 - Demands on land for transport routes and parking areas, and potential disruption to land uses and habitats.
 - Spillage of effluent and other materials during transportation.

While transport provides a service to the community it can create a number of effects which can affect amenities.

2. The safe and efficient operation of the District's transport infrastructure can be affected by:
 - the traffic generating potential of land uses.
 - the number, design and location of access points, especially onto State highways.
 - the function of the road in terms of its importance in providing for access to property or through movement of traffic.
 - the potential impact of land uses such as tall buildings on the operational requirements of the aerodrome and the port.
 - Operational difficulties with the existing port at Greymouth.

There is a need to control the effects of development within the District to avoid conflicts with the safe and efficient utilisation of the transportation resources. For example, **heavy vehicle** generation uses and **accesses** to State highways can interfere with traffic flows affecting convenience and safety. New Zealand Transport Agency administers a section of State Highway 6 between South Beach Overbridge and Taramakau River (8.6km) as Limited Access Road (LAR). (Refer to Planning Maps). This is a recognition of the need to provide additional protection for this part of State Highway 6 from the effects of the subdivision and new property **accesses**.

The aerodrome is an important link whose operation could be affected by inappropriate structures. Access to the Greymouth port, particularly for heavy transport, is a vital consideration and one that is being considered through the development of the Greymouth Township Traffic Management Plan. The condition of the Greymouth port however does limit some shipping because of its size, the state of the bar and flooding. An alternative deep-water multi-use port at Rapahoe is under investigation, particularly to handle bulk cargo such as coal. Cobden may also be a viable alternative.

12.3 OBJECTIVES

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| <ol style="list-style-type: none">1. The operation of transport infrastructure in a manner that avoids, remedies or mitigates adverse effects.2. The safe and efficient use of the District's transport infrastructure. |
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12.4 POLICIES

1. **Access**, off-street parking and loading, and the intensity of activities should not adversely affect vehicle and pedestrian safety and efficiency.
2. To implement a hierarchy of **roads** in the District with associated design and **access** standards based on intended function, and to use this as a framework to enhance transport efficiency and the amenity of sensitive areas.
3. Transport infrastructure should be located and designed in a manner that avoids, remedies or mitigates adverse effects on neighbouring activities as far as practically possible having regard to the sensitivity of those activities.
4. To consider the development of alternative port facilities if constraints on the existing Greymouth port cannot be overcome.
5. Development in the vicinity of the Greymouth aerodrome should not compromise flight paths and take steps to mitigate the adverse effects of aircraft noise.

12.4.1 EXPLANATION AND REASONS

The objectives promote the safe and efficient use of the District's infrastructure but recognises that at the same time their operation should not result in undue adverse effects.

Activities associated with vehicle movements such as parking, loading and manoeuvring should not adversely affect the transport structure. As part of this a roading hierarchy is implemented. Controls on development in proximity to the Greymouth aerodrome are necessary to protect its operation.

Transport infrastructure will be related to **adjoining** land use and its sensitivity. For example, a new **road** through **adjoining** residential areas is likely to have more impact in respect of noise, whereas it may not be so critical in a rural area with a more sparse population.

Given that the existing port area at Greymouth does have constraints an alternative site may have to be considered.

12.5 IMPLEMENTATION METHODS

1. Rules in the Plan, including the use of a roading hierarchy.
2. The development of Greymouth Township Traffic Management Plan.
3. Investigation into an alternative port areas at Rapahoe and Cobden.
4. Consultation with transport authorities and organisations, such as New Zealand Transport Agency and where appropriate the utilisation of their guidelines.
5. Design of transport infrastructure that avoids, remedies or mitigates adverse effects.
6. Utilisation of documents such as the Regional Land Transport Strategy.
7. Should the portion of legal road from a Northern location adjacent to Lot 3 DP 3957, CT 8C/1264 Westland Land Registry through to a Southern location adjacent to an un-named stream in opposite Lots 1010 DP 3779, Certificate of Title 8C/726- 28C/735 Westland Land Registry be closed in the future, Council will consider all practical options for the status of the land at the time of closure.

Whatever such options may be they shall not interfere with ongoing public access to the area which will be provided as a matter of principle.

12.5.1 REASONS

Implementation methods include rules in the Plan controlling access, parking and loading etc. in which a roading hierarchy will be utilised . The development of a transport strategy will assist in resolving issues such as access to the Greymouth port. An alternative port at Rapahoe is under investigation to provide for bulk freight such as coal and Cobden is also a possible alternative. Consultation with transport authorities are also useful, including utilisation of guidelines such as those developed by New Zealand Transport Agency in respect of access. Where appropriate these have been integrated into the rules. The design of infrastructure such as roads is a vital method of reducing adverse effects by the delineation of alignment, buffers, earthworks etc. Reference should also be made to documents such as the Regional Land Transport Strategy which covers the management and development of all transport modes on the West Coast.

12.6 ENVIRONMENTAL RESULTS ANTICIPATED AND MONITORING

Anticipated Environmental Results	Monitoring and Review Data
<ul style="list-style-type: none"> • Safe, efficient and accessible transport systems. • Minimal adverse effects on the environment from transportation. • Construction of any new roads, accessways and parking areas to appropriate use and safety standards. 	<ul style="list-style-type: none"> • Periodically reviewing the Ministry of Transport's accident records, and assessing the need for traffic safety improvements to the District's roading network. • Review information sources regarding the utilisation of the District's transportation relating to land use activities on adjoining sites and activities.

Note: This section has some overlap with the Utilities and Commercial / Industrial Environments sections.