

OFFICER'S REPORT FOR:

Independent Hearing Commissioners:

Trevor Robinson

Mark St Clair

Miria Pomare

SUBJECT:

Proposed Porirua District Plan: SIGN-Signs

PREPARED BY:

**Michael David Rachlin – Principal Policy
Planner**

REPORT DATED:

3rd December 2021

DATE OF HEARING:

8-9, 11, 14 - 15 February 2022

Executive Summary

1. This report considers submissions received by Porirua City Council (the Council) in relation to the relevant objectives, policies, rules, and definitions of the Proposed Porirua District Plan (PDP) as they apply to Signs Chapter and to Schedule 13 – Approved Signage Sites on Council Land. The report outlines recommendations in response to the issues that have emerged from these submissions.
2. There were 68 submissions and 5 further submissions received on the Signs Chapter and Schedule 13. The majority of submissions were from Waka Kotahi. The key issue in contention is the extent to which provisions relating to signs adjacent to the State Highway network and roads should be amended to place more controls over these signs and manage adverse effects on the safety of the transport network.
3. This report addresses this key issue, as well as any other issues raised by submissions.
4. I have recommended some changes to the PDP provisions to address matters raised in submissions and are summarised below:
 - Inclusion of a definition for “interpretation sign”;
 - Minor amendments to improve the clarity of chapter provisions;
 - Inclusion of a standard to manage reflectivity from signs; and
 - Minor corrections to ensure that defined words are appropriately hyperlinked to their definitions.
5. Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, I recommend that the PDP should be amended as set out in Appendix A of this report.
6. For the reasons set out in the Section 32AA evaluation and included throughout this report, I consider that the proposed objectives and provisions, with the recommended amendments, will be the most appropriate means to:
 - achieve the purpose of the Resource Management Act 1991 (RMA) where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives; and
 - achieve the relevant objectives of the PDP, in respect to the proposed provisions.

Contents

Executive Summary.....	i
Contents.....	ii
Interpretation	iv
1 Introduction	1
1.1 Purpose	1
1.2 Author	1
1.3 Supporting Evidence	2
1.4 Key Issues in Contention.....	2
1.5 Procedural Matters	2
2 Statutory Considerations	3
2.1 Resource Management Act 1991.....	3
2.2 Section 32AA.....	3
2.3 Trade Competition	4
3 Consideration of Submissions and Further Submissions.....	5
3.1 Overview	5
3.2 General Submissions.....	6
3.3 Chapter Introduction	6
3.4 Policies	8
3.5 Rules.....	15
3.6 Standards	26
3.7 Tables and Figures.....	48
3.8 Definitions.....	52
3.9 Other matters	53
3.10 Minor Errors.....	53
4 Conclusions.....	56

Appendices

- Appendix A. Recommended Amendments to Signs Chapter
- Appendix B. Recommended Responses to Submissions and Further Submissions
- Appendix C. Report Author's Qualifications and Experience

List of Figures

- Figure 1: Mixed Use Zone from Porirua train station to Kenepuru
- Figure 2: Mixed Use Zone at Mana
- Figure 3: Land uses along SH1
- Figure 4: Mungavin interchange

List of Tables

- Table 1: Abbreviations iv
- Table 2: Abbreviations of Submitters’ Names iv

List of Tables in Appendices

- Table B 1: Recommended responses to submissions and further submissions
- Table B 2: Recommended responses to submissions and further submissions

Interpretation

7. Parts A and B of the Officer's reports utilise a number of abbreviations for brevity as set out in Table 1 below:

Table 1: Abbreviations

Abbreviation	Means
the Act / the RMA	Resource Management Act 1991
the Council	Porirua City Council
the Operative Plan/ODP	Operative Porirua District Plan 1999
the Proposed Plan/PDP	Proposed Porirua District Plan 2020
GWRC	Greater Wellington Regional Council
NES	National Environmental Standard
NES-AQ	National Environmental Standards for Air Quality 2004
NES-CS	National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
NES-ETA	National Environmental Standards for Electricity Transmission Activities 2009
NES-FW	National Environmental Standards for Freshwater 2020
NES-MA	National Environmental Standards for Marine Aquaculture 2020
NES-PF	National Environmental Standards for Plantation Forestry 2017
NES-SDW	National Environmental Standards for Sources of Drinking Water 2007
NES-TF	National Environmental Standards for Telecommunication Facilities 2016
NPS	National Policy Statement
NPS-ET	National Policy Statement on Electricity Transmission 2008
NP-SFM	National Policy Statement for Freshwater Management 2020
NPS-UD	National Policy Statement on Urban Development 2020
NPS-REG	National Policy Statement for Renewable Electricity Generation 2011
NZCPS	New Zealand Coastal Policy Statement 2010
PNRP	Proposed Wellington Natural Resources Plan (Decisions Version) 2019
RPS	Wellington Regional Policy Statement 2013

Table 2: Abbreviations of Submitters' Names

Abbreviation	Means
Dept of Corrections	Ara Poutama Aotearoa the Department of Corrections
DOC	Department of Conservation Te Papa Atawhai
FENZ	Fire and Emergency New Zealand
Foodstuffs	Foodstuffs North Island Limited
Forest and Bird	Royal Forest and Bird Protection Society
GWRC	Greater Wellington Regional Council
Harvey Norman	Harvey Norman Properties (N.Z.) Limited
Heritage NZ	Heritage New Zealand Pouhere Taonga
House Movers Association	House Movers section of the New Zealand Heavy Haulage Association Inc
Kāinga Ora	Kāinga Ora – Home and Communities
KiwiRail	KiwiRail Holdings Limited

NZDF	New Zealand Defence Force
Oil companies	Z Energy, BP Oil NZ Ltd and Mobil Oil NZ Limited
Oranga Tamariki	Oranga Tamariki – Ministry of Children
QEII	Queen Elizabeth the Second National Trust
RNZ	Radio New Zealand
Survey+Spatial	Survey+Spatial New Zealand (Wellington Branch)
Telco	Spark New Zealand Trading Limited, Chorus New Zealand Limited, Vodafone New Zealand Limited
Transpower	Transpower New Zealand Ltd
TROTR	Te Rūnanga o Toa Rangatira
Waka Kotahi	Waka Kotahi NZ Transport Agency
WE	Wellington Electricity Lines Limited
Woolworths	Woolworths New Zealand Limited

In addition, references to submissions includes further submissions, unless otherwise stated.

1 Introduction

1.1 Purpose

8. The purpose of this report is to provide the Hearing Panel with a summary and analysis of the submissions received on the Signs Chapter, associated definitions and Schedule 13 – Approved Signage on Council Land, to recommend possible amendments to the PDP in response to those submissions.
9. This report is prepared under section 42A of the RMA. It considers submissions received by the Council in relation to the relevant objectives, policies, rules, and definitions as they apply to the Signs Chapter and to Schedule 13 in the PDP. The report outlines recommendations in response to the key issues that have emerged from these submissions.
10. This report discusses general issues, the original and further submissions received following notification of the PDP, makes recommendations as to whether or not those submissions should be accepted or rejected, and concludes with a recommendation for changes to the PDP provisions or maps based on the preceding discussion in the report.
11. The recommendations are informed by the evaluation undertaken by the author. In preparing this report the author has had regard to recommendations made in the Light Chapter and Infrastructure Chapter.
12. This report is provided to assist the Hearings Panel in their role as Independent Commissioners. The Hearings Panel may choose to accept or reject the conclusions and recommendations of this report and may come to different conclusions and make different recommendations, based on the information and evidence provided to them by submitters.
13. This report is intended to be read in conjunction with Officers' Report: Part A – Overview which contains factual background information, statutory context and administrative matters pertaining to the district plan review and PDP.

1.2 Author

14. My name is Michael David Rachlin. My qualifications and experience are set out in Appendix C of this report.
15. My role in preparing this report is that of an expert planner.
16. I was involved in the preparation of the PDP and authored the Section 32 Evaluation Reports for Residential Zones, Contaminated Land chapter, Hazardous Substances chapter, Temporary Activity chapter and General Industrial Zone. I did not prepare the Signs Chapter or corresponding section 32 evaluation report.
17. Although this is a Council Hearing, I have read the Code of Conduct for Expert Witnesses contained in the Practice Note issued by the Environment Court December 2014. I have complied with that Code when preparing my written statement of evidence and I agree to comply with it when I give any oral evidence.
18. The scope of my evidence relates to the Signs Chapter. I confirm that the issues addressed in this statement of evidence are within my area of expertise as an expert policy planner.

19. Any data, information, facts, and assumptions I have considered in forming my opinions are set out in the part of the evidence in which I express my opinions. Where I have set out opinions in my evidence, I have given reasons for those opinions.
20. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

1.3 Supporting Evidence

21. The expert evidence, literature, legal cases or other material which I have used or relied upon in support of the opinions expressed in this report includes expert evidence provided by Glen Wright on lighting¹.

1.4 Key Issues in Contention

22. A number of submissions and further submissions were received on the provisions relating to the Signs Chapter and Schedule 13. The submissions received were overwhelmingly concerned with the management of adverse effects of signs on the safety of the transport network. Other topics raised included the effects of off-site signs in the Judgeford Flat Future Urban Zone area and amendments to the rule managing signs in Overlays to avoid duplication of controls and ensure appropriate management of these signs.
23. I consider that the extent to which provisions relating to signs adjacent to the State Highway network and roads should be amended to place more controls over these signs and manage adverse effects on the safety of the transport network is the key issue in contention.
24. I address this key issue in this report, as well as any other issues raised by submissions.

1.5 Procedural Matters

25. At the time of writing this report there has not been any pre-hearing conferences, clause 8AA meetings or expert witness conferencing in relation to submissions on this Signs Chapter.

¹ Available on the PDP web portal under Hearing Stream 4

2 Statutory Considerations

2.1 Resource Management Act 1991

26. The PDP has been prepared in accordance with the RMA and in particular, the requirements of:
- section 74 Matters to be considered by territorial authority; and
 - section 75 Contents of district plans.
27. As set out in the Section 32 Evaluation Report Part 1 - Overview to s32 Evaluation, there are a number of higher order planning documents and strategic plans that provide direction and guidance for the preparation and content of the PDP. These documents are discussed in detail within the Section 32 Evaluation Report Part 2: Signs Chapter. There is further discussion in the Section 32 Evaluation Report Part 1 – Overview to the s32 Evaluation on the approach the Council has taken to giving effect to the NPS-UD and NPS-FM. This is also discussed in the Officer's Report: Part A.

2.2 Section 32AA

28. I have undertaken an evaluation of the recommended amendments to provisions since the initial section 32 evaluation was undertaken in accordance with s32AA . Section 32AA states:

32AA Requirements for undertaking and publishing further evaluations

(1) A further evaluation required under this Act—

(a) is required only for any changes that have been made to, or are proposed for, the proposal since the evaluation report for the proposal was completed (the changes); and

(b) must be undertaken in accordance with section 32(1) to (4); and

(c) must, despite paragraph (b) and section 32(1)(c), be undertaken at a level of detail that corresponds to the scale and significance of the changes; and

(d) must—

(i) be published in an evaluation report that is made available for public inspection at the same time as the approved proposal (in the case of a national policy statement or a New Zealand coastal policy statement or a national planning standard), or the decision on the proposal, is notified; or

(ii) be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken in accordance with this section.

(2) To avoid doubt, an evaluation report does not have to be prepared if a further evaluation is undertaken in accordance with subsection (1)(d)(ii).

29. The required section 32AA evaluation for changes proposed as a result of consideration of submissions with respect to the Signs Chapter is contained within the assessment of the relief sought in submissions in section 3 of this report as required by s32AA(1)(d)(ii).

2.3 Trade Competition

30. Trade competition is not considered relevant to the Signs Chapter provisions of the PDP.
31. There are no known trade competition issues raised within the submissions.

3 Consideration of Submissions and Further Submissions

3.1 Overview

32. There were 67 submissions and five further submissions on the Signs Chapter. One submission was received on Schedule 13 and was in full support.

3.1.1 Report Structure

33. Submissions on the Signs Chapter were primarily concerned with managing the adverse effects of signs on the safety of the transport network. Other issues raised included the control of off-site signs in the Judgeford Flats Future Urban Zone area and the control of signs in the Overlay areas. Given the overwhelming number of submissions concerned with one issue (safety of the transport network) and relatively few in relation to other issues, I have not sought to group the submissions into issue groups. Instead I evaluate them in accordance with the layout of the notified Signs chapter.
34. In accordance with Clause 10(3) of the First Schedule of the RMA, I have undertaken the following evaluation on a provisions-based approach, as opposed to a submission by submission approach. I have organised the evaluation in accordance with the layout of chapters of the PDP as notified.
35. Due to the number of submission points, this evaluation is generic only and may not contain specific recommendations on each submission point, but instead discusses the issues generally. This approach is consistent with Clause 10(2)(a) of Schedule 1 to the RMA. Specific recommendations on each submission / further submission point are contained in Appendix B.
36. The following evaluation should be read in conjunction with the summaries of submissions and the submissions themselves. Where I agree with the relief sought and the rationale for that relief, I have noted my agreement, and my recommendation is provided in the summary of submission table in Appendix B. Where I have undertaken further evaluation of the relief sought in a submission(s), the evaluation and recommendations are set out in the body of this report. I have provided a marked-up version of the Chapter with recommended amendments in response to submissions as Appendix A.
37. This report only addresses definitions that are specific to this topic. Definitions that relate to more than one topic have been addressed in Hearing Stream 1.

3.1.2 Format for Consideration of Submissions

38. For each identified topic, I have considered the submissions that are seeking changes to the PDP in the following format:
- Matters raised by submitters;
 - Assessment;
 - Summary of recommendations; and
 - Section 32AA evaluation.

39. The recommended amendments to the relevant chapters are set out in Appendix A of this report where all text changes are shown in a consolidated manner.
40. I have undertaken a s32AA evaluation in respect to the recommended amendments in my assessment.

3.2 General Submissions

3.2.1 Matters raised by submitters

41. Waka Kotahi [82.301] state that amendments are required to ensure it can carry out its statutory obligations, reduce interpretation and processing complications for decision makers and provide clarity for all plan users. They accordingly seek amendments to the signage requirements as they relate to the State Highway network.

3.2.2 Assessment

42. The Waka Kotahi submission includes individual submission points for each objective, policy, rule, standard or definition where they are seeking amendments to that provision. This report will assess and make recommendations against each of these individual provisions where amendments are sought. As such I recommend that this submission point is accepted in part. This is insofar as it identifies that assessment and recommendations against each individual provision where the submitter seeks their amendment will be undertaken later in this report.

3.2.3 Summary of recommendation

43. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.301] be **accepted in part**².

3.3 Chapter Introduction

3.3.1 Chapter Introduction - Signs on or visible from State Highways

3.3.1.1 Matters raised by submitters

44. Waka Kotahi [82.174] broadly support the intent of this section but they seek removal of reference to specific guidance that may be subject to change in the future. They also seek the inclusion of wording to determine when Waka Kotahi affected party approval is required regarding signs. The submitter notes that signs by their nature are designed to capture vehicle occupant attention and inevitably distract drivers from their task of driving. They consider that because humans have limited attentional resources it is possible that such advertisements could hamper the safe execution of the driving task. The submitter seeks for appropriate sign controls and to be an affected party where these face state highways. Signs that adversely impact the transport network may contravene two of the four pillars of the Waka Kotahi safe system approach, namely safe road use and safe roads & roadsides if not adequately controlled.
45. The submitter considers that the chapter introduction could be amended by making changes along the following lines:

² Insofar as it identifies that assessment and recommendations against each individual provision where the submitter seeks their amendment will be undertaken later in this report

Signs located on or over State Highways and State Highway road reserve require approval from the New Zealand Transport Agency, regardless of whether the sign complies with the provisions of the District Plan. ~~Such signs will need to be consistent with Waka Kotahi New Zealand Transport Agency's Manual of Traffic Signs and Markings, and the Traffic Control Devices Manual. Any sign fronting or clearly visible from a State Highway will require affected party approval from the New Zealand Transport Agency.~~

3.3.1.2 Assessment

46. I agree with the submitter that reference to the Waka Kotahi New Zealand Transport Agency's Manual of Traffic Signs and Markings, and the Traffic Control Devices Manual is not necessary in the PDP. Any person wishing to erect a sign on or over a State Highway will need the approval of Waka Kotahi and will need to approach them in any event. It is through this process that attention to the most up to date manuals can be drawn.
47. I do not agree with the submitter that the chapter introduction is an appropriate place for a statement that any sign fronting or clearly visible from a State Highway will require affected approval from Waka Kotahi. It is more appropriate to list any notification requirements against the specific rule to which they relate.
48. I also consider the sort of blanket affected party approval requirement sought by the submitter to be inappropriate. It would be a very broad requirement depending on how "fronting" and "clearly visible" are interpreted and administratively difficult to implement due to the uncertainty inherent in these terms. The submitter has not provided any evidence or s32AA evaluation to support this significant regulatory requirement.
49. In my opinion, whether Waka Kotahi are an affected party is properly assessed and determined by the consent authority under s95B of the RMA on a case by case basis. This process would involve careful assessment of the effects of an individual proposal and an associated contextual analysis.
50. I am not clear why the term "state highway road reserve" needs to be added after "state highway". The submitter might wish to address this matter in evidence to the Hearing Panel.

3.3.1.3 Summary of recommendations

51. I recommend for the reasons given in the assessment, that the Hearings Panel:
 - a. **Amend** the Chapter Introduction as set out below and in Appendix A.

Signs on or visible from State Highways

Signs located on State Highways require approval from the New Zealand Transport Agency, regardless of whether the sign complies with the provisions of the District Plan. ~~Such signs will need to be consistent with Waka Kotahi New Zealand Transport Agency's Manual of Traffic Signs and Markings and the Traffic Control Devices Manual.~~

52. I recommend for the reasons given in the assessment that the submission from Waka Kotahi [82.174] be **accepted in part**.
53. I have not undertaken an evaluation of my recommended change under section 32AA of the RMA since the amendment is to a non-statutory part of the PDP.

3.4 Policies

3.4.1 SIGN-P2 On-site advertising signs

3.4.1.1 Matters raised by submitters

54. Waka Kotahi [82.178] supports this policy but considers that the terminology used should be amended to consider the transport network and its user's safety; in other words to consider the effects of signs on all transport network users rather than limiting discretion to only traffic and road user safety.

55. The submitter considers that the policy could be amended by making changes along the following lines:

2. Do not compromise public health and safety, including ~~traffic and road transport network and its user's~~ users of the transport network safety;

3.4.1.2 Assessment

56. In my opinion the wording of clause 2 to Policy 2 is broad enough to allow consideration of the safety of all users of the transport network and not just traffic and road users. It references "public health and safety" generally and the use of "including" is not limiting of its scope to traffic and road users only. However, I consider it would be appropriate to reference the "transport network" to align with terminology used in the PDP and since this term is defined. This provides more clarity and direction to decision makers than the notified wording and ensures more efficient plan administration.

57. I consider that the wording sought by the submitter can be simplified by referencing, "users of the transport network" rather than "transport network and its users".

3.4.1.3 Summary of recommendations

58. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** the SIGN-P2 as set out below and in Appendix A.

SIGN-P2	On-site advertising signs
<p>Provide for on-site advertising signs where they are consistent with the purpose, character and amenity values of the zone, and:</p> <ol style="list-style-type: none"> 1. Do not compromise the character and amenity values of any adjoining zones; 2. Do not compromise public health and safety, including <u>users of the transport network</u> traffic and road user safety; 3. Do not result in visual clutter and other adverse cumulative effects; 4. Do not adversely affect amenity values, particularly nighttime amenity for residential activities; and 5. Where relevant, are in proportion to the scale of the building it is located on and the number and size of the tenancies and the size of the site. 	

59. I recommend that the submission from Waka Kotahi [82.178] be **accepted in part**.

3.4.1.4 S32AA evaluation

60. In my opinion, the amendment to the policy is more appropriate in achieving the objectives of the PDP than the notified provisions. In particular, I consider that:

- The use of a defined term aligns better with the language used elsewhere in the PDP and provides greater clarity and direction.
- The recommended amendment will not have any greater environmental, economic, social, and cultural effects than the notified provision. However, there will be benefits from improved clarity and direction provided by the amended policy.

3.4.2 SIGN-P3 Digital and illuminated signs

3.4.2.1 Matters raised by submitters

61. Waka Kotahi [82.179] supports this policy but considers that the terminology used should be amended to consider the transport network and its user's safety; in other words to consider the effects of signs on all transport network users rather than limiting discretion to only traffic and road user safety.

62. The submitter considers that the policy could be amended by making changes along the following lines:

2. There are no adverse effects on the safety of ~~road~~ the transport network and its users; and

3.4.2.2 Assessment

63. Multiple transport modes operate within or adjacent to the City Centre Zone, Mixed Use Zone, Large Format Retail Zone and General Industrial Zone, which are the zones subject of SIGN-P3. For example, I note that the North Island Main Trunk (NIMT) railway line passes through the Mixed Use Zone from Porirua train station southwards including Kenepuru train station. At Marine View in Mana, the Mixed Use Zone adjoins the NIMT railway line.

64. Given the multiple transport modes that operate within or adjacent to the relevant zones, I agree with the submitter that the policy's current wording is too limited. As notified, the policy only controls adverse effects from digital and illuminated signs on the safety of road users and not other transport modes such as rail. I consider this limitation fails to implement SIGN-O1 which seeks that signs do not compromise the safe and efficient operation of the transport and pedestrian network.

65. As with the change sought by the submitter to SIGN-P2, I believe the wording can be simplified in a similar way.

3.4.2.3 Summary of recommendations

66. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** the SIGN-P3 as set out below and in Appendix A.

SIGN-P3	Digital and illuminated signs
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Enable illuminated signs in Commercial and Mixed Use Zones and the General Industrial Zone, and provide for the use of digital signs in the City Centre Zone and Large Format Retail Zone, where it can be demonstrated that:

1. The character and amenity values of the zone and adjoining zones is maintained;
2. There are no adverse effects on the safety of the transport network road users; and
3. The effects of light spill and glare do not adversely affect existing lawful or permitted activities within the surrounding environment.

67. I recommend that the submission from Waka Kotahi [82.179] be **accepted in part**.

3.4.2.4 S32AA evaluation

68. In my opinion, the amendment to is more appropriate in achieving the objectives of the PDP than the notified provisions. In particular, I consider that:

- The recommended amendment appropriately extends policy direction from effects on road users only, to the safety of the transport network, and in so doing better implements SIGN-O1.
- The recommended amendment will not have a materially greater environmental, economic, social, and cultural effects than the notified provision. However, the amended policy is necessary to implement SIGN-O1.

3.4.3 SIGN-P4 Signs located on sites adjoining the transport network

3.4.3.1 Matters raised by submitters

69. Waka Kotahi [82.180] supports this policy as it seeks to maintain the safe and unobstructed use of the transport network. However, the submitter considers that amendments to the wording of the policy are necessary to ensure it is broad enough to capture all instances where signs adjoining the transport network should be controlled or avoided. The submitter considers that signs should be avoided where they have the potential to compromise the safe and efficient operation of the transport network; with specific regard to signs that increase the distraction for users of the transport network (and therefore the safety).

70. The submitter considers that the policy could be amended by making changes along the following lines:

2. Controlling sign proliferation, illumination levels, light spill, reflectivity, flashing and moving images and digital signs;

3. Avoiding signs that obscure, imitate, compete with, cause confusion or give instructions that conflict with traffic signs, official road sign or traffic control devices; and

4. ~~Allowing~~ Avoiding signs that ~~do not~~ obstruct sightlines when located parallel to the transport network.

5. Avoiding signs that compromise public health and safety on the transport network.

6. Avoiding signs that compromise the efficient operation of the transport network.

7. Avoiding off-site, illuminated or digital signs that face or is adjacent to a state highway

71. The oil companies [FS49.5] oppose the relief sought by the submitter to the extent that they consider the proposed amendments potentially unduly restrict all illuminated or digital signage that face or adjoin a state highway where various examples of illuminated signage have been and may continue to be safely established on sites adjoining a state highway. They note that the intention may be to restrict such signs only where there is an off-site sign, but that this is far from clear. The Oil Companies consider that certain digital or illuminated signs can be established adjoining state highways while appropriately managing potential traffic safety effects. They consider that the policy should focus on the management of such effects rather than avoidance of signs per se.

3.4.3.2 Assessment

72. The submission from Waka Kotahi involves several additions and amendments. For the ease of discussion, I will address each clause of the policy (as amended by the submitter) separately where amendments or additions are sought.
73. SIGN-P4.2: The evidence of Glen Wright confirms that the management of reflectivity of signs is important to driver safety. Based on this finding, I agree with the submitter that the policy needs to be amended to include "reflectivity" as a matter that will be controlled to ensure signs do not compromise the safe and unobstructed use of the transport network. This change will ensure that the policy better implements SIGN-O1.
74. A consequential change to SIGN-S6 (Traffic Safety) is necessary since this rule does not currently include any controls on reflectivity and so would not implement amended SIGN-P4 and SIGN-O1. This is confirmed by Mr Wright in his statement of evidence. He has recommended a standard to control the effects of reflectivity, which I have included as a recommended change to SIGN-S6 in my summary of recommendation in paragraph 80 below. This change is based on wording used in the Auckland Unitary Plan. I rely on 82.294 to provide scope to include a standard for managing reflectivity into SIGN-S6.
75. SIGN-P4.3: I agree with the submitter that the policy should be amended to include avoiding signs that obscure traffic signs or traffic control devices. This is clearly an adverse effect to the safety of drivers, cyclists and pedestrians using the transport network which requires management.
76. I do not agree that the terms, "cause confusion" and "official road sign" are necessary. In my opinion, they duplicate wording already in the policy and as such are unnecessary. For example, the policy already seeks to avoid signs that "imitate", "compete with" or which "give instructions that conflict with..". I am not sure what situation, "cause confusion" is seeking to manage over and above the notified wording of the policy. I am also not sure what the difference is between a "traffic sign" and "official road sign". In my opinion, a traffic sign is an appropriate and adequate description of the type of signage the policy is seeking to protect. I also consider that it is well understood. The submitter might wish to address these wording changes in their evidence to the Hearings Panel.
77. SIGN-P4.4: I consider that the notified wording of allowing signs where they do not obstruct sight lines more appropriately implements SIGN-O1 than the submitter's amendments. It clearly signals that signs can be located parallel to the transport network but only where they do not compromise the safe and efficient operation of that network. This better achieves the balance in SIGN-O1 between recognising the role of signage to the social, cultural and economic wellbeing of the community, while protecting the safety of the transport network.

78. SIGN-P4.5 and P4.6: The policy is intended to identify how signs will be managed to ensure the safe and unobstructed use of the transport network from signs adjoining the transport network and in so doing achieve SIGN-O1. The actions to achieve this are set out in clauses 1 to 4. In my opinion the additional clauses requested by the submitter, simply duplicates other parts of the policy (namely the policy chapeau) and provide less direction and guidance on the actions necessary to achieve this than notified clauses 1 to 4. Consequently, I do not support the amendments sought by the submitter.
79. SIGN-P4.7: It is not clear what action this amendment is seeking that is not already contained in clauses 1-4 of the notified policy. I am also concerned that the policy would be very broad in its coverage and application, as it includes any sign that "face" a state highway. This is regardless of distance from the state highway or whether there are intervening buildings, natural or topographical features between the sign and the state highway. I would also note that "adjacent" is not the same as "adjoining". For example, signs separated from a state highway by a river could be considered to be "adjacent" to the state highway. Overall, I consider the amendments by inclusion of SIGN-P4.7 would result in an ambiguous and geographically wide-ranging policy, that provides little direction to decision makers.

3.4.3.3 Summary of recommendations

80. I recommend for the reasons given in the assessment, that the Hearings Panel:
- a. **Amend** the SIGN-P4 as set out below and in Appendix A.

SIGN-P4	Signs located on sites adjoining the transport network
<p>Require signs to be designed and located so they do not compromise the safe and unobstructed use of the transport network by:</p> <ol style="list-style-type: none"> 1. Restricting the type, scale, design, and location of signs having regard to the road type and speed environment of a road; 2. Controlling sign proliferation, illumination levels, light spill, <u>reflectivity</u>, flashing and moving images and digital signs; 3. Avoiding signs that <u>obscure</u>, imitate, compete with, or give instructions that conflict with traffic signs or traffic control devices; and 4. Allowing signs that do not obstruct sightlines when located parallel to the transport network. 	

- b. **Amend** the SIGN-S6 as set out below and in Appendix A.

SIGN-S6	Traffic safety	
All zones	<ol style="list-style-type: none"> 1. Signs must not have any flashing or revolving lights or lasers where located adjacent to any road. 2. All freestanding signs located within 10m of a road measured horizontally must comply with the minimum setback distances from other signs as read from one 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. The location of the sign and any alternative options; 3. The colour, content, lighting and dimensions of the sign;

<p>direction of travel and measured parallel to the centreline of the road in SIGN-Table 1.</p> <p>3. All signs located within 10m of a road measured horizontally must comply with the minimum lettering sizes in SIGN-Table 2;</p> <p>4. Any sign located on a site adjoining the road or road reserve and is at right angles to the road or state highway must be located the minimum separation distance specified in SIGN-Table 3, measured horizontally from any existing traffic sign, railway crossing or intersection.</p> <p>5. Signs must not be shaped or use images or colours, including changeable messages, that could be mistaken for a traffic control device in colour, shape or appearance.</p> <p>6. Off-site, election or temporary signs must not be located on a site adjoining any section of a State Highway with a speed limit of 70 km/hr or more.</p> <p><u>7. A sign adjoining a road must not display any image that contains reflective, fluorescent, phosphorescent materials that will reflect headlights, or distract or interfere with a road user's vision.</u></p>	<p>4. Any adverse effects on any traffic control device or directional sign;</p> <p>5. Any adverse effects on driver, cyclist and pedestrian safety; and</p> <p>6. Any cumulative effects.</p>
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81. I recommend that the submission from Waka Kotahi [82.180] and [82.294] be **accepted in part**.
82. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

3.4.3.4 S32AA evaluation

83. In my opinion, the amendment to is more appropriate in achieving the objectives of the PDP than the notified provisions. In particular, I consider that:

- The amendments to SIGN-P4 and consequential addition of a signs reflectivity standard in SIGN-S6 rectify omissions from the policy and rule framework necessary to achieve SIGN-O1, in ensuring signs do not compromise the safe and efficient operation of the transport network. The amendments to SIGN-P4 also provide greater direction and guidance to decision makers on the actions by which SIGN-O1 will be achieved.
- The recommended amendments will not have a materially greater environmental, economic, social, and cultural effects than the notified provision.

3.4.4 SIGN-P5 Off-site signs

3.4.4.1 Matters raised by submitters

84. Waka Kotahi [82.181] supports this policy as it seeks to limit the location, size and scale of off-site signs. However, the submitter seeks to amend the wording of this policy to exclude off-site signs where the signs face or are visible from a state highway. They note that a large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such consider that appropriate sign controls to reduce distraction need to be in place to ensure the safety of the transport network and all transport network users. They consider that off-site signs permitted adjacent to state highways have the potential to increase the distraction for users of the transport network (and therefore the safety) and proliferation of signs resulting in visual clutter.
85. The submitter considers that the policy could be amended by making changes along the following lines:

Only allow off-site signs located within the City Centre Zone, General Industrial Zone, Large Format Retail Zone, Mixed Use Zone or Sport and Active Recreation Zone where they are of a complementary size and scale to other signs in the zone and do not face or are clearly visible from a state highway.

3.4.4.2 Assessment

86. I consider the changes sought would unnecessarily duplicate the provisions of SIGN-P4 which addresses signage located on sites adjoining the transport network. It is SIGN-P4 which manages adverse effects from signs on the safety and operation of the transport network, while SIGN-P5 instead manages visual amenity effects of off-site signage. It does so by limiting the location of off-site signs to certain zones and requiring their size and scale to be complementary to other signs in those zones. I am uncertain why additional transport safety related provisions are necessary or appropriate to be included in SIGN-P5.
87. The policy would also be broad in its coverage and application and has the effect of changing the intent and direction of the policy. For example, it contains two limbs, which between them capture a wide geographical area: These being:
- Any sign that “face” a state highway: This is regardless of distance from the state highway or whether there are intervening buildings, natural or topographical features between the sign and the state highway; **or**
 - Any sign that is clearly visible from a state highway. Whether something is “clearly visible” is subjective and is likely to result in uncertainty in plan implementation.
88. Overall, I find that the changes would unnecessarily duplicate other policy provisions, introduce ambiguity into the policy, and unacceptably change its intent. The submitter has not provided

any evidence or s32AA evaluation to support this significant change in policy intent and application.

3.4.4.3 Summary of recommendations

89. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.181] be rejected.

3.5 Rules

3.5.1 Rule – New rule proposed

3.5.1.1 Matters raised by submitters

90. Waka Kotahi [82.195] consider that an additional rule is required to control signs distraction and proliferation and therefore the impacts on the transport network. The rule would permit identified signs that are considered to have acceptable effects on the proviso that these meet appropriate standards. Each sign that did not align with the standards would be assessed on its merits and suitability to face the state highway. The submitter considers that this is required to ensure signs do not increase distraction for users of the transport network (and therefore safety) and a proliferation of signs resulting in visual clutter.
91. The submitter considers that a new rule along the following lines could be introduced to address their concerns:

SIGN-Rxx

Signs fronting, facing or visible from a state highway:

All Zones – Permitted

Where:

The sign is an:

- i. Interpretation sign;
- ii. Official sign;
- iii. Directional sign;
- iv. Real estate sign;
- v. Railway and traffic signs;
- vi. Election signs;
- vii. Temporary signs;
- viii. Veranda signs
- ix. Real estate signs; or
- x. Infrastructure signs; and

Compliance is achieved with:

- i. SIGN-S1;
- ii. SIGN-S4;
- iii. SIGN-S5;
- iv. SIGN-S6;
- v. SIGN-S7
- vi. SIGN-S9;
- vii. SIGN-S10;
- viii. SIGN-S11; and

ix. SIGN-S14.

All Zones – Restricted Discretionary

Where compliance is not achieved with SIGN-Rxx[the above]

Matters of discretion are restricted to:

a. SIGN-P1 to SIGN-P7; and

b. The matters of discretion of any infringed standard.

3.5.1.2 Assessment

92. In my opinion, the submitter's proposed rule lacks certainty, is overly restrictive, is not supported by evidence, and duplicates the controls contained in the notified rules. As such I do not believe that the submitter's proposed rule would appropriately achieve the objectives of the PDP. I address my concerns below.
93. The use of the words "fronting", "facing" or "visible" introduce a level of subjectivity and ambiguity which results in a lack of certainty for landowners and those seeking to erect signs. For example, I am not clear of when a sign would be considered to be fronting a state highway. It is also unclear whether "facing" applies to any sign in the district that so happens to be positioned and orientated in such a way that it faces in the direction of a state highway or if there is intended to be some form of physical relationship between the location of the sign and a state highway. For example, signs located well away from a state highway and/or obscured by physical barriers such as buildings, trees and landform might well be "facing" in the direction of a state highway, but clearly have no adverse effect on the state highway network. These signs would nonetheless be captured by the submitter's rule.
94. I also observe that, in the context of this rule which applies equally in all zones regardless of whether they are rural or urban, the use of the term "visible" also introduces uncertainty and ambiguity. For example, the elevated section of SH1 to the south of the Porirua City Centre affords views towards city centre buildings when travelling northbound. The signs on these buildings could be considered to be "visible". Elsewhere SH1 passes through commercial areas at Mana, where a large number of signs will be "visible" from the state highway.
95. It is best practise that rules need to provide certainty to plan users on how and when they apply. In my opinion, the language used in the proposed rule would result in a high degree of uncertainty for the reasons I identify above.
96. I also note that the submitter's rule would apply equally in all zones and so does not differentiate between rural and urban environments. For example, the low speed urban environment at Mana where SH1 is limited to a 50kmh speed limit and passes through a busy commercial environment is treated the same as the high-speed rural environment for Transmission Gully. I note that Waka Kotahi's own guidance on the placement of advertising signs³ distinguishes

³ NZTA, January 2011, Traffic control devices manual part 3: Advertising signs

between urban and rural environments, and between low-speed and high-speed environments. It is not clear to me why the submitter has drafted this rule in a way that does not reflect their own guidance.

97. The proposed rule, in my opinion, also represents a significant and wide-reaching regulatory requirement. In particular:
- Off-site signs, freestanding signs, and digital signs are not included in the list of permitted signs and as such any which are “fronting”, “facing” or “visible” from a state highway would require restricted discretionary consent. Under the proposed matters of discretion, these signs would be assessed against all the chapter policies including those which seek to manage the visual amenity effects of signs, and not just SIGN-P4 (signs located on sites adjoining the transport network).
 - Use of “fronting”, “facing” or “visible” in the rule chapeau, extends the regulatory control over a very wide geographical area and could be interpreted as being the whole district depending on the meaning of “facing”.
 - The permitted signs would be subject to the majority of standards in the chapter, thereby duplicating controls already proposed under the other rules in the SIGN chapter.
 - The rule seeks to manage infrastructure signs, thereby duplicating INF-R24.
98. As identified above, the proposed rule also duplicates the chapter rules and standards, as well as INF-24.
99. I note that official signs⁴, temporary signs⁵, real estate signs⁶, election signs⁷, off-site signs, signs attached to or projected on or painted onto a building, wall, window, fence or other structure⁸, freestanding signs⁹, signs in overlays¹⁰, and digital signs¹¹ are already subject to SIGN-S6. This standard contains requirements for signs located near to roads¹². These include:
- No flashing or revolving lights, or lasers;
 - Setbacks for freestanding signs from other signs;
 - Minimum lettering sizes on signs;
 - Separation distances for signs from traffic signs, intersections or railway crossings;
 - A requirement for signs not to mimic or otherwise have the appearance of traffic control device; and

⁴ SIGN-R1

⁵ SIGN-R3

⁶ SIGN-R4

⁷ SIGN-R5

⁸ SIGN-R7

⁹ SIGN-R8

¹⁰ SIGN-R10

¹¹ SIGN-R11

¹² National Planning Standard definition for roads, so includes a state highway

- Off-site, election or temporary signs cannot be located on a site adjacent a state highway with a posted speed of 70km/hr or more.

100. In addition, digital signs cannot be located on a site that adjoins a state highway¹³, while freestanding signs and signs attached to or projected or painted onto a building, wall, window, fence or other structure are subject to lighting controls¹⁴.

101. In my opinion, these rules and standards already provide a framework for the protection of the state highway network from signs that may have adverse effects on driver safety. The submitter's proposed rule would duplicate these controls and in the case of digital signs, off-site signs and free-standing signs remove their ability to be erected as a permitted activity. This duplication of controls is not efficient or effective in achieving the objectives of the PDP.

102. The submitter has not provided any evidence or s32AA evaluation to demonstrate the efficiency or effectiveness of the proposed rule and its extension of regulatory controls over and above that already provided for in the notified chapter.

3.5.1.3 Summary of recommendations

103. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.195] be **rejected**.

3.5.2 SIGN-R1 Official signs, interpretation signs and directional signs not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay

3.5.2.1 Matters raised by submitters

104. Waka Kotahi [82.183] support this rule in part but seeks that a definition for "interpretation sign" be included in the PDP. The submitter has not provided a definition as part of their submission.

3.5.2.2 Assessment

105. I agree with the submitter that a definition for interpretation signs should be provided. This will aid plan interpretation and administration.

3.5.2.3 Summary of recommendations

106. I recommend for the reasons given in the assessment, that the Hearings Panel:

- Amend** to include a definition of interpretation sign as set out below and in Appendix A.

<u>Interpretation sign</u>	<u>means signs that provide information to the public on the environmental, historic, cultural or other values of an area, often with photos, drawings or maps.</u>
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107. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.183] be **accepted**.

¹³ SIGN-S12

¹⁴ SIGN-S13

3.5.3 SIGN-R6 signs, not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay

3.5.3.1 Matters raised by submitters

108. Waka Kotahi [82.188] generally supports this rule but does not support off-site signs within the Mixed Use Zone being a permitted activity. The submitter notes that a large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such consider appropriate sign controls to reduce distraction need to be in place to ensure the safety of the transport network and all transport network users. They consider that off-site signs permitted adjacent to state highways have the potential to increase the distraction for users of the transport network (and therefore the safety) and a proliferation of signs resulting in visual clutter.
109. The submitter seeks that the rule be amended to remove permitted activity for off-site signs in the Mixed Use Zone. They would become a restricted discretionary activity instead.

3.5.3.2 Assessment

110. SIGN-R6 provides for off-site signs as a permitted activity where they comply with the standards listed in the rule. This includes SIGN-S6. As discussed in paragraph 99 above, this standard contains controls intended to manage adverse effects on traffic safety from signs. This includes controls on their placement and form and includes a requirement that such signs cannot be located on a site adjacent to a state highway with a posted speed limit of 70km/hr¹⁵.
111. There are two areas of MUZ zoning that are located on and around state highway 1¹⁶. The first and most extensive of these is the area from Porirua train station in the north to Kenepuru in the south. Figure 1 below shows this area, which is shown in dark pink:

¹⁵ SIGN-S6.6

¹⁶ In December 2021, state highway 1 from Linden to Paekākāriki will become state highway 59.

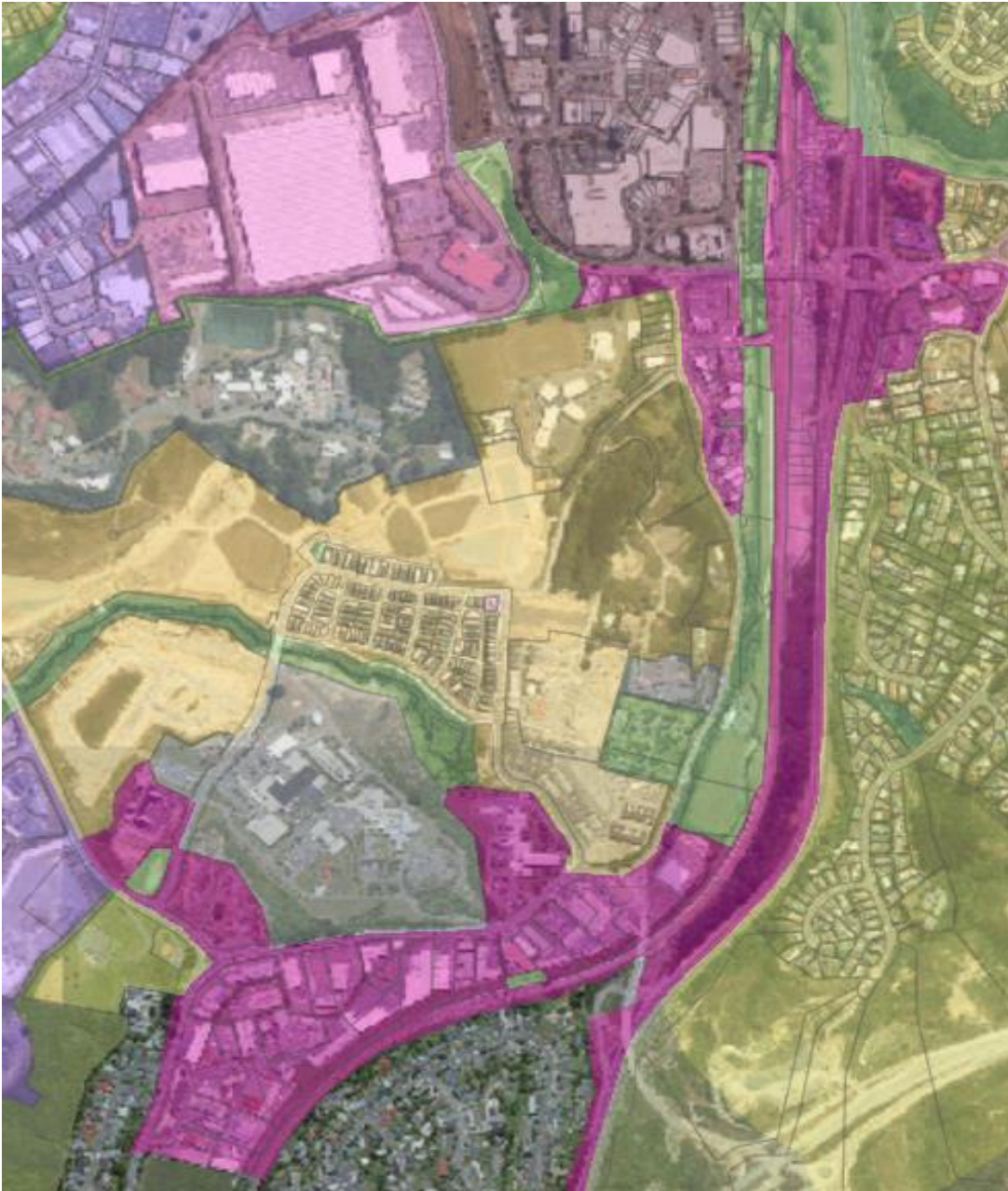


Figure 1: Mixed Use Zone from Porirua train station to Kenepuru

112. For this stretch of state highway 1, the national speed limit (100km/hr) applies, except for temporary speed reductions associated with the Transmission Gully motorway construction works. As such off-site signs cannot be located on a site adjacent to this stretch of the state highway under SIGN-S6.6.
113. The second area is at Marine View and Mana Esplanade, which I have shown below in Figure 2:



Figure 2: Mixed Use Zone at Mana

114. The posted speed limit is 50km/hr for this stretch of state highway 1 and as such off-site signs can be erected on sites adjacent to the state highway. However, off-site signs permitted under this rule must also comply with SIGN-S15. This limits the number of off-site signs to one per site and the sign cannot be illuminated (internally or externally) nor include a digital display. Where this sign is a freestanding sign within 10m of a road, it is required to meet minimum setback

(separation) distances from other free-standing signs under SIGN-S6.2. This meets the NZTA's minimum recommendation¹⁷. I would also note, that this same guidance states:

To avoid excessive clutter of roadside advertising signs, it is recommended that TAs/RCA's restrict the installation of off-site advertising. Such an approach is a practical method of controlling the proliferation of roadside advertising. It is noted, however, that provided controls are adequate to ensure orderly and legible displays, there is no reason why an off-site advertising sign should have more of an adverse effect than a similar on-site sign.

115. In my opinion the notified rules and standards provide adequate protection to the users of the state highway network in the Mixed Use Zone. As such, I do not consider it justified or appropriate to require restricted discretionary consent for all off-site signs in the Mixed Use Zone. I would also note that the submitter has not supported this request with evidence or a s32AA evaluation to show it is the most effective and efficient method to achieve the objectives of the PDP.

3.5.3.3 Summary of recommendations

116. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.188] be **rejected**.

3.5.4 SIGN-R10 Signs located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay

3.5.4.1 Matters raised by submitters

117. Heritage NZ [65.56] considers that SIGN-R10 needs to include compliance with the standards for verandah signs and temporary signs, otherwise their exclusion represents a loophole in the control of signs in the Overlays. The submitter also considers that reference to SIGN-S1 (area of signs) is superfluous, as SIGN-S14 addresses the size of permitted signs in Overlay areas. Heritage NZ seeks the following amendment to SIGN-R10:

All zones 1. Activity status: Permitted

Where:

a. The sign is an:

i. Interpretation sign;

ii. Official sign;

iii. Directional sign; or

iv. Real estate sign; and

b. Compliance is achieved with:

i. ~~SIGN-S1;~~

¹⁷ Table 5.3 to Traffic control devices manual part 3: Advertising signs, NZTA (January 2011)

- ii. SIGN-S4;
- iii. SIGN-S5;
- iv. SIGN-S6;
- v. SIGN-S7;
- v. SIGN-S8;
- vii. SIGN-S9; and
- viii. SIGN-S14.

Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.

(...)

All zones 3. Activity status: *Restricted discretionary*

Where:

a. Compliance is not achieved with SIGN-S1, SIGN-S4, SIGN-S5, SIGN-S6, SIGN-S7, SIGN-S8, SIGN-S9 or SIGN-S14.

Matters of discretion are restricted to:

a. The matters of discretion of any infringed standard.

Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.

3.5.5 Assessment

118. I agree with the submitter that reference to SIGN-S1 should be deleted as the size requirements for the specific type of signs permitted in SIGN-R10 are referenced in SIGN-S14. This standard controls the size of signs in the Overlays. This amendment will remove an internal inconsistency within the rule and so improve its clarity. I note, however, that a consequential change is required to SIGN-S14.4. It does not currently list real estate signs, but these are permitted by SIGN-R10.
119. I do not agree with Heritage NZ that standards for verandah and temporary signs should be included in the rule, as it is the intention of SIGN-R10-2 to capture those sign types as restricted discretionary activities. As such, it is not necessary to include SIGN-S7 and SIGN-S8 into the rule, as these provide standards for verandah signs and temporary signs where they are a permitted activity.

3.5.6 Summary of recommendations

120. I recommend for the reasons given in the assessment, that the Hearings Panel:
- a. **Amend SIGN-R10** as set out below and in Appendix A.

SIGN-R10 	Signs located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay
All zones	1. Activity status: Permitted

	<p>Where:</p> <ol style="list-style-type: none"> a. The sign is an: <ol style="list-style-type: none"> i. Interpretation sign; ii. Official sign; iii. Directional sign; or iv. Real estate sign; and b. Compliance is achieved with: <ol style="list-style-type: none"> i. SIGN-S1; i. SIGN-S4; ii. SIGN-S5; iii. SIGN-S6; iv. SIGN-S9; and v. SIGN-S14. <p>Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.</p>
	<p>All zones 2. Activity status: Restricted discretionary</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance is not achieved with SIGN-R10-1.a. <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. The matters in SIGN-P2 and SIGN-P6. <p>Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.</p>
	<p>All zones 3. Activity status: Restricted discretionary</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance is not achieved with SIGN-S1, SIGN-S4, SIGN-S5, SIGN-S6, SIGN-S9 or SIGN-S14. <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. The matters of discretion of any infringed standard. <p>Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.</p>

b. **Amend** the SIGN-S14 as set out below and in Appendix A.

SIGN-S14	Signs located within any Overlay (other than Natural Hazard or Coastal Hazard Overlays)	
All zones	1. The sign must not be internally or externally illuminated.	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign;

<p>2. The sign must not include a digital display.</p> <p>3. The sign must not obscure any window, architectural feature or details on any heritage item listed in SCHED2 - Historic Heritage Items (Group A) or SCHED3 - Historic Heritage Items (Group B).</p> <p>4. The sign must not exceed a single face area as measured in accordance with SIGN-Figure 3 of:</p> <ol style="list-style-type: none"> i. 1m² for interpretation signs <u>and real estate signs</u>; or ii. 3m² for official signs or directional signs. <p>5. The sign must not be located on legal road, road reserve or road to be vested in Porirua City Council.</p>	<ol style="list-style-type: none"> 2. Any adverse effects on the identified values of the Overlay in which it is located or any adjacent Overlays; 3. The extent to which the sign, including its content and design, complements the identified values of the Overlay; 4. The location of the sign within or in relation to any identified feature, site, area or setting identified by any Overlay; 5. Any adverse effects of any cabling, wiring or other structures associated with lighting sources for any illuminated signs on the identified values of the Overlay; 6. The mitigation of effects through alternative methods, locations or design of the sign; 7. Any operational needs or functional needs of the sign; 8. The timing and duration of display of any temporary sign; and 9. Any relevant outcomes articulated by Te Rūnanga o Toa Rangatira through an assessment of environmental effects, cultural impact assessment or iwi planning documents; and 10. Any cumulative effects.
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121. I recommend that the submission by Heritage NZ [65.56] be **accepted in part**.

3.2.4 Section 32AA evaluation

122. In my opinion, the amendment to is more appropriate in achieving the objectives of the PDP than the notified provisions. In particular, I consider that:

- The recommended amendments remove an internal inconsistency within SIGN-R10 and remove an omission from SIGN-S14, thereby improving the workability, efficiency and

effectiveness of the relevant provisions in managing the effects of sign on matters of national and acknowledged importance.

- The recommended amendments will not have a materially greater environmental, economic, social, and cultural effects than the notified provision.

3.6 Standards

123. Waka Kotahi have made submissions seeking amendments to all standards. In many instances the changes sought to the individual standards are similar to each other and in those cases I have grouped these submissions for the purposes of my evaluation and recommendation. My report therefore seeks to largely address the standards in their numerical order, but there will be exceptions where it is more efficient to group the standards.

3.6.1 *SIGN-S1 Maximum single face area of any individual sign*

SIGN-S3 Maximum elevation sign area per tenancy

3.6.1.1 *Matters raised by submitters*

124. Waka Kotahi [82.196] and [82.198] supports controlling the maximum single face area of individual signs and maximum elevation sign area per tenancy within the respective zonings. However, they seek that the matters of discretion for signs that breach these standards should incorporate consideration of the adverse effects on the transport network and its users. The submitter considers that signs that exceed these standards within their respective zones have the potential to increase the distraction for users of the transport network (and therefore the safety) and a proliferation of signs resulting in visual clutter. They consider that as part of assessing any exceedance consideration of these impacts on the transport network should be assessed.

125. The submitter considers that an additional matter of discretion along the following lines could be introduced to each standard to address their concerns:

'7. Any adverse effects on the transport network and its users'

3.6.1.2 *Assessment*

126. In my opinion it is not appropriate to include a transport related matter of discretion since SIGN-S1 and SIGN-S3 are primarily seeking to manage the visual amenity effects of signage based on the anticipated built environment for each zone. The zone-based maximum single face area limits for individual signs and maximum elevation sign area are not based on managing effects on the safety of the transport network. Instead SIGN-S6 controls the location and form of signs adjacent to roads including the state highway networks. In paragraphs 99-101 above, I describe how SIGN-S6, in tangent with other controls, manages the effects of signs on the transport network.

127. I consider that the requested matter of discretion would duplicate controls already available and is not appropriate where there is a breach of an amenity-based standard.

3.6.1.3 *Summary of recommendations*

128. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.196] and [82.198] be **rejected**.

3.6.2 SIGN-S2 Maximum combined area of signs per site

SIGN-S4 Number of signs per site

3.6.2.1 Matters raised by submitters

129. Waka Kotahi [82.197] and [82.199] supports controlling the number and location of signs per site within the respective zonings. However, it notes that a large portion of the Mixed Use Zone is located adjacent to the state highway corridor and considers that as such, appropriate controls to mitigate distraction need to be in place to mitigate the impacts on the transport network. The submitter, therefore, wishes to see greater restrictions on the maximum combined area of signs per site and on the number of signs per site in the Mixed Use Zone.

130. In addition, the submitter considers that the matters of discretion for signs that breach these standards should incorporate consideration of the adverse effects on the transport network and its users. The submitter considers that signs that exceed these standards within their respective zones have the potential to increase the distraction for users of the transport network (and therefore the safety) and a proliferation of signs resulting in visual clutter. They consider that as part of assessing any exceedance consideration of these impacts on the transport network should be assessed.

131. The submitter considers that changes along the following lines could be introduced to each standard to address their concerns:

- Relocating Mixed Use Zone in the standards tables:
 - From the City Centre Zone, Large Format Retail Zone, and General Industrial Zone group; to the:
 - Settlement Zone, Neighbourhood Centre Zone and Local Centre Zone group.
- Adding another matter of discretion:
 - '7. Any adverse effects on the transport network and its users'.

3.6.2.2 Assessment

132. In table 3 below, I show a summary of the changed scale and number of signs that would result from the submitter's request:

Table 3: Comparison of changes to permitted standards

Combined area of signs		Number of signs per site	
Notified	Submission	Notified	Submission
20% of the elevation area of the building, fence, wall or structure to which they are attached or projected.	20% of the elevation area of the building, fence, wall or structure to which they are attached or projected.	No more than one freestanding sign per 50m of road frontage where sites on the opposite side of the road are within a Commercial and Mixed Use Zone, General Industrial Zone, or Open Space and Recreation Zone.	No more than one freestanding sign per road frontage for each site.
Combined area of freestanding signs other	Combined area of freestanding		No more than one sign per tenancy per road or pedestrian frontage attached to the fascia of a veranda.

than temporary signs must not exceed 30m ² .	signs other than temporary signs must not exceed 24m ² .	<p>No more than one freestanding sign per 80m of road frontage where sites on the opposite side of the road are within a Residential Zone or Rural Zone.</p> <p>No more than one sign per tenancy per road frontage attached to the fascia of a veranda.</p> <p>No more than one sign per tenancy per road frontage attached underneath a veranda.</p> <p>No more than one sign attached to or projected onto the wall of a building where sites on the opposite side of the road are within a Residential Zone or Rural Zone</p>	<p>No more than one sign per tenancy per road or pedestrian frontage attached underneath a veranda.</p> <p>No more than one sign per tenancy attached to a wall, fence or building per elevation (other than a veranda sign).</p>
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133. In my opinion the requested changes to SIGN-S2 and SIGN-S4 are not appropriate as these standards are primarily intended to manage the visual amenity effects of signage, based on the anticipated built environment for each zone. The zone-based maximum combined area of signs per site and number of signs per site are not intended to manage effects on the safety of the transport network. Instead SIGN-S6 controls the location and form of signs adjacent to roads including the state highway networks. In paragraphs 99-101 and 110 above, I describe how SIGN-S6, in tangent with other controls, manages the effects of signs on the transport network, including in the Mixed Use Zone.
134. I would also note, that the reduction in the maximum combined area of signs per site and number of signs per site that would result from the submitter's request would apply at all sites in the Mixed Use Zone, and not just those sites that adjoin state highway 1.
135. I consider that using amenity type controls in SIGN-S2 and SIGN-S4 as a method to manage adverse effects on the transport network is inappropriate and duplicates other controls such as SIGN-S6 and SIGN-S15. The planned built urban environment for the Mixed Use Zone anticipates a relatively high level of signage and intensity of development compared to the Settlement Zone or Neighbourhood Centre Zone.
136. I would also note that where state highway 1 runs through the Mixed Use Zone from Porirua train station to Kenepuru, it occupies a wide transport corridor consisting mostly of designations held by KiwiRail and NZTA. Figure 3 below shows state highway 1, the designations held by KiwiRail and NZTA, as well as Porirua Stream. From this, it can be seen that railway land and Porirua Stream separates state highway 1 from private land within the Mixed Use Zone to the

west. The area of land between the NZTA designation and KiwiRail designation at this point, is owned by Greater Wellington Regional Council and forms part of the car park to Porirua train station.

- 137. To the east, state highway 1 adjoins residential zoned land and not Mixed Use Zone land, except at the Mungavin interchange. At this point, the main section of the state highway occupies a cutting, while topography and the form of the interchange limit opportunities for the erection of signage on adjoining private land. SIGN-S6 would control these signs in any event. I identify the Mungavin interchange in Figure 4.

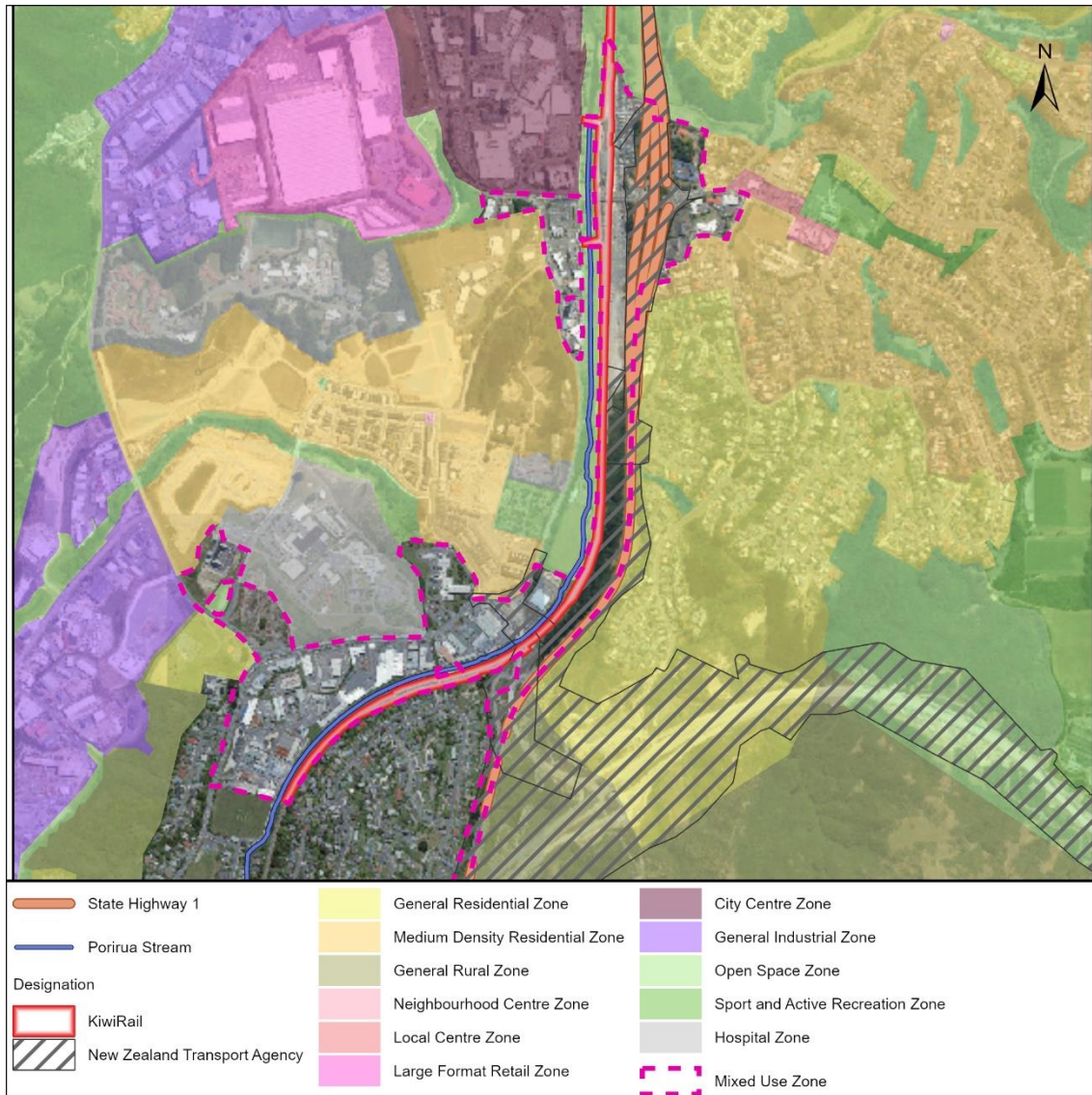


Figure 3: Land uses along SH1



Figure 4: Mungavin interchange

3.6.2.3 Summary of recommendations

138. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.197] and [82.199] be rejected.

3.6.3 SIGN-S5 Maximum height of freestanding signs

3.6.3.1 Matters raised by submitters

139. Waka Kotahi [82.200] supports controlling the number and location of signs per site within the respective zonings. However, it notes that a large portion of the Mixed Use Zone is located adjacent to the state highway corridor and considers that as such, appropriate controls to mitigate distraction need to be in place to mitigate the impacts on the transport network. The

submitter, therefore, wishes to see greater restrictions on the maximum height of freestanding signs in the Mixed Use Zone.

140. In addition, the submitter seeks that the transport related matter of discretion in this standard should be amended to reference the transport network and its users, instead of traffic safety as contained the notified version.
141. The submitter considers that changes along the following lines could be introduced to each standard to address their concerns:
- Relocating Mixed Use Zone in the standards tables:
 - From the City Centre Zone, Large Format Retail Zone, and General Industrial Zone group; to the:
 - Settlement Zone, Neighbourhood Centre Zone, Local Centre Zone, Future Urban Zone, Residential Zones, Hospital Zone and the Open Space and recreation zones group.
 - Amending the matter of discretion:
 - Any adverse effects on ~~traffic safety~~ the transport network and its users.

3.6.3.2 Assessment

142. The effect of the change sought by Waka Kotahi would be to reduce the maximum height of a freestanding sign from 10m to 2m anywhere in the Mixed Use Zone. This would apply to all sites in the zone and not just those adjoining state highway 1.
143. In paragraphs 99-101 I describe how signs along state highway 1, where it crosses the Mixed Use Zone, will be managed. In my opinion this assessment is equally relevant to controls sought by the submitter on the height of freestanding signs in this zone. I also consider that the planned urban built environment for the Mixed Use Zone¹⁸ anticipates signage of this height. It is also worth noting that the NPS-UD requires further urban intensification in these areas where they are located within a walkable catchment of a rapid transit stop or the edge of the City Centre Zone. The Council intends to notify a variation to the PDP in 2022 to give effect to the urban intensification requirements of the NPS-UD¹⁹.
144. I agree with the submitter that notified matter of discretion 6 (limiting discretion to the adverse effects on traffic safety) lacks clarity and could be interpreted in an overly narrow way, namely as being motor vehicles. However, I also consider that the wording sought by the submitter is overly broad and equally lacks clarity. I am not sure what an adverse effect on the transport network includes and does not include. For example, does it include bus and train passengers?

¹⁸ MUZ-02 states that buildings will be generally of a medium-rise scale. The permitted building height is 12m.

¹⁹ Note: if the current Resource Management Intensification Bill is passed as is, Council will be required to notify a variation by August 2022.

145. In my opinion, the equivalent matter of discretion from SIGN-S6, provides an appropriately focussed matter of discretion that directs itself to safety of the people using the transport network. The matter of discretion from SIGN-S6 states:

Any adverse effects on driver, cyclist and pedestrian safety

3.6.3.3 Summary of recommendations

146. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. Amend SIGN-S5 as set out below and in Appendix A.

SIGN-S5	Maximum height of freestanding signs	
<p>Large Format Retail Zone</p> <p>Mixed Use Zone</p> <p>City Centre Zone</p> <p>General Industrial Zone</p>	1. A freestanding sign must not exceed 10m in height.	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; 6. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u> safety; and 7. Any cumulative effects.
<p>Settlement Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p>Future Urban Zone</p> <p>Residential Zones</p> <p>Hospital Zone</p> <p>Open Space and Active Sport and</p>	2. A freestanding sign must not exceed 2m in height.	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive and negative effects on the built form, character and amenity values; 2. Whether the design, and colour of the sign affect the potential impact of the sign; 3. Any adverse shading effects; 4. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u> safety; and 5. Any cumulative effects.

Recreation Zones		
Rural Zones	3. A freestanding sign must not exceed 8m in height.	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; 6. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u> safety; and 7. Any cumulative effects.
Special Purpose Zone (BRANZ)		
Māori Purpose Zone (Hongoeka)		

147. I recommend that the submission by Waka Kotahi [82.200] be **accepted in part**.

3.6.3.4 Section 32AA evaluation

148. In my opinion, the amendment to the matter of discretion is more appropriate in achieving the objectives of the PDP than the notified provisions. In particular, I consider that:

- The recommended amendment provides a greater clarity and focus to the matter of discretion and will aid plan administration.
- The recommended amendment will not have a materially greater environmental, economic, social, and cultural effects than the notified provision.

3.6.4 SIGN-S6 Traffic safety and Proposed New Table (SIGN-Table 4)

3.6.4.1 Matters raised by submitters

149. Waka Kotahi [82.201] and [82.205] supports the intent and purpose of this standard. However, the submitter wishes to ensure that this standard applies to all signs that are visible from a state highway and align with Waka Kotahi requirements for signs so as to control the adverse impact that signs can have on driver attention. The submitter also seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. They consider that signs that exceed the maximum permissible sign standards within their respective zones have the potential to increase the distraction for users of the transport network (and therefore the safety), and the proliferation of signs resulting in visual clutter. As part of assessing any exceedance, the submitter wishes that consideration of these impacts on the whole transport network should be assessed.

150. The submitter also seeks that changes to SIGN-S6 be supported by the inclusion of a fourth table to include forward sight distances for signs. This is to ensure that roadside advertising signs can be seen by road users by locating signs to present an unrestricted view to the approaching motorist. Signs that comply with forward sight distance ensure roadside advertising signs can be seen and comprehended by the road user with sufficient time that this does not present an unacceptable distraction to road users.
151. The submitter considers that changes along the following lines could be introduced to address their concerns:

Amend SIGN-S6:

1. Signs must not be animated, have any flashing or revolving lights or lasers where these are within 10m of, and visible from, a state highway or located adjacent to any road.
2. All freestanding signs visible from a state highway or located within 10m of a road or measured horizontally must comply with the minimum setback distances from other signs as read from one direction of travel and measured parallel to the centreline of the road in SIGN-Table 1.
3. All signs visible from a state highway or located within 10m of a road measured horizontally must comply with the minimum lettering sizes in SIGN-Table 2;
4. Any sign visible from a state highway or located on a site adjoining the road or road reserve and is at right angles to the road ~~or state highway~~ must be located the minimum separation distance specified in SIGN-Table 3, measured horizontally from any existing traffic sign, pedestrian crossing, curves with chevron signing, railway crossing or intersection.
5. All signs visible from a state highway must comply with the minimum forward visibility in SIGN-Table 4.
6. Any sign visible from a state highway shall contain a maximum of six elements.
- ~~57.~~ Signs must not be shaped or use images or colours, including changeable messages, that could be mistaken for a traffic control device in colour, shape or appearance.
- ~~68.~~ Off-site, election or temporary signs must not be located on a site adjoining any section of a State Highway with a speed limit of ~~7~~60 km/hr or more.

Matters of discretion are restricted to:

5. Any adverse effects on ~~driver, cyclist and pedestrian~~ the transport network and its user's safety; and [...]

Add new Table (SIGN-Table 4):

SIGN-Table 4, Sign minimum visibility

<u>Speed limit of road (km/hr)</u>	<u>Minimum visibility (m)</u>
<u>0-50</u>	<u>80</u>
<u>51-70</u>	<u>130</u>

<u>71-80</u>	<u>175</u>
<u>>81</u>	<u>250</u>

3.6.4.2 Assessment

152. For the purposes of this report, I will address each clause separately.
153. **SIGN-S6.1:** I am not clear why animated signs are necessarily a distraction to the safety of drivers, cyclists or pedestrians over and above where a sign involves flashing or revolving lights, or lasers. The submitter might wish to provide further information on this to the Hearings Panel.
154. The submitter also wishes to extend control to all signs that are “visible” from a state highway in addition to signs located adjacent to any road. I address the issue of using the term “visible” from a state highway in a rule earlier in this report, at paragraphs 93-95. These same concerns apply in this instance. In summary, it introduces ambiguous wording into a regulation, potentially extends the regulatory reach of this standard over a very large area and does not account for different urban and rural environments that the state highway network crosses.
155. **SIGN-S6.2 and SIGN-S6.3:** As with SIGN.S6.1, the submitter wishes to extend control in these standards to all signs that are “visible” from a state highway in addition to signs located within 10m of a road. For the reasons set out above and earlier in my report, I do not support this change.
156. **SIGN-S6.4:** Similarly, the submitter wishes to extend control in this standard to all signs that are “visible” from a state highway and for the same reason I do not support this change.
157. The submitter also requests that the relevant separation distance specified in SIGN-Table 3 be applied to pedestrian crossings and curves with chevron signing in addition to existing traffic signs, railway crossings or intersections. I agree that the inclusion of these is important to the safety of drivers, pedestrians and cyclists.
158. **SIGN-S6.5 (new) plus new SIGN-Table 4:** This new standard would require all signs “visible” from a state highway to comply with minimum visibility requirements set out in a proposed new Table 4. The submitter states that this is to ensure “roadside advertising signs” can be seen by the road user.
159. I note that there is no definition of “roadside advertising signs” in the PDP and the submitter has not provided one with their submission. As such I am unclear as to when the standard and associated Table 4 will apply. For example, how will the standard be applied in the commercial areas along Mana Esplanade through which state highway 1 passes. I would observe that a large number of signs, including those located on shop fronts and commercial premises will be visible from the state highway, but they are not necessarily “roadside advertising signs”. I am also not clear how this new standard and associated table will work with SIGN-S6-2, SIGN-S6-4 or SIGN-S6-6 which control freestanding signs, signs located at right angles to a road, and off-site signs.
160. The proposed new standard also raises the same concerns I have expressed earlier about the use of the term, “visible” from a state highway. This includes the ambiguity of the wording and the regulatory reach of this standard.

161. **SIGN-S6.6 (new):** This new standard would require all signs visible from a state highway to contain a maximum of six elements. The submitter does not provide a definition of “elements” so I am not sure what this new standard is actually seeking to control. The submitter might wish to provide information on this to the Hearings Panel in their evidence.
162. The proposed new standard also raises the same concerns I have expressed earlier about the use of the term, “visible” from a state highway. This includes the ambiguity of the wording and the regulatory reach of this standard.
163. **SIGN-S6.8 (SIGN-S6.6 in notified PDP):** The submitter seeks to amend this standard to prevent off-site, election or temporary signs from being located on a site adjoining a state highway with a speed limit of 60km/hr instead of 70km/hr in the PDP. I note that the NZTA’s Traffic control devices manual (January 2011) uses the 70km/hr speed limit to distinguish between lower speed urban environments and higher speed rural environments. As such, I am not clear on the reason for departing from this and introducing a 60km/hr threshold. The submitter might wish to provide information on this to the Hearings Panel in their evidence.
164. **Matter of discretion number 5:** The submitter seeks to reference the adverse effects on the transport network and its users’ instead of, “driver, cyclist and pedestrian safety”. For the reasons I set out in paragraph 144 and 145 above, I do not support the new wording. It is ambiguous and extends discretion too broadly.

3.6.4.3 Summary of recommendations

165. I recommend for the reasons given in the assessment, that the Hearings Panel:
- a. **Amend SIGN-S6** as set out below and in Appendix A.

SIGN-S6	Traffic safety	
All zones	<ol style="list-style-type: none"> 1. Signs must not have any flashing or revolving lights or lasers where located adjacent to any road. 2. All freestanding signs located within 10m of a road measured horizontally must comply with the minimum setback distances from other signs as read from one direction of travel and measured parallel to the centreline of the road in SIGN-Table 1. 3. All signs located within 10m of a road measured horizontally must comply with the minimum lettering sizes in SIGN-Table 2; 4. Any sign located on a site adjoining the road or road reserve and is at right angles 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. The location of the sign and any alternative options; 3. The colour, content, lighting and dimensions of the sign; 4. Any adverse effects on any traffic control device or directional sign; 5. Any adverse effects on driver, cyclist and pedestrian safety; and 6. Any cumulative effects.

to the road or state highway must be located the minimum separation distance specified in SIGN-Table 3, measured horizontally from any existing traffic sign, pedestrian crossing, curves with chevron signing, railway crossing or intersection.

5. Signs must not be shaped or use images or colours, including changeable messages, that could be mistaken for a traffic control device in colour, shape or appearance.

6. Off-site, election or temporary signs must not be located on a site adjoining any section of a State Highway with a speed limit of 70 km/hr or more.

166. I recommend that the submission by Waka Kotahi [82.201] be **accepted in part**.

167. I recommend for the reasons given in the assessment, that the submission by Waka Kotahi [82.205] be **rejected**.

3.6.4.4 Section 32AA evaluation

168. In my opinion, the amendment to is more appropriate in achieving the objectives of the PDP than the notified provisions. In particular, I consider that:

- The recommended amendment ensures that the standard appropriately applies to those parts of the transport network that need safeguarding from signage. This is necessary to help achieve the safe and efficient operation of the transport network, required by SIGN-O1.
- The recommended amendment will not have a materially greater environmental, economic, social, and cultural effects than the notified provision.

3.6.5 SIGN-S7 Veranda signs

SIGN-S9 Real Estate signs

SIGN-S10 Election signs

SIGN-S11 Signs located on legal road, road reserve or road to be vested in Porirua City Council (excluding Council Reserve land administered under the Reserves Act 1977)

3.6.5.1 Matters raised by submitters

169. Waka Kotahi [82.206], [82.208], [82.209] and [82.210] seeks that for each of these standards, the following matter of discretion be amended:

Any adverse effects on ~~traffic~~ the transport network and its user's safety'

170. The submitter considers that signs that exceed the maximum sign standards within their respective zones have the potential to increase the distraction for users of the transport network (and therefore the safety) and proliferation of signs resulting in visual clutter. As part of assessing any non-compliance, consideration of these impacts on the whole transport network and its users should be assessed.

3.6.5.2 Assessment

171. The submitter sought the same amendment to SIGN-S5 which I address at paragraphs 144 and 145 above. My assessment is the same for these submission points.

3.6.5.3 Summary of recommendations

172. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend SIGN-S7** as set out below and in Appendix A.

SIGN-S7	Veranda signs	
City Centre Zone	1. Veranda signs must only be attached underneath a veranda or attached to the fascia of a veranda.	Matters of discretion are restricted to: 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; 6. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u> safety; and 7. Any cumulative effects.
Local Centre Zone	2. Veranda signs must be at least 2.5m above any footpath as measured from the ground level below the veranda.	
Mixed Use Zone	3. Veranda signs must only advertise a lawful commercial activity undertaken on the site occupied by the building to which they are attached.	
Neighbourhood Centre Zone	4. Veranda signs must not have any flashing or revolving lights or lasers.	
Settlement Zone	5. Veranda signs must not include any digital displays.	
General Industrial Zone	6. Veranda signs must comply with the minimum lettering sizes in SIGN-Table 2.	
Hospital Zone		

<p>7. Veranda signs must not be shaped or use images or colours, including changeable messages, that could be mistaken for a traffic control device in colour, shape or appearance.</p> <p>8. There must be no more than one veranda sign attached underneath the veranda per tenancy.</p> <p>9. There must be no more than one veranda sign attached to the fascia of the veranda per tenancy.</p>

b. Amend SIGN-S9 as set out below and in Appendix A.

SIGN-S9	Real estate signs
All zones	<p>1. Where the sign is for the purpose of providing directions for an open home or auction, the sign must:</p> <ol style="list-style-type: none"> a. Not be located on land owned or administered by the Council; b. Not have a single face area greater than 2m² area as measured in accordance with SIGN-Figure 3; c. Be removed the same day of the auction or open home with which it is associated; and d. Be no more than 0.7m in height. <p>2. Where the sign is for the purpose of advertising the sale of a property (other than to provide directions for an open home or auction), the sign must:</p> <ol style="list-style-type: none"> a. Be removed no more than one week after the sale or lease of the house or property with which it is associated; <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The timing and duration of the display of the sign; 5. The location of the sign and any alternative options; 6. The dimensions of the sign; 7. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u> safety; 8. Any operational needs or functional needs of the sign; and 9. Any cumulative effects.

<ul style="list-style-type: none"> b. Not exceed a height of 2m above ground level; c. Not have a single face area greater than 2m² as measured in accordance with SIGN-Figure 3; and d. Not be located on land owned or administered by the Council unless it relates to the sale of a Council property. <p>3. The sign must not be internally or externally illuminated.</p> <p>4. The sign must not include a digital display.</p> <p>5. The sign must not be located on legal road, road reserve or road to be vested in Porirua City Council.</p>	
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c. Amend SIGN-S10 as set out below and in Appendix A.

SIGN-S10	Election signs	
All zones	<ul style="list-style-type: none"> 1. The sign must not be internally or externally illuminated. 2. The sign must not include a digital display. 3. The sign must not be displayed more than nine weeks before the day of the election with which it is associated 4. The sign must be removed at least 24 hours before the day of the election with which it is associated. 5. The sign must not exceed 3m² in area as measured in accordance with SIGN-Figure 3. 	<p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The timing and duration of the display of the sign; 5. The location of the sign and any alternative options; 6. The dimensions of the sign; 7. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u> safety; 8. Any operational needs or functional needs of the sign; and 9. Any cumulative effects.

6. There must be no more than one sign per candidate or political party per site.

d. Amend SIGN-S11 as set out below and in Appendix A.

SIGN-S11	Signs located on legal road, road reserve or road to be vested in Porirua City Council (excluding Council Reserve land administered under the Reserves Act 1977)	
All zones	<p>1. The sign must be located within the identified approved sign area in SCHED13.</p> <p>Note: Part of the rules requiring compliance with this standard have delayed legal effect until the proposed plan is made operative under clause 20 of Schedule 1 of the RMA 1991. Until such a time as the proposed plan is made operative, signs located on legal road, road reserve or road to be vested in Porirua City Council (excluding Council Reserve land administered under the Reserves Act 1977) will be managed under the General Bylaw - Signs 2020 only.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The timing and duration of the display of the sign; 5. The location of the sign and any alternative options, including the location of support structures in relation to any underground services; 6. The dimensions of the sign; 7. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u> safety; 8. Any operational needs or functional needs of the sign; and 9. Any cumulative effects.

173. I recommend that the submission by Waka Kotahi [82.206], [82.208], [82.209] and [82.210] be **accepted in part**.

3.6.5.4 Section 32AA evaluation

174. In my opinion, the amendment to the matter of discretion is more appropriate in achieving the objectives of the PDP than the notified provisions. In particular, I consider that:

- The recommended amendment provides a greater clarity and focus to the matter of discretion and will aid plan administration.
- The recommended amendment will not have a materially greater environmental, economic, social, and cultural effects than the notified provision.

3.6.6 SIGN-S8 Temporary signs associated with temporary activities and events

3.6.6.1 Matters raised by submitters

175. Waka Kotahi [82.207] supports identifying provisions for temporary signs associated with temporary activities and events. The submitter seeks that the timeframe for temporary signs be amended to 48 hours instead of one week. The submitter considers this reduced time is sufficient and reasonable for temporary signs to be removed. They consider that displaying temporary signs longer than is necessary exposes drivers to a message that is no longer relevant and only serves to increase unnecessary driver distraction.

176. The submitter also seeks that matter of discretion 7 should be amended to incorporate consideration of the adverse effects on the transport network and its users, and not just traffic safety, as contained in the PDP.

177. The submitter considers that changes along the following lines could be introduced to address their concerns:

Amend provision:

2. The sign must be removed no later than ~~one week~~ 48 hours after the temporary event or activity with which it is associated taking place.

Amend matter of discretion:

Matters of discretion are restricted to:

'7. Any adverse effects on ~~traffic~~ the transport network and its user's safety'

3.6.6.2 Assessment

178. In my opinion, reducing the time for removal of temporary signs from one week to 48 hours is onerous and inappropriate. It is also inconsistent with TEMP-R2 which provides for temporary buildings or structures ancillary to a temporary activity. These are required to be removed within one week of the end of a temporary event. It is reasonable to assume that following a temporary event, associated temporary structures and signage will be removed at the same time. In my opinion, only providing 48 hours for the removal of signage is likely to create organisational difficulties and increase costs for organisers of temporary activities.

179. I would also note that effects on the transport network are primarily managed by SIGN-S6 (traffic safety) and this applies to temporary signs. SIGN-S12 (digital signs), SIGN-S13 (internally and externally illuminated signs), and SIGN-S15 (off-site signs) also work with SIGN-S6 to manage effects from signs on the transport network. These sufficiently manage the adverse effects raised by the submitter.

180. In relation to the requested amendment to the traffic safety matter of discretion I have previously addressed this at paragraphs 144 and 145. My assessment is the same for this submission.

3.6.6.3 Summary of recommendations

181. I recommend for the reasons given in the assessment, that the Hearings Panel:

a. **Amend** SIGN-S8 as set out below and in Appendix A.

SIGN-S8	Temporary signs associated with temporary activities and events	
All zones	<ol style="list-style-type: none"> 1. The sign must not be displayed any earlier than one week prior to the temporary event or activity with which it is associated taking place. 2. The sign must be removed no later than one week after the temporary event or activity with which it is associated taking place. 3. The sign must be no greater than 3m² in area as measured in accordance with SIGN-Figure 3. 4. The sign must not be internally or externally illuminated. 5. The sign must not include a digital display. 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The timing and duration of the display of the sign; 5. The location of the sign and any alternative options; 6. The dimensions of the sign; 7. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u> safety; 8. Any operational needs or functional needs of the sign; and 9. Any cumulative effects.

182. I recommend that the submission by Waka Kotahi [82.207] be **accepted in part**.

3.6.6.4 Section 32AA evaluation

183. In my opinion, the amendment to the matter of discretion is more appropriate in achieving the objectives of the PDP than the notified provisions. In particular, I consider that:

- The recommended amendment provides a greater clarity and focus to the matter of discretion and will aide plan administration.
- The recommended amendment will not have a materially greater environmental, economic, social, and cultural effects than the notified provision.

3.6.7 SIGN-S12 Signs with digital displays

3.6.7.1 Matters raised by submitters

184. Waka Kotahi [82.211] supports controlling the location, operation and display of digital billboards. However, the submitter seeks that the provision relating to digital billboards adjacent to state highways to be extended to include all digital billboards which are visible from a state highway. They consider that digital billboards directed towards roads are, by their nature, designed to capture vehicle occupant attention and inevitably distract drivers from their task of driving. The evidence that advertising signs cause distraction, and that digital signs have an even

greater distracting effect, is well-established. The submitter notes the following effects on drivers when compared to static signs:

- Increases in glance number and duration;
- Lane discipline / lateral control behaviour deterioration;
- Reduction in traffic headway compliance; and
- Increases in driver response times.

185. The submitter also states that because humans have limited attentional resources it is possible that such advertisements could hamper the safe execution of the driving task. Digital billboards have the potential to contravene two of the four pillars of the Waka Kotahi safe system approach, namely safe road use and safe roads & roadsides if not adequately controlled.

186. The submitter also seeks that the matters of discretion incorporate consideration of the effects on the transport network and its users.

187. The submitter considers that changes along the following lines could be introduced to address their concerns:

Amend provision:

- “3. Signs with digital displays must not be visible from a state highway or be located on a site that adjoins a state highway”.
- Where the matters of discretion refer to “driver, cyclist and pedestrian safety” this term is sought to be replaced by ‘the transport network and its users’

188. The oil companies [FS49.7] oppose the relief sought by Waka Kotahi. They consider that some signs involving digital displays can be established adjoining and or visible from state highway through the appropriate management of potential safety effects to state highway users. They note that although it is recognised that some digital signs involving image changes, flashing, etc will not be appropriate, others that may be captured by the proposed provisions may be appropriate and can have any potential safety effects appropriately managed.

3.6.7.2 Assessment

189. SIGN-S12 already precludes digital signs from being located on a site which adjoins a state highway. This has the effect of preventing “roadside advertising” with digital displays from locating along the state highway network. Waka Kotahi wishes to extend this to any sign that is also “visible” from the state highway. I have previously identified concerns I have with the introduction of this term into a standard, including ambiguity in the application of the standard, the consequential regulatory reach, and that it does not account for differences between low speed commercial urban environments and high speed rural environments. For example, I have previously used the commercial areas along Mana Esplanade as examples of low speed commercial urban environments where shopfront signs would be captured by this requirement. The amendment is likely to require shopfronts with digital displays in these locations to require resource consent. My previously expressed concerns apply equally in relation to the amendment sought by Waka Kotahi to SIGN-S12.

190. I would also note that the submitter has not provided a s32AA evaluation to support the regulatory extension of this standard.
191. In relation to the amendment sought to the matters of discretion, again I have previously addressed this where it has been sought to other standards – see paragraphs 144 and 145. My concerns remain the same for SIGN-S12.

3.6.7.3 Summary of recommendations

192. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.211] **be rejected**.
193. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

3.6.8 SIGN-S13 Signs with internally or externally illuminated displays

3.6.8.1 Matters raised by submitters

194. Waka Kotahi [82.212] supports controlling the luminance of signs, however, they seek that illuminated signs should meet all standards for the LIGHT chapter rather than just the light spill standard. They consider that illuminated signs can have the same effects as any other source of lighting and as such need to be appropriately controlled and align with those standards outlined in the LIGHT chapter.
195. The submitter also seeks that the matters of discretion incorporate consideration of the adverse effects on the transport network and its users.
196. The submitter considers that changes along the following lines could be introduced to address their concerns:

Amend provision:

4. The ~~light spill~~ standards set out in the Light chapter for the relevant zone must be met.

Matters of discretion are restricted to:

- '8. Any adverse effects on ~~driver, cyclist and pedestrian safety~~ the transport network and its user's safety'

3.6.8.2 Assessment

197. SIGN-S13 provides a set of illumination standards specific to signs. These are contained in SIGN-S13.1 to SIGN-S13.6. These controls work in tangent with the zone-based luminance levels in SIGN-S13.7 to SIGN-13.9. Glen Wright, in his evidence, has advised that this set of controls is appropriate to manage the effects of illuminated signs including on the transport network. Requiring illuminated signs to comply with all Light standards in the LIGHT chapter, in addition to those contained in SIGN-S13, would represent a duplication of controls. In my opinion, this duplication is unnecessary and inefficient.

198. I would also note that the provisions of SIGN-S13 align with the NZTA's Traffic Control Devices Manual²⁰ (January 2011). This recommends that internally or externally illuminated should:

- Comply with the maximum luminances given in table 6.1 to that Manual;
- Have all floodlights or concealed lighting directed solely on to the advertisement and its surrounds;
- Have any light source shielded so that glare does not extend beyond the advertisement; and
- With the exception of neon signs, have no light source visible to passing motorists with a light output greater than that of a 65W incandescent bulb

199. I would further note that SIGN-S15 requires that off-site signs are not internally or externally illuminated.

200. In relation to the amendment sought to the matters of discretion, again I have previously addressed this where it has been sought to other standards – see paragraphs 144 and 145. My concerns remain the same for SIGN-S13.

3.6.8.3 Summary of recommendations

201. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.212] be rejected.

3.6.9 SIGN-S14 Signs located within any Overlay (other than Natural Hazard or Coastal Hazard Overlays)

3.6.9.1 Matters raised by submitters

202. Waka Kotahi [82.213] supports controlling signs within overlays, however, they seek for the removal of the restriction on the size of official signs within overlays. The submitter wishes to be able to erect official signs as required to provide for the safe and efficient function of the state highway network.

203. The submitter considers that changes along the following lines could be introduced to address their concerns:

Amend provision:

4. The sign must not exceed a single face area as measured in accordance with SIGN-Figure 3 of:
 - i. 1m² for interpretation signs; or
 - ii. 3m² for official signs or directional signs.

3.6.9.2 Assessment

204. SIGN-S15 is intended to manage the effects of signs on the qualities and values of areas, features and artifacts of national and acknowledged importance. As such, while the ability to erect

²⁰ Part 3 – Advertising Signs, page 6-3

official signs is important, this needs to be undertaken in a way that adverse effects on these qualities and values are mitigated, by limiting the size of such signs. A restriction of up to 3m² for a single face area is an appropriate means of enabling official signs to be erected without significant adverse effects on matters of national and acknowledged importance. I would also note that the submitter's request would leave the only limitation on the single face area of a sign being the zone-based limits in SIGN-S1. These are intended to reflect the planned built environment of those zones rather than mitigating effects of signs on matters of national and acknowledged importance.

205. I would also note that the state highway network in Porirua benefits from designations held by the submitter. As such the restrictions in SIGN-S14 would not apply to official signs located within these designations.

3.6.9.3 Summary of recommendations

206. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.213] **be rejected**.

3.6.10 SIGN-S15 Off-site signs

3.6.10.1 Matters raised by submitters

207. Waka Kotahi [82.214] supports the provisions for the restrictions of off-site signs, however they seek an additional provision so that off-site signs are not provided for where these face state highways. They note that a large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such consider that appropriate sign controls to reduce distraction need to be in place to mitigate the impacts on the transport network to ensure the safety of the transport network and all transport network users. They consider that off-site signs permitted adjacent to state highways have the potential to increase the distraction for users of the transport network (and therefore the safety) and proliferation of signs resulting in visual clutter.
208. The submitter also seeks that the matters of discretion incorporate consideration of the adverse effects on the transport network and its users.
209. The submitter considers that changes along the following lines could be introduced to address their concerns:

Amend provision:

5. The sign must not be visible from a state highway

Amend matter of discretion:

Matters of discretion are restricted to:

'6. Any adverse effects on driver, cyclist and pedestrian safety the transport network and its user's safety'

3.6.10.2 Assessment

210. SIGN-S15 works in tandem with SIGN-S6, which requires that off-site signs must not be located on a site adjoining any section of a State Highway with a speed limit of 70 km/hr or more. The effect of the changes sought by the submitter to amend SIGN-S15 would be to extend this control to any off-site sign, considered "visible" from the state highway.

211. Earlier in this report, at paragraphs 110-115, I discuss the management of off-site signs and how SIGN-S6 together with SIGN-S15 manage the effects of these signs on the transport network. This also included a geo-spatial assessment of state highway 1 through the Mixed Use Zone. Additionally, I have previously addressed the introduction of “visible from a state highway” into the Signs standards. These same concerns apply in this instance. In summary, it introduces ambiguous wording into a regulation, potentially extends the regulatory reach of this standard over a very large area and does not account for different urban and rural environments that the state highway network crosses. For those same reasons, I do not support its introduction into SIGN-S15.
212. In relation to the amendment sought to the matters of discretion, again I have previously addressed this where it has been sought to other standards – for example, see paragraphs 144 and 145. My concerns remain the same for SIGN-S15.

3.6.10.3 Summary of recommendations

213. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.214] **be rejected**.

3.7 Tables and Figures

3.7.1 SIGN-Table 1 Freestanding sign separation distances

3.7.1.1 Matters raised by submitters

214. Waka Kotahi [82.202] supports the inclusion of requirements for separation distances between freestanding sign installations. However, they seek an addition of the terminology ‘minimum’ separation distances and the introduction of a speed environment between 51-70km/hr and associated 60m minimum separation distance into the table. This would be achieved with the following amendments:

SIGN-Table 1, Freestanding sign minimum separation distances

Speed limit of road (km/hr)	Separation distance (m)
<u>0-70</u> 50	50
<u>51-70</u>	<u>60</u>
71-80	70
>80	80

215. The oil companies [FS49.8] oppose the relief sought. They consider that the relief would result in excessive separation distances for freestanding signs in identified areas.

3.7.1.2 Assessment

216. The submitter has not provided any information or other evidence to support the introduction of greater separation requirements between freestanding signs. I note that in relation to billboards and off-site signs, NZTA's Traffic Control Devices Manual²¹(January 2011) appears to use 70km/hr as the threshold between slower speed urban environments and faster speed rural environments. The submitter might wish to provide further information on this matter to the Hearings Panel in their evidence.
217. In my opinion, the introduction of the word "minimum" into the table is not necessary. The standard (SIGN-S6) to which this table relates already states that these are minimum distances.

3.7.1.3 Summary of recommendations

218. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.202] **be rejected**.
219. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

3.7.2 SIGN-Table 3 Separation distances

3.7.2.1 Matters raised by submitters

220. Waka Kotahi [82.204] supports the inclusion of requirement for separation distances between signs. The submitter considers that the location of advertising signs or devices in close proximity to traffic signs, pedestrian crossings, curves with chevron signing, railway crossings, or intersections may result in the advertising sign detracting from the road environment where attention is required. As such, to help avoid safety issues they recommend that advertising signs should not be located within 100m of those mentioned above in lower speed environments and 200m in higher speed environments. The submitter considers that the transport features to be protected should be listed in the table.
221. The above would be achieved with the following amendments:

Separation distances from a traffic sign, pedestrian crossing, curves with chevron signing, railway crossing or intersection

Speed limit of road (km/hr)	Separation distance (m)
0-70	50 <u>100</u>
71-80	100
>71	200

²¹ Part 3 – Advertising Signs, page 6-3

222. The oil companies [FS49.9] oppose the relief on the basis that it seeks excessive separation distances for freestanding signs in identified areas.

3.7.2.2 Assessment

223. The submitter has not provided any information or other evidence to support the introduction of greater separation requirements for signs from identified transport features. The amendments sought, significantly increase these distances by doubling them in both the lower speed urban environment and the higher speed rural environment. This would have particular implications in busy urban environments where there will be a greater concentration of traffic signs, railway crossings, pedestrian crossings and intersections. These same urban environments are likely to be identified for urban intensification under the NPS-UD. The submitter might wish to provide further information on their request to the Hearings Panel in their evidence.

224. In my opinion, the introduction of the identified transport feature into the table is not necessary. The standard (SIGN-S6) to which this table relates already states the transport features to which the separation distance applies²².

3.7.2.3 Summary of recommendations

225. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.204] **be rejected**.

226. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

3.7.3 SIGN-Figure 1 Illustrative calculation for working out maximum signage area per tenancy for signs City Centre Zone, Mixed Use Zone, Large Format Retail Zone and General Industrial Zone

SIGN- Figure 2 Illustrative calculation for working out maximum signage area per tenancy for signs in the Local Centre Zone, Neighbourhood Centre Zone and Settlement Zone

3.7.3.1 Matters raised by submitters

227. Waka Kotahi [82.215][82.216] supports the intent of SIGN-Figure 1 to identify maximum sign area per tenancy but seeks that the Mixed Use Zone be included within the restrictions of the Local Centre and Neighbourhood Centre Zones in SIGN-Figure 2. The submitter notes that a large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such consider it appropriate for controls to reduce distraction to be in place to mitigate impacts on the transport network. The submitter states that controlling the permitted area of this zone ensures that distraction is reduced where signs face state highway.

²² In paragraph 157 I recommend that the relevant part of SIGN-S6 be amended to include, pedestrian crossing and curves with chevron signing

228. The submitter has also noticed that picture 3 to SIGN-Figure 2 incorrectly references 20% instead of 10%.

3.7.3.2 Assessment

229. SIGN-Figures 1 and 2 are intended to support SIGN-S3, to illustrate how the maximum signage area per tenancy for signs in that standard are to be calculated. I note that the submitter has not sought corresponding changes to the location of the Mixed Use Zone in the zone groupings in that standard²³. Without this corresponding change, the changes sought by the submitter to Figures 1 and 2 create internal inconsistency in the rule framework.

230. In relation to picture 3 to SIGN-Figure 2 I agree with the submitter that this is a mistake and that it should reference 10% and not 20%.

3.7.3.3 Summary of recommendations

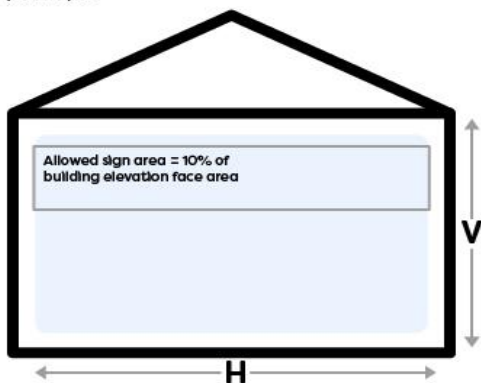
231. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** picture 3 to SIGN-Figure 2 as set out below and in Appendix A.

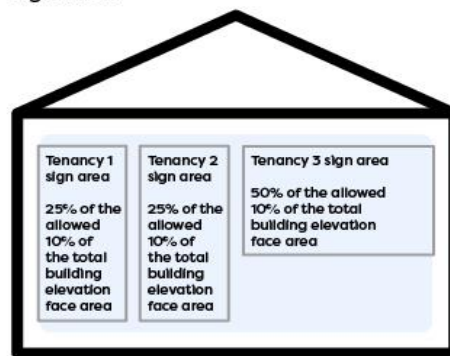


Picture 1: Workout percentage of gross floor area of building for relevant tenancy

Picture 2: Calculate in meters squared what 10% of building elevation face area (H x V) is



Picture 3: ~~20%~~ 10% of building elevation face area (in m²) x tenancy GFA% = Max sign area



Not to scale

232. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.215] be rejected.

²³ Submission 82.198 only seeks the addition of a transport related matter of discretion to SIGN-S3

233. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.216] **be accepted in part.**

3.8 Definitions

3.8.1 Definition – Flag sign

3.8.1.1 Matters raised by submitters

234. Waka Kotahi [82.7] seeks the deletion of this definition. They note that there is no mention of this type of sign within the Signs chapter and that in any event they are included in the free-standing sign definition.

235. Kāinga Ora [81.66] seek that the definition be retained as notified.

3.8.1.2 Assessment

236. The definition of flag signs supports the interpretation and application of the provisions relating to freestanding signs. In my opinion, the definition is useful to aid plan administration and ease of use for those implementing the PDP. For these reasons, I do not support the submitter's request to delete the definition.

3.8.1.3 Summary of recommendations

237. I recommend that the submission from Kāinga Ora [81.66] **be accepted.**
238. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.7] **be rejected.**

3.8.2 Definition – Temporary sign

3.8.2.1 Matters raised by submitters

239. Waka Kotahi [82.24] supports the inclusion of a definition for temporary signs but is unclear what 'short duration' means. The submitter considers identifying nine days in the definition provides expectations of the allowable duration of a 'Temporary Sign' and if any proposal would meet this definition. As per their submission on SIGN-S8 the nine days includes the seven days prior to the event and two days to remove this sign²⁴. The submitter considers that displaying temporary signs longer than is necessary exposes drivers to a message that increases unnecessary driver distraction.

240. The submitter seeks the following amendment to the definition:

means a sign for any purpose but for a short duration of equal or less than nine days

241. Kāinga Ora [81.171] seek that the definition be retained as notified.

²⁴ Submission point 82.207

3.8.2.2 Assessment

242. In my opinion limits on the duration of a temporary sign are more appropriately addressed in a standard and not a definition. I also addressed and rejected the appropriateness of amending the duration for temporary signs in SIGN-S8 from a week to 48 hours, as sought by the submitter.

243. For these reasons, I do not support the submitter's request to amend the definition.

3.8.2.3 Summary of recommendations

244. I recommend that the submission from Kāinga Ora [81.171] **be accepted**.

245. I recommend for the reasons given in the assessment, that the submission from Waka Kotahi [82.24] **be rejected**.

3.9 Other matters

3.9.1 Use of "avoid" in objectives and policies

3.9.1.1 Matters raised by submitters

246. In Hearing Stream 1, the Hearings Panel requested that submission 81.940 from Kāinga Ora be addressed for each topic as well as Hearing stream 1. This submission contained a general statement seeking amendments to remove reference to 'avoiding' activities in favour of 'discourage' or inclusion of qualifiers in relevant policies. This is in light of the specific meaning that 'avoid' has following on from Environmental Defence Society Inc v New Zealand King Salmon Company Ltd [2014] NZSC 38.

3.9.1.2 Assessment

247. I note for the Signs chapter, Kāinga Ora have not opposed the use of 'avoiding' policies for this topic.

248. Policy SIGN-P4 requires signs to be designed and located so they do not compromise the safe and unobstructed use of the transport network. The policy then identifies the actions needed to ensure the safe and unobstructed use of the transport network. This includes avoiding signs that imitate, compete with, or give instructions that conflict with traffic signs or traffic control devices.

249. In my opinion, it is appropriate for the policy to set a high threshold in relation to preventing signs from imitating, competing, or otherwise conflicting with traffic signs or traffic control devices. This is necessary to protect the health and safety of the users of the transport network.

3.9.1.3 Summary of recommendations

250. I recommend for the reasons given in the assessment, that the submission from Kāinga Ora [81.940] be rejected. This is insofar as it relates to the Signs chapter.

3.10 Minor Errors

251. I recommend that amendments be made to the Signs chapter to link defined terms to their definitions. In several places in the chapter, terms which are defined have not been linked to their definition by a hyperlink. This is because of the way the terms have been formatted in the chapter, for example the use of the plural for the term, which has not been recognised by the ePlan. I would also note that under the National Planning Standards there is a mandatory

requirement for there to be an ability to link between provisions, including definitions of terms when viewing the term in the ePlan²⁵.

252. In addition, I would note, the following minor errors:

- There is a redundant “and” in SIGN-P7.
- In SIGN-P1 the word “signs” is needed after “Railway” to ensure that the term, “railway signs” is linked to its definition.

253. These amendments could have been made after PDP was notified through the RMA process to correct minor errors²⁶, but I recommend the amendments are made as part of the Hearing Panel’s recommendations for completeness and clarity. The amendments include:

- **Sign/Signs:** Need to add plural alternative “signs” to ePlan coding for “sign”. This will mean “sign” and “signs” will be linked to definition.
- **Traffic Sign/Traffic Signs:** Need to add plural alternative “traffic signs” to ePlan coding for “traffic sign”. This will mean “traffic sign” and “traffic signs” will be linked to definition.
- **Official Sign/Official Signs:** Need to add plural alternative “official signs” to ePlan coding for “official sign”. This will mean “official sign” and “official signs” will be linked to definition.
- **SIGN-R1 (Official Signs):** In this instance the ePlan code needs to be fixed where it is broken between the “n” and the “s” of the word “signs”. This will ensure the whole term is linked to its definition
- **SIGN-R7 (Veranda Sign):** In this instance the ePlan code is broken and needs to be fixed. This will ensure the term will be lined to its definition.
- **Freestanding sign:** The definition uses the term, “free standing sign”, while the Sign chapter provisions use, “freestanding sign”. It is necessary to amend the term in definition from “free standing sign” to “freestanding sign” to ensure a consistent approach and the ability to link the term to its definition.

254. The amendment to SIGN-P7 is set out below:

SIGN-P7	Signs located within or on Porirua City Council land (not including Council Reserve land)
	Enable temporary <u>signs</u> and election and signs on Porirua City Council land where the sign is within locations identified in SCHED13, and provide for other signs where it can be demonstrated that the sign location and design:

²⁵ Part 16, clause B.e (Electronic Accessibility and Functionality Standard)

²⁶ Clause 16 of RMA Schedule 1

1. Does not adversely affect the character and amenity values of the zone; and
2. Does not adversely affect the safe and efficient operation of the transport network.

255. The amendment to SIGN-P1 in relation to the railway signs is set out below:

SIGN- P1	Informational and temporary signs
---------------------	--

Allow informational and temporary signs where they are located and designed to be compatible with the purpose, character and amenity values of the zone in which they are located, including:

1. Railway signs and traffic signs;
2. Official signs;
3. Directional signs
4. Temporary signs;
5. Election signs;
6. Real estate signs; and
7. Infrastructure signs.

4 Conclusions


256. Submissions have been received in support of, and in opposition to the PDP. Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, I recommend that the PDP should be amended as set out in Appendix A of this report.
257. For the reasons set out in the Section 32AA evaluation included throughout this report, I consider that the proposed objectives and provisions, with the recommended amendments, will be the most appropriate means to:
- achieve the purpose of the Resource Management Act 1991 (RMA) where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives; and
 - achieve the relevant objectives of the PDP, in respect to the proposed provisions.

Recommendations:

I recommend that:

1. The Hearing Commissioners accept, accept in part, or reject submissions (and associated further submissions) as outlined in Appendix B of this report; and
2. The PDP is amended in accordance with the changes recommended in Appendix A of this report.

Signed:


Name and Title		Signature
Report Author		


Appendix A. Recommended Amendments to Signs Chapter

Where I recommend changes in response to submissions, these are shown as follows:

- Text recommended to be added to the PDP is in red and underlined.
- Text recommended to be deleted from the PDP is in red and ~~struckthrough~~.

SIGN - Signs

This chapter contains provisions that have **legal effect**. They are identified with a  to the right hand side of the provision. To see more about what legal effect means please click here.

This chapter contains rules that have **delayed legal effect** under section 86B(1)(c) of the RMA 1991. Rules that have delayed legal effect are identified in teal with a  to the right hand side of the provision. The delayed legal effect of the two rules identified relates to compliance with SIGN-S11. Compliance with SIGN-S11 will not have legal effect until the Plan becomes operative in accordance with clause 20 of Schedule 1 of the RMA 1991.

Signs provide benefits to people and communities by displaying useful or important community, consumer and destination information and safety messages and controls. Signs are often used to advertise commercial goods and services, promote events and activities, and provide directions for transport network users.

However, if not carefully managed, signs may cause adverse effects on the surrounding environment. The erection of signs may result in visual clutter and undermine the character and amenity values of an area, particularly where the number of signs results in adverse cumulative visual effects. Amenity values may also be affected by illuminated or digital signs due to light spill and glare. Signs visible from roads also have the potential to cause distraction to road users, resulting in a road safety hazard.

The acceptability of the adverse effects of signs varies depending on the anticipated amenity and character of the relevant Zones. Off-site signs and illuminated signs which meet relevant standards are generally anticipated in the Commercial and Mixed Use Zones and General Industrial Zone, where they can contribute to the vibrancy and character of the areas. Digital signs may be appropriate in commercial areas where amenity values and road safety are retained.

This chapter manages signs located on both public and private land where the sign is fixed or projected onto the land or structure. This is to ensure signs are compatible with character and amenity values of the local and wider environment and do not adversely affect the safety of the transport network.

If a sign meets the definition of a 'building' or 'structure' then all zone-based provisions regarding setbacks from boundaries and height in relation to boundary standards for buildings and structures apply.

Signs on or visible from State Highways

Signs located on State Highways require approval from the New Zealand Transport Agency, regardless of whether the sign complies with the provisions of the District Plan. ~~Such signs will need to be consistent with Waka Kotahi New Zealand Transport Agency's Manual of Traffic Signs and Markings and the Traffic Control Devices Manual.~~²⁷

Election signs²⁸

The size and lettering design of election campaign signs are controlled through the Electoral (Advertisements of a Specified Kind) Regulations 2005. The time period for signs to be erected and removed for general elections is covered in the Electoral Act 1993. No separate legislation or regulation covers time periods for local government election signage, which is addressed by this chapter.

Election signs²⁹

Note: The definition of a sign in this plan is limited to signs that are fixed to structures such as buildings or projected onto structures. Portable signs on Council owned land are managed under the Public Places Bylaw 2019 and may require a sign permit. Signs mounted to vehicles for the purpose of advertising are managed under the *Porirua City Council General Bylaw 1991 Part 16 – Traffic under clause 16.12* where they risk impacting traffic safety.

Objectives

SIGN- O1 **Signs**³⁰ are appropriately managed

Signs contribute to the social, cultural and economic wellbeing of the community and do not compromise:

1. The character and amenity values of the zone;
2. The safe and efficient operation of the transport ~~and pedestrian~~³¹ network;
3. The identified values and qualities of any Overlay they are located in or on; or
4. The health and safety of people.

Policies

SIGN- P1 **Informational and temporary signs**

Allow informational and temporary signs where they are located and designed to be compatible with the purpose, character and amenity values of the zone in which they are located, including:

1. Railway ~~signs~~³² and ~~traffic signs~~³³;
2. Official signs³⁴;
3. Directional signs
4. Temporary signs;

²⁷ Waka Kotahi [82.174]

²⁸ Ibid

²⁹ Ibid

³⁰ Clause 16 to RMA [link to definition of sign][applies to **all** cases where “signs” occur]

³¹ Waka Kotahi [82.176]

³² Clause 16 to RMA [link to definition of railway sign]

³³ Clause 16 to RMA [link to definition of traffic sign] [applies to **all** cases where “traffic signs” occur]

³⁴ Clause 16 to RMA [link to definition of official sign] [applies to **all** cases where “official signs” occur]

<p>5. Election signs; 6. Real estate signs; and 7. Infrastructure signs.</p>
<p>SIGN- On-site advertising signs P2</p>
<p>Provide for on-site advertising signs where they are consistent with the purpose, character and amenity values of the zone, and:</p> <ol style="list-style-type: none"> 1. Do not compromise the character and amenity values of any adjoining zones; 2. Do not compromise public health and safety, including <u>users of the transport network traffic and road user safety</u>³⁵; 3. Do not result in visual clutter and other adverse cumulative effects; 4. Do not adversely affect amenity values, particularly nighttime amenity for residential activities; and 5. Where relevant, are in proportion to the scale of the building it is located on and the number and size of the tenancies and the size of the site.
<p>SIGN- Digital and illuminated signs P3</p>
<p>Enable illuminated signs in Commercial and Mixed Use Zones and the General Industrial Zone, and provide for the use of digital signs in the City Centre Zone and Large Format Retail Zone, where it can be demonstrated that:</p> <ol style="list-style-type: none"> 1. The character and amenity values of the zone and adjoining zones is maintained; 2. There are no adverse effects on the safety of <u>the transport network road users</u>³⁶; and 3. The effects of light spill and glare do not adversely affect existing lawful or permitted activities within the surrounding environment.
<p>SIGN- Signs located on sites adjoining the transport network P4</p>
<p>Require <u>signs</u> to be designed and located so they do not compromise the safe and unobstructed use of the transport network by:</p> <ol style="list-style-type: none"> 1. Restricting the type, scale, design, and location of <u>signs</u> having regard to the road type and speed environment of a road; 2. Controlling sign proliferation, illumination levels, light spill, <u>reflectivity</u>³⁷, flashing and moving images and digital signs; 3. Avoiding <u>signs</u> that <u>obscure</u>³⁸, imitate, compete with, or give instructions that conflict with <u>traffic signs</u> or traffic control devices; and 4. Allowing <u>signs</u> that do not obstruct sightlines when located parallel to the transport network.
<p>SIGN- Off-site signs P5</p>

³⁵ Waka Kotahi [82.178]

³⁶ Waka Kotahi [82.179]

³⁷ Waka Kotahi [82.180]

³⁸ Ibid

Only allow off-site signs located within the City Centre Zone, General Industrial Zone, Large Format Retail Zone, Mixed Use Zone or Sport and Active Recreation Zone where they are of a complementary size and scale to other signs in the zone.

SIGN- P6 **Signs within Overlays**

Enable interpretation signs, official signs, directional signs, and real estate signs, and provide for other signs, on any sites, areas, items and/or features identified in SCHED2 - Historic Heritage Items (Group A), SCHED3 - Historic Heritage Items (Group B), SCHED4 - Historic Heritage Sites, SCHED6 - Sites and Areas of Significance to Māori, SCHED7 - Significant Natural Area, SCHED9 - Outstanding Natural Features and Landscapes, SCHED10 - Special Amenity Landscapes or SCHED11 - Coastal High Natural Character Areas where the sign:

1. Is associated with lawful activities on the site;
2. Will not be visually prominent, considering the use of recessive and low-reflective colours and finishes;
3. Does not compromise the identified values, characteristics and features that are described for the relevant Overlay;
4. Minimises any adverse effect on the values, characteristics and features that are described for the relevant Overlay; and
5. Is consistent with the matters in SIGN-P2.

SIGN- P7 **Signs located within or on Porirua City Council land (not including Council Reserve land)**

Enable temporary and election and signs on Porirua City Council land where the sign is within locations identified in SCHED13, and provide for other signs where it can be demonstrated that the sign location and design:

1. Does not adversely affect the character and amenity values of the zone; and
2. Does not adversely affect the safe and efficient operation of the transport network.

Rules

Note: There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Note: If a sign meets the definition of a 'building' or 'structure' then all zone-based provisions regarding setbacks from boundaries and height in relation to boundary standards for buildings and structures apply.

Note: Rules relating to signs associated with infrastructure are located within the Infrastructure chapter.

SIGN-R1 **Official signs, interpretation signs and directional signs not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay**

- All zones** 1. Activity status: **Permitted**
- Where:
- a. Compliance is achieved with:

		<ul style="list-style-type: none"> i. SIGN-S1; ii. SIGN-S5; and iii. SIGN-S6.
	All zones	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Where compliance is not achieved with SIGN-S1, SIGN-S5 or SIGN-S6. <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. The matters of discretion in any infringed standard.
	SIGN-R2	<u>Traffic signs</u> and railway signs
	All zones	1. Activity status: Permitted
	SIGN-R3	Temporary signs for temporary activities and events not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay
	All zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with: <ul style="list-style-type: none"> i. SIGN-S5; ii. SIGN-S6; iii. SIGN-S8; <p style="text-align: center;">iv. SIGN-S11; and</p> <p style="text-align: center;">v. SIGN-S15.</p> <p>Note: Part of the rule that has delayed legal effect is SIGN-R3-1(a)(iv)</p>
	All zones	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is not achieved with SIGN-S5, SIGN-S6, SIGN-S8, <p style="text-align: center;">SIGN-S11 or</p> <p style="text-align: center;">SIGN-S15.</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. The matters of discretion in any infringed standard. <p>Note: Part of the rule that has delayed legal effect relates to SIGN-S11.</p>
	SIGN-R4	Real estate signs not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay
	All zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with:

		<ul style="list-style-type: none"> i. SIGN-S6; and ii. SIGN-S9.
	All zones	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is not achieved with SIGN-S6 or SIGN-S9. <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. The matters of discretion in any infringed standard.
	SIGN-R5	Election signs not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay
	All zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with: <ul style="list-style-type: none"> i. SIGN-S6; ii. SIGN-S10; and <p style="text-align: center;">iii. SIGN-S11.</p> <p>Note 1: The size and design requirements of election signs are specified under Electoral Act 1993 and Electoral (Advertisements of a Specified Kind) Regulations 2005.</p> <p>Note 2: Part of the rule that has delayed legal effect is SIGN-R5-1(a)(iii).</p>
	All zones	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is not achieved with SIGN-S6, SIGN-S10 or <p style="text-align: center;">SIGN-S11.</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. The matters of discretion in any infringed standard. <p>Note: Part of the rule that has delayed legal effect relates to SIGN-S11.</p>
	SIGN-R6	Off-site signs, other than real estate signs, election signs or temporary signs, not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay
	City Centre Zone	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with: <ul style="list-style-type: none"> i. SIGN-S1; ii. SIGN-S2; iii. SIGN-S4; iv. SIGN-S5; v. SIGN-S6; and
	General Industrial Zone	


	<p>Large Format Retail Zone</p> <p>Mixed Use Zone</p> <p>Sport and Active Recreation Zone</p>	<p>vi. SIGN-S15.</p>
	<p>City Centre Zone</p> <p>General Industrial Zone</p> <p>Large Format Retail Zone</p> <p>Mixed Use Zone</p> <p>Sport and Active Recreation Zone</p>	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <p>a. Compliance is not achieved with SIGN-S1, SIGN-S2, SIGN-S4, SIGN-S5, SIGN-S6 or SIGN-S15.</p> <p>Matters of discretion are restricted to:</p> <p>1. The matters of discretion of any infringed standard.</p>
	<p>Residential Zones</p> <p>Rural Zones</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p>Open Space Zone</p> <p>Future Urban Zone</p> <p>Hospital Zone</p> <p>Māori Purpose Zone (Hongoeka)</p> <p>Special Purpose Zone (BRANZ)</p>	<p>3. Activity status: Discretionary</p>

SIGN-R7	Signs attached to or projected or painted on a building, wall, window, fence or other structure not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay, excluding veranda signs
All zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> a. The sign does not protrude above the highest point of the building or structure to which it is attached, projected or painted; and b. Compliance is achieved with: <ol style="list-style-type: none"> i. SIGN-S1; ii. SIGN-S2; iii. SIGN-S3; iv. SIGN-S4; v. SIGN-S6; vi. SIGN-S12; and vii. SIGN-S13. <p>Note: Veranda signs³⁹ are addressed separately by SIGN-R9 below.</p>
All zones	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance is not achieved with SIGN-R7-1.a. <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. The matters set out in SIGN-P2.
All zones	<p>3. Activity status: Restricted discretionary</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance is not achieved with SIGN-S1, SIGN-S2, SIGN-S3, SIGN-S4, SIGN-S6, SIGN-S12 or SIGN-S13. <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. The matters of discretion in any infringed standard.
SIGN-R8	Freestanding signs ⁴⁰not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay
All zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance is achieved with: <ol style="list-style-type: none"> i. SIGN-S1; ii. SIGN-S2; iii. SIGN-S4; iv. SIGN-S5;

³⁹ Clause 16 to RMA [link to definition]

⁴⁰ Clause 16 to RMA [change term in definition from “free standing sign” to “freestanding sign”]

	<ul style="list-style-type: none"> v. SIGN-S6; vi. SIGN-S12; and vii. SIGN-S13.
All zones	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is not achieved with SIGN-S1, SIGN-S2, SIGN-S4, SIGN-S5, SIGN-S6, SIGN-S12 or SIGN-S13. <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. The matters of discretion in any infringed standard.
SIGN-R9	Veranda signs not located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay
<p>City Centre Zone</p> <p>Local Centre Zone</p> <p>Mixed Use Zone</p> <p>Neighbourhood Centre Zone</p> <p>Settlement Zone</p> <p>General Industrial Zone</p> <p>Hospital Zone</p>	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with: <ul style="list-style-type: none"> i. SIGN-S1; ii. SIGN-S4; iii. SIGN-S7; and iv. SIGN-S13.
<p>City Centre Zone</p> <p>Local Centre Zone</p> <p>Mixed Use Zone</p> <p>Neighbourhood Centre Zone</p> <p>Settlement Zone</p> <p>General Industrial Zone</p> <p>Hospital Zone</p>	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is not achieved with SIGN-S1, SIGN-S4, SIGN-S7 or SIGN-S13. <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. The matters of discretion in any infringed standard.
<p>Residential Zones</p> <p>General Rural Zone</p>	<p>3. Activity status: Discretionary</p>

	<p>Rural Lifestyle Zone</p> <p>Large Format Retail Zone</p> <p>Open Space and Recreation Zones</p> <p>Future Urban Zone</p> <p>Māori Purpose Zone (Hongoeka)</p> <p>Special Purpose Zone (BRANZ)</p>
SIGN-R10 	Signs located within any Overlay other than Natural Hazard Overlay or Coastal Hazard Overlay
	<p>All zones 1. Activity status: Permitted</p> <p>Where:</p> <p style="margin-left: 20px;">b. The sign is an:</p> <p style="margin-left: 40px;">i. Interpretation sign;</p> <p style="margin-left: 40px;">ii. Official sign;</p> <p style="margin-left: 40px;">iii. Directional sign; or</p> <p style="margin-left: 40px;">iv. Real estate sign; and</p> <p style="margin-left: 20px;">c. Compliance is achieved with:</p> <p style="margin-left: 40px;">i. SIGN-S1;⁴¹</p> <p style="margin-left: 40px;"><u>i.</u> SIGN-S4;</p> <p style="margin-left: 40px;"><u>ii.</u> SIGN-S5;</p> <p style="margin-left: 40px;"><u>iii.</u> SIGN-S6;</p> <p style="margin-left: 40px;"><u>iv.</u> SIGN-S9; and</p> <p style="margin-left: 40px;"><u>v.</u> SIGN-S14.</p> <p style="margin-left: 20px;">Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.</p>
	<p>All zones 2. Activity status: Restricted discretionary</p>

⁴¹ Heritage NZ [65.56]

	<p>Where:</p> <p>b. Compliance is not achieved with SIGN-R10-1.a.</p> <p>Matters of discretion are restricted to:</p> <p>2. The matters in SIGN-P2 and SIGN-P6.</p> <p>Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.</p>
All zones	<p>3. Activity status: Restricted discretionary</p> <p>Where:</p> <p>b. Compliance is not achieved with SIGN-S1, SIGN-S4, SIGN-S5, SIGN-S6, SIGN-S9 or SIGN-S14.</p> <p>Matters of discretion are restricted to:</p> <p>2. The matters of discretion of any infringed standard.</p> <p>Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.</p>
SIGN-R11	Digital signs
City Centre Zone Large Format Retail Zone	<p>1. Activity status: Restricted discretionary</p> <p>Where:</p> <p>a. Compliance is achieved with:</p> <p>i. SIGN-S1;</p> <p>ii. SIGN-S2;</p> <p>iii. SIGN-S3;</p> <p>iv. SIGN-S4;</p> <p>v. SIGN-S5;</p> <p>vi. SIGN-S6;</p> <p>vii. SIGN-S7; and</p> <p>viii. SIGN-S12.</p> <p>The matters of discretion are restricted to:</p> <p>1. The matters in SIGN-P3 and SIGN-P4.</p> <p>Section 88 information requirements for applications:</p> <p>1. Applications for digital signs must provide, in addition to the standard information requirements, the following:</p> <p>a. Written confirmation of compliance with SIGN-R11-1.a from a suitably qualified lighting expert.</p>
City Centre Zone Large Format Retail Zone	<p>2. Activity status: Discretionary</p> <p>Where:</p> <p>a. Compliance is not achieved with SIGN-R11-1.a.</p>

	Residential Zones Rural Zones Industrial Zones Neighbourhood Centre Zone Local Centre Zone Mixed Use Zone Open Space and Recreation Zones Special Purpose Zones	3. Activity status: Non-complying
SIGN-R12 Any sign not otherwise provided for as a permitted, restricted discretionary, discretionary or non-complying activity		
	All zones	1. Activity status: Discretionary
Standards		
SIGN-S1 Maximum single face area of any individual sign		
Large Format Retail Zone City Centre Zone General Industrial Zone	1. The sign area must not exceed 10m ² when measured in accordance with SIGN-Figure 3.	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Any cumulative effects.
Settlement Zone	2. The sign area must not exceed 5m ² when measured	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign;

<p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p>Mixed Use Zone</p>	<p>in accordance with SIGN-Figure 3.</p>	<ol style="list-style-type: none"> 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Any cumulative effects.
<p>Residential Zones</p>	<p>3. The sign area must not exceed 1.5m² when measured in accordance with SIGN-Figure 3.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Any cumulative effects.
<p>General Rural Zone</p> <p>Rural Lifestyle Zone</p> <p>Future Urban Zone (where <u>signs</u> are associated with lawfully established residential activities)</p> <p>Open Space and</p>	<p>4. The maximum area of a sign must not exceed 3m² when measured in accordance with SIGN-Figure 3.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Any cumulative effects.

⁴² Clause 16 to RMA [correction to spelling]

Recreation Zones		
Hospital Zone		
Māori Purpose Zone (Hongoeka)		
Special Purpose Zone (BRANZ)		
SIGN-S2	Maximum combined area of <u>signs</u> per site	
<p>Large Format Retail Zone</p> <p>Mixed Use Zone</p> <p>City Centre Zone</p> <p>General Industrial Zone</p>	<p>1. The total combined area of <u>signs</u>, other than temporary signs and election signs, visible from outside of the site attached to buildings, fences, walls and other structures per site must not exceed 20% of the elevation area of the building, fence, wall or structure to which they are attached or projected.</p> <p>2. The total combined area of <u>freestanding signs</u> other than temporary signs must not exceed 30m².</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Any cumulative effects.
<p>Settlement Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p>	<p>3. The total combined area of <u>signs</u>, other than temporary signs and election signs, visible from outside of the site attached to buildings, fences, walls and other structures per site must not exceed 20% of the elevation area of the building, fence, wall or structure to which they are attached or projected.</p> <p>4. The total combined area of <u>freestanding signs</u> other than temporary signs must not exceed 24m².</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Any cumulative effects.

Residential Zones	5. The total face area of all signs , other than temporary signs and election signs, on the site visible from any point outside of the site must not exceed 1.5m ² .	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Any cumulative effects.
Rural Zones Future Urban Zone Sports and Active Recreation Zone Open Space Zone	6. The total face area of all signs , other than temporary signs and election signs, on the site visible from any point outside of the site must not exceed 3m ² .	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Cumulative effects of the sign.
SIGN-S3 Maximum elevation sign area per tenancy		
Large Format Retail Zone Mixed Use Zone City Centre Zone General Industrial Zone	1. The total combined area of signs , other than temporary signs and election signs, visible from outside of the site attached to buildings, fences, walls and other structures per tenancy must not exceed the area calculated in accordance with SIGN-Figure 1 where there are two or more tenancies occupying the site or building.	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and

		6. Any cumulative effects.
Settlement Zone Neighbourhood Centre Zone Local Centre Zone	<p>2. The total combined area of signs, other than temporary signs and election signs, visible from outside of the site attached to buildings, fences, walls and other structures per tenancy must not exceed the area calculated in accordance with SIGN-Figure 2 where there are two or more tenancies occupying the site or building.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; and 6. Any cumulative effects.
SIGN-S4	Number of signs per site	
All zones	<p>For the purpose of this standard:</p> <ul style="list-style-type: none"> • There are no limits on the number of signs per site which are not visible from any point outside of the site or are temporary or election signs. • Signs with more than one side where each side can be viewed from a single point outside of the site must be treated as two or more signs. • One support structure advertising multiple tenancies for a site or building must be measured and assessed as one sign. 	There are no matters of discretion for this standard.
Residential Zones General Rural Zone Rural Lifestyle Zone	<p>1. There must be no more than one sign per site which is visible from any point outside of the site.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites;

		<p>4. The location of the sign and any alternative options; and</p> <p>5. Any cumulative effects.</p>
<p>Settlement Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p>	<p>2. There must be no more than one freestanding sign per road frontage for each site.</p> <p>3. There must be no more than one sign per tenancy per road or pedestrian frontage attached to the fascia of a veranda.</p> <p>4. There must be no more than one sign per tenancy per road or pedestrian frontage attached underneath a veranda.</p> <p>5. There must be no more than one sign per tenancy attached to a wall, fence or building per elevation (other than a veranda sign).</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; and 5. Any cumulative effects.
<p>Large Format Retail Zone</p> <p>City Centre Zone</p> <p>General Industrial Zone</p> <p>Mixed Use Zone</p>	<p>6. There must be no more than one freestanding sign per 50m of road frontage where sites on the opposite side of the road are within a Commercial and Mixed Use Zone, General Industrial Zone, or Open Space and Recreation Zone.</p> <p>7. There must be no more than one freestanding sign per 80m of road frontage where sites on the opposite side of the road are within a Residential Zone or Rural Zone.</p> <p>8. There must be no more than one sign per tenancy per road frontage attached to the fascia of a veranda.</p> <p>9. There must be no more than one sign per tenancy per road frontage attached underneath a veranda.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; and 5. Any cumulative effects.

	<p>10. There must be no more than one sign attached to or projected onto the wall of a building where sites on the opposite side of the road are within a Residential Zone or Rural Zone.</p> <p>Note: There are no limits on the number of signs attached to or projected onto the wall of a building where sites on the opposite side of the road are within a Commercial and Mixed Use Zone, Industrial Zone, or Open Space and Recreation Zone.</p>	
<p>Open Space and Recreation Zones</p> <p>Hospital Zone</p> <p>Māori Purpose Zone (Hongoeka)</p> <p>Special Purpose Zone (BRANZ)</p>	<p>11. There must be no more than two signs of any type per road frontage where sites on the opposite side of the road are within a Residential Zone or Rural Zone.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; and 5. Any cumulative effects.
SIGN-S5	Maximum height of freestanding signs	
<p>Large Format Retail Zone</p> <p>Mixed Use Zone</p> <p>City Centre Zone</p> <p>General Industrial Zone</p>	<p>1. A freestanding sign must not exceed 10m in height.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The location of the sign and any alternative options;

		<ul style="list-style-type: none"> 5. The dimensions of the sign; 6. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u>⁴³ safety; and 7. Any cumulative effects.
Settlement Zone Neighbourhood Centre Zone Local Centre Zone Future Urban Zone Residential Zones Hospital Zone Open Space and Active Sport and Recreation Zones	<p>2. A <u>freestanding sign</u> must not exceed 2m in height.</p>	<p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. Any positive and negative effects on the built form, character and amenity values; 2. Whether the design, and colour of the sign affect the potential impact of the sign; 3. Any adverse shading effects; 4. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u>⁴⁴ safety; and 5. Any cumulative effects.
Rural Zones Special Purpose Zone (BRANZ) Māori Purpose Zone (Hongoeka)	<p>3. A <u>freestanding sign</u> must not exceed 8m in height.</p>	<p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; 6. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u>⁴⁵ safety; and

⁴³ Waka Kotahi [82.200]

⁴⁴ Ibid

⁴⁵ Ibid

		7. Any cumulative effects.
SIGN-S6	Traffic safety	
All zones	<p>1. Signs must not have any flashing or revolving lights or lasers where located adjacent to any road.</p> <p>2. All freestanding signs located within 10m of a road measured horizontally must comply with the minimum setback distances from other signs as read from one direction of travel and measured parallel to the centreline of the road in SIGN-Table 1.</p> <p>3. All signs located within 10m of a road measured horizontally must comply with the minimum lettering sizes in SIGN-Table 2;</p> <p>4. Any sign located on a site adjoining the road or road reserve and is at right angles to the road or state highway must be located the minimum separation distance specified in SIGN-Table 3, measured horizontally from any existing traffic sign, pedestrian crossing, curves with chevron signing,⁴⁶ railway crossing or intersection.</p> <p>5. Signs must not be shaped or use images or colours, including changeable messages, that could be mistaken for a traffic control device in colour, shape or appearance.</p> <p>6. Off-site, election or temporary signs must not be located on a site adjoining any section of a State Highway</p>	<p>Matters of discretion are restricted to:</p> <p>7. Any positive effects of the sign;</p> <p>8. The location of the sign and any alternative options;</p> <p>9. The colour, content, lighting and dimensions of the sign;</p> <p>10. Any adverse effects on any traffic control device or directional sign;</p> <p>11. Any adverse effects on driver, cyclist and pedestrian safety; and</p> <p>12. Any cumulative effects.</p>

⁴⁶ Waka Kotahi [82.201]

	with a speed limit of 70 km/hr or more. <u>7. A sign adjoining a road must not display any image that contains reflective, fluorescent, phosphorescent materials that will reflect headlights, or distract or interfere with a road user's vision.</u> ⁴⁷	
SIGN-Table 1	<u>Freestanding sign</u> separation distances	
	Speed limit of road (km/hr)	Separation distance (m)
	0-70	50
	71-80	70
	>80	80
SIGN-Table 2	Minimum lettering height	
	Speed limit of road (km/hr)	Minimum lettering height (mm)
	0-50	150
	51-70	200
	71-80	250
	>80	300
SIGN-Table 3	Separation distances	
	Speed limit of road (km/hr)	Separation distance (m)
	0-70	50
	71-80	100
	>80	200
SIGN-S7	Veranda signs	
City Centre Zone	1. Veranda signs must only be attached underneath a veranda or attached to the fascia of a veranda.	Matters of discretion are restricted to: 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading
Local Centre Zone		
Mixed Use Zone	2. Veranda signs must be at least 2.5m above any footpath as measured from the ground level below the veranda.	

⁴⁷ Waka Kotahi [82.294]

<p>Neighbourhood Centre Zone</p> <p>Settlement Zone</p> <p>General Industrial Zone</p> <p>Hospital Zone</p>	<p>3. Veranda signs must only advertise a lawful commercial activity undertaken on the site occupied by the building to which they are attached.</p> <p>4. Veranda signs must not have any flashing or revolving lights or lasers.</p> <p>5. Veranda signs must not include any digital displays.</p> <p>6. Veranda signs must comply with the minimum lettering sizes in SIGN-Table 2.</p> <p>7. Veranda signs must not be shaped or use images or colours, including changeable messages, that could be mistaken for a traffic control device in colour, shape or appearance.</p> <p>8. There must be no more than one veranda sign attached underneath the veranda per tenancy.</p> <p>9. There must be no more than one veranda sign attached to the fascia of the veranda per tenancy.</p>	<p>effects on adjoining sites;</p> <p>4. The location of the sign and any alternative options;</p> <p>5. The dimensions of the sign;</p> <p>6. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u>⁴⁸ safety; and</p> <p>7. Any cumulative effects.</p>
<p>SIGN-S8 Temporary signs associated with temporary activities and events</p>		
<p>All zones</p>	<p>1. The sign must not be displayed any earlier than one week prior to the temporary event or activity with which it is associated taking place.</p> <p>2. The sign must be removed no later than one week after</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area;

⁴⁸ Waka Kotahi [82.206]

	<p>the temporary event or activity with which it is associated taking place.</p> <p>3. The sign must be no greater than 3m² in area as measured in accordance with SIGN-Figure 3.</p> <p>4. The sign must not be internally or externally illuminated.</p> <p>5. The sign must not include a digital display.</p>	<p>3. Any adverse visual amenity and shading effects on adjoining sites;</p> <p>4. The timing and duration of the display of the sign;</p> <p>5. The location of the sign and any alternative options;</p> <p>6. The dimensions of the sign;</p> <p>7. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u>⁴⁹ safety;</p> <p>8. Any operational needs or functional needs of the sign; and</p> <p>9. Any cumulative effects.</p>
SIGN-S9	Real estate signs	
All zones	<p>1. Where the sign is for the purpose of providing directions for an open home or auction, the sign must:</p> <ul style="list-style-type: none"> e. Not be located on land owned or administered by the Council; f. Not have a single face area greater than 2m² area as measured in accordance with SIGN-Figure 3; g. Be removed the same day of the auction or open home with which it is associated; and h. Be no more than 0.7m in height. <p>2. Where the sign is for the purpose of advertising the sale of a property (other than to provide directions for an open home or auction), the sign must:</p> <ul style="list-style-type: none"> e. Be removed no more than one week after the sale or lease of the house or property with which it is associated; 	<p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The timing and duration of the display of the sign; 5. The location of the sign and any alternative options; 6. The dimensions of the sign; 7. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u>⁵⁰ safety; 8. Any operational needs or functional needs of the sign; and 9. Any cumulative effects.

⁴⁹ Waka Kotahi [82.207]

⁵⁰ Waka Kotahi [82.208]

	<p>f. Not exceed a height of 2m above ground level;</p> <p>g. Not have a single face area greater than 2m² as measured in accordance with SIGN-Figure 3; and</p> <p>h. Not be located on land owned or administered by the Council unless it relates to the sale of a Council property.</p> <p>3. The sign must not be internally or externally illuminated.</p> <p>4. The sign must not include a digital display.</p> <p>5. The sign must not be located on legal road, road reserve or road to be vested in Porirua City Council.</p>	
SIGN-S10	Election signs	
All zones	<p>1. The sign must not be internally or externally illuminated.</p> <p>2. The sign must not include a digital display.</p> <p>3. The sign must not be displayed more than nine weeks before the day of the election with which it is associated</p> <p>4. The sign must be removed at least 24 hours before the day of the election with which it is associated.</p> <p>5. The sign must not exceed 3m² in area as measured in accordance with SIGN-Figure 3.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The timing and duration of the display of the sign; 5. The location of the sign and any alternative options; 6. The dimensions of the sign; 7. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u>⁵¹ safety; 8. Any operational needs or functional needs of the sign; and 9. Any cumulative effects.

⁵¹ Waka Kotahi [82.209]

	6. There must be no more than one sign per candidate or political party per site.	
SIGN-S11	<u>Signs</u> located on legal road, road reserve or road to be vested in Porirua City Council (excluding Council Reserve land administered under the Reserves Act 1977)	
All zones	<p>1. The sign must be located within the identified approved sign area in SCHED13.</p> <p>Note: Part of the rules requiring compliance with this standard have delayed legal effect until the proposed plan is made operative under clause 20 of Schedule 1 of the RMA 1991. Until such a time as the proposed plan is made operative, <u>signs</u> located on legal road, road reserve or road to be vested in Porirua City Council (excluding Council Reserve land administered under the Reserves Act 1977) will be managed under the General Bylaw - Signs 2020 only.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity and shading effects on adjoining sites; 4. The timing and duration of the display of the sign; 5. The location of the sign and any alternative options, including the location of support structures in relation to any underground services; 6. The dimensions of the sign; 7. Any adverse effects on <u>traffic driver, cyclist and pedestrian</u>⁵² safety; 8. Any operational needs or functional needs of the sign; and 9. Any cumulative effects.
SIGN-S12	<u>Signs</u> with digital displays	
All zones	<ol style="list-style-type: none"> 1. <u>Signs</u> with digital displays must include automatic and continuous controls to set the luminance transition depending on ambient light conditions. 2. <u>Signs</u> with digital displays must not be visible from sites located within a Residential Zone. 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 9. Any positive effects of the sign; 10. Any adverse effects on the character and amenity values of the surrounding area; 11. Any adverse visual amenity effects on adjoining sites;

⁵² Waka Kotahi [82.210]

	<p>3. Signs with digital displays must not be located on a site that adjoins a State Highway.</p> <p>4. Signs with digital displays must not have flashing or moving images.</p> <p>5. Static content must have a minimum dwell time of 10 seconds per image, with a minimum of 0.5 second dissolve transition between images.</p> <p>6. All digital signs must comply with the light spill requirements of the Light chapter.</p> <p>7. The sign must not be located on legal road, road reserve or road to be vested in Porirua City Council.</p>	<p>12. The frequency and intensity of any intermittent or flashing light sources</p> <p>13. The frequency of any image changes;</p> <p>14. The timing and hours of operation of the sign;</p> <p>15. The location of the sign and any alternative options;</p> <p>16. The dimensions of the sign;</p> <p>17. Any adverse effects on driver, cyclist or pedestrian safety;</p> <p>18. Any operational needs or functional needs of the sign; and</p> <p>19. Any cumulative effects.</p>
<p>All zones</p>	<p>8. Sign luminance must not exceed 5000 cd/m² between sunrise and sunset.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The type, duration any intensity of illumination used; 5. The timing and hours of operation of the sign; 6. The location of the sign and any alternative options; 7. The dimensions of the sign; 8. Any adverse effects on driver, cyclist or pedestrian safety; 9. Any operational needs or functional needs of the sign; and 10. Any cumulative effects.

Rural Zones	9. Sign luminance must not exceed 150cd/m ² between sunset and sunrise.	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The type, duration any intensity of illumination used; 5. The timing and hours of operation of the sign; 6. The location of the sign and any alternative options; 7. The dimensions of the sign; 8. Any adverse effects on driver, cyclist or pedestrian safety; 9. Any operational needs or functional needs of the sign; and 10. Any cumulative effects.
Residential Zones Open Space and Recreation Zones	10. Sign luminance must not exceed 250 cd/m ² between sunset and sunrise.	Matters of discretion are restricted to: <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The type, duration any intensity of illumination used; 5. The timing and hours of operation of the sign; 6. The location of the sign and any alternative options; 7. The dimensions of the sign; 8. Any adverse effects on driver, cyclist or pedestrian safety;

		<p>9. Any operational needs or functional needs of the sign; and</p> <p>10. Any cumulative effects.</p>
<p>Commercial and Mixed Use Zones</p> <p>General Industrial Zone</p> <p>Hospital Zone</p> <p>Special Purpose Zone (BRANZ)</p>	<p>11. Sign luminance must not exceed 350 cd/m² between sunset and sunrise.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The type, duration any intensity of illumination used; 5. The timing and hours of operation of the sign; 6. The location of the sign and any alternative options; 7. The dimensions of the sign; 8. Any adverse effects on driver, cyclist or pedestrian safety; 9. Any operational needs or functional needs of the sign; and 10. Any cumulative effects.
SIGN-S13	<u>Signs</u> with internally or externally illuminated displays	
All zones	<ol style="list-style-type: none"> 1. Illuminated signs must be designed, measured and assessed in accordance with AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting. 2. <u>Signs</u> must not be illuminated with a light source which projects above the horizontal plane. 3. Artificial light sources for <u>signs</u> must be designed to avoid any glare or direct view of the light source when viewed by an observer at 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location and intensity of illumination light sources; 5. The timing and hours of operation of the sign;

	<p>ground level or within an adjacent building.</p> <p>4. The light spill standards set out in the Light chapter for the relevant zone must be met.</p> <p>5. Where an illuminated sign is located on a site which adjoins or is separated by a road from a different zone, and the sign is visible from that site, the sign must meet the relevant standards for luminance for the adjacent zone.</p> <p>6. The sign must not be located on legal road, road reserve or road to be vested in Porirua City Council.</p>	<p>6. The location of the sign and any alternative options;</p> <p>7. The dimensions of the sign;</p> <p>8. Any adverse effects on driver, cyclist or pedestrian safety;</p> <p>9. Any operational needs or functional needs of the sign; and</p> <p>10. Any cumulative effects.</p>
Rural Zones	<p>7. Artificially illuminated signs must not exceed a luminance of 150 cd/m² between sunset and sunrise.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location and intensity of illumination light sources; 5. The timing and hours of operation of the sign; 6. The location of the sign and any alternative options; 7. The dimensions of the sign; 8. Any adverse effects on driver, cyclist or pedestrian safety; 9. Any operational needs or functional needs of the sign; and 10. Any cumulative effects.
Residential Zones	<p>8. Artificially illuminated signs must not exceed a luminance of 250</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign;

<p>Open Space and Recreation Zones</p> <p>Māori Purpose Zone (Hongoeke)</p>	<p>cd/m² between sunset and sunrise.</p>	<ol style="list-style-type: none"> 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location and intensity of illumination light sources; 5. The timing and hours of operation of the sign; 6. The location of the sign and any alternative options; 7. The dimensions of the sign; 8. Any adverse effects on driver, cyclist or pedestrian safety; 9. Any operational needs or functional needs of the sign; and 10. Any cumulative effects.
<p>Commercial and Mixed Use Zones</p> <p>General Industrial Zone</p> <p>Hospital Zone</p> <p>Special Purpose Zone (BRANZ)</p>	<p>9. Artificially illuminated signs must not exceed a luminance of 350 cd/m² between sunset and sunrise.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location and intensity of illumination light sources; 5. The timing and hours of operation of the sign; 6. The location of the sign and any alternative options; 7. The dimensions of the sign; 8. Any adverse effects on driver, cyclist or pedestrian safety; 9. Any operational needs or functional needs of the sign; and

		10. Any cumulative effects.
SIGN-S14	Signs located within any Overlay (other than Natural Hazard or Coastal Hazard Overlays)	
All zones	<ol style="list-style-type: none"> 1. The sign must not be internally or externally illuminated. 2. The sign must not include a digital display. 3. The sign must not obscure any window, architectural feature or details on any heritage item listed in SCHED2 - Historic Heritage Items (Group A) or SCHED3 - Historic Heritage Items (Group B). 4. The sign must not exceed a single face area as measured in accordance with SIGN-Figure 3 of: <ol style="list-style-type: none"> i. 1m² for interpretation signs <u>and real estate signs</u>⁵³; or ii. 3m² for <u>official signs</u> or directional signs. 5. The sign must not be located on legal road, road reserve or road to be vested in Porirua City Council. 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the identified values of the Overlay in which it is located or any adjacent Overlays; 3. The extent to which the sign, including its content and design, complements the identified values of the Overlay; 4. The location of the sign within or in relation to any identified feature, site, area or setting identified by any Overlay; 5. Any adverse effects of any cabling, wiring or other structures associated with lighting sources for any illuminated signs on the identified values of the Overlay; 6. The mitigation of effects through alternative methods, locations or design of the sign; 7. Any operational needs or functional needs of the sign; 8. The timing and duration of display of any temporary sign; and 9. Any relevant outcomes articulated by Te Rūnanga o Toa Rangatira through an assessment of environmental effects, cultural impact assessment or iwi planning documents; and

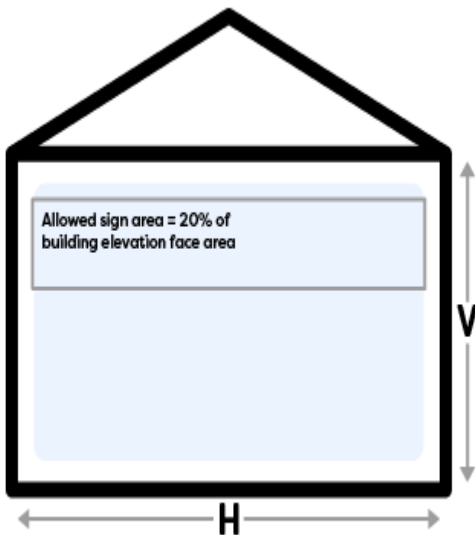
⁵³ Heritage NZ [65.56]

		10. Any cumulative effects.
SIGN-S15	Off-site signs	
All zones	<ol style="list-style-type: none"> 1. There must be no more than one off-site sign per site on which the sign is located. 2. The sign must not be located on legal road, road reserve or road to be vested in Porirua City Council. 3. The sign must not be internally or externally illuminated. 4. The sign must not include a digital display. 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Any positive effects of the sign; 2. Any adverse effects on the character and amenity values of the surrounding area; 3. Any adverse visual amenity effects on adjoining sites; 4. The location of the sign and any alternative options; 5. The dimensions of the sign; 6. Any adverse effects on driver, cyclist or pedestrian safety; 7. Any operational needs or functional needs of the sign; and 8. Any cumulative effects.
SIGN-Figure 1	Illustrative calculation for working out maximum signage area per tenancy for <u>signs</u> City Centre Zone, Mixed Use Zone, Large Format Retail Zone and General Industrial Zone	

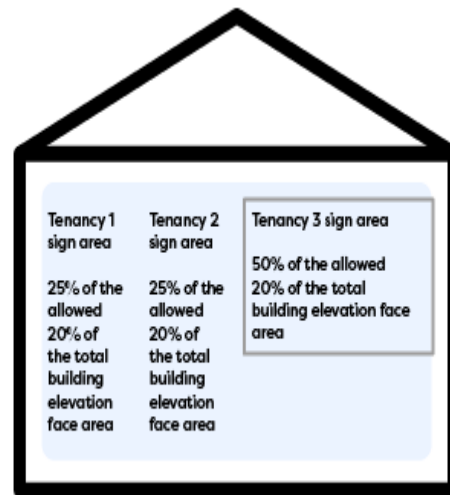


Picture 1: Workout percentage of gross floor area of building for relevant tenancy

Picture 2: Calculate in meters squared what 20% of building elevation face area (H x V) is



Picture 3: 20% of building elevation face area (in m²) x tenancy GFA% = Max sign area



Not to scale

SIGN-Figure 2

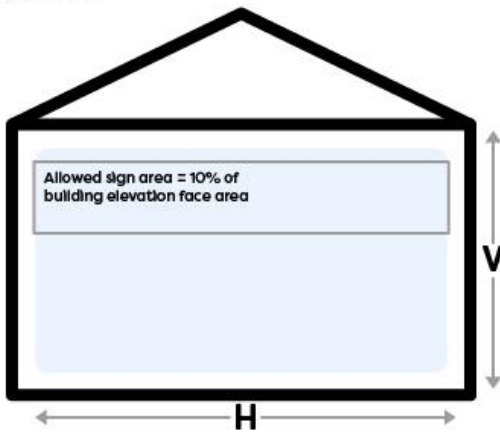
Illustrative calculation for working out maximum signage area per tenancy for **signs** in the Local Centre Zone, Neighbourhood Centre Zone and Settlement Zone⁵⁴

⁵⁴ Waka Kotahi [82.216]

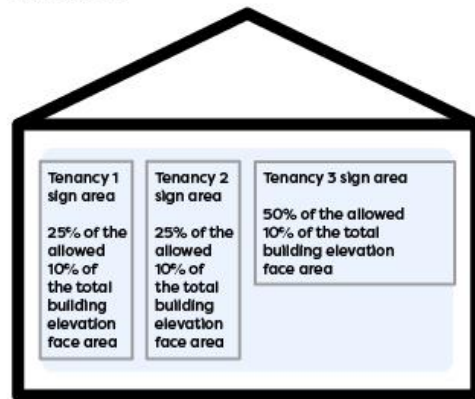


Picture 1: Workout percentage of gross floor area of building for relevant tenancy

Picture 2: Calculate in meters squared what 10% of building elevation face area (H x V) is



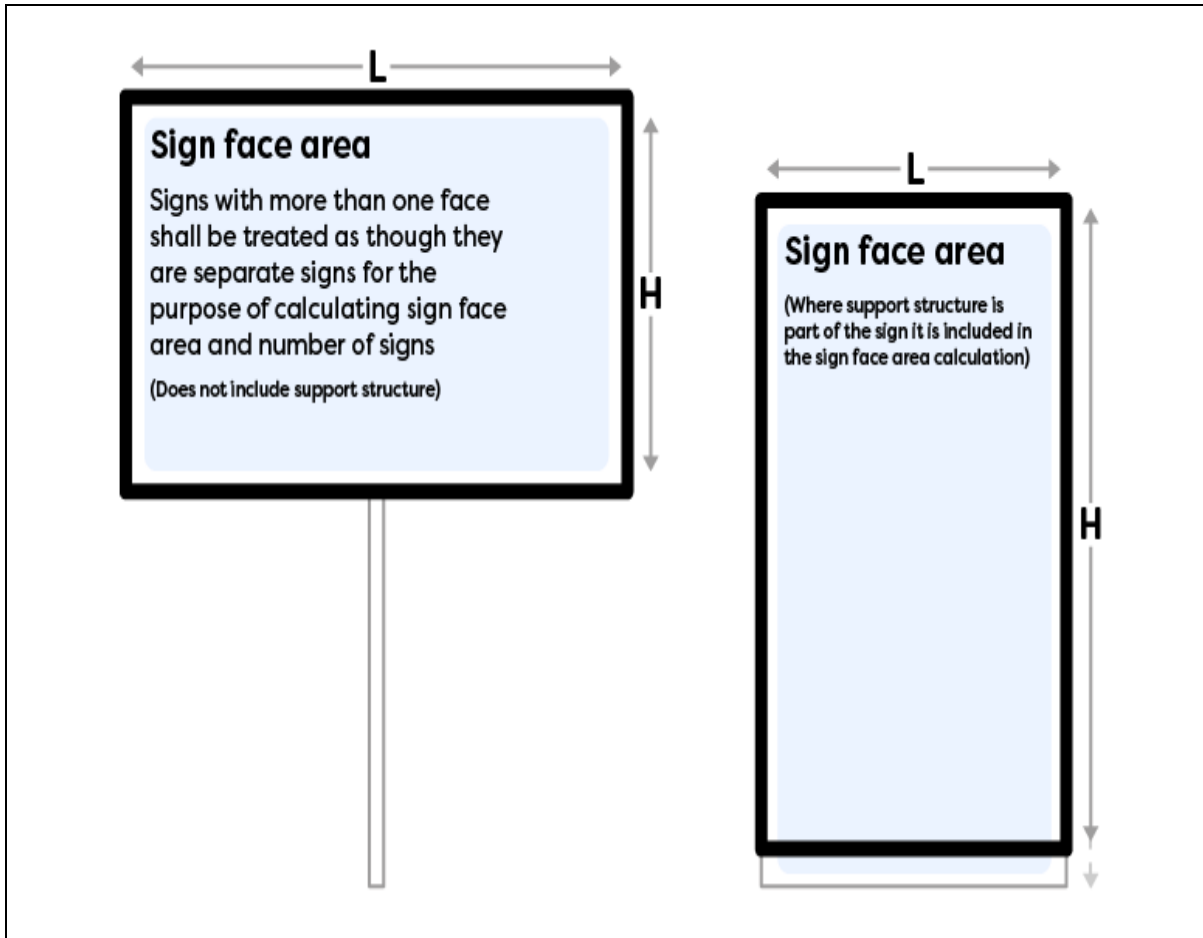
Picture 3: 20% 10% of building elevation face area (in m²) x tenancy GFA% = Max sign area



Not to scale

SIGN-Figure 3

Illustrative calculation for working out sign area for an individual sign



Definitions

<u>Interpretation sign</u> ⁵⁵	<u>means signs that provide information to the public on the environmental, historic, cultural or other values of an area, often with photos, drawings or maps.</u>
Off-site sign	means any <u>advertising</u> ⁵⁶ sign that is used to advertise <u>services, events, products or goods</u> activities, goods and services ⁵⁷ that are not undertaken, sold or provided on the site on which the sign is located.
Traffic sign	means a device erected by, or at the direction of, a road controlling authority used on a road <u>to instruct, advise, inform or</u>

⁵⁵ Waka Kotahi [82.183]

⁵⁶ Waka Kotahi [82.18]

⁵⁷ Ibid

guide traffic on a road for the purpose of traffic control; and⁵⁸ includesing any but not limited to:⁵⁹

- a. sign, signal, or notice;
- b. traffic calming device; ~~and~~⁶⁰
- c. marking or road surface treatment;
- d. a board, plate, screen or other device, whether or not illuminated, displaying words, figures, symbols or other material; and⁶¹
- e. 'children crossing' flag, a hand-held Stop sign, a parking control sign and variable message signs.⁶²

⁵⁸ Waka Kotahi [82.25]

⁵⁹ Ibid

⁶⁰ Ibid

⁶¹ Ibid

⁶² Ibid

Appendix B. Recommended Responses to Submissions and Further Submissions

The recommended responses to the submissions made on this topic are presented in **Table B 1** below.

Table B 1: Recommended responses to submissions and further submissions

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
General							
162.4	Victoria and Nick Coad	Judgeford Flat	In respect of the Judgeford Flat FUZ: Offsite signs should be discretionary activities.	n/a	Accept	Agree with submitter	No
76.4	John Hungerford	Judgeford Flat	In respect of the Judgeford Flat FUZ: Offsite signs should be discretionary activities.	n/a	Accept	Agree with submitter	No
44.14	Magdalena Conradie	Judgeford Flat	In respect of the Judgeford Flat FUZ: Offsite signs should be discretionary activities.	n/a	Accept	Agree with submitter	No
89.5	Sandra Johnston	Judgeford Flat	In respect of the Judgeford Flat FUZ: Offsite signs should be discretionary activities.	n/a	Accept	Agree with submitter	No
93.5	Graham Twist	General	In respect of the Judgeford Flat FUZ: Offsite signs should be discretionary activities.	n/a	Accept	Agree with submitter	No
90.5	Derek and Kristine Thompson	General	In respect of the Judgeford Flat FUZ: Offsite signs should be discretionary activities.	n/a	Accept	Agree with submitter	No
82.301	Waka Kotahi	General	Amend The changes requested are made to: a. Ensure that Waka Kotahi can carry out its statutory obligations. b. Reduce interpretation and processing complications for decision makers. c. Provide clarity for all plan users.	3.2	Accept in part	See body of the report	No

Table B 2: Recommended responses to submissions and further submissions

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
Chapter Introduction							
82.174	Waka Kotahi	Signs on or visible from State Highways	Amend overview: Signs on or visible from State Highways Signs located on or over State Highways and State Highway road reserve require approval from the New Zealand Transport Agency, regardless of whether the sign complies with the provisions of the District Plan. Such signs will need to be consistent with Waka Kotahi New Zealand Transport Agency's Manual of Traffic Signs and Markings, and the Traffic Control Devices Manual. <u>Any sign fronting or clearly visible from a State Highway will require affected party approval from the New Zealand Transport Agency.</u>	3.3	Accept in part	See body of the report	Yes
82.175	Waka Kotahi	Election signs	Amend overview: <u>Election signs</u> The size and lettering design of election campaign signs are controlled through the Electoral (Advertisements of a Specified Kind) Regulations 2005. The time period for signs to be erected and removed for general elections is covered in the Electoral Act 1993. No separate legislation or regulation covers time periods for local government election signage, which is addressed by this chapter. Election signs	n/a	Accept	Agree with submitter	Yes
Objectives							
82.176	Waka Kotahi	SIGN-O1	Amend provision: 2. The safe and efficient operation of the transport and pedestrian network;	n/a	Accept	Agree with submitter	Yes
144.21	Harvey Norman	SIGN-O1	Retain	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
Policies							
82.177	Waka Kotahi	SIGN-P1	Retain	n/a	Accept	Agree with submitter	No

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
86.64	KiwiRail	SIGN-P1	Retain	n/a	Accept	Agree with submitter	No
82.178	Waka Kotahi	SIGN-P2	Amend provision: 2. Do not compromise public health and safety, including traffic and road <u>transport network and its user's safety</u> ;	3.4	Accept in part	See body of the report	Yes
144.22	Harvey Norman	SIGN-P2	Retain	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
144.23	Harvey Norman	SIGN-P3	Retain	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions.	No
82.179	Waka Kotahi	SIGN-P3	Amend provision: 2. There are no adverse effects on the safety of road the <u>transport network and its users</u> ; and	3.4	Accept in part	See body of the report	Yes
82.180	Waka Kotahi	SIGN-P4	Amend provision: 2. Controlling sign proliferation, illumination levels, light spill, <u>reflectivity</u> , flashing and moving images and digital signs; 3. Avoiding signs that <u>obscure</u> , imitate, compete with, <u>cause confusion</u> or give instructions that conflict with traffic signs, <u>official road sign</u> or traffic control devices; and 4. Allowing <u>Avoiding</u> signs that do not obstruct sightlines when located parallel to the transport network. 5. <u>Avoiding signs that compromise public health and safety on the transport network.</u> 6. <u>Avoiding signs that compromise the efficient operation of the transport network.</u> 7. <u>Avoiding off-site, illuminated or digital signs that face or is adjacent to a state highway</u>	3.4	Accept in part	See body of the report	Yes
FS49.5	Oil companies		<i>Oppose. Amendment unduly restricts all illuminated or digital signage that face or adjoin a state</i>				

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<i>highway. The Oil Companies consider that certain digital or illuminated signs can be established adjoining state highway while appropriately managing potential traffic safety effects. The policy should focus on the management of such effects rather than avoidance of signs per se.</i>				
86.66	KiwiRail	SIGN-P4	Retain	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
82.181	Waka Kotahi	SIGN-P5	Amend provision: Only allow off-site signs located within the City Centre Zone, General Industrial Zone, Large Format Retail Zone, Mixed Use Zone or Sport and Active Recreation Zone where they are of a complementary size and scale to other signs in the zone <u>and do not face or are clearly visible from a state highway.</u>	3.4	Reject	See body of the report	No
144.24	Harvey Norman	SIGN-P5	Retain	n/a	Accept	Agree with submitter	No
82.182	Waka Kotahi	SIGN-P7	Retain	n/a	Accept	Agree with submitter	No
Rules							
82.195	Waka Kotahi	New Provision	Adopt new rule <u>SIGN-Rxx</u> <u>Signs fronting, facing or visible from a state highway:</u> <u>All Zones – Permitted</u> <u>Where:</u> <u>The sign is an:</u> <u>i. Interpretation sign;</u> <u>ii. Official sign;</u> <u>iii. Directional sign;</u> <u>iv. Real estate sign;</u> <u>v. Railway and traffic signs;</u> <u>vi. Election signs;</u>	3.5	Reject	See body of the report	No

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p><u>vii. Temporary signs;</u></p> <p><u>viii. Veranda signs</u></p> <p><u>ix. Real estate signs; or</u></p> <p><u>x. Infrastructure signs; and</u></p> <p><u>Compliance is achieved with:</u></p> <p><u>i. SIGN-S1;</u></p> <p><u>ii. SIGN-S4;</u></p> <p><u>iii. SIGN-S5;</u></p> <p><u>iv. SIGN-S6;</u></p> <p><u>v. SIGN-S7</u></p> <p><u>vi. SIGN-S9;</u></p> <p><u>vii. SIGN-S10;</u></p> <p><u>viii. SIGN-S11; and</u></p> <p><u>ix. SIGN-S14.</u></p> <p><u>All Zones – Restricted Discretionary</u></p> <p><u>Where compliance is not achieved with SIGN-Rxx[the above]</u></p> <p><u>Matters of discretion are restricted to a. SIGN-P1 to SIGN-P7; and</u></p> <p><u>b. The matters of discretion of any infringed standard.</u></p>				
82.183	Waka Kotahi	SIGN-R1	Support in part except seeks the term "interpretation signs" to be defined. Clarification is sought to understand if this definition will have an impact on official signs.	3.5	Accept	See body of the report	Yes
82.184	Waka Kotahi	SIGN-R2	Retain	n/a	Accept	Agree with submitter	No
86.65	KiwiRail	SIGN-R2	Retain	n/a	Accept	Agree with submitter	No

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
82.185	Waka Kotahi	SIGN-R3	Retain	n/a	Accept	Agree with submitter	No
82.186	Waka Kotahi	SIGN-R4	Retain	n/a	Accept	Agree with submitter	No
82.187	Waka Kotahi	SIGN-R5	Retain	n/a	Accept	Agree with submitter	No
82.189	Waka Kotahi	SIGN-R7	Retain	n/a	Accept	Agree with submitter	No
82.190	Waka Kotahi	SIGN-R8	Retain	n/a	Accept	Agree with submitter	No
82.191	Waka Kotahi	SIGN-R9	Retain	n/a	Accept	Agree with submitter	No
82.188	Waka Kotahi	SIGN-R6	Delete: Permitted Activity Zone: 'Mixed Use Zone' removed from the Permitted criteria and retained within the Restricted Discretionary criteria.	3.5	Reject	See body of the report	No
65.56	Heritage NZ	SIGN-R10	Amend: All zones 1. Activity status: Permitted Where: a. The sign is an: i. Interpretation sign; ii. Official sign; iii. Directional sign; or iv. Real estate sign; and b. Compliance is achieved with:	3.5	Accept in Part	See body of the report	Yes

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p>i. SIGN-S1;</p> <p>ii. SIGN-S4;</p> <p>iii. SIGN-S5;</p> <p>iv. SIGN-S6;</p> <p>v. <u>SIGN-S7</u>;</p> <p>v. <u>SIGN-S8</u>;</p> <p>vii. SIGN-S9; and</p> <p>viii. SIGN-S14.</p> <p>Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.</p> <p>(...)</p> <p>All zones</p> <p>3. Activity status: Restricted discretionary</p> <p>Where:</p> <p>a. Compliance is not achieved with SIGN-S1, SIGN-S4, SIGN-S5, SIGN-S6, <u>SIGN-7</u>, <u>SIGN-S8</u>, SIGN-S9 or SIGN-S14.</p> <p>Matters of discretion are restricted to:</p> <p>a. The matters of discretion of any infringed standard.</p> <p>Note: This rule only has immediate legal effect for Overlays relating to Historic Heritage, Sites and Areas of Significance to Māori and Significant Natural Areas.</p>				
82.192	Waka Kotahi	SIGN-R10	Retain	n/a	Accept in Part	Accept in part, subject to amendments made in response to other submissions	No
82.193 ⁶³	Waka Kotahi	SIGN-R11	Retain	n/a	Accept	Agree with submitter	No

⁶³ Oil companies [FS49.6]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
82.194	Waka Kotahi	SIGN-R12	Retain	n/a	Accept	Agree with submitter	No
Standards							
82.196	Waka Kotahi	SIGN-S1	Amend provision: In the matters of discretion an additional provision is sought as follows: <u>'7. Any adverse effects on the transport network and its users'.</u>	3.6	Reject	See body of the report	No
82.197	Waka Kotahi	SIGN-S2	Delete and amend provision: Zones (Row 1): Large Format Retail Zone Mixed Use Zone City Centre Zone General Industrial Zone Zones (Row 2): Settlement Zone Neighbourhood Centre Zone Local Centre Zone <u>Mixed Use Zone</u> In the matters of discretion, for each row, an additional provision is sought as worded below: <u>'7. Any adverse effects on the transport network and its users'.</u>	3.6	Reject	See body of the report	No
82.198	Waka Kotahi	SIGN-S3	Amend provision: In the matters of discretion, for each row, an additional provision is sought as worded below:	3.6	Reject	See body of the report	No

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<u>'7. Any adverse effects on the transport network and its users'.</u>				
82.199	Waka Kotahi	SIGN-S4	<p>Delete and Amend provision:</p> <p>Zones (Row 3):</p> <p>Settlement Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p><u>Mixed Use Zone</u></p> <p>Zones (Row 4):</p> <p>Large Format Retail Zone</p> <p>City Centre Zone</p> <p>General Industrial Zone</p> <p>Mixed Use Zone</p> <p>In the matters of discretion, for each row that contains a matter of discretion, an additional provision is sought as worded below:</p> <p><u>'6. Any adverse effects on the transport network and its users'.</u></p>	3.6	Reject	See body of the report	No
82.200	Waka Kotahi	SIGN-S5	<p>Delete and Amend provision:</p> <p>Zones (Row 1):</p> <p>Large Format Retail Zone</p> <p>Mixed Use Zone</p> <p>City Centre Zone</p> <p>General Industrial Zone</p> <p>Zones(Row 2):</p> <p>Settlement Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p>	3.6	Accept in Part	See body of the report	Yes

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			Future Urban Zone Residential Zones Hospital Zone Open Space and Active Sport and Recreation Zones <u>Mixed Use Zone</u> In all sections where matters of discretion refer to "traffic safety" this term is sought to be replaced by ' <u>the transport network and its users</u> '				
86.67	KiwiRail	SIGN-S6	Retain	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
82.201	Waka Kotahi	SIGN-S6	Amend provision: 1. Signs must not <u>be animated</u> , have any flashing or revolving lights or lasers where <u>visible from, a state highway or located adjacent to any road</u> . 2. All freestanding signs <u>visible from a state highway or located within 10m of a road or measured horizontally must comply with the minimum setback distances from other signs as read from one direction of travel and measured parallel to the centreline of the road in SIGN-Table 1</u> . 3. All signs <u>visible from a state highway or located within 10m of a road measured horizontally must comply with the minimum lettering sizes in SIGN-Table 2</u> ; 4. Any sign <u>visible from a state highway or located on a site adjoining the road or road reserve and is at right angles to the road or state highway must be located the minimum separation distance specified in SIGN-Table 3, measured horizontally from any existing traffic sign, pedestrian crossing, curves with chevron signing, railway crossing or intersection</u> . 5. All signs <u>visible from a state highway must comply with the minimum forward visibility in SIGN-Table 4</u> . 6. Any sign <u>visible from a state highway shall contain a maximum of six elements</u> .	3.6	Accept in part	See body of report	Yes

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p>57. Signs must not be shaped or use images or colours, including changeable messages, that could be mistaken for a traffic control device in colour, shape or appearance.</p> <p>68. Off-site, election or temporary signs must not be located on a site adjoining any section of a State Highway with a speed limit of 760 km/hr or more.</p> <p>Matters of discretion are restricted to:</p> <p>'5. Any adverse effects on driver, cyclist and pedestrian <u>the transport network and its user's safety</u>; and' [...]</p>				
82.294	Waka Kotahi	General	Amend the provisions of the Proposed District Plan as detailed in Table 1 [attached to the submission] including such further, alternative or consequential relief as may be necessary to fully achieve the relief sought in the submission.	3.6	Accept in part	See body of the report	Yes
82.206	Waka Kotahi	SIGN-S7	Amend provision: Matters of discretion are restricted to: '6. Any adverse effects on traffic <u>the transport network and its user's safety</u> '	3.6	Accept in part	See body of the report	Yes
82.207	Waka Kotahi	SIGN-S8	Amend provision: 2. The sign must be removed no later than one week <u>48 hours</u> after the temporary event or activity with which it is associated taking place. Matters of discretion are restricted to: '7. Any adverse effects on traffic <u>the transport network and its user's safety</u> '	3.6	Accept in part	See body of the report	Yes
82.208	Waka Kotahi	SIGN-S9	Amend provision: Matters of discretion are restricted to: '7. Any adverse effects on traffic <u>the transport network and its user's safety</u> '	3.6	Accept in part	See body of the report	Yes
82.209	Waka Kotahi	SIGN-S10	Amend provision: Matters of discretion are restricted to: '7. Any adverse effects on traffic <u>the transport network and its user's safety</u> '	3.6	Accept in part	See body of the report	Yes

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
82.210	Waka Kotahi	SIGN-S11	Amend provision: Matters of discretion are restricted to: '7. Any adverse effects on traffic <u>the transport network and its user's safety</u> '	3.6	Accept in part	See body of the report	Yes
82.211	Waka Kotahi	SIGN-S12	Amend provision: 3. Signs with digital displays must not be <u>visible from a state highway</u> or be located on a site that adjoins a state highway. Where the matters of discretion refer to "driver, cyclist and pedestrian safety" this term is sought to be replaced by ' <u>the transport network and its users</u> '	3.6	Reject	See body of the report	No
FS49.7	Oil companies		<i>Oppose. Some signs involving digital displays can established adjoining and or visible from state highway through the appropriate management of potential safety effects to state highway users. It is recognised that some digital signs will not be appropriate, others may be appropriate and can have any potential safety effects appropriately managed.</i>				
82.212	Waka Kotahi	SIGN-S13	Amend provision: 4. The light spill standards set out in the Light chapter for the relevant zone must be met. Matters of discretion are restricted to: '8. Any adverse effects on driver, cyclist and pedestrian safety <u>the transport network and its user's safety</u> '	3.6	Reject	See body of the report	No
82.213	Waka Kotahi	SIGN-S14	Amend provision: 4. The sign must not exceed a single face area as measured in accordance with SIGN-Figure 3 of: i. 1m ² for interpretation signs; or ii. 3m ² for official signs or directional signs.	3.6	Reject	See body of the report	No
82.214	Waka Kotahi	SIGN-S15	Amend provision: <u>5. The sign must not be visible from a state highway</u> Matters of discretion are restricted to:	3.6	Reject	See body of the report	No

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?										
			'6. Any adverse effects on driver, cyclist and pedestrian safety <u>the transport network and its user's safety</u> '			Thus, a change to the wording below is suggested so that the standards only captures signs that have been intended to be located near the state highway so they can be read and understood by user's of the state highway. Point 5 is to be included as worded below: <u>5. The sign must not be able to be read from a state highway.</u> Matter of discretion point 6 to be adopted as requested by submitter to ensure consistency within the Sign Chapter.											
Tables and Figures																	
82.202	Waka Kotahi	SIGN-Table 1	Amend provision: SIGN-Table 1, Freestanding sign <u>minimum</u> separation distances <table border="1" data-bbox="884 1306 1484 1705"> <thead> <tr> <th>Speed limit of road (km/hr)</th> <th>Separation distance (m)</th> </tr> </thead> <tbody> <tr> <td>0-7050</td> <td>50</td> </tr> <tr> <td><u>51-70</u></td> <td><u>60</u></td> </tr> <tr> <td>71-80</td> <td>70</td> </tr> <tr> <td>>80</td> <td>80</td> </tr> </tbody> </table>	Speed limit of road (km/hr)	Separation distance (m)	0-70 50	50	<u>51-70</u>	<u>60</u>	71-80	70	>80	80	3.7	Reject	See body of the report	No
Speed limit of road (km/hr)	Separation distance (m)																
0-70 50	50																
<u>51-70</u>	<u>60</u>																
71-80	70																
>80	80																
FS49.8	Oil companies		<i>Oppose. The proposed relief seeks excessive separation distances for free standing signs in identified areas.</i>														
82.203	Waka Kotahi	SIGN-Table 2	Retain	n/a	Accept	Agree with submitter	No										

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?										
82.204	Waka Kotahi	SIGN-Table 3	Amend provision: Separation distances <u>from a traffic sign, pedestrian crossing, curves with chevron signing, railway crossing or intersection</u> <table border="1"> <thead> <tr> <th>Speed limit of road (km/hr)</th> <th>Separation distance (m)</th> </tr> </thead> <tbody> <tr> <td>0-70</td> <td>50 <u>100</u></td> </tr> <tr> <td>71-80</td> <td>100</td> </tr> <tr> <td>>71</td> <td>200</td> </tr> </tbody> </table>	Speed limit of road (km/hr)	Separation distance (m)	0-70	50 <u>100</u>	71-80	100	>71	200	3.7	Reject	See body of the report	No		
Speed limit of road (km/hr)	Separation distance (m)																
0-70	50 <u>100</u>																
71-80	100																
>71	200																
FS49.9	Oil companies		<i>Oppose. The proposed relief seeks excessive separation distances for free standing signs in identified areas.</i>														
82.205	Waka Kotahi	New provision	Adopt new standard: SIGN-Table 4, Sign minimum visibility <table border="1"> <thead> <tr> <th>Speed limit of road (km/hr)</th> <th>Minimum visibility (m)</th> </tr> </thead> <tbody> <tr> <td>0-50</td> <td>80</td> </tr> <tr> <td>51-70</td> <td>130</td> </tr> <tr> <td>71-80</td> <td>175</td> </tr> <tr> <td>>81</td> <td>250</td> </tr> </tbody> </table>	Speed limit of road (km/hr)	Minimum visibility (m)	0-50	80	51-70	130	71-80	175	>81	250	3.6	Reject	See body of the report	No
Speed limit of road (km/hr)	Minimum visibility (m)																
0-50	80																
51-70	130																
71-80	175																
>81	250																
82.215	Waka Kotahi	SIGN-Figure 1	Amend provision: SIGN-Figure 1 Illustrative calculation for working out maximum signage area per tenancy for signs City Centre Zone, Mixed Use Zone , Large Format Retail Zone and General Industrial Zone	3.7	Reject	See body of the report	No										
82.216	Waka Kotahi	SIGN-Figure 2	Amend provision: SIGN-Figure 2 Illustrative calculation for working out maximum signage area per tenancy for signs in the	3.7	Accept in part	See body of the report	Yes										

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			Local Centre Zone, Neighbourhood Centre Zone, <u>Mixed Use Zone</u> and Settlement Zone Picture 3: 2010% of building elevation face area (in m2) x tenancy GFA% = Max sign area				
82.217	Waka Kotahi	SIGN-Figure 3	Support	n/a	Accept	Agree with submitter.	No

Table B 3 Recommended responses to submissions and further submissions

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
Definitions							
82.7	Waka Kotahi	Flag sign	delete	3.8	Reject	See body of the report	No
81.66	Kāinga Ora	Flag sign	Retain	3.8	Accept	See body of the report	No
81.117	Kāinga Ora	Off-site sign	Support	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
82.18	Waka Kotahi	Off-site sign	Amend definition: means any <u>advertising</u> sign that is used to advertise <u>services, events, products or goods</u> activities, goods and services that are not undertaken, sold or provided on the site on which the sign is located	n/a	Accept	Agree with submitter	Yes
82.24	Waka Kotahi	Temporary sign	Amend definition: "means a sign for any purpose but for a short duration of <u>equal or less than nine days.</u> "	3.8	Reject	See body of the report	No
81.171	Kāinga Ora	Temporary sign	Retain	3.8	Accept	See body of report	No
Schedule 13							
81.902	Kāinga Ora	Schedule 13	Retain as notified	n/a	Accept	Agree with submitter	No
Other Matters							
81.940	Kāinga Ora	General	Amendments are sought throughout the PDP to remove reference to 'avoiding' such activities, in favour of the term 'discourage', or inclusion of qualifying statements	3.9	Reject	See body of the report	No

Appendix C. Report Author's Qualifications and Experience

I hold the following qualifications: A BA(Hons) in Town & Country Planning (University of Manchester, UK), a Bachelor of Planning (with Credit) in Town & Country Planning (University of Manchester, UK) and a MSc in Environmental Assessment and Management (Oxford Brookes University, UK). I am a Chartered Town Planner and have been a Member of the Royal Town Planning Institute (UK) since 1991.

I have 32 years' experience in working as a planner for local government and the Hertfordshire Constabulary (UK). My work experience includes, amongst other matters, the interpretation and application of Regional Policy, input into statutory processes under the Resource Management Act 1991, as well as policy formulation. This includes appearing at a number of hearings (plan changes and subdivision) providing expert planning evidence on urban growth and urban form, land use-transport integration and the management of natural hazard risk. I have also been involved in Environment Court mediation involving the management of natural hazard risk.

I have been employed by the Porirua City Council since December 2017 as a Principal Policy Planner within the Environment and City Planning Team. Before then, I was employed as a:

- Strategy and Policy Planner at Selwyn District Council and where I worked on their review of the Selwyn District plan from January 2016 to November 2017; and
- Principal Planner at the Canterbury Regional Council ("CRC") and where I was employed in their District Plan Liaison team from 2008 until March 2015.

Before joining the Canterbury Regional Council in 2008, I held a number of positions, including as a Principal Planner and a team leader (consents), for various district councils in the UK. I was also employed by the Hertfordshire Police Authority as their Planning Obligations Manager, a post which involved seeking improved integration between land use planning and delivery of policing service and police infrastructure in district plans.