

RMA FORM 5

Submission on publicly notified Proposed

Porirua District Plan

Clause 6 of the First Schedule, Resource Management Act 1991



To: Porirua City Council

1. Submitter details:

Full Name	<i>Last:</i> Barrett	<i>First:</i> Kathryn
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2. This is a **submission** on the **Proposed District Plan** for Porirua.

3. I could I could not
gain an advantage in trade competition through this submission.
(Please tick relevant box)

If **you could** gain an advantage in trade competition through this submission please complete point four below:

4. I am I am not
 directly affected by an effect of the subject matter of the submission that:
 (a) adversely affects the environment; and
 (b) does not relate to trade competition or the effects of trade competition.
(Please tick relevant box if applicable)

Note:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

5. I wish I do not wish
 To be heard in support of my submission *(Please tick relevant box)*
6. I will I will not
 Consider presenting a joint case with other submitters, who make a similar submission, at a hearing. *(Please tick relevant box)*

Please complete section below (insert additional boxes per provision you are submitting on):

The specific provision of the proposal that my submission relates to:
See attached submission document.
Do you: Support? Oppose? Amend?
See attached submission document.
What decision are you seeking from Council? What action would you like: Retain? Amend? Add? Delete?
See attached submission document.
Reasons:
See attached submission document.

Please return this form no later than **5pm on Friday 20 November 2020** to:

- Proposed District Plan, Environment and City Planning, Porirua City Council, PO Box 50-218, PORIRUA CITY or
- email dpreview@pcc.govt.nz

Signature of submitter
*(or person authorised
 to sign*

on behalf of submitter):

Kathryn Barrett – Principal Planner

Date: 20 November 2020

*A signature is not required if you make
 your submission by electronic means*

FORM 5

Waka Kotahi NZ Transport Agency submission on a notified proposal for the Proposed Porirua District Plan under Clause 6 of Schedule 1 of the Resource Management Act 1991

20 November 2020

Environment and City Council
Porirua City Council
PO Box 50-128
Porirua City

via email: dpreview@porirua.govt.nz

This is a submission on a change proposed to the following plan:

Proposed Porirua District Plan

The specific provisions of the proposal that our submissions relate to are:

The Proposed District Plan in its entirety to the extent the provisions have the potential to compromise Waka Kotahi NZ Transport Agency's (Waka Kotahi) statutory obligations in terms of ensuring an integrated, safe, and sustainable transport system.

The Waka Kotahi submission is:

1. Waka Kotahi is a Crown entity that takes an integrated approach to transport planning, investment and delivery. The statutory objectives of Waka Kotahi are to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive, and sustainable land transport system. Our vision is for a sustainable, multi-modal land transport system where public transport, active or shared modes are the first choice for most daily transport needs.
2. Waka Kotahi has a mandate under the Land Transport Management Act 2003 (LTMA), the Government Rooding Powers Act 1989 (GRPA), and the Government Policy Statement on Land Transport 2018/19-2027/28 (GPS) to carry out its functions in a way that delivers on the transport outcomes set by the government.
3. In the 2018-2021 National Land Transport Programme, Waka Kotahi has allocated significant investment in the Greater Wellington Region (including Porirua District) to the improvement, operation and maintenance of the State Highway network, including public transport investment, walking and cycling and transport planning. In addition, Waka Kotahi is a co-funder of the local roading network. Waka Kotahi is therefore a significant investor in the infrastructure required to achieve the land use change and growth anticipated in the Proposed Porirua District Plan.

4. Overall, Waka Kotahi has an interest in the Porirua Proposed District Plan as a result of its role as a:

- Transport investor – to maximise effective, efficient and strategic returns for New Zealand;
- Planner of land transport networks – to ensure the integration of infrastructure and land use so as to support liveable communities and the development of an effective and resilient land transport network for customers;
- Provide or access to and the use of the land transport system – to shape smart, efficient, safe and responsible transport choices; and
- Manager of the state highway network – to deliver efficient, safe and responsible highway solutions for customers.

5. The Waka Kotahi submission seeks amendments to the Proposed Porirua District Plan in the following topic areas:

- Amendments to the definitions chapter to provide greater clarity to Plan users and supporting the use of National Planning Standards definitions;
- Amending the use of the term minimise throughout the Proposed District Plan. Waka Kotahi consider that the term is difficult to interpret and apply in practice. For clarity it is considered that the term be replaced with 'mitigate; which aligns with the effects hierarchy under the RMA;
- Amendments to the infrastructure and transport chapters to ensure the ongoing operation and functional needs of regionally significant infrastructure are not compromised;
- Amendments to provide for continued operation and maintenance of the highway network in natural environment areas (in particular circumstances);
- Amendments to the Future Urban Zone provisions to remove reference to Future Urban Zoning within the Judgeford Hills area;
- Amendments to the signage requirements as they relate to the state highway network;
- Amendments to the rules as they relate to noise sensitive activities and the state highway network;
- Amendments to the state highway designation maps, including mapping corrections;

6. 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.

7. Further points are summarised in Table 1, which forms the bulk of our submission.

a. Table 1 also includes a number of Appendices:

- i. Appendix 1: Infrastructure Chapter Table 1 amendments (Road Design Standards)
- ii. Appendix 2: Infrastructure Chapter Table 5 amendments (Minimum Sight Distances at Intersections)

- iii. Appendix 3: Infrastructure Chapter Table 6 amendments (Vehicle Crossing Distances)
 - iv. Appendix 4: Specific Noise Rules Relief Sought
 - v. Appendix 5: Specific Designation Relief Sought
 - vi. Appendix 6: Indistinguishable Designations
8. Where a provision is not specified in Table 1 below, Waka Kotahi generally supports the way it is drafted.
9. Waka Kotahi could not gain an advantage in trade competition through this submission.

We seek the following decision from the local authority:

- a. Amend the provisions of the Proposed District Plan as detailed in Table 1 (attached) including such further, alternative or consequential relief as may be necessary to fully achieve the relief sought in this submission.

Waka Kotahi would like to be heard in support of its submission. If others make a similar submission, Waka Kotahi will consider presenting a joint case with them at a hearing.

Signature of person authorised to sign on behalf of Submitter:



Kathryn Barrett

Principal Planner

Consents and Approvals

Waka Kotahi NZ Transport Agency

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Table 1: Decisions Sought Proposed Porirua City District Plan

The following table sets out the amendments sought to the Proposed Porirua City District Plan and also identifies those provisions that Waka Kotahi supports.

Italics = *PPCDP notified text*

Underline, not italics = proposed additions.

Strikethrough, italics = ~~*proposed deletions*~~.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
Part 1 How the Plan Works/General Approach	Notification	Support	Waka Kotahi support the Porirua City Council (PCC) giving specific consideration to the following when considering affected parties: <ul style="list-style-type: none"> 1. In relation to infrastructure, the network utility operator that owns or operates that infrastructure. 5. In relation to a rule which addresses reverse sensitivity effects, the operator of the activity which is protected by the rule from such effects. 	Retain as notified
Part 1 National Direction Instruments	National Policy Statements and New Zealand Coastal Policy Statement	Support	Waka Kotahi acknowledge that the NPS-Urban Development is going to be addressed by a subsequent review of the proposed district plan. As such, Waka Kotahi have not specifically commented on the NPS-UD requirements.	Retain as notified.
Definitions	Access	Support	Waka Kotahi supports this definition.	Retain as notified.
	Ancillary transport network infrastructure	Support in part	Waka Kotahi supports this definition. Waka Kotahi however consider that it is important to clarify that ancillary transport network infrastructure is only located in the road reserve by the appropriate <u>network utility operator</u> . The definition currently worded implies that any person may locate any infrastructure within the road reserve, including the matters listed.	Amend definition: “means infrastructure located within the road reserve or railway corridor <u>by a network utility operator</u> , that supports the transport network and includes: [..]”
	Annual average daily traffic movement	Support in part	Waka Kotahi supports this definition. Waka Kotahi however consider that the definition requires amendment as the current wording is not consistent with the definition of “traffic movement” under the same chapter. The definition refers to the total yearly traffic movements in both directions. Whereas the definition of “traffic movement” refers to a single journey to or from a site	Amend definition: “Annual average daily traffic movement (AADT): Means the total yearly traffic movements <u>volume</u> in both directions divided by the number of days in the year, expressed as vehicles per day”

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			only. It is considered that the term 'movement' is replaced by the term 'volume' to ensure that the meaning of the term traffic movement is consistent throughout the definitions. This will also provide consistency with the Waka Kotahi Policy Planning Manual 2007 definition.	
	Environment	Support	Waka Kotahi supports this definition which is consistent with the wording within the National Planning Standards definition.	Retain as notified.
	Flag Sign	Oppose	Waka Kotahi opposes the inclusion of the definition 'Flag Sign'. There is no mention of this type of sign within the Signs section – and this is already included in the free-standing sign definition.	Delete: means a sign intended for the purposes of advertising or to attract attention which is made from fabric, textile or cloth, such as a teardrop flag or flag banner.
	Hard Engineering	Oppose	Waka Kotahi seeks a definition to be added for “Hard Engineering Measures”, consistent with the Regional Policy Statement (RPS) and Proposed Natural Resources Plan.	Add the following definition for “Hard Engineering Matters”: <u>“Engineering works that use structural materials such as concrete, steel, timber or rock armour to provide a hard, inflexible edge between the land-water interface along rivers, shorelines or lake edges. Typical structures include groynes, seawalls, revetments or bulkheads that are designed to prevent erosion of the land.”</u>
	Heavy Commercial Vehicle (HCV)	New	Waka Kotahi seeks a definition to be added for Heavy Commercial Vehicle (HCV). The term is referred to within the plan but not defined.	Add the following definition for “Heavy Commercial Vehicle (HCV): <u>“A motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) having a gross laden weight exceeding 3500 kg.”</u>
	Hydraulic neutrality	Support	Waka Kotahi supports this definition.	Retain as notified.
	Illuminated sign	Support	Waka Kotahi supports the definition as worded.	Retain as notified.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	Infrastructure	Support	Waka Kotahi supports the definition which is consistent with the RMA definition.	Retain as notified.
	Integrated transport assessment	Support with amendments	Waka Kotahi supports this definition but consider that it is only limited to the effects on safety, parking, efficiency, access and the capacity of the transport network.	Amend definition: <p>“Means an analysis <u>comprehensive review</u> to determine all the potential <u>the</u> impacts of a development on the transport network for all modes of travel and <u>including, but not limited to,</u> effects on safety, parking, efficiency, access, <u>connectivity</u> and the capacity of the transport network.”</p>
	Limited Access Road	New	Waka Kotahi seeks a definition be added for “Limited Access Road”. The term is referred to within the plan but not defined.	Add the following definition for “Limited Access Road”: <p><u>“Any road declared a limited access road under Section 88 of the Government Roading Powers Act 1989, Section 346A of the Local Government Act 1974, or the corresponding provisions of any former enactment.”</u></p>
	Maintenance and Repair	Support	Waka Kotahi supports this definition.	Retain as notified.
	Noise-sensitive activity and Sensitive activity	Support in part	The Proposed District Plan (PDP) defines both “noise-sensitive activity” and “sensitive activity”. The definitions are similar but not identical. Waka Kotahi considers that “sensitive activity” could be removed from the PDP and “noise-sensitive activity” extended to cover everything in “sensitive activity” including places of worship which can be sensitive to noise, but excluding retirement village as this is considered a “residential activity” which is already listed.	Amend definition of “noise-sensitive activity”: <p>“means:</p> <ul style="list-style-type: none"> a) residential activity; b) marae; c) hospital; d) healthcare activity e) educational facility; or f) visitor accommodation activity; or <u>g) places of worship”</u> <p>Delete the definition for “sensitive activity”.</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	Off-site sign	Support in part	Waka Kotahi supports this definition but seeks for this to be amended to align with the definition of advertising signs for simple interpretation.	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.”
	Operating speed	Support	Waka Kotahi supports this definition.	Retain as notified.
	Planned Network Upgrade	Support in part	Waka Kotahi supports this definition however it is considered that reference should be made to the “ <u>Wellington</u> Regional Land Transport Plan” to ensure consistency with wording throughout the plan. Waka Kotahi also consider that the Wellington Regional Public Transport Plan should be included in the definition as it sets out planned public transport improvements.	Amend definition: “means any upgrade to the transport network set out in the <u>Wellington</u> Regional Land Transport Plan, <u>Wellington Regional Public Transport Plan</u> or Porirua City Council Infrastructure Strategy.”
	Regionally Significant Infrastructure	Support	Waka Kotahi supports this definition.	Retain as notified.
	Reverse Sensitivity	Oppose	Waka Kotahi consider that the definition of “Reverse Sensitivity” should be replaced with the RMA definition to ensure consistency with the Act.	Replace the definition of “Reverse Sensitivity” with the following: “means the vulnerability of an existing lawfully established activity to other activities in the vicinity which are sensitive to adverse environmental effects that may be generated by such existing activity, thereby creating the potential for the operation of such existing activity to be constrained.” “ <u>has the same meaning as reverse sensitivity in section 2 of the RMA:</u> <u>means the potential for the operation of an existing lawfully established activity to be compromised, constrained, or curtailed by the more recent establishment or alteration of another activity which may</u> ”

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				<u>be sensitive to the actual, potential or perceived adverse environmental effects generated by an existing activity.</u>
	Root protection area	Support	Waka Kotahi supports this definition.	Retain as notified.
	Temporary Sign	Support in part	Waka Kotahi supports this definition but seeks this definition to specify what the 'short duration' means. Identifying the nine days in the definition provides expectations of the allowable duration of a 'Temporary Sign' and if any proposal would meet this definition. Per section SIGN-S8 of this submission nine days includes the seven days prior to the event and two days to remove this sign. Displaying temporary signs longer than is necessary exposes drivers to a message that increases unnecessary driver distraction.	Amend definition: "means a sign for any purpose but for a short duration of <u>equal or less than nine days.</u> "
	Traffic Sign	Support in part	Waka Kotahi support this definition but seeks for this to provide for all traffic signs and greater alignment with the definition outlined in the Traffic Control Devices Manual. This ensures that Waka Kotahi is able to perform its functions as a road controlling authority.	Amend definition: "means a device erected by, or at the direction of, a road controlling authority used on a road <u>to instruct, advise, inform or guide traffic on a road for the purpose of traffic control; and</u> includesing any but not limited to: <ul style="list-style-type: none"> a. sign, signal, or notice; b. traffic calming device; and c. marking or road surface treatment; d. <u>a board, plate, screen or other device, whether or not illuminated, displaying words, figures, symbols or other material; and</u> e. <u>a 'children crossing' flag, a hand-held Stop sign, a parking control sign and variable message signs.</u>"
	Traffic movement	Support	Waka Kotahi supports this definition.	Retain as notified.
	Transport network	Support	Waka Kotahi supports this definition.	Retain as notified.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
Part 2 Strategic Direction	EP-01	Support	Waka Kotahi supports the co-ordinated development of transport infrastructure which is critical to an efficient, safe and effective transport network.	Retain as notified.
	FC-01	Support	Waka Kotahi supports the need for effective, efficient, resilient and safe infrastructure that facilitates connectivity and contributes to the functioning of a city.	Retain as notified.
	HO-02	Support in part	<p>Waka Kotahi supports the intent of the objective to provide a high level of amenity and a variety of housing density and typologies that have access to the transport network and is served by multi-modal transport options. However, higher density housing can adversely affect the safe functioning and operation of the transport network if there is not enough capacity to meet the future housing supplies.</p> <p>The National Policy Statement on Urban Development 2020 (NPS-UD) requires that Councils must provide, at minimum, enough capacity to meet the diverse demands of their communities.</p> <p>Waka Kotahi seek that the objective is amended to reflect the NPS-UD requirements on development capacity. This will ensure that higher density housing that is enabled on greenfield and brownfield sites will have access to a safe and connected transport network that has sufficient capacity.</p>	<p>Amend provision:</p> <p>“1. Has access to the a safe and connected transport network <u>with sufficient capacity</u>, and is served by multi-modal transport options;”</p>
	HO-03	Support in part	Waka Kotahi supports the intent of this policy to provide for medium to long-term housing supply for the Porirua District. However, Waka Kotahi does not support the future growth area for Judgeford Hills as this proposed Future Urban Zone is likely to result in a car dependent urban form in a location that is not well-connected or accessible to other facilities and consequently not likely to	<p>Amend provision:</p> <p>“The Northern Growth Area and Judgeford Hills areas of the Future Urban Zone will help meet the City’s identified medium to long-term housing.”</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>result in 'a compact and liveable city' or 'a connected and active city' - two principles of the Porirua Growth Strategy.</p> <p>Waka Kotahi seek that reference to Judgeford Hills is removed from Objective HO-03 based on the above matters and throughout the plan generally.</p>	
	RE-02	Support in part	Waka Kotahi supports RE-02 but seeks an amendment to matter 3. to include the term "transport network" which is broader than the term "road".	<p>Amend provision:</p> <p>"3. Able to be safely accessed connect from a road network <u>connect to the Transport Network</u> with sufficient capacity."</p>
	UFD-01	Support	Waka Kotahi supports this objective as it promotes a compact urban form which encompasses the Porirua Growth Strategy of a 'compact and liveable' city.	Retain as notified.
	UFD-03	Support	Waka Kotahi supports this objective as it encompasses the Porirua Growth Strategy particularly that urban areas need to be connected, accessible and safe.	Retain as notified.
	UFD-04	Support	Waka Kotahi supports this objective as it ensures infrastructure, such as the transport network, is not compromised as a result of future urban growth areas.	Retain as notified.
	UFD-05	Support in part	Waka Kotahi supports this objective; however, it is considered that subdivision, use and development needs to be integrated through a safe and connected transport network with multi-modal transport options. This is in line with the Porirua Growth Strategy.	<p>Amend provision:</p> <p>"Subdivision, use and development is integrated with <u>a safe and connected</u> the <u>transport network with multi-modal transport options</u> and supports Porirua's current and future needs."</p>
Part 2 Infrastructure	INF-01	Support	Waka Kotahi supports this objective as it recognises the national, regional and local benefits of regionally significant infrastructure.	Retained as notified.
	INF- 02	Support	Waka Kotahi supports this objective as it provides for the protection of regionally significant infrastructure from the	Retain as notified.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			adverse effects and reverse sensitivity effects of subdivision, use and development.	
	INF-03	Support	Waka Kotahi supports the availability of safe, efficient, and resilient infrastructure to meet existing and planned needs.	Retain as notified.
	INF-04	Support in part	Waka Kotahi supports this objective but seeks amendment to provide for a safe and connected transport network in accordance with Porirua Growth Strategy and Waka Kotahi-Road to Zero strategy.	Amend provision: "The transport network is effective, accessible, <u>connected</u> and integrated with other land uses, including contributing the amenity of public spaces, and provides for all transport modes and users to move efficiently and <u>safely</u> within and beyond the City."
	INF-05	Support in part	<p>Waka Kotahi support providing for infrastructure. However, it is unclear why the three matters listed have been specifically included within the objective. The Resource Management Act 1991 (RMA) require all effects, negative and positive, to be addressed. The objective currently written provides a specific focus on adverse effects on the matters listed, rather than all effects. Waka Kotahi consider that the objective be amended to remove the specific matters to which adverse effects are to be avoided, remedied or mitigated.</p> <p>Waka Kotahi also consider that the objective is difficult to interpret in its current form. Waka Kotahi consider that the objective should be amended to provide clarity on the intent of the provision.</p>	<p>Amend provision:</p> <p>Infrastructure provides benefits to people and communities and is established, operated, maintained and repaired, and upgraded efficiently, securely and sustainably, while the adverse effects of infrastructure are avoided, remedied or mitigated.,including effects on:</p> <ol style="list-style-type: none"> 1. The anticipated character and amenity values of the relevant zone; 2. The identified values and qualities of any Overlay; and 3. The change in risk to people's lives and damage to adjacent property and other infrastructure from natural hazards.
	INF-P1-INF-P2	Support	Waka Kotahi supports the recognition of social, economic, environmental and cultural benefits of regionally significant infrastructure, specifically an integrated,	Retain as notified.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>efficient and safe transport network that allows for the movements of people and goods.</p> <p>Waka Kotahi also supports the enabling of infrastructure in a manner that is safe, efficient, integrated and accessible while being able to provide sufficient capacity for existing and planned subdivision, use and development.</p>	
	INF-P3	Support	Waka Kotahi supports the enabling of infrastructure for planned future growth in a manner that is safe, efficient, integrated and accessible.	Retain as notified.
	INF-P4	Support in part	<p>Waka Kotahi supports the intent of the policy, specifically enabling new infrastructure and the maintenance and repair, upgrading and removal of existing infrastructure, including earthworks.</p> <p>However, consider that point 2 under the policy should not apply to existing infrastructure. The maintenance and repair, upgrading and removal of existing infrastructure is for the purpose of ensuring the safety and efficiency of the transport network is not compromised which contributes to the character and amenity values of a zone. Given that the infrastructure is existing, it is considered that it is already compatible with the character and amenity values of that zone.</p>	<p>Amend provision:</p> <p>“Enable new infrastructure and the maintenance and repair, upgrading and removal of existing infrastructure, including earthworks, that:</p> <ol style="list-style-type: none"> 1. Is of a form, location and scale that minimises <u>mitigates</u> adverse effects on the environment; 2. <u>For any new infrastructure</u>, it is compatible with the anticipated character and amenity values of the zone in which the infrastructure is located; and <p>[...]”</p>
	INF-P5	Support in part	Waka Kotahi supports the policy as it protects the safe and effective operation, maintenance and repair of regionally significant infrastructure from being unreasonably compromised, specifically from sensitive land use and subdivision located adjacent the state highway.	<p>Amend provision:</p> <p>[...]</p> <p>4. Requiring sensitive activities to be located and designed so that potential adverse effects of and on the Rail Corridor and State Highways are avoided, remedied or mitigated.</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>Waka Kotahi however considers that the policy does not address the need for developers to contribute to the cost of infrastructure upgrades that are a result of growth. Growth as a result of subdivision, use and development is putting pressure on state highway intersections resulting in Waka Kotahi bearing the cost of intersection upgrades. It is considered that this issue needs to be acknowledged within this policy to ensure that the safe and efficient operation, maintenance and repair of regionally significant infrastructure is not compromised by subdivision.</p> <p>Waka Kotahi seek that point 4 of the policy is amended as currently drafted. The deletion of “and on” provides clarity in that reverse sensitivity will be as a result of noise sensitive activities establishing in proximity to the highway/rail corridor, as opposed to noise sensitive activities having effects directly on the networks.</p> <p>Waka Kotahi also considers that the policy needs to be broader by ensuring regionally significant infrastructure is not compromised by not just subdivision, but also <u>use and development</u>.</p>	<p>[...]</p> <p>6. Considering any potential adverse effects of subdivision, <u>use and development</u> of a site that contains or is adjacent to <u>or located near</u>, any Regionally Significant Infrastructure other than the National Grid, including:</p> <p>[...]</p> <p>7. Requiring subdivision, <u>use and development</u> of a site that contains or is adjacent to any Regionally Significant Infrastructure other than the National Grid to be designed to avoid or mitigate any adverse effects on access to, and the safe and efficient operation and maintenance and repair of, that infrastructure.</p> <p><u>“8. Require developers to fund the upgrade of Regionally Significant Infrastructure that is required as a result of subdivision, use and development.”</u></p>
	INF-P8	Support in part.	<p>Waka Kotahi supports the policy as it provides for regionally significant infrastructure outside of overlays, whilst ensuring that the safe and efficient operation of any other infrastructure, including the transport network, is not compromised.</p>	<p>Amend provision:</p> <p>“3. Any adverse effects on amenity values are minimised <u>mitigated</u>, taking into account:</p> <ul style="list-style-type: none"> a. The bulk, height, size, colour, reflectivity of the infrastructure; b. Any proposed associated earthworks; c. The time, duration or frequency of any adverse effects; and d. Any proposed mitigation measures; <p>[...]</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				<p>5. Any adverse effects on the natural character and amenity of water bodies, the coast and riparian margins and coastal margins are minimised <u>mitigated</u>;</p> <p>[...]</p> <p>7. Any adverse effects on any values and qualities of any adjacent Overlays are minimised <u>mitigated</u>;</p> <p>[...]</p> <p>9. Any adverse cumulative effects are minimised <u>mitigated</u>.”</p>
	INF-P9	Support in part	<p>Waka Kotahi supports this policy as it recognises the operational needs and functional needs of regionally significant infrastructure and other infrastructure. However, Waka Kotahi consider that the benefits of regionally significant infrastructure should be considered when making decisions on new infrastructure and the maintenance, repair and upgrading of existing infrastructure.</p> <p>Waka Kotahi also consider that 1.c could be expressed more clearly as it is difficult to interpret as currently drafted.</p>	<p>Amend provision:</p> <p>“1. The extent to which;</p> <p>a. The infrastructure integrates with, and is necessary to support, planned urban development;</p> <p>b. The potential for significant adverse effects have been minimised <u>mitigated</u> through site, route or method selection; and</p> <p>c. <u>Functional and operational needs constrain</u> the ability to avoid, remedy or mitigate adverse effects of infrastructure. is constrained by functional and operational needs;</p> <p>[...]</p> <p><u>6. The benefits of the infrastructure on the surrounding network”.</u></p>
	INF-P12	Support	Waka Kotahi supports this policy as it provides for the safe and effective operation, maintenance and repair of the transport network.	Retain as notified.
	INF-P13	Support	Waka Kotahi supports this policy specifically as it allows for the upgrade and development of the transport	Retain as notified.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			network where it does not compromise the safe, efficient and effective functioning of the transport network.	
	INF-P14	Support	Waka Kotahi supports this policy as it provides for safe and efficient connections between the transport network and on-site facilities by requiring connections to roads that address the road classification and the safe functioning of the transport network.	Retain as notified.
	INF-P15	Support	Waka Kotahi supports the classification of roads using the Waka Kotahi-NZ Transport Agency's One Network Road Classification (ONRC). Though we note this is being replaced in the future with the One Network Framework.	Retain as notified.
	INF-P20	Support	Waka Kotahi supports the policy as it provides for upgrades to and new infrastructure where there is an operational or functional need for the infrastructure. This will provide for the ongoing safe and effective operation, maintenance and repair of the transport network.	Retain as notified.
	INF-P22	Support	Waka Kotahi supports the policy as it provides for upgrades to and new infrastructure where there is an operational or functional need for the infrastructure This will provide for the ongoing safe and effective operation, maintenance and repair of the transport network.	Retain as notified.
	INF-P23	Support	Waka Kotahi supports the policy as it provides for upgrades to and new infrastructure where there is an operational or functional need for the infrastructure. This will provide for the ongoing safe and effective operation, maintenance and repair of the transport network.	Retain as notified.
	INF-P26	Support in part	Waka Kotahi supports the enabling of signs that allows for the safe and effective operation, maintenance and repair of infrastructure. Waka Kotahi however consider that signs associated with the construction, operation, maintenance and repair or upgrading of infrastructure is	Amend provision: INF- P26 <u>Official</u> Signs

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			for the purpose of public safety. As such, signs under this policy should be referred to as 'official signs'.	Enable <u>official</u> signs associated with the construction, operation, maintenance and repair or upgrading of infrastructure.
	INF-R2.1	Support	Waka Kotahi supports the permitted activity status for noise from construction of new infrastructure and the maintenance and repair, upgrading and removal of existing infrastructure.	Retain as notified.
	INF-R3.1	Support	Waka Kotahi supports this provision as it allows for the maintenance, repair and removal of existing infrastructure outside of any overlay as a permitted activity subject to the matters that compliance is to be achieved with.	Retain as notified.
	INF-R3.2	Support	Waka Kotahi supports this provision, and the matter of discretion should any maintenance, repair and removal of existing infrastructure outside of any overlay not comply with permitted activity standard INF-R3.1.	Retain as notified.
	INF-R5.1	Support	Waka Kotahi support a permitted activity status for the maintenance, repair and removal of existing infrastructure within any overlay. The matters to which compliance is to be achieved with are considered to provide for the on-going maintenance, repair and removal of existing infrastructure which will contribute to the safety and efficiency of the transport network.	Retain as notified.
	INF-R5.2	Support	Waka Kotahi support a restricted discretionary activity status for the maintenance, repair and removal of existing infrastructure within any overlay where compliance with the identified standards is not achieved, and the matters to which the Council's discretion is restricted to.	Retain as notified.
	INF-R5.7	Oppose in part	Waka Kotahi does not support a discretionary activity status for the maintenance and repair and removal of existing infrastructure within a wetland identified in SCHED7- Significant Natural Areas.	Amend provision: <ul style="list-style-type: none"> a. "The works involve infrastructure located within a wetland within an area identified in SCHED7- Significant Natural Areas <u>except for maintenance</u>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>SNA112 contains a wetland which includes planted vegetation that is located within the road reserve. This may restrict Waka Kotahi from undertaking standard maintenance activities which are required to undertake in order to continue the ongoing safe and efficient operation of the transport network. Waka Kotahi consider that a restricted discretionary status is appropriate for the maintenance and repair of transport infrastructure within a wetland, with matters of discretion being restricted to the operational and functional needs of the infrastructure.</p>	<p><u>and repair works associated with the ongoing safe and efficient operation of the transport network”.</u></p> <p>AND</p> <p>Amend INF-R5.2 as follows:</p> <p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance is not achieved with INF-S14, INF-S15, INF-S17, INF-S18, or INF-S20.</p> <p><u>b. The works involve infrastructure located within a wetland within an area identified in SCHED7- Significant Natural Area, that are required for the ongoing safety and efficiency of the of the transport network.</u></p> <p>Matters of discretion:</p> <p>1. The matters of discretion of any infringed standard; and</p> <p><u>2. The operational and functional needs of the infrastructure.</u></p>
	INF-R6.2	Oppose in part	<p>Waka Kotahi does not support a discretionary activity status for the upgrading of existing infrastructure which is located within SCHED6- Sites and Areas of Significance to Māori. While Waka Kotahi recognises the significance of each site identified within SCHED6, a discretionary activity status unduly restricts Waka Kotahi to undertake upgrades that are part of the ongoing safety and function of the transport network. Waka Kotahi consider that a restricted discretionary status is appropriate for the upgrade of infrastructure within an identified SCHED6 area, with matters of discretion being restricted to the operational and functional needs of the infrastructure.</p>	<p>Amend INF.R6 as follows:</p> <p>2. Activity Status: Discretionary <u>Restricted Discretionary</u></p> <p>Where:</p> <p>a. Compliance is not achieved with INF-R6-1.a or INF-S2</p> <p><u>a. The infrastructure is for the ongoing safety and efficiency of the transport network.</u></p> <p><u>Matters of discretion are restricted to:</u></p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				<p><u>1. The operational and functional needs of the infrastructure.</u></p> <p>[...]</p> <p><u>3. Activity status: Discretionary</u></p> <p><u>Where:</u></p> <p><u>a. Compliance is not achieved with INF-R6-1.a or INF-S2.</u></p>
	INF-R10.1	Support	Waka Kotahi supports this provision as it allows for new and extensions to existing vehicle tracks ancillary to infrastructure as a permitted activity subject to matters that compliance is to be achieved with.	Retain as notified.
	INF-R10.2	Support	Waka Kotahi supports this provision, and the matters of discretion should any activity not comply with permitted activity standard INF-R10.1 and that any application under this rule in precluded from being publicly notified.	Retain as notified.
	INF-R22	Support	Waka Kotahi support a permitted activity status for ancillary transport network infrastructure where compliance is achieved with the listed matters.	Retain as notified.
	INF-R23.2	Support in part	<p>Waka Kotahi supports this provision as it supports the ability for the road controlling authority to be considered affected should any vehicle access be proposed from either a National High-Volume Road or Regional Road. Waka Kotahi also support the matters of discretion that Council are restricted to.</p> <p>However, an addition is sought to ensure that plan users are aware that Waka Kotahi administer the Government Rooding Powers Act 1989, which should work in tandem with the Resource Management Process. It is helpful that plan users are aware of this additional obligation and can address it at the time they are drafting their resource consents. Alternative access standards may be required.</p>	<p>Add the following to INF-R23.2:</p> <p><u>Notes:</u></p> <p><u>1. All new roads and vehicle access points that intersect a state highway require the approval of Waka Kotahi NZ Transport Agency under the Government Rooding Powers Act 1989. Waka Kotahi NZ Transport Agency may require a different vehicle access construction standard from TR-S2. "</u></p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	INF-R24.1	Support	Waka Kotahi supports the ability for signs associated with the construction, operation, maintenance and repair, or upgrading of infrastructure, to be undertaken as a permitted activity subject to the compliance matters.	Retain as notified.
	INF-R26	Support	Waka Kotahi supports a permitted activity status for infrastructure not otherwise provided for or subject to any other rule, subject to the matters to which compliance is to be achieved with.	Retain as notified.
	INF-R27.1	Support	Waka Kotahi supports a controlled activity status for this provision and the matters to which Council's control are reserved to. Waka Kotahi also support the Section 88 Information Requirements.	Retain as notified.
	INF-R27.2	Support in part	Waka Kotahi supports a controlled activity status for this provision and the matters to which Council's control are reserved to. However, it is considered that for the reasons outlined in Waka Kotahi submission point on INF-R27.4, the provision requires amendment to include National and Regional Roads.	Amend INF-R27.2 as follows: 2. Activity Status: Controlled Where: a. The road is an upgrade to an existing road that does not result in the road being classified as a higher order road under INF-S22; and b. The road is classified as a <u>National Road, Regional Road, Arterial Road</u> , Collector Road or Access Road in INF-S22; and [...]
	INF-R27.3	Support in part	Waka Kotahi support a restricted discretionary activity status for this rule and the matters to which Council's discretion is restricted to. However, it is considered that for the reasons outlined in Waka Kotahi submission point on INF-R27.4, the provision requires amendment to include National and Regional Roads.	Amend INF-R27.3 as follows: 3. Activity Status: Restricted Discretionary Where: a. The road is: i. A new road other than a road that provides access for a subdivision that creates vacant allotments under SUB-R3; or

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				<p>ii. An upgrade to an existing road that results in the road being classified as a higher order road;</p> <p>b. The road is classified as a <u>National Road, Regional Road, Arterial Road</u>, Collector Road or Access Road in INF-S22; and</p> <p>[...]</p>
	INF-R27.4	Oppose	<p>Waka Kotahi does not support a discretionary activity status for new or upgrades of National and Regional Roads. It is unclear why a lower status road in accordance with the ONRC has a controlled activity status when they are for the same purpose. A discretionary activity status restricts Waka Kotahi from constructing new roads and undertaking upgrades that are part of the ongoing safety and efficiency of the transport network. Waka Kotahi consider that the same activity status for Collector and Access Roads should apply for National and Regional Roads given they serve the same purpose.</p>	Delete INF-R27.4.
	INF-R29.2	Support in part	<p>Waka Kotahi support a restricted discretionary activity status for this rule and the matters to which Council's discretion is restricted to. However, it is considered that for the reasons outlined in Waka Kotahi submission point on INF-R29.4, the provision requires amendment to include National and Regional Roads.</p>	<p>Amend INF-R29.2 as follows:</p> <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <p>a. Compliance is not achieved with INF-S17 for areas outside of the existing road reserve;</p> <p>b. The road is classified as a <u>National Road, Regional Road, Arterial Road</u>, Collector Road or Access Road in INF-S22;</p> <p>[...]</p>
	INF-R29.3	Support in part	<p>Waka Kotahi support a restricted discretionary activity status for this rule and the matters to which Council's discretion is restricted to. However, it is considered that for the reasons outlined in Waka Kotahi submission point</p>	<p>Amend INF-R29.3 as follows:</p> <p>3. Activity status: Restricted discretionary</p> <p>Where:</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			on INF-R29.4, the provision requires amendment to include National and Regional Roads.	<p>a. The upgrade results in the road being classified as a higher order road;</p> <p>b. The road is classified as a <u>National Road, Regional Road, Arterial Road</u>, Collector Road or Access Road in INF-S22; and</p> <p>[...]</p>
	INF-R29.4	Oppose	Waka Kotahi does not support a discretionary activity status for upgrades of National and Regional Roads that are located within a SCHED10-Special Amenity Landscape or SCHED11- Coastal High Natural Character Area. It is unclear why a lower status road in accordance with the ONRC has a restricted discretionary activity status when they are for the same purpose. A discretionary activity status restricts Waka Kotahi from undertaking upgrades that are part of the ongoing safety and efficiency of the transport network. Waka Kotahi consider that the same activity status for Collector and Access Roads should apply for National and Regional Roads given they serve the same purpose.	Delete INF-R29.4.
	INF-R30.1	Support in part	Waka Kotahi support a restricted discretionary activity status for this rule and the matters to which Council's discretion is restricted to. However, it is considered that for the reasons outlined in Waka Kotahi submission point on INF-R30.2, the provision requires amendment to include National and Regional Roads.	<p>Amend INF-R30.1 as follows:</p> <p>1.Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. The road is classified as a <u>National Road, Regional Road, Arterial Road</u>, Collector Road or Access Road in INF-S22; [...]</p>
	INF-R30.2	Oppose	Waka Kotahi does not support a discretionary activity status for upgrades of National and Regional Roads that are located within a SCHED7-Significant Natural Area. Waka Kotahi do not understand why a lower status road in accordance with the ONRC has a restricted discretionary activity status when they are for the same	Delete INF-R30.2.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			purpose. A discretionary activity status restricts Waka Kotahi from undertaking upgrades that are part of the ongoing safety and efficiency of the transport network. Waka Kotahi consider that the same activity status for Collector and Access Roads should apply for National and Regional Roads given they serve the same purpose	
	INF-S14	Support	Waka Kotahi supports this provision and the matters to which Council's discretion is restricted to, specifically, the operation or functional needs of the infrastructure.	Retain as notified.
	INF-S18	Support in part.	Waka Kotahi supports this provision as it allows for indigenous vegetation to be trimmed, pruned or removed that is located within 2m of the footprint of existing infrastructure. Waka Kotahi also support that the standard provides for indigenous vegetation to be trimmed, pruned or removed located within the formation width of an existing road. Waka Kotahi however consider that point 1.c is difficult to read and interpret. An amendment is required to ensure that the rule is interpreted as intended.	Amend INF-S18.1.c by clarifying the intent of the point and amend accordingly.
	INF-S20	Support	Waka Kotahi supports this provision as it enables the ongoing maintenance and repair of the transport network. Waka Kotahi also supports the matters to which Council's discretion is restricted to, specifically matters 1 and 3.	Retain as notified.
	INF-S22	Support in part.	Waka Kotahi supports the classification of National, Regional and Arterial roads using the Waka Kotahi NZ Transport Agency's One Network Road Classification (ONRC). Waka Kotahi however consider that Collector and Access Roads shall also be classified according to the Waka Kotahi NZ Transport Agency One Network Road Classification. It is not clear why two approaches are required. This provision appears to contradict INF-P15 which states that roads are to be classified according to their function and anticipated volume of traffic, based on	Amend provision: <ul style="list-style-type: none"> 1. National, Regional and Arterial roads <u>All roads</u> must be classified according to the Waka Kotahi New Zealand Transport Agency One Network Road Classification. 2. Collector and Access Roads must be classified according to INF Table 1 (Road design standards).

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			Waka Kotahi NZ Transport Agency's One Network Road Classification.	
	INF-S23.5	Support in part	<p>Waka Kotahi supports this provision as it provides design requirements for pedestrian walkways, cycleways and shared paths in a road. Waka Kotahi however consider that reference should be made to Waka Kotahi Cycling Network Guidance (CNG) as a design guideline rather than Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2017). It is considered that the guidance within CNG is more up to date and therefore more appropriate to use.</p> <p>Waka Kotahi also consider that reference should be made to Waka Kotahi Pedestrian Planning Design Guide as it is currently being updated and is more appropriate than Austroads Guide to Road Design Part 6A.</p>	<p>Amend provision:</p> <p>5. Pedestrian walkways, cycleways and shared paths in a road must be designed in accordance with <u>Waka Kotahi Cycling Network Guidance (CNG) and Pedestrian Planning Design Guide</u>. Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2017).</p>
	INF-Table 1	Support in part	<p>Waka Kotahi support this provision as it outlines the road design standards. Waka Kotahi however consider that the maximum gradients are too steep to be considered accessible for pedestrians or people on bikes. Waka Kotahi recommend a maximum gradient of 5% in accordance with Waka Kotahi Pedestrian Planning Design Guide.</p> <p>It is also considered that the minimum width of cycle lanes (1.5m) is too narrow next to parking. Waka Kotahi consider that a 1.8m width for cycle lanes next to parking is appropriate to reduce the risk of dooring. This is consistent with Waka Kotahi Cycling Network Guidance.</p> <p>The minimum width of 1.5m for footpaths is currently being reviewed under Waka Kotahi Pedestrian Planning Design Guide. Waka Kotahi recommends a width of 1.8m.</p>	Amend INF-Table 1 as per Appendix One attached to this submission.
	INF-Figure 4	Support in part	Waka Kotahi support INF-Figure 4, however it is not clear what is defined as a 'Major Road' or a 'Minor Road'. Waka	Define 'Minor Road' and 'Major Road' under Definitions.

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			Kotahi seek that both 'Major Road' and 'Minor Road' are defined to provide clarity.	
	INF-Table 5	Support in part	<p>Waka Kotahi supports the minimum sight distances for Access road and Collector roads. Waka Kotahi however consider that the minimum sight distances at intersections for National and Regional roads should be included within the table. It is not understood why they have not been included. Waka Kotahi seek that the table be amended to include the minimum sight distances for National and Regional Roads.</p> <p>INF-Table 5 also refers to the operating speed of a major road. As per Waka Kotahi submission on INF-Figure 4, Waka Kotahi seek that this term is defined.</p>	Amend INF-Table 5 as per Appendix Two attached to the submission.
	INF-Figure 5	Support	Waka Kotahi supports INF-Figure 5 as it provides clear visibility splays for driveways. This will ensure that pedestrian safety on footpaths is not compromised.	Retain as notified.
	INF-Table 6	Support in part	Waka Kotahi supports the vehicle crossing distances identified under INF-Table 6. Waka Kotahi however consider that the minimum accessway distances from intersections are not an appropriate distance for state highway intersections. Waka Kotahi also consider that the minimum sight distances from a vehicle crossing is not appropriate for a state highway. Waka Kotahi seek that the table be amended to include minimum distances between vehicle crossings and a state highway intersection and minimum sight distances from a vehicle crossing on a National Road or Regional Road, as per Waka Kotahi Planning Policy Manual 2007.	Amend INF-Table 6 as per Appendix Three attached to the submission.
	INF-S26	Support in part	<p>Waka Kotahi support the requirement that a vehicle crossing for a site with frontage to two or more roads must be to the lower road classification.</p> <p>Waka Kotahi also supports the Note for INF-S26 but seeks a minor amendment. Not all sections of state highway</p>	<p>Amend provision:</p> <p>Note: Limited Access Roads <u>Waka Kotahi NZ Transport Agency</u> may have additional or different requirements for</p>

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			within the Porirua District are Limited Access Roads nor is the term defined. Clarification is required that Waka Kotahi NZ Transport Agency may have additional or different requirements for state highways.	<u>state highways</u> under the Government Roading Powers Act 1989.
	INF-S27.2	Support in part	Waka Kotahi supports the standard but considers that Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2017) are not always appropriate for recreation paths. It is considered that the NZ Cycle Trail Design Guide (2019) is also an option when designing cycleways and shared paths.	Amend INF-S27.2 as follows: 2. Cycleways and shared paths on public land other than a road must be designed in accordance with the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2017) <u>or NZ Cycle Trail Design Guide (2019)</u> .
Part 2 Three Waters	THWT-01	Support	Waka Kotahi supports hydraulic neutrality for new development within Urban and Settlement Zones as this prevents an increase in runoff onto the state highway network.	Retain as notified.
	THWT-S2	Support	Waka Kotahi supports this standard as it requires the installation of a hydraulic neutrality device which prevents an increase in runoff onto the state highway network.	Retain as notified.
Part 2 Transport	Whole Chapter		Waka Kotahi have recognised that there are no provisions for minimum car park spaces within the Transport Chapter as a result of the National Policy Statement-Urban Development (NPS-UD). Waka Kotahi acknowledge that the NPS-UD is going to be addressed by a subsequent review of the proposed district plan. As such, Waka Kotahi have not specifically commented on the NPS-UD requirements.	
	TR-01- TR-02	Support in part.	Ensuring the safety and efficiency of the transport network is not compromised by high generating land use is supported by Waka Kotahi in addition to providing safe and effective on-site transport facilities. Waka Kotahi however consider that the trip generation rates set out in TR-Table 7 are too high prior to any requirement of a traffic assessment. Waka Kotahi seeks that the submission	Adopt Waka Kotahi submission point on TR- Table 7.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			point on TR-Table 7 be adopted to ensure that it can be demonstrated that the safety and efficiency of the transport network is not compromised by high generating land use.	
	TR-P1	Support in part	Waka Kotahi supports the intent of the policy, which is to provide for high vehicle trip generating activities while demonstrating that any adverse effects on the transport network will be mitigated with having regard to the matters listed. Waka Kotahi however consider that the trip generation rates set out in TR-Table 7 are too high prior to any requirement of a traffic assessment. Waka Kotahi seek that the submission point on TR-Table 7 be adopted to ensure that it can be demonstrated that high vehicle trip generating activities do not result in any adverse effects on the transport network.	Amend provision: “Provide for high vehicle trip generating activities where it can be demonstrated that any adverse effects on the transport network will be minimised mitigated, having regard to: [...]” Adopt Waka Kotahi submission point on TR- Table 7.
	TR-P2	Support	Waka Kotahi support appropriate on-site transport facilities and site access that provides for the safe and efficient use of the site and functioning of the transport network.	Retain as notified
	TR-P3	Support in part	Waka Kotahi supports the provision as it provides for on-site transport facilities and site access that do not meet standards, where it can be demonstrated that the safety and efficiency of the transport network is not compromised. Waka Kotahi considers that the benefits from the on-site facilities on the surrounding network should have regard to. Although it may not meet the relevant standards, the activity might result in benefits that may improve the safety and efficiency of the transport network.	Amend provision: “ <u>8. Whether there are any benefits from the activity on the surrounding network</u> ”.
	TR-R1	Support in part	Waka Kotahi supports this provision. Waka Kotahi however consider that clarification is required on if site access referenced in this rule also provides for vehicle access (as per definition for Access).	Provide clarification on whether site access includes access for vehicles.

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	TR-R2	Oppose in part	Waka Kotahi does not support this provision as the intent of this rule is not clear, specifically the 'note' which makes reference to INF-R23. Waka seek that clarification is provided on how the rule works in relation to INF-R23 and that the rule is amended accordingly to avoid confusion.	Provide clarification on TR-R2 and how it works in relation to INF-R23, and any amendments that may be required for that clarification.
	TR-R5- 1.a	Support in part	Waka Kotahi generally supports the inclusion of the permitted activity rules where the trip thresholds are complied. Any breach of these standards would then allow further assessment of the effects associated with the infringed standard. Waka Kotahi consider that the trip generation thresholds identified within TR-Table 7 are too high for a permitted activity. As such, Waka Kotahi require their submission point on TR-Table 7 be adopted for this provision to be supported by Waka Kotahi.	Adopt Waka Kotahi submission point on TR-Table 7.
	TR-R5- 3.1: Section 88 Requirements. 1.a.	Support	Waka Kotahi supports the inclusion of provisions requiring an Integrated Transport Assessment (ITA). ITAs are necessary to understand the potential adverse transport effects associated with an activity.	Retain as notified
	TR-S3	Support in part	Waka Kotahi supports Standard TR-S3 but seeks clarification that any new vehicle entrance on a state highway will require approval from Waka Kotahi NZ Transport Agency and will need to be designed in accordance with Waka Kotahi standards.	Amend provision: <u>"Note: All new roads and vehicle access points that intersect a Limited Access Road requires the approval of Waka Kotahi-NZ Transport Agency under Section 91 of the Government Roding Powers Act 1989. Waka Kotahi NZ Transport Agency may require a different vehicle access construction standard from TR-S3."</u>
	TR-S5	Support	Waka Kotahi support this standard and the matters to which Council's discretion is restricted to. Specifically, the safe, resilient, efficient and effective functioning of the transport network and the safety and movement of pedestrians, cyclists and public transport.	Retain as notified.
	TR-S6-1	Support	Waka Kotahi supports this standard and the matters of discretion that Council is restricted to should any site not	Retain as notified.

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			meet the on-site vehicle manoeuvring areas for sites with vehicle access.				
	TR-S9	Support in part	<p>Waka Kotahi supports this provision as it promotes a multi-modal transport network. Waka Kotahi however consider that the provision should include the proximity to which bicycle parking facilities are to be located to the main pedestrian access to a building. This is consistent with Waka Kotahi Cycle Parking Planning and Design Guidance.</p> <p>Point 4 of the matters of discretion should be amended to include the term 'people' rather than 'pedestrians and cyclists'. The term 'people' is broader and includes all forms of transport e.g. e-scooter riders, skateboarders etc. Waka Kotahi also consider that "cycleways" and "shared paths" should be included as a facility type within Point 4 to ensure that the matter of discretion encompasses all transport facilities.</p>	<p>Amend provision:</p> <p>2. Bicycle parking spaces must meet the following minimum specifications:</p> <p>[...]</p> <p>e. Bicycle parking facilities must be located:</p> <p>i. To be easily accessible for users;</p> <p>ii. To not impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted; and</p> <p>iii. To be clear of vehicle parking or manoeuvring areas; <u>and</u></p> <p><u>iv. As close as possible to and no more than 25 metres from at least one main pedestrian public entrance to the building.</u></p> <p>"Matters to discretion are restricted to:</p> <p>4. The safety of people pedestrians and cyclists using the road, pedestrian accessways, and walkways, <u>cycleways and shared paths.</u>"</p>			
	TR-Table 6	Support in part	Waka Kotahi support this provision as it promotes a multi-modal transport network. Waka Kotahi however consider that there should be, at minimum, 1 on-site bicycle parking space for short stay visitors at an industrial activity or at least 1 on site bicycle parking space per 2000m ² . This is consistent with Waka Kotahi Cycle Parking Planning and Design Guidance.	<p>Amend provision:</p> <p>Minimum number of on-site bicycle parking spaces</p> <table border="1" data-bbox="1397 1273 1995 1382"> <tr> <td data-bbox="1397 1273 1599 1382">Industrial Activity</td> <td data-bbox="1599 1273 1800 1382"> 0 <u>1</u> Or: </td> <td data-bbox="1800 1273 1995 1382">Minimum 1, 0.1 per 100m² GFA</td> </tr> </table>	Industrial Activity	0 <u>1</u> Or:	Minimum 1, 0.1 per 100m ² GFA
Industrial Activity	0 <u>1</u> Or:	Minimum 1, 0.1 per 100m ² GFA					

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				<p><u>Minimum 1 per 2000m2 GFA</u></p>
	TR- Table 7	Support in part	<p>Waka Kotahi considers that the permitted activity trip generation thresholds set out in TR-Table 7 are too high for activities located on a National or Regional route.</p> <p>Waka Kotahi generally require an Integrated Transport Assessment (ITA) for activities that generate over 100 vehicle movements per day as they tend to require site specific access design or intersection treatment in accordance with Austroads Guides. Waka Kotahi then determine whether the access design or intersection treatment is appropriate to ensure the proposed activity does not result in any adverse effects upon the safety and efficiency of the state highway network.</p> <p>Waka Kotahi therefore seek that any activity located on a national or regional route shall not exceed a trip generation of 100 equivalent car movements per day.</p>	<p>Amend provision:</p> <p>Activity</p> <p><u>Any development, land use or subdivision located on a national high-volume road or a regional road.</u></p> <p>Threshold</p> <p><u>100 equivalent car movements per day.</u></p>
<p>Part 2 Hazards and Risks-Natural Hazards</p>	NH-01-NH-02	Support in part	<p>Waka Kotahi supports these objectives which seek to prevent the increase of natural hazard risk to people or property. Waka Kotahi however considers that the insertion of '<u>infrastructure</u>' should be included to provide clarity that the state highway should be protected from any displacement of flood water from subdivision, use and development.</p>	<p>Amend provision:</p> <p>NH-01</p> <p>“Subdivision, use and development in the Natural Hazard Overlay do not significantly increase the risk to life, <u>infrastructure</u>, or property and do not reduce the ability for communities to recover from a natural hazard event.”</p> <p>NH-02</p> <p>“There is a reduced risk to life, <u>infrastructure</u> and property from flood hazards through planned mitigation works.”</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	NH-P9	Support in part	Waka Kotahi supports this policy as it enables natural hazard mitigation by a statutory agency within a Natural Hazard Overlay where it decreases the risk to people and property. Waka Kotahi however considers that the insertion of ' <u>infrastructure</u> ' should be included to provide clarity that natural hazard mitigation should be enabled where it decreases the risk to the state highway.	Amend provision: "Enable natural hazard mitigation or stream or river management works undertaken by a statutory agency or their nominated contractors or agents within an identified Natural Hazard Overlay where these decrease the risk to people, <u>infrastructure</u> and property."
	NH-P10	Support in part	Waka Kotahi supports this policy as it encourages soft engineering measures when undertaking planned natural hazard mitigation works within the Natural Hazard Overlay. This will enable Waka Kotahi to undertake soft engineering measures on the state highway that reduce the risk from natural hazards. Waka Kotahi however consider that the policy requires amendment to recognise that soft engineering measures are not always practical when undertaking hazard mitigation works.	Amend provision: "Encourage soft engineering measures <u>where practicable</u> , when undertaking planned natural hazard mitigation works within the Natural Hazard Overlay that reduce the risk from natural hazards".
	NH-R2	Support	Waka Kotahi supports a permitted activity for flood mitigation works undertaken by a statutory agency within the Flood Hazards Overlay.	Retain as notified.
	NH-R3	Support	Waka Kotahi supports a permitted activity status for soft engineering measures undertaken by a statutory agency within a Natural Hazards Overlay.	Retain as notified.
	NH-R5	Support	Waka Kotahi supports a permitted activity status for earthworks associated with hazard mitigation works, within a Natural Hazard Overlay undertaken by a statutory agency.	Retain as notified.
Part 2 Natural Environment Values- Ecosystems and	ECO-P1	Support	Waka Kotahi supports the identification and listing of Significant Natural Areas with significant indigenous biodiversity values in accordance with the criteria in Policy 23 of the Regional Policy Statement.	Retain as notified.

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Indigenous Biodiversity				
	ECO-P3	Support	Waka Kotahi supports this provision as it enables vegetation removal within Significant Natural Area for the safe operation of roads.	Retain as notified.
	ECO-P7	Support	Waka Kotahi supports this provision as it encourages the protection and restoration of indigenous biodiversity and supports initiatives by landowners, community groups and others to protect, restore and maintain areas of indigenous vegetation.	Retain as notified.
	ECO-P11	Oppose in part	Waka Kotahi does not support the allowing on earthworks within a Significant Natural Area where it can be demonstrated that any earthworks within a wetland are avoided. SNA112 contains a wetland in which includes planted vegetation that is located within the state highway road reserve. This may restrict Waka Kotahi from undertaking standard maintenance activities within the road reserve. Waka Kotahi are required to undertake standard maintenance activities in order to continue the safe and efficient operation of the transport network.	Amend provision: “3. Any earthworks within a wetland are avoided <u>except for works associated with the safe and efficient operation of the transport network</u> ”. Or 3. Any earthworks within a wetland are avoided, <u>where practicable</u>
	ECO-R1.1	Support in part	Waka Kotahi supports this provision as it enables the trimming and removal of indigenous vegetation for the purpose of ensuring the safe and efficient operation of any formed public road. Waka Kotahi however seek that point <i>a.iv</i> of the provision be amended to include Statutory Authorities as the provision is currently limited to Porirua City Council (PCC) only. It is unclear why the provision is limited to PCC given there is no effects reason to do so. Waka Kotahi notes that their interpretation of the provision is that the “formed width of the road” is not just	Amend provision: “a. The trimming or removal of indigenous vegetation is to: [...] iv. Maintain, upgrade or create new public walking or cycling tracks up to 2.5m in width undertaken by Porirua District Council <u>any Statutory Authority</u> or its their approved contractor in accordance with the Porirua City Council Track Standards Manual (Version 1.2, 2014) and where no tree with a trunk greater than 15cm in diameter (measured 1.4m above ground) is removed;

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			limited to the seal and includes gravelled areas and barriers that form part of the formed road.	
	ECO-R2.1	Support	Waka Kotahi supports a permitted activity status for the removal of non-indigenous vegetation within a Significant Natural Area. This will enable the safe and efficient operation of the transport network.	Retain as notified.
	ECO-R4.1	Support in part	<p>Waka Kotahi supports a permitted activity status within a Significant Natural Area. Waka Kotahi however consider that the provision does not provide for earthworks associated with the ongoing safety and efficiency of the transport network.</p> <p>Waka Kotahi also consider that point <i>a.ii</i> of the provision be amended to include Statutory Authorities as the provision is currently limited to Porirua City Council (PCC) and Wellington Regional Council only. Waka Kotahi does not understand why the provision is limited to PCC and Wellington Regional Council given there is no effects reason to do so.</p>	<p>Amend provision:</p> <p>Where:</p> <p>a. <u>The earthworks:</u></p> <p>ii. <u>Are for the maintenance of existing public walking or cycling access tracks, as carried out by any Statutory Authority Porirua City Council, Greater Wellington Regional Council or their nominated contractor or agent; and</u></p> <p>iii <u>Are for the maintenance associated with the on-going safety and efficiency of the transport network.</u></p>
	ECO-R7.1	Oppose	Waka Kotahi does not support this rule and considers it is unnecessary duplication and specifically supports ECO-R1.1 and ECO-R1.2. Waka Kotahi considers these rules are more appropriate.	Delete rule ECO-R7.
	ECO-S1	Support	Waka Kotahi supports this standard, specifically that it allows for the trimming, pruning or removal where there is imminent threat to the safety of people or property.	Retain as notified.
Part 2 Natural Environment Values- Natural Features and Landscapes	NFL-P4	Support in part	Waka Kotahi supports the intent of this policy, however, provision for regionally significant infrastructure is not provided presently within the policy framework. We suggest its addition here, or as a separate policy. it does not provide for regionally significant infrastructure as a form of appropriate use and development.	<p>Amend provision:</p> <p><u>“3. Is for the safe and efficient operation of the transport network”.</u></p>

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	NFL-P6	Support in part	Waka Kotahi supports the policy, specifically as it allows for earthworks within an Outstanding Natural Feature or Landscape where it can be demonstrated that it is appropriate. Waka Kotahi however consider that the policy does not provide for Regionally Significant Infrastructure as a matter to be taken in account when deciding whether earthworks are considered appropriate; given there is an operational need for this work to occur it is important it is provided for in the policy framework.	Amend provision: <u>“3.e the extent to which the earthworks provide for safe and efficient operation of the transport network”.</u>
	NFL-P7	Support in part	Waka Kotahi recognises the importance of Outstanding Natural Features and Landscapes (in the coastal environment). The current policy framework does not however appropriately recognise regionally significant infrastructure within the coastal environment. The policy is considered too stringent for development associated with the ongoing operational and functional needs of regionally significant. If provision for the functional and operational need for infrastructure be located in these areas is not provided for, Waka Kotahi does not support this policy.	Amend provision: “Avoid adverse effects from subdivision, use and development on the identified characteristics and values of Outstanding Natural Features and Landscapes described in SCHED9 - Outstanding Natural Features and Landscapes located within the coastal environment <u>unless it is for development that provides for the on-going functional and operational need of regionally infrastructure, where it can be demonstrated that adverse effects can be remedied or mitigated”.</u>
	NFL-R1.1	Support	Waka Kotahi supports a permitted activity status for earthworks or land disturbance within an Outstanding Natural Feature and Landscape, subject to the matters to which compliance is to be achieved with.	Retain as notified.
	NFL-R2.1	Support	Waka Kotahi supports a permitted activity status for the removal of indigenous vegetation within an Outstanding Natural Feature and Landscape or Special Amenity Landscape.	Retain as notified.
	NFL-R4.1.a And NLF-R4.2	Oppose in part	Waka Kotahi does not support a discretionary activity status for buildings or structures located within an Outstanding Natural Feature and Landscape. The rule restricts structures which may be associated with the safe and efficient operation of the transport network. Waka	Amend provision: 3. 3. Activity Status: Discretionary

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			<p>Kotahi consider that a restricted discretionary status is appropriate for buildings and structures associated with the ongoing safe and efficient operation of the transport network, with matters of discretion being restricted to the ongoing safety and efficiency of the transport network.</p> <p>Further to the above, the rule has the same reference number (1) as a permitted activity under the same provision. This should be amended accordingly to avoid confusion when referencing the rule.</p>	<p>a. the building or structure is located within an Outstanding Natural Feature and Landscape <u>except for buildings and structures that are associated with the safe and efficient operation of the transport network.</u></p> <p>AND</p> <p>Amend NFL-R4.2 as follows:</p> <p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance is not achieved with NFL-R4-1.B</p> <p>b. <u>The building or structure is for the ongoing safety and efficiency of the transport network.</u></p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. the matters of discretion of any infringed standard; and 2. The relevant matters within NFL-P7 and NFL-P8; <u>and</u> 3. <u>The ongoing safety and efficiency of the transport network.</u>
	NFL-S1	Support in part	<p>Waka Kotahi support this provision; however, it is considered that the rule should exempt earthworks associated with regionally significant infrastructure. This will allow for the ongoing safe and efficient operation of the transport network.</p>	<p>Amend provision:</p> <p>[...]</p> <p>Except that:</p> <ul style="list-style-type: none"> • Earthworks associated with maintaining existing farm tracks, access ways or digging fence post holes are exempt from the above area standards but must comply with NFL-S1-1.a and NFL-S1-1.c:

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				<ul style="list-style-type: none"> Disturbance associated with primary production activities is exempt (except for quarry and mining activities which are not exempt). <u>Earthworks associated with the ongoing safe and efficient operation of the transport network are exempt from the above standards.</u>
	NFL-S2	Support in part	<p>Waka Kotahi supports this provision as it provides for the removal of indigenous vegetation that is 1m either side of, or within, an existing formed road.</p> <p>Waka Kotahi notes that their interpretation of the provision is that the “formed width of the road” is not just limited to the seal and includes gravelled areas and barriers that form part of the formed road.</p>	Retain as notified.
Part 2 Subdivision	SUB-01	Support in part	<p>Waka Kotahi supports the objective as it ensures that the safety and efficiency of the transport network is maintained as a result of subdivision. Waka Kotahi however consider that subdivision should create allotments where it can be demonstrated that it can connect to a transport network with sufficient capacity. Subdivision can adversely affect the safe functioning and operation of the transport network if there is not enough capacity to cater for additional allotments. It is important that this is recognised in the objective framework.</p>	<p>Amend provision:</p> <p>Subdivision creates allotments and patterns of land development that:</p> <p>[...]</p> <p><u>4. Can connect to a transport network with sufficient and safe capacity.</u></p>
	SUB-02	Support	<p>Waka Kotahi supports this objective as it requires subdivisions in the Urban Zones to be served by the Three Waters Network. This will ensure that stormwater will be contained on site and will not result in any runoff onto the state highway network.</p>	Retain as notified.
	SUB-04	Support in part	<p>For reasons outlined in Waka Kotahi submission on the Future Urbans Zones, Waka Kotahi does not support the proposed Future Urban Zoning of the Judgeford Hills. It is</p>	Delete reference the Future Urban Zoning of Judgeford Hills.

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			requested that reference to 'Judgeford Hills' is removed from this objective.	
	SUB-P1	Support in part	<p>Waka Kotahi supports this policy as it provides for subdivision that ensures the safe operation, maintenance and access to Regionally Significant Infrastructure, taking into account the outcome of consultation with the Regionally Significant Infrastructure owner.</p> <p>However, the policy only ensures the safe operation, maintenance and access to Regionally Significant Infrastructure from subdivision allotments where it is located on or adjacent the site. Subdivisions located off side roads are putting pressure on state highway intersections resulting in adverse effects upon the safety and efficiency of the state highway network. Waka Kotahi considers that the policy requires amendment to ensure the safe operation, maintenance and access to any Regionally Significant Infrastructure on, adjacent or <u>located near a site</u>.</p>	<p>Amend provision:</p> <p>"4. Ensure the safe operation, maintenance and access to Regionally Significant Infrastructure on, or adjacent, <u>or located near</u> to the site, taking into account the outcome of consultation with the Regionally Significant Infrastructure owner."</p>
	SUB-P2	Support	Waka Kotahi supports this policy as it ensures the safe operation, maintenance and access to any Regionally Significant Infrastructure from the design of allotments as a result of boundary adjustments and ensures that consultation is undertaken with the Regionally Significant Infrastructure owner.	Retain as notified.
	SUB-P4	Support in part	<p>Waka Kotahi supports this policy as it provides for subdivision where it maintains the safe and efficient functioning of the transport network. Waka Kotahi however considers that the policy does not address the need for developers to contribute to the cost of infrastructure upgrades that are a result of growth.</p> <p>Growth as a result of subdivision is putting pressure on state highway intersections resulting in Waka Kotahi bearing the cost of intersection upgrades. It is considered</p>	<p>Amend provision:</p> <p>Provide for subdivision where it maintains the safe and efficient functioning of the transport network by:</p> <ol style="list-style-type: none"> 1. Ensuring roads and any vehicle access to sites meet minimum design standards to allow for safe and efficient traffic movements and can safely accommodate the intended number of users;

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			<p>that this issue needs to be acknowledged within this policy to ensure that the safe and efficient operation, maintenance and repair of regionally significant infrastructure is not compromised by subdivision.</p> <p>Subdivision can adversely affect the safe functioning and operation of the transport network if there is not enough capacity to cater for future subdivision. The policy currently drafted does not recognise that a transport network with sufficient capacity is required in order to achieve safe access onto the state highway network from subdivision. It is important that this is recognised in the objective framework.</p> <p>The terminology used for SUB-P4.2 is inadequate in ensuring transport network connections within and between communities. The term “where opportunities exist” suggest that transport network connections within and between communities will only be established for some subdivisions rather than all. Waka Kotahi consider that transport network connections should be required by all subdivisions. Stronger wording is required within the policy to reflect this.</p> <p>The terminology used for used for SUB-P4.3 is also considered inadequate as it suggests that if subdivision is provided where it is not consistent with the zone, then that subdivision may be exempt from providing a variety of travel modes as per the policy. Alternative wording is required to ensure that all subdivision is required to provide a variety of travels modes.</p>	<p>2. Where opportunities exist, including Provide for transport network connections within and between communities</p> <p>3. Where consistent with the zone, Providing a variety of travel modes that reflect the purpose, character and amenity values of the zone, including walking, cycling and access to public transport; and</p> <p>4. Achieving safe and efficient access onto and from state highways <u>where there is sufficient capacity to do so; and</u></p> <p><u>5. “Require developers to fund the upgrade of transport infrastructure that is required as a result of subdivision.”</u></p>
	SUB-P7	Support	<p>Waka Kotahi supports this policy as it avoids subdivision that will compromise the efficiency and effective operation of the transport network, as well as reverse sensitivity effects. Waka Kotahi however considers that the policy does not encompass Waka Kotahi Road to Zero safe system approach. Safety is a fundamental component</p>	<p>Amend provision:</p> <p>“1. The <u>safe</u>, efficient and effective operation of the local and wider transport network being compromised;”</p>

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			of a good transport network. It is important that this is recognised in the policy framework.	
	SUB-P11	Support	Waka Kotahi supports this policy as it controls the creation of allotments for the purposes of infrastructure to ensure that infrastructure with sufficient capacity is provided to service any proposed allotment.	Retain as notified.
	SUB-R3	Support in part	<p>Waka Kotahi supports the activity status for each zone dependent on the matters to which compliance is achieved with. However, the drafting of this provision could be made clearer, as it is unclear to what activity status applies to which zone.</p> <p>For example, it states that a restricted discretionary activity status applies to all zones under SUB-R3.2 where compliance is not achieved with the matters listed. And then under SUB.R3.3 it refers to a restricted discretionary activity status for just Residential and Maori Purpose (Hongokea) Zones.</p>	Amend provision to provide clarification on what activity status applies to each zone.
	SUB-S1	Oppose in part	<p>Waka Kotahi does not support the decrease in minimum lot size from the current rural minimum of 5ha to 2ha to provide primarily for residential intensification of the rural (lifestyle) zone. Although a portion of this zone is on the periphery of the urban area which may be appropriate for more intensive rural residential development, there remains a significant portion of this zone that is away from urban periphery.</p> <p>Rural lifestyle is more appropriate at the current 5ha. It becomes unwieldy and difficult to reasonably anticipate the cumulative impact of rural residential development at a lower threshold. Intensification should be reserved to urban areas, when proximity to amenities and services are more readily available and connected.</p> <p>In addition, this growth does not align with the principal of a compact a liveable city outlined in the Porirua Growth</p>	Amend the minimum allotment size of the rural lifestyle zone to 5ha.

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			Strategy 2048; whereby the intent is to create a more compact and connected city and intensify around public transport hubs. Providing for rural residential intensification in this area increases reliance on single occupancy private use vehicle; of which a significant portion of these allotments would rely directly or indirectly on the State Highway network impacting on Waka Kotahi ability to effectively deliver the safety outcomes and improve the level of service on these routes.	
	SUB-S2	Support	Waka Kotahi supports this standard as it requires all new allotments to have legal and physical access to a road in accordance with the relevant rules under the Transport Chapter. Further to the above, Waka Kotahi also support the matters to which Council's discretion is restricted to, specifically the safe, efficient and effective functioning of the transport network.	Retain as notified.
	SUB-S3	Support	Waka Kotahi supports this standard and the matters to which any new roads and connections to roads must comply with. Further to the above, Waka Kotahi supports the matters to which Council's discretion is restricted to under INF-P14. Specifically, the public health and safety including the safe functioning of the transport network and the safety of pedestrians and cyclists.	Retain as notified.
	SUB-S6	Support	Waka Kotahi supports this standard, specifically that all subdivisions within the Urban Zones must achieve hydraulic neutrality as this prevents an increase in runoff onto the state highway network.	Retain as notified.
Part 2 General District Wide Matters - Light	Overview	Support in part	Waka Kotahi agrees with the overview as worded but does seek the term "public street lighting" be defined to identify what public street lighting is incorporated by this terminology. Waka Kotahi needs to understand if this terminology is inclusive of all lighting contained within streets and road reserve including but not limited to	Define the term "Public Street Lighting"

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			variable messaging and advanced warning signs; or, if this is specific to street illumination only.	
	LIGHT-01	Support in part	Waka Kotahi supports this objective as it seeks to assess the appropriateness of a lighting activity by considering if this will compromise health and safety of people and communities which is inclusive of road safety. However, the terminology used should be amended to consider the whole transport network rather than limiting this to road safety, as effects from lighting can adversely impact all aspects of the transport network if the lighting is not compatible.	Amend provision: The benefits of the use of artificial lighting are recognised while any adverse effects generated are compatible with the purpose, character and amenity values of the zone and the surrounding area and do not compromise the health and safety of people and communities, including road <u>transport network</u> safety.
	LIGHT-02	Support in part	Waka Kotahi supports designing and locating new light sensitive activities to reduce conflict with existing artificial lighting.	Amend provision: New activities that are sensitive to the effects of artificial lighting are designed and located to minimise <u>mitigate</u> conflict and reverse sensitivity effects.
	LIGHT-P1	Support in part	Waka Kotahi supports this policy as it provides for artificial lighting that does not compromise the health and safety of people and communities which includes road safety. However, Waka Kotahi seek the terminology used be amended to consider the whole transport network rather than limiting this to road safety, as effects from lighting can adversely impact all aspects of the transport network if the lighting is not compatible.	Amend provision: 3. Does not compromise the social, cultural and economic wellbeing or health and safety of people and communities, including road <u>the transport network and its user's</u> safety.
	LIGHT-P2	Support in part	Waka Kotahi supports this policy as it seeks to avoid conflict between lighting activities and the transport network; and have regard to the adverse effects on health safety and wellbeing of people and communities in the surrounding area.	Amend provision: Minimise Mitigate the adverse effects of the use of artificial lighting having regard to:
	LIGHT-P3	Support in part	Waka Kotahi supports this policy insofar as it considers reverse sensitivity effects from lighting. However, Waka Kotahi notes that reverse sensitivity effects can occur from sensitive activities adjacent to transport networks lighting. As such, Waka Kotahi seeks an amendment to	Amend provision: Require sensitive activities located within and adjacent to the Commercial and Mixed Use Zones, General Industrial

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			this policy ensuring that the reverse sensitivity effects from lighting are considered for light sensitive land uses adjacent to the transport network.	Zone, and Sport and Active Recreation Zone, <u>or adjacent to the transport network</u> to: 1. Ensure that habitable rooms are designed and located so as to minimise mitigate any sleep disturbance from light spill; and [...]
	LIGHT-R1	Support	Waka Kotahi supports the outdoor artificial lighting rule table, and associated activity statuses for non-compliance with the lighting standards.	Retain as notified.
	LIGHT-S1	Support in part	Waka Kotahi supports requiring an assessment for outdoor lighting against 'AS/NZ 4282.2019 Control of the Obtrusive Effects of Outdoor Lighting' and the additional provisions included in this standard. Waka Kotahi considers that the inclusion of an assessment to identify the underlying environmental zoning identified in Table 3.1 of 'AS/NZ 4282.2019 Control of the Obtrusive Effects of Outdoor Lighting' is required to ensure lighting and lighting levels are appropriate in each environmental zone.	Amend provision: 1. <u>Lighting environmental zones and associated lighting limits must be measured and assessed in accordance with AS/NZS 4282:2019 Control of the Obtrusive Effects of Outdoor Lighting. In the event of any conflict between AS/NZS 4282:2019 Control of the Obtrusive Effects of Outdoor Lighting and the District Plan, the District Plan shall prevail.</u>
	LIGHT-S2	Support in part	Waka Kotahi supports the intention of this standard that vertical lighting needs to be controlled. However, Waka Kotahi does not support the approach to identify maximum lighting levels within the General Rural, Rural Lifestyle, Settlement and Future Urban Zones. Within 'AS/NZ 4282.2019 Control of the Obtrusive Effects of Outdoor Lighting' lighting levels are dependent on the underlying environmental zone and are not able to be broadly applied as presented in this section. Waka Kotahi seeks the addition of consideration for these environmental zones within this standard where artificial lighting faces the state highway.	Amend provision: 1. Outdoor artificial lighting must not exceed the following vertical illuminance levels: a. 7.00am – 10.00pm: 10 <u>Five</u> Lux; and b. 10.00pm – 7.00am: One Lux; and <u>c. Where lighting is visible from a state highway limits are to be identified per Table 3.2 of AS/NZ 4282.2019 Control of the Obtrusive Effects of Outdoor Lighting.</u> The vertical illuminance shall be measured at:

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			<p>In addition, sufficient consideration has not been given to the measurement of vertical illuminance when adjacent or facing state highways. Waka Kotahi seeks the addition of measurement provisions where lighting is visible from a state highway.</p>	<p>a. Any window of a habitable room of a building used for a sensitive activity on any adjacent site; or</p> <p>b. The minimum setback distance for buildings and structures used for residential purposes for the relevant zone of an adjacent site if that site does not contain a building used for a sensitive activity. The vertical extent of the calculation points for vertical illuminance shall be between:</p> <ul style="list-style-type: none"> i. 1.5m above ground level; and ii. The maximum building height permitted by the relevant zone; <u>or</u> <p><u>c. The edge of the state highway carriageway closest to the lighting source if applicable.</u></p> <p>2. Outdoor artificial lighting must not exceed the following vertical illuminance levels at the site boundary:</p> <ul style="list-style-type: none"> a. 7.00am – 10.00pm: 10 Lux; and b. 10.00pm – 7.00am: two Lux. <p><u>The vertical illuminance shall be measured at:</u></p> <p><u>a. The edge of the state highway carriageway closest to the lighting source if applicable.</u></p> <p>3. Outdoor artificial lighting must not exceed the following vertical illuminance levels:</p> <ul style="list-style-type: none"> a. 7.00am – 10.00pm: 25 Lux; and b. 10.00pm – 7.00am: 4 Lux.

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				<p>The vertical illuminance shall be measured at:</p> <ul style="list-style-type: none"> a. Any window of a habitable room of a building used for a sensitive activity on any adjacent site; or b. The minimum setback distance for buildings and structures for the relevant zone on an adjacent site if that site does not contain a building used for a sensitive activity. The vertical extent of the calculation points for vertical illuminance shall be between: <ul style="list-style-type: none"> i. 1.5m above ground level; and ii. The maximum building height permitted by the relevant zone. <u>c. The edge of the state highway carriageway closest to the lighting source if applicable.</u>
	LIGHT-S3	Support in part	<p>Waka Kotahi supports the intention of this standard that glare needs to be controlled. However, Waka Kotahi does not support the approach to identify maximum lighting levels within the General Rural, Rural Lifestyle, Settlement and Future Urban Zones. Within ‘AS/NZ 4282.2019 Control of the Obtrusive Effects of Outdoor Lighting’ luminous intensity per luminaire levels are dependent on the underlying environmental zone and are not able to be broadly applied as presented in this section. Waka Kotahi seeks the addition of consideration for these environmental zones within this standard where artificial lighting faces the state highway.</p>	<p>Amend provision:</p> <ul style="list-style-type: none"> 1. Outdoor artificial lighting on any site adjacent to a road, or adjacent to a site which contains a building used for a sensitive activity, must be selected, located, aimed, adjusted and/or screened so that the luminous intensity does not exceed the following: <ul style="list-style-type: none"> a. 7.00am – 10.00pm: 7,500 cd; and b. 10.00pm – 7.00am: 500 cd. <u>c. Where lighting is visible from a state highway limits are to be identified per Table 3.3 of AS/NZ 4282.2019 Control of the Obtrusive Effects of Outdoor Lighting.</u>
	LIGHT-S4	Support in part	<p>Waka Kotahi supports the intention of this standard to mitigate the effects of artificial light on road users. However, Waka Kotahi does not support the approach to identify maximum threshold increment within the General Rural, Rural Lifestyle, Settlement and Future Urban Zones. Within ‘AS/NZ 4282.2019 Control of the</p>	<p>Amend provision:</p> <ul style="list-style-type: none"> 1. Outdoor artificial lighting must not exceed a 15% threshold increment (based on adaption luminance of 1 cd/m²) when calculated in the direction of travel within each traffic lane of any public road; or,

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			<p>Obtrusive Effects of Outdoor Lighting’ the threshold increment and adaptation levels are dependent on the underlying environmental zone and are not able to be broadly applied as presented in this section. Waka Kotahi seeks the addition of consideration for these environmental zones within this standard where artificial lighting faces the state highway.</p> <p>In addition, the adaption luminance levels do not align with Table 3.2 of ‘AS/NZ 4282.2019 Control of the Obtrusive Effects of Outdoor Lighting’. Waka Kotahi seeks for the adaption luminance levels to align with Table 3.2.</p>	<p><u>Where lighting is visible from a state highway limits are to be identified per Table 3.2 of AS/NZ 4282.2019 Control of the Obtrusive Effects of Outdoor Lighting.</u></p> <p>2. Outdoor artificial lighting must not exceed a 15% threshold increment limit (based on adaption luminance of 21 21 cd/m^2) when calculated in the direction of travel within each traffic lane of any public road.</p> <p>3. Outdoor artificial lighting must not exceed a 15% threshold increment limit (based on adaption luminance of 105 105 cd/m^2) when calculated in the direction of travel within each traffic lane of any public road.</p>
Part 2 General District Wide Matters- Coastal Environment	CE-01	Support	Waka Kotahi supports this objective as it preserves and protects the natural character of the coastal environment from inappropriate subdivision, use and development. This objective recognises that some forms of subdivision, use and development are appropriate within the coastal environment. Waka Kotahi has many assets located within the coastal area that require maintenance and repair. This objective provides for the ongoing maintenance and repair of those assets.	Retain as notified.
	CE-P3	Support in part	Waka Kotahi supports this policy as it enables subdivision, use and development within Coastal High Natural Character Areas in the coastal environment. Waka Kotahi however consider that the policy does not enable use and development associated with the ongoing functional and operational needs of regionally significant infrastructure. The policy requires amendment to ensure that the ongoing functional and operational needs of regionally significant infrastructure are provided for.	<p>Amend provision:</p> <p>2. Demonstrates that it is appropriate by: [...] <u>g. Providing for the ongoing functional and operational needs of Regionally Significant Infrastructure.</u></p>
	CE-P4	Support in part	Waka Kotahi supports this policy as it provides for earthworks and indigenous vegetation within a Coastal High Natural Character Area. Waka Kotahi however	Amend provision:

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			consider that given the Coastal High Natural Character Area overlay extends in part into the NZTA-02 Designation, scope is required to maintain the existing state highway infrastructure.	“3. It is associated with the ongoing maintenance and repair of the existing accessways <u>and state highway infrastructure</u> , and construction of public cycling and walking tracks which maintain the identified values described in SCHED11- Coastal High Natural Character Areas.”
	CE-P16	Support	Waka Kotahi supports this policy as it encourages soft engineering mitigation works which may be required to protect the transport network. Waka Kotahi however consider that the policy requires amendment to recognise that soft engineering measures are not always practical when undertaking hazard mitigation works.	Amend provision: “Encourage soft engineering measures <u>where practical</u> , when undertaking planned natural hazard mitigation works within the identified Coastal Hazard Overlay that reduces the risk from natural hazards.”
	CE-P17	Oppose in part.	Waka Kotahi supports policies that provide a pathway for hard engineering methods. Waka Kotahi however find it difficult to understand what the policy encompasses as the term ‘Hard Engineering Measures’ is not defined. The term requires defining in order to understand what the policy encompasses. Point 1 of the policy provides for hard engineering measures for the protection of existing regionally significant infrastructure where is can be demonstrated that there is no reasonable alternative. Waka Kotahi consider that point 1 requires amendment to include "no <u>reasonably practicable</u> alternative". Alternatives are required to demonstrate that they are practicable and the policy currently drafted does not recognise this.	Amend provision: Only allow hard engineering measures for the reduction of the risk from natural hazards when: 1. The engineering measures are needed to protect existing regionally significant infrastructure and it can be demonstrated that there is no <u>reasonably practicable</u> alternative; [...] AND Define ‘Hard Engineering Measures’.
	CE-R1	Support in part	Waka Kotahi supports the provision as it allows for earthworks within a Coastal High Natural Character Area overlay as a permitted activity. However, it is considered that the provision should be amended to include the maintenance of the state highway network as a permitted activity as there is existing state highway network within the Coastal High Natural Character Area overlay. The	Amend provision: a. <u>iii</u> <u>The maintenance of the existing state highway network.</u>

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			effects are similar to the activities provided for, so it is unclear why it is a different activity status.	
	CE-R2.1	Support in part	Waka Kotahi supports this provision as it provides for vegetation removal within a Coastal High Natural Character Area as a permitted activity, where it is for the purpose of ensuring the safe and efficient operation of any formed public road or access. However, it is considered that this provision needs to be amended to include the transport network as this term is broader than formed public road.	Amend provision: a. ii Ensuring the safe and efficient operation of any formed public road <u>the transport network</u> or access.
	CE-R5.1	Support	Waka Kotahi supports this provision as it allows for soft engineering coastal hazard mitigation works undertaken by a Statutory Agency, or their nominated contractor or agent in all the Hazard Areas of the Coastal Hazard Overlays as a permitted activity.	Retain as notified.
	CE-R12.1	Oppose	<p>Waka Kotahi opposes this provision as it is considered that a discretionary activity status restricts Waka Kotahi from undertaking Hard Engineering Measures that are required as part of ongoing maintenance, use and repair of the transport network. A restricted discretionary activity status is considered appropriate as this will provide for the ongoing safety and efficiency of transport network. Also, the term 'Hard Engineering Measures' is not defined. The term requires defining in order to understand what this encompasses.</p> <p>Additionally, it needs to be clearer what is considered as a 'High Hazard Area'. Appendix 10 outlines the classification of a hazard area, however reference to this section is required within the rule.</p>	<p>Amend provision:</p> <p><u>1. Activity Status: Restricted Discretionary</u></p> <p><u>Where:</u></p> <p><u>a. It is for the ongoing maintenance, use and repair of the transport network.</u></p> <p><u>Matters of discretion are restricted to:</u></p> <p><u>1. Safety and efficiency of the transport network.</u></p> <p>2. Discretionary Activity</p> <p>AND</p> <p>Define 'Hard Engineering Measures'.</p> <p>AND</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				Provide reference to Overlays hazard area classifications within Appendix 10.
Part 2 General District Wide Matters- Earthworks	EW-01	Support in part	Waka Kotahi generally supports this objective as it ensures appropriate consideration of the effects from earthworks. Waka Kotahi however seeks the consideration of the effects of earthworks to be broadened to include the safety of all infrastructure.	Amend provision: Earthworks are undertaken in a manner that: 4. Protects the safety of people, and property <u>and infrastructure</u> ; and 5. Minimises <u>Mitigates</u> adverse effects on the National Grid and the Gas Transmission Pipeline <u>infrastructure</u> .
	EW-P1	Support	Waka Kotahi supports this policy as it ensures adverse effects on the safe and efficient operation of the transport network are reduced as a result of traffic movements related to earthworks from subdivision, use and development. However Waka Kotahi consider that the effects to the normal operation of infrastructure should be included under point 4 to ensure that the normal operation of infrastructure is not compromised by earthworks in close proximity to the highway network.	Amend provision: 4. The area, height or depth, location and slope of the earthworks are of an appropriate scale that will ensure the following potential adverse effects are minimised <u>mitigated</u> : <u>f. Effects to the normal operation of infrastructure.</u>
	EW-S3	Support	Waka Kotahi supports this provision, specifically that the matters to which Council's discretion is restricted to. This ensures that the safety and efficiency of the state highway network is not compromised.	Retain as notified.
Part 2 General District Wide Matters- Noise	NOISE-02	Support	Waka Kotahi supports this objective as it ensures that the function and operation of the transport network is not compromised by adverse effects, including reverse sensitivity effects.	Retain as notified.
	NOISE-P1	Support	Waka Kotahi support that noise from activities does not compromise the health, safety and wellbeing of people and communities. This is in keeping of the noise provisions for activities near the state highway network.	Retain as notified.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	NOISE-P3	Support in part	Waka Kotahi supports this policy as it enables construction activities while ensuring noise effects are addressed.	Amend NOISE-P3 as follows: Minimise Mitigate the adverse effects of noise from construction activities on the amenity values of the surrounding area, having regard to: [...]
	NOISE-P4	Support	Waka Kotahi supports this policy as it ensures that the state highway network is not adversely affected by noise sensitive activities located in close proximity to the network.	Retain as notified.
	NOISE -R2	Support	Waka Kotahi supports this policy as it provides for construction activities when in compliance with the relevant NZS standards for construction noise.	Retain as notified.
	NOISE-R5 NOISE-S1 NOISE-S2 NOISE-S3 NOISE-S4 NOISE-S5 NOISE-S6	Oppose	<p>The Waka Kotahi submission seeks to introduce new rules, which have been developed collaboratively with KiwiRail. This will ensure potential adverse effects (including conflicts between activities and reverse sensitivity effects) are mitigated.</p> <p>The rail network is 24 hours a day, 7 days a week operation, and the frequency, length and weight of trains can change without community consultation. The road network is similarly operating 24/7 with variability in traffic.</p> <p>Noise and vibration effects can interrupt amenity and enjoyment, as well as ability to sleep which can have significant impacts on people’s health and wellbeing. Appropriate mitigation is critical to ensuring that undue restrictions are not placed on the operation of these transport networks and the health and wellbeing of those residing or otherwise occupying nearby sites is protected.</p> <p>Part 2 of the Act supports the efficient use and development of the road and rail network while also enabling people and communities to provide for their well-</p>	Impose new noise rules in place of NOISE-R5 and NOISE-S1 to S6 as per Appendix 4 attached to the submission.

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>being and their health and safety. An appropriate balance needs to be achieved between ensuring the transport network is efficiently utilised and adjacent development can be facilitated, without compromising safety of people and communities.</p> <p>The proposed new rules provide for new or altered buildings within 100 m of the highway/railway boundary, which can achieve the required internal noise standard, to be permitted activities. Where windows need to be closed to achieve the desired internal noise levels then ventilation performance is prescribed.</p> <p>Enhancements to buildings are best achieved at the time of construction. The further removed from the road or rail corridor a building is, the less additional mitigation may be required. The noise level proposed is in accordance with World Health Organisation standards.</p> <p>There are no standards for outdoor road noise within the Proposed Porirua District Plan. Waka Kotahi considers that outdoor noise can adversely affect the health, safety and wellbeing of people and communities. As such, Waka Kotahi consider that a new standard needs to be inserted under the noise standards that addresses outdoor noise effects.</p> <p>The mitigation for adverse effects on human health proposed through these provisions reflects that in some circumstances, e.g. smaller residential sites near the transport corridor, requiring a greater setback from the transport corridor boundary as a means of addressing noise and vibration effects may not always be practicable. The rules seek to ensure that building development options can still maximise the use of a site, while at the same time having standards for mitigating noise and vibration effects arising from the transport corridor.</p>	

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
<p>Part 2 General District Wide Matters - Signs</p>	<p>Overview</p>	<p>Support in part</p>	<p>Waka Kotahi broadly support the intent of this section. However, Waka Kotahi seek the removal of reference to specific guidance that may be subject to change in future; and seeks the inclusion of wording to determine when Waka Kotahi affected party approval is required regarding signs.</p> <p>Signs by their nature are designed to capture vehicle occupant attention and inevitably distract drivers from their task of driving. Because humans have limited attentional resources it is therefore possible that such advertisements could hamper the safe execution of the driving task. Hence, Waka Kotahi seeks for appropriate sign controls; and seeks to be an affected party where these face state highways.</p> <p>Signs that adversely impact the transport network may contravene two of the four pillars of Waka Kotahi safe system approach, namely safe road use and safe roads & roadsides if not adequately controlled. As such, Waka Kotahi seeks for signs to be assessed where visible from a state highway.</p>	<p>Amend overview:</p> <p>Signs on or visible from State Highways</p> <p>Signs located on or over State Highways <u>and State Highway road reserve</u> 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></p>
	<p>Overview</p>	<p>Support in part</p>	<p>Waka Kotahi supports the intent of this section. However, Waka Kotahi notes that as worded the election signs overview is included within the preceding 'Signs on or visible from State Highways' section. The title for election signs should be moved prior to this paragraph.</p>	<p>Amend overview:</p> <p><u>Election signs</u></p> <p>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.</p> <p>Election signs</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	SIGN-O1	Support in part	Waka Kotahi supports the intent of Objective SIGN-O1. However, Waka Kotahi seeks the removal of superfluous wording as the pedestrian network is included within the definition of the transport network.	Amend provision: 2. The safe and efficient operation of the transport and pedestrian network;
	SIGN-P1	Support	Waka Kotahi supports the policy as this provides for official and traffic signs.	Retain as notified
	SIGN-P2	Support in part	Waka Kotahi supports this policy as this provides for signs that do not compromise traffic and road user safety, do not result in cumulative effects and signs that are in proportion to the activities undertaken onsite. However, Waka Kotahi seeks the terminology used to be amended to consider the transport network and its user's safety, to consider the effects of the signs on all transport network users rather than limiting discretion to only traffic and road user safety.	Amend provision: 2. Do not compromise public health and safety, including traffic and road transport network and its user's safety;
	SIGN-P3	Support in part	Waka Kotahi supports this policy as this only provides for digital signs in specific zones where these would have no adverse effects on the safety of road users. However, Waka Kotahi seeks the terminology used to be amended to consider the transport network and its users' safety, to consider the effects of the signs on all transport network users rather than limiting discretion to only traffic and road user safety.	Amend provision: 2. There are no adverse effects on the safety of road the <u>transport network and its</u> users; and
	SIGN-P4	Support in part	Waka Kotahi supports this policy as this seeks to maintain the safe and unobstructed use of the transport network. However, Waka Kotahi seeks to amend the wording of the policy to ensure this is broad enough to capture all instances where signs adjoining the transport network should be controlled or avoided. Waka Kotahi considers that signs should be avoided where they have the potential to compromise the safe and efficient operation of the transport network; with specific	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

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			regard to signs that increase the distraction for users of the transport network (and therefore the safety).	<p>4. Allowing <u>Avoiding</u> signs that do not obstruct sightlines when located parallel to the transport network.</p> <p>5. <u>Avoiding signs that compromise public health and safety on the transport network.</u></p> <p>6. <u>Avoiding signs that compromise the efficient operation of the transport network.</u></p> <p>7. <u>Avoiding off-site, illuminated or digital signs that face or is adjacent to a state highway</u></p>
	SIGN-P5	Support in part	<p>Waka Kotahi supports this policy as this seeks to limit the location, size and scale of off-site signs.</p> <p>However, Waka Kotahi seeks to amend the wording of this policy to exclude off-site signs where the signs face or are visible from a state highway.</p> <p>A large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such 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.</p> <p>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.</p>	<p>Amend provision:</p> <p>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></p>
	SIGN-P7	Support	Waka Kotahi supports the approach to identifying locations where temporary and election signs can be erected, and only consider other locations where this does not adversely affect the safe and efficient operation of the transport network.	Retain as notified.
	SIGN-R1	Support in part	Waka Kotahi seeks the term “interpretation signs” to be defined. Clarification is sought to understand if this definition will have an impact on official signs.	Define the term ‘Interpretation sign’

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	SIGN-R2	Support	Waka Kotahi supports providing for traffic signs as permitted signs.	Retain as notified.
	SIGN-R3	Support	Waka Kotahi supports the controls that provide for temporary signs and accepts that temporary signs are sometimes required in association with temporary activities and events.	Retain as notified
	SIGN-R4	Support	Waka Kotahi supports the controls that provide for real estate signs.	Retain as notified.
	SIGN-R5	Support	Waka Kotahi supports the controls that provide for election signs.	Retain as notified.
	SIGN-R6	Support in part	<p>Waka Kotahi generally supports this rule. However, Waka Kotahi does not support off-site signs within the Mixed Use Zone as a permitted activity.</p> <p>A large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such 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.</p> <p>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.</p> <p>The Mixed Use Zone has been included in both Permitted and Restricted Discretionary Activity sections, it is sought to remove the Mixed Use Zone from the permitted criteria.</p>	<p>Delete:</p> <p>Permitted Activity Zone:</p> <p>'Mixed Use Zone' removed from the Permitted criteria and retained within the Restricted Discretionary criteria.</p>
	SIGN-R7	Support	Waka Kotahi supports the activity statuses for signs attached to or projected or painted on a building, wall, window, fence or other structure.	Retain as notified
	SIGN-R8	Support	Waka Kotahi supports the activity status for freestanding signs.	Retain as notified

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	SIGN-R9	Support	Waka Kotahi supports the activity status for veranda signs.	Retain as notified
	SIGN-R10	Support	Waka Kotahi supports the activity status for signs within an overlay.	Retain as notified
	SIGN-R11	Support	Waka Kotahi supports the activity status for digital signs in the respective zoning.	Retain as notified.
	SIGN-R12	Support	Waka Kotahi supports providing for signs not otherwise provided for within the district plan as a Discretionary Activity.	Retain as notified.
	New Rule	New	<p>Waka Kotahi considers a rule to appropriately control signs distraction and sign proliferation and therefore the impacts on the transport network to ensure the safety of the transport network and all transport network users, is required.</p> <p>Waka Kotahi has identified signs that are considered to have acceptable effects on the proviso that these meet the appropriate standards.</p> <p>Each sign that does not align with the standards outlined in this rule should be assess on its merits and suitability to face the state highway. This is to ensure signs do not increase the distraction for users of the transport network (and therefore safety) and proliferation of signs resulting in visual clutter.</p>	<p>Adopt new rule</p> <p><u>SIGN-Rxx</u></p> <p><u>Signs fronting, facing or visible from a state highway:</u></p> <p><u>All Zones – Permitted</u></p> <p><u>Where:</u></p> <p><u>The sign is an:</u></p> <p><u>i. Interpretation sign;</u></p> <p><u>ii. Official sign;</u></p> <p><u>iii. Directional sign;</u></p> <p><u>iv. Real estate sign;</u></p> <p><u>v. Railway and traffic signs;</u></p> <p><u>vi. Election signs;</u></p> <p><u>vii. Temporary signs;</u></p> <p><u>viii. Veranda signs</u></p> <p><u>ix. Real estate signs; or</u></p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				<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>
	SIGN-S1	Support in part	Waka Kotahi support controlling the area of signs within the respective zonings. However, Waka Kotahi seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users.	<p>Amend provision:</p> <p>In the matters of discretion an additional provision is sought as follows:</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>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 exceedance consideration of these impacts on the transport network should be assessed.</p>	<p><u>'7. Any adverse effects on the transport network and its users'.</u></p>
	SIGN-S2	Support in part	<p>Waka Kotahi support controlling the combined area of signs within the respective zonings. However, Waka Kotahi seeks for the Mixed Use Zone to be included within the restrictions of the Settlement, Neighbourhood Centre and Local Centre Zones; where SIGN-2(3-4) applies.</p> <p>A large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such 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.</p> <p>In addition, Waka Kotahi seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. 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 exceedance consideration of these impacts on the transport network should be assessed.</p>	<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> <p>Mixed Use Zone</p> <p>In the matters of discretion, for each row, an additional provision is sought as worded below:</p> <p><u>'7. Any adverse effects on the transport network and its users'.</u></p>
	SIGN-S3	Support in part	<p>Waka Kotahi support controlling the combined area of signs for multiple tenancies within the respective zonings.</p>	<p>Amend provision:</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>However, Waka Kotahi seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. Signs that exceed the maximum sign standards within their respective zones have the potential to increase visual clutter and transport network user distraction. As part of assessing any exceedance consideration of these impacts on the transport network should be assessed.</p>	<p>In the matters of discretion, for each row, an additional provision is sought as worded below:</p> <p><u>'7. Any adverse effects on the transport network and its users'.</u></p>
	SIGN-S4	Support in part	<p>Waka Kotahi support controlling the number and location of signs per site within the respective zonings. However, Waka Kotahi seeks for the Mixed Use Zone to be included within the restrictions of the Settlement, Neighbourhood Centre and Local Centre Zones in this section. A large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such appropriate controls to mitigate distraction need to be in place to mitigate the impacts on the transport network.</p> <p>In addition, Waka Kotahi seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. 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 exceedance consideration of these impacts on the transport network should be assessed.</p>	<p>Delete and Amend provision:</p> <p>Zones (Row 3):</p> <ul style="list-style-type: none"> Settlement Zone Neighbourhood Centre Zone Local Centre Zone <u>Mixed Use Zone</u> <p>Zones (Row 4):</p> <ul style="list-style-type: none"> Large Format Retail Zone City Centre Zone General Industrial Zone Mixed Use Zone <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>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	SIGN-S5	Support in part	<p>Waka Kotahi support controlling the number and location of signs per site within the respective zonings.</p> <p>However, Waka Kotahi seeks for the Mixed Use Zone to be included within the restrictions of the Settlement, Neighbourhood Centre, Local Centre, Future Urban, Residential, Hospital and Open Space and Active Sport and Recreation Zones in this section. A large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such appropriate controls to reduce distraction from signs need to be in place to mitigate the impacts on the transport network.</p> <p>In addition, Waka Kotahi seek for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. 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 proliferation of signs resulting in visual clutter. As part of assessing any exceedance, consideration of these impacts on the transport network should be assessed.</p>	<p>Delete and Amend provision:</p> <p>Zones (Row 1):</p> <p>Large Format Retail Zone Mixed Use Zone City Centre Zone General Industrial Zone</p> <p>Zones(Row 2):</p> <p>Settlement Zone Neighbourhood Centre Zone Local Centre Zone Future Urban Zone Residential Zones Hospital Zone Open Space and Active Sport and Recreation Zones <u>Mixed Use Zone</u></p> <p>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>’</p>
	SIGN-S6	Support in part	<p>Waka Kotahi support the intent and purpose of this standard. However, Waka Kotahi seek to ensure that these standards apply to all signs that are visible from a state highway and align with Waka Kotahi requirements for signs so to control the adverse impact that signs can have on driver's attention and appropriately mitigate effects.</p>	<p>Amend provision:</p> <p>1. Signs must not <u>be animated</u>, have any flashing or revolving lights or lasers where these are within 100m of, and <u>visible from, a state highway or</u> located adjacent to any road.</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>In addition, Waka Kotahi seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. 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 proliferation of signs resulting in visual clutter. As part of assessing any exceedance, consideration of these impacts on the whole transport network should be assessed.</p>	<p>2. All freestanding signs <u>visible from a state highway or</u> 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.</p> <p>3. All signs <u>visible from a state highway or</u> located within 10m of a road measured horizontally must comply with the minimum lettering sizes in SIGN-Table 2;</p> <p>4. Any sign <u>visible from a state highway or</u> 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, <u>pedestrian crossing, curves with chevron signing, railway crossing or intersection.</u></p> <p><u>5. All signs visible from a state highway must comply with the minimum forward visibility in SIGN-Table 4.</u></p> <p><u>6. Any sign visible from a state highway shall contain a maximum of six elements.</u></p> <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><u>'5. Any adverse effects on driver, cyclist and pedestrian the transport network and its user's safety; and' [...]</u></p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought										
	SIGN-Table 1	Support in part	Waka Kotahi supports the inclusion of requirements for separation distances between freestanding sign installations. However, Waka Kotahi seeks the addition of the terminology 'minimum' separation distances. In addition, Waka Kotahi seeks the speed environment between 51-70km/hr to have an additional row to identified that those freestanding signs within this speed environment must meet the 60m minimum separation distance.	Amend provision: SIGN-Table 1, Freestanding sign <u>minimum</u> separation distances <table border="1" style="margin-left: 20px;"> <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
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													
	SIGN-Table 2	Support	Waka Kotahi supports the minimum lettering heights identified in this table.	Retain as notified										
	SIGN-Table 3	Support in part	Waka Kotahi supports the inclusion of requirement for separation distances between signs. However, Waka Kotahi notes that the location of advertising signs or devices in close proximity to traffic sign, pedestrian crossing, curves with chevron signing, railway crossing, or intersection may result in the advertising sign detracting from the road environment where attention is required. As such, to help avoid safety issues advertising signs should not be located within 100m of those mentioned above in lower speed environments and 200m in higher speed environments.	Amend provision: Separation distances <u>from a traffic sign, pedestrian crossing, curves with chevron signing, railway crossing or intersection</u> <table border="1" style="margin-left: 20px;"> <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		
Speed limit of road (km/hr)	Separation distance (m)													
0-70	50 <u>100</u>													
71-80	100													
>71	200													
	New Standard	Support	Waka Kotahi seeks the inclusion of a fourth table to include forward sight distance. To ensure roadside advertising signs can be seen by the road user, signs should be located 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	Adopt new standard: SIGN-Table 4, Sign minimum visibility <table border="1" style="margin-left: 20px;"> <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> </tbody> </table>	Speed limit of road (km/hr)	Minimum visibility (m)	0-50	80	51-70	130				
Speed limit of road (km/hr)	Minimum visibility (m)													
0-50	80													
51-70	130													

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought	
			by the road user with sufficient time that this does not present an unacceptable distraction to road users.	71-80	175
				>81	250
	SIGN-S7	Support in part	Waka Kotahi supports the identifying the provisions for veranda signs. However, Waka Kotahi seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. 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.	Amend provision: Matters of discretion are restricted to: '6. Any adverse effects on traffic <u>the transport network and its user's safety</u> '	
	SIGN-S8	Support in part	Waka Kotahi supports identifying provisions for temporary signs associated with temporary activities and events. However, Waka Kotahi seeks the timeframe for temporary signs to be removed (being one week as drafted) and be amended to 48 hours. This is considered to be sufficient and reasonable time for temporary signs to be removed. 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. In addition, Waka Kotahi seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. 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.	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> '	
	SIGN-S9	Support in part	Waka Kotahi supports the provisions for Real Estate Signs.	Amend provision:	

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>However, Waka Kotahi seeks for the matters of discretion to incorporate consideration of the adverse effects on the transport network and its users. 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.</p>	<p>Matters of discretion are restricted to:</p> <p>'7. Any adverse effects on traffic <u>the transport network and its user's safety</u>'</p>
	SIGN-S10	Support in part	<p>Waka Kotahi supports identifying the provisions for election signs. However, Waka Kotahi seeks that the matters of discretion incorporate consideration of the adverse effects on the transport network and its users. 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.</p>	<p>Amend provision:</p> <p>Matters of discretion are restricted to:</p> <p>'7. Any adverse effects on traffic <u>the transport network and its user's safety</u>'</p>
	SIGN-S11	Support in part	<p>Waka Kotahi supports this initiative to identify areas where signs to be located within road reserve must be located.</p> <p>However, Waka Kotahi seeks that the matters of discretion incorporate consideration of the transport network and its users. 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.</p>	<p>Amend provision:</p> <p>Matters of discretion are restricted to:</p> <p>'7. Any adverse effects on traffic <u>the transport network and its user's safety</u>'</p>
	SIGN-S12	Support in part	<p>Waka Kotahi supports controlling the location, operation and display of digital billboards. However, Waka Kotahi seek for 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. Digital billboards directed towards roads are, by their nature, designed to capture vehicle occupant attention and inevitably distract drivers from their task of driving.</p>	<p>Amend provision:</p> <p>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.</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>The evidence that advertising signs cause distraction, and that digital signs have an even greater distracting effect, is well-established. Digital billboard effect on drivers when compared to static signs include:</p> <ul style="list-style-type: none"> • Increases in glance number and duration • Lane discipline / lateral control behaviour deterioration • Reduction in traffic headway compliance; and • Increases in driver response times. <p>Because humans have limited attentional resources it is therefore 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 Waka Kotahi safe system approach, namely safe road use and safe roads & roadsides if not adequately controlled. As such, Waka Kotahi seeks for these to be avoided where visible from a state highway.</p> <p>In addition, Waka Kotahi seeks that the matters of discretion incorporate consideration of the effects on the transport network and its users. 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.</p>	<p>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></p>
	SIGN-S13	Support in part	<p>Waka Kotahi supports controlling the luminance of signs. However, illuminated signs should meet all standards for the Light chapter rather than just light spill standards. Illuminated signs can have the same effects as any other source of lighting and as such needs to be appropriately controlled and align with those standards outlined in the Light chapter.</p> <p>In addition, Waka Kotahi seeks that the matters of discretion incorporate consideration of the adverse</p>	<p>Amend provision:</p> <p>4. The light spill standards set out in the Light chapter for the relevant zone must be met.</p> <p>Matters of discretion are restricted to:</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			effects on the transport network and its users. 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.	'8. Any adverse effects on driver, cyclist and pedestrian safety <u>the transport network and its user's safety</u> '
	SIGN-S14	Support in part	Waka Kotahi supports controlling signs within overlays. However, Waka Kotahi seeks for the removal of the restriction of the size of official signs within overlays to ensure that Waka Kotahi is able to erect official signs as required to provide for the safe and efficient function of the state highway network.	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.
	SIGN-S15	Support in part	<p>Waka Kotahi supports the provisions for the restrictions of off-site signs. However, Waka Kotahi seeks an additional provision so off-site signs are not provided for where these face state highways.</p> <p>A large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such 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.</p> <p>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.</p> <p>In addition, Waka Kotahi seeks that the matters of discretion incorporate consideration of the adverse effects on the transport network and its users.</p>	<p>Amend provision:</p> <p><u>5. The sign must not be visible from a state highway</u></p> <p>Matters of discretion are restricted to:</p> <p>'6. Any adverse effects on driver, cyclist and pedestrian safety <u>the transport network and its user's safety</u>'</p>
	SIGN-Figure 1	Support in part	Waka Kotahi supports the intent of SIGN-Figure 1 to identify maximum sign area per tenancy. However, Waka	Amend provision:

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>Kotahi seeks for the Mixed Use Zone to be included within the restrictions of the Local Centre and Neighbourhood Centre Zones in SIGN-Figure 2.</p> <p>A large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such appropriate controls to reduce distraction need to be in place to mitigate impacts on the transport network. Controlling the permitted area of this zone ensures that distraction is reduced where signs face state highway.</p>	<p>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</p>
	SIGN-Figure 2	Support in part	<p>Waka Kotahi supports the intent of SIGN-Figure 2 to identify maximum signs area per tenancy. However, Waka Kotahi seeks for the Mixed Use Zone to be included within the restrictions of the Local Centre and Neighbourhood Centre Zones in this section.</p> <p>A large portion of the Mixed Use Zone is located adjacent to the state highway corridor and as such appropriate controls to reduce distraction need to be in place to mitigate impacts on the transport network. Controlling the permitted area of this zone ensures that distraction is reduced where signs face state highway.</p> <p>In addition, there are inconsistencies in the Picture 3 description where these mentions both 20% and 10% of the total building elevation area. Waka Kotahi seeks for this to be amended to reflect the 10% value.</p>	<p>Amend provision:</p> <p>SIGN-Figure 2 Illustrative calculation for working out maximum signage area per tenancy for signs in the Local Centre Zone, Neighbourhood Centre Zone, <u>Mixed Use Zone</u> and Settlement Zone</p> <p>Picture 3: 2010% of building elevation face area (in m2) x tenancy GFA% = Max sign area</p>
	SIGN-Figure 3	Support	<p>Waka Kotahi supports the method for determining the area of a sign.</p>	<p>Retain as notified</p>
<p>Part 3 Residential Zones- General Residential Zone</p>	Objectives and Policies	Support	<p>Waka Kotahi support the intent of the objectives and policies; however, it is considered that they do not address reverse sensitivity matters. Although noise is addressed within the General District Wide Matters Chapter, it is considered that reverse sensitivity matters should be addressed within the objectives and policies of</p>	<p>Adopt new provision:</p> <p><u>Objective - Reverse Sensitivity:</u> <u>The function and operation of existing and permitted noise generating activities are not compromised by</u></p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			the residential zones as it is crucial to the health, safety and wellbeing of people.	<p><u>adverse effects, including reverse sensitivity effects, from noise-sensitive activities.</u></p> <p><u>Policy - Reverse Sensitivity from State Highways and Rail Network:</u></p> <p><u>Enable noise-sensitive activities and places of worship locating adjacent to existing State Highways and the Rail Network that are designed, constructed and maintained to achieve indoor design noise levels in accordance with the applicable standards in the Noise Chapter.</u></p>
	GRZ-P3	Support in part	Waka Kotahi supports the intent of the policy; however, it is considered that non-residential activities that contribute to the health and wellbeing of people and communities should be provided, where it does not compromise the safety and efficiency of the transport network. A safe and efficient transport network is crucial contribution to the health and wellbeing of people and communities.	<p>Amend provision:</p> <p><u>“6. The safe, effective and efficient operation of the transport network is not compromised.”</u></p>
	GRZ-P4	Support in part	Waka Kotahi notes that commercial activities would be out of zone, as such all effects, not just those considered to be significant should be assessed to determine if those effects should be either remedied, mitigated or avoided.	<p>Amend provision:</p> <p>Only allow commercial activities where they are ancillary to a residential activity and of a scale where significant adverse effects are avoided, and any other adverse effects are appropriately remedied, or mitigated or avoided as <u>appropriate.</u></p>
	GRZ-P5	Support in part	Multi-unit housing can result in an increase of vehicle movements on the transport network resulting in adverse effects upon safety and efficiency of the network. As such, it is considered that multi-unit housing should be provided where it can be demonstrated that it does not	<p>Amend provision:</p> <p><u>“3. Does not compromise the safe, effective and efficient operation of the transport network.”</u></p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			compromise the safety and efficiency of the transport network.	
	GRZ-P6	Support in part	Waka Kotahi generally supports the intent of this policy; however, this policy does not consider the adverse effects that retirement villages can have on the transport network. Waka Kotahi seeks for an amendment to this policy to provide for retirement villages where these do not compromise the safe and efficient operation of the transport network.	Amend provision: Recognise the benefits of, and provide for, retirement villages where: <u>5. These do not compromise the safe and efficient operation of the transport network.</u>
	GRZ-P8	Support in part	Waka Kotahi supports the intent of the policy; however, it is considered that it does not address reverse sensitivity matters which is critical to the health and wellbeing of communities within the General Residential Zone.	Amend provision: <u>6. Appropriate acoustic treatment to ensure that the health and wellbeing of occupants are not compromised by noise generating activities.</u>
	GRZ-R6	Support in part	Waka Kotahi understands that in certain circumstances it may be appropriate to have a second residential unit. However, Waka Kotahi does not consider that secondary residential units should be permitted where access is gained from state highways as this does not allow for the consideration of traffic effects associated with the dwellings. There are a number of locations where intensification of the use of accesses may have adverse safety implications.	Amend provision: 1. Activity status: Permitted Where: a. No more than two residential units occupy the site; <u>and</u> <u>b. The site does not have direct access to a state highway.</u> Note: Where more than two residential units will occupy a site, <u>or the site has direct access to a state highway</u> , see multi-unit housing under GRZ-R18.
	GRZ-R7	Support in part	Waka Kotahi understands that in certain circumstances it may be appropriate to have a minor residential unit. However, Waka Kotahi does not consider that minor residential units should be permitted where access is gained from state highways as this does not allow for consideration of traffic effects associated with the dwellings. There are a number of locations where intensification of the use of accesses may have adverse safety implications.	Amend provision: 1. Activity status: Permitted Where: a. No more than one minor residential unit occupies the site; and b. The minor residential unit does not exceed a gross floor area of 50m ² ; <u>and</u>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				<p><u>c. Where the site does not have direct access to a state highway.</u></p> <p>2. Activity status: Discretionary</p> <p>Where:</p> <p>Compliance is not achieved with GRZ-R7-1.a, or GRZ-R7-1.b <u>or GRZ-R7-1.c</u></p>
	GRZ-R8	Support	<p>Waka Kotahi supports a permitted activity status for home businesses where there is no more than one full-time employee or equivalent engaged in the home business resides off-site. This ensures that there will be no significant increase of vehicle movements onto the transport network which would affect the safety and efficiency of that network.</p> <p>Waka Kotahi also supports a discretionary activity status for activities that do not comply with the matters of compliance.</p>	Retain as notified.
	GRZ-R11	Support in part	<p>Waka Kotahi supports providing for sports and recreation facilities as permitted activities. However, Waka Kotahi seeks for additional consideration of these facilities where they front or gain access to state highway as this activity has the potential for significant traffic generation, potentially adversely affecting the safe and efficient operation of the state highway.</p>	<p>Amend provision:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The sport and recreation facility is or will be vested in Porirua City Council as a reserve under the Reserves Act 1977; <u>and</u></p> <p><u>b. The sport and recreation facility does not front or gain direct access from a state highway</u></p> <p>2. Activity status: Discretionary</p> <p>Where:</p> <p>Compliance is not achieved with GRZ-R11-1.a <u>or GRZ-R11-1.b.</u></p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	GRZ-R16	Support in part	<p>Waka Kotahi understand that it may be appropriate to use a dwelling as a show home in some circumstances. However, Waka Kotahi does not consider that these should be permitted where access is gained from state highways as this does not allow for consideration of traffic effects associated with the activity. There are a number of locations where intensification of the use of accesses may have adverse safety implications.</p>	<p>Amend provision:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The use of the residential building and land as a show home ceases within 24 months from the time of first use as a show home;</p> <p>b. The hours of operation are between:</p> <p>i. 7.00am and 9.00pm Monday to Friday; and</p> <p>ii. 8.00am and 7.00pm Saturday, Sunday and public holidays; <u>and</u></p> <p><u>c. The site does not front or gain access direct to a state highway.</u></p> <p>2. Activity status: Discretionary</p> <p>Where:</p> <p>Compliance is not achieved with GRZ-R16-1.a, or GRZ-R16-1.b <u>or</u> GRZ-R16.1.c.</p>
	GRZ-R18	Support	<p>Waka Kotahi supports a restricted discretionary activity status for multi-unit housing. Waka Kotahi however considers that the matters to which Council's discretion is restricted to does not address adverse effects upon the safe, effective and efficient operation of the transport network.</p> <p>Waka Kotahi seek that the submission point on GRZ-P5 should be adopted to ensure that the safe, effective and efficient operation of the transport network is not compromised as a result of that activity.</p>	<p>Adopt Waka Kotahi submission on GRZ-P5.</p>
	GRZ-S9		<p>Waka Kotahi supports the intent of the standard; however, considers that adequate consideration has not been provided for transport network user safety at</p>	<p>Amend provision:</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			entrances. Waka Kotahi seeks the addition of a standard and matter of discretion to this section specifying that at site egress visibility splays and sightlines must be maintained per the Infrastructure Chapter.	<p><u>2. All fences and standalone walls must not compromise visibility splays and minimum sight distances per INF-Figure 5 & INF-Table 6.</u></p> <p><u>Matters of discretion are restricted to:</u></p> <p><u>5. The safe and efficient operation of the transport network.</u></p>
Part 3 Residential Zones-Medium Density	MRZ-PREC02-01	Support	Waka Kotahi supports the purpose of the Eastern Porirua Residential Intensification Precinct which is to consist of residential activities predominantly in the form of terrace housing and apartment buildings.	Retain as notified.
	MRZ-PREC02-02	Support	Waka Kotahi supports the matters to which the scale, form and density of use and development within the Eastern Porirua Residential Intensification Precinct are characterised by.	Retain as notified.
	MRZ-PREC02-03	Support	Waka Kotahi supports this policy as it manages use and development within the Eastern Porirua Residential Intensification Precinct.	Retain as notified.
	MRZ-P3	Support in part	Waka Kotahi supports the intent of the policy; however, it is considered that non-residential activities that contribute to the health and wellbeing of people and communities should be provided, where it does not compromise the safety and efficiency of the transport network. A safe and efficient transport network is crucial contribution to the health and wellbeing of people and communities.	<p>Amend provision:</p> <p><u>“6. The safe, effective and efficient operation of the transport network is not compromised.”</u></p>
	MRZ-P5	Support in part	Multi-unit housing can result in an increase of vehicle movements on the transport network resulting in adverse effects upon safety and efficiency of the network. As such, it is considered that multi-unit housing should be	Amend provision:

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			provided where it can be demonstrated that it does not compromise the safety and efficiency of the transport network.	<u>“3. Does not compromise the safe, effective and efficient operation of the transport network.”</u>
	MRZ-P6	Support in part	Waka Kotahi supports the intent of this policy; however, this policy does not consider the adverse effects that retirement villages can have on the transport network. Waka Kotahi seeks an amendment to this policy to provide for retirement villages where these do not compromise the safe and efficient operation of the transport network.	Amend provision: Recognise the benefits of, and provide for, retirement villages where: [...] <u>6. the safe and efficient operation of the transport network is not compromised.</u>
	MRZ-P7	Support	Waka Kotahi supports avoiding those non-residential activities that are incompatible with the zone.	Retain as notified
	MRZ-P8	Support in part	Waka Kotahi supports the intent of the policy; however, it is considered that it does not address reverse sensitivity matters which is critical to the health and wellbeing of communities within the Medium Density Residential Zone.	Adopt provision: <u>“3. The health, safety and wellbeing of the residents are not compromised by noise generating activities.”</u>
	MRZ-PREC02-P1	Support	Waka Kotahi supports the policy as it provides for buildings that aim to achieve the built environment anticipated for the Eastern Porirua Residential Intensification Precinct.	Retain as notified
	MRZ-R1.1	Support	Waka Kotahi supports a permitted activity status for buildings and structures where compliance is achieved with the matters listed.	Retain as notified.
	MRZ-R5	Support in part	Waka Kotahi understands that in certain circumstances it may be appropriate to have a second residential unit. However, Waka Kotahi does not consider that secondary residential units should be permitted where access is gained from state highways as this does not allow for consideration of traffic and safety effects associated with the dwellings. There are a number of locations where	Amend provision: 1. Activity status: Permitted Where: a. No more than two residential units occupy the site; <u>and</u> <u>b. The site does not have direct access to a state highway.</u>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			intensification of the use of accesses may have adverse safety implications.	Note: Where more than two residential units will occupy a site, <u>or the site has direct access to a state highway</u> , see MRZ-R15.
	MRZ-R6	Support in part	Waka Kotahi understands that in certain circumstances it may be appropriate to have a minor residential unit. However, Waka Kotahi does not consider that minor residential units should be permitted where access is gained from state highways as this does not allow for consideration of traffic effects associated with the dwellings. There are a number of locations where intensification of the use of accesses may have adverse safety implications.	Amend provision: 1. Activity status: Permitted Where: a. No more than one minor residential unit occupies the site; and b. The minor residential unit does not exceed a gross floor area of 50m2; <u>and</u> <u>c. where the site does not have direct access to a state highway.</u> 2. Activity status: Discretionary Where: a. Compliance is not achieved with MRZ-R6-1.a, or MRZ-R6-1.b <u>or MRZ-R6-1.c</u>
	MRZ-R7	Support in part	Waka Kotahi supports providing for sports and recreation facilities as permitted activities. However, Waka Kotahi seeks for additional consideration of these facilities where they front or gain access to state highway as this activity has the potential for significant traffic generation, potentially adversely affecting the safe and efficient operation of the state highway.	Amend provision: 1. Activity status: Permitted Where: a. The sport and recreation facility is or will be vested in Porirua City Council as a reserve under the Reserves Act 1977; <u>and</u> <u>b. The sport and recreation facility does not front or gain direct access from a state highway</u> 2. Activity status: Discretionary Where:

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				Compliance is not achieved with MRZ-R7-1.a <u>or</u> MRZ-R7-1.b.
	MRZ-R9.1 and MRZ-R9.2	Support	<p>Waka Kotahi supports a permitted activity status for home businesses where there is no more than one full-time employee or equivalent engaged in the home business resides off-site. This ensures that there will be no significant increase of vehicle movements onto the transport network which would affect the safety and efficiency of that network.</p> <p>Waka Kotahi also supports a discretionary activity status for activities that do not comply with the matters of compliance.</p>	Retain as notified.
	MRZ-R15	Support	<p>Waka Kotahi supports a restricted discretionary activity status for multi-unit housing. Waka Kotahi however considers that the matters to which Council's discretion is restricted to does not address adverse effects upon the safe, effective and efficient operation of the transport network.</p> <p>Waka Kotahi seek that the submission point on MRZ-P5 should be adopted to ensure that the safe, effective and efficient operation of the transport network is not compromised as a result of that activity.</p>	Adopt Waka Kotahi submission on MRZ-P5.
	MRZ-S10	Support in part	<p>Waka Kotahi supports the intent of the standard; however, considers that adequate consideration has not been provided for transport network user safety at entrances. Waka Kotahi seeks the addition of a standard and matter of discretion to this section specifying that at site egress visibility splays and sightlines must be maintained per the Infrastructure Chapter.</p>	<p>Amend provision:</p> <p><u>2. All fences and standalone walls must not compromise visibility splays and minimum sight distances per INF-Figure 5 & INF-Table 6</u></p> <p>Matters of discretion are restricted to:</p> <p><u>5. The safe and efficient operation of the transport network.</u></p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
Part 3 Rural Zones- General Rural Zone	Objectives and Policies	Support in part	Waka Kotahi support the intent of the objectives and policies; however, it is considered that they do not address reverse sensitivity matters. Although noise is addressed within the General District Wide Matters Chapter, it is considered that reverse sensitivity matters should be addressed within the objectives and policies of the residential zones as it is crucial to the health, safety and wellbeing of people.	Adopt new provision: <u>GRUZ-Oxx - Reverse Sensitivity</u> <u>The function and operation of existing and permitted noise generating activities are not compromised by adverse effects, including reverse sensitivity effects, from noise-sensitive activities.</u> <u>GRUZ-Pxx- Reverse Sensitivity from State Highways and Rail Network:</u> <u>Enable noise-sensitive activities locating adjacent to existing State Highways and the Rail Network that are designed, constructed and maintained to achieve indoor design noise levels in accordance with the applicable standards in the Noise Chapter.</u>
	GRUZ-P3	Support in part	Waka Kotahi understanding that in some instances home-based commercial activities might be appropriate, however Waka Kotahi seeks for this policy to consider providing for these only where they do not adversely affect the Transport network.	Amend provision: Enable some home-based commercial activity including visitor accommodation, home business, and childcare services where these activities are compatible with the Zone's character and amenity values, <u>do not adversely affect the transport network</u> and are located within residential units, minor residential units, and accessory buildings.
	GRUZ-P4	Support in part	Waka Kotahi supports the intent of this policy; however, it is considered that intensive indoor primary production and rural industry should be provided for where it is demonstrated that adverse effects on the safety and efficiency of the transport network are mitigated. This will ensure that the safety and efficiency of the transport network is not compromised as a result of those activities which tend to generate heavy vehicle movements and may require different treatments.	Amend provision: Provide for intensive indoor primary production and rural industry where it can be demonstrated that: <u>6. Adverse effects on the safe, effective and efficient operation of the transport network are mitigated.</u>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	GRUZ-P5	Support in part	Waka Kotahi supports the intent of this policy; however, it is considered that quarrying activities and mining should be provided for where it is demonstrated that adverse effects on the safety and efficiency of the transport network are mitigated. This will ensure that the safety and efficiency of the transport network is not compromised as a result of those activities which tend to generate heavy vehicle movements and may require different treatments.	Amend provision: Provide for new quarrying activities or mining activity in the General Rural Zone where it can be demonstrated that: <u>7. Adverse effects on the safe, effective and efficient operation of the transport network are mitigated.</u>
	GRUZ-P7	Support in part	Waka Kotahi supports the intent of this policy; however, it is considered that matter 2. should be amended to read “transport network” which is broader than the term “road network”.	Amend provision: “2. It will not adversely impact the safe, <u>effective</u> and efficient operation of the road <u>transport network</u> , and there is suitable loading, manoeuvring and access provided on-site.”
	GRUZ-R9.1 and GRUZ-R9.2	Support in part	Waka Kotahi understands that in certain circumstances it may be appropriate to have a second residential unit. However, Waka Kotahi does not consider that secondary residential units should be permitted where access is gained from state highways as this does not allow for consideration of traffic effects associated with the dwellings. There are a number of locations where intensification of the use of accesses may have adverse safety implications.	Amend provision: 1. Activity status: Permitted Where: a. There is no more than one principal residential unit per site; b. There is no more than one minor residential unit per site; and c. Any minor residential unit shares a driveway with the site’s principal residential unit. <u>d. There is no more than one residential unit per site where the site has direct access to a state highway.</u> 2. Activity status: Discretionary Where compliance is not achieved with:

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				a. GRUZ-R9-1.a, GRUZ-R9-1.b, or GRUZ-R9-1.c, <u>or GRUZ-R9-1.d.</u>
	GRUZ-R10.1	Support	Waka Kotahi supports a permitted activity status for home businesses where there is no more than one full-time employee or equivalent engaged in the home business resides off-site. This ensures that there will be no significant increase of vehicle movements onto the transport network which would affect the safety and efficiency of that network.	Retain as notified.
	GRUZ-R10.2	Support	Waka Kotahi supports a restricted discretionary activity status and the matters to which Council's discretion is restricted to, for home business that do not comply with the permitted activity standard.	Retain as notified.
	GRUZ-R11	Support in part	Waka Kotahi understands that in certain circumstances it may be appropriate to provide for visitor accommodation. However, Waka Kotahi does not consider that visitor accommodation should be permitted where access is gained from state highways as this does not allow for consideration of traffic effects associated with this activity. In addition, there are a number of locations where intensification of the use of accesses may have adverse safety implications.	Amend provision 1. Activity status: Permitted Where: a. The visitor accommodation is undertaken within a residential unit, minor residential unit or accessory building; and b. The maximum number of paying visitors per night is 10 people. <u>c. The site does not have direct access to a state highway.</u> 2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with GRUZ-R11-1.a, or GRUZ-R11-1.b, <u>or GRUZ-R11-1.c.</u>
	GRUZ-R17	Support in part	Waka Kotahi supports a restricted discretionary status for each activity and the matters to which Council's discretion is restricted to. Waka Kotahi however considers that the matters to which Council's discretion is restricted to does	Adopt Waka Kotahi submission on GRUZ-P4 and GRUZ-P7; and amend provision: Matters of discretion are restricted to:

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>not address adverse effects upon the safe, effective and efficient operation of the transport network.</p> <p>Waka Kotahi seek that the submission points on GRUZ-P4 and GRUZ-P5 should be adopted; and section GRUZ-P7 should be included to ensure that the safe, effective and efficient operation of the transport network is not compromised as a result of the activity.</p>	The matters in GRUZ-P4 <u>and GRUZ-P7</u> .
	GRUZ-R18	Support in part	<p>Waka Kotahi supports a restricted discretionary status for each activity and the matters to which Council's discretion is restricted to. Waka Kotahi however considers that the matters to which Council's discretion is restricted to does not address adverse effects upon the safe, effective and efficient operation of the transport network.</p> <p>Waka Kotahi seek that the submission points on GRUZ-P4 and GRUZ-P5 should be adopted; and section GRUZ-P7 should be included to ensure that the safe, effective and efficient operation of the transport network is not compromised as a result of the activity.</p>	<p>Adopt Waka Kotahi submission on GRUZ-P4 and GRUZ-P7; and amend provision:</p> <p>Matters of discretion are restricted to:</p> <p>The matters in GRUZ-P4 <u>and GRUZ-P7</u>.</p>
	GRUZ-R19	Support in part	<p>Waka Kotahi supports a restricted discretionary status for each activity and the matters to which Council's discretion is restricted to. Waka Kotahi however considers that the matters to which Council's discretion is restricted to does not address adverse effects upon the safe, effective and efficient operation of the transport network.</p> <p>Waka Kotahi seek that the submission points on GRUZ-P4 and GRUZ-P5 be adopted; and section GRUZ-P7 should be included to ensure that the safe, effective and efficient operation of the transport network is not compromised as a result of the activity.</p>	<p>Adopt Waka Kotahi submission on GRUZ-P5 and GRUZ-P7; and amend provision:</p> <p>Matters of discretion are restricted to:</p> <p>The matters in GRUZ-P5, and GRUZ-P6 <u>and GRUZ-P7</u>.</p>
	GRUZ-R20	Support in part	<p>Waka Kotahi supports a restricted discretionary status for each activity and the matters to which Council's discretion is restricted to. Waka Kotahi however considers that the matters to which Council's discretion is restricted to does</p>	<p>Adopt Waka Kotahi submission on GRUZ-P5 and GRUZ-P7; and amend provision:</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>not address adverse effects upon the safe, effective and efficient operation of the transport network.</p> <p>Waka Kotahi seek that the submission points on GRUZ-P4 and GRUZ-P5 be adopted; and section GRUZ-P7 should be included to ensure that the safe, effective and efficient operation of the transport network is not compromised as a result of the activity.</p>	<p>Matters of discretion are restricted to:</p> <p>The matters in GRUZ-P5, and GRUZ-P6 <u>and</u> GRUZ-P7.</p>
	GRUZ-S7	Support in part	<p>Waka Kotahi supports the intent of the standard; however, considers that adequate consideration has not been provided for transport network user safety at entrances. Waka Kotahi seeks the addition of a standard and matter of discretion to this section specifying that at site egress visibility splays and sightlines must be maintained per the Infrastructure Chapter.</p>	<p>Amend provision:</p> <p><u>2. All fences and standalone walls must not compromise visibility splays and minimum sight distances per INF-Figure 5 & INF-Table 6</u></p> <p>Matters of discretion are restricted to:</p> <p><u>4. The safe and efficient operation of the transport network.</u></p>
Rural Zones- Rural Lifestyle Zone	Overview	Oppose in part	<p>Waka Kotahi does not support the intent of this zone and associated decrease in minimum lot size to 2ha to provide primarily for residential intensification of the rural zone, as currently proposed. Although a portion of this zone is on the periphery of the urban area which may be appropriate for more intensive rural residential development, there remains a significant portion of this zone that is away from urban periphery.</p> <p>It becomes unwieldy and difficult to reasonably anticipate the cumulative impact of rural residential development at a lower threshold. Intensification should be reserved to urban areas, when proximity to amenities and services are more readily available and connected.</p> <p>In addition, this growth does not align with the principal of a compact a liveable city outlined in the Porirua Growth Strategy 2048 whereby the intent is to create a more</p>	<p>Amend the minimum lot size of this zone to reflect the changes sought in Waka Kotahi submission SUB-S1.</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			compact and connected city and intensify around public transport hub. Providing for rural residential intensification in this area increases reliance on single occupancy private use vehicle; of which a significant portion will have direct or indirect access to the state highway, impacting on Waka Kotahi ability to effectively deliver the safety outcomes and improve the level of service on these routes.	
	Objectives and Policies	Support in part	Waka Kotahi support the intent of the objectives and policies; however, it is considered that they do not address reverse sensitivity matters. Although noise is addressed within the General District Wide Matters Chapter, it is considered that reverse sensitivity matters should be addressed within the objectives and policies of the residential zones as it is crucial to the health, safety and wellbeing of people.	<p>Adopt new provision:</p> <p><u>Objective - Reverse Sensitivity</u></p> <p><u>The function and operation of existing and permitted noise generating activities are not compromised by adverse effects, including reverse sensitivity effects, from noise-sensitive activities.</u></p> <p><u>Policy - Reverse Sensitivity from State Highways and Rail Network:</u></p> <p><u>Enable noise-sensitive activities locating adjacent to existing State Highways and the Rail Network that are designed, constructed and maintained to achieve indoor design noise levels in accordance with the applicable standards in the Noise Chapter.</u></p>
	RLZ-P4	Support in part	Waka Kotahi supports the intent of this policy. Waka Kotahi however considers that potentially incompatible activities should demonstrate that they do not compromise the safe, effective and efficient operation of the transport network. A safe and efficient transport network contributes to the health and wellbeing of a community which is crucial to ensuring the character and amenity values of the zone is not compromised by inappropriate activities.	<p>Amend provision:</p> <p><u>“7. The safe, effective and efficient operation of the transport network is not compromised.”</u></p>
	RLZ-R9.1-RLZ-R9.2	Support in part	Waka Kotahi understands that in certain circumstances it may be appropriate to have a second residential unit.	Amend provision:

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>However, Waka Kotahi does not consider that secondary residential units should be permitted where access is gained from state highways as this does not allow for consideration of traffic effects associated with the dwellings. There are a number of locations where intensification of the use of accesses may have adverse safety implications.</p>	<p>1. Activity status: Permitted Where:</p> <ul style="list-style-type: none"> a. There is no more than one principal residential unit per site; b. There is no more than one minor residential unit per site; and c. Any minor residential unit shares a driveway with the site's principal residential unit. d. <u>There is no more than one residential unit per site where the site has direct access to a state highway.</u> <p>2. Activity status: Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance not achieved with RLZ-R9-1.a, RLZ-R9-1.b or RLZ-R9-1.c or RLZ-R9-1.d.
	RLZ-R10.2	Support in part	<p>Waka Kotahi supports a restricted discretionary activity status for any home business that do not comply with the permitted activity status. Waka Kotahi however considers that the matters to which Council's discretion is restricted to does not address adverse effects upon the safe, effective and efficient operation of the transport network.</p> <p>Waka Kotahi seek that the submission point on RLZ-P4 should be adopted to ensure that the safe, effective and efficient operation of the transport network is not compromised as a result of a non-compliance with RLZ-R10.2, specially, the number of staff members who live off-site.</p>	Adopt Waka Kotahi submission on RLZ-P4.
	RLZ-R11	Support in part	<p>Waka Kotahi understands that in certain circumstances it may be appropriate to provide for visitor accommodation.</p> <p>However, Waka Kotahi does not consider that visitor accommodation should be permitted where access is</p>	<p>Amend provision:</p> <ul style="list-style-type: none"> 1. Activity status: Permitted <p>Where:</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>gained from state highways as this does not allow for consideration of traffic effects associated with this activity. In addition, there are a number of locations where intensification of the use of accesses may have adverse safety implications.</p>	<p>a. The visitor accommodation is undertaken within a residential unit, minor residential unit or accessory building; and</p> <p>b. The maximum number of paying visitors per night is ten people.</p> <p><u>c. The site does not have direct access to a state highway.</u></p> <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <p>Compliance not achieved with RLZ-R11-1.a or RLZ-R11-1.b <u>or RLZ-R11-1.c.</u></p>
	RLZ-S7	Support in part	<p>Waka Kotahi supports the intent of the standard; however, considers that adequate consideration has not been provided for transport network user safety at entrances. Waka Kotahi seeks the addition of a standard and matter of discretion to this section specifying that at site egress visibility splays and sightlines must be maintained per the Infrastructure Chapter.</p>	<p>Amend provision:</p> <p><u>2. All fences and standalone walls must not compromise visibility splays and minimum sight distances per INF-Figure 5 & INF-Table 6</u></p> <p>Matters of discretion are restricted to:</p> <p><u>4. The safe and efficient operation of the transport network.</u></p>
<p>Part 3 Special Purpose Zones- Future Urban Zone</p>	Overview	Support in part	<p>Waka Kotahi supports the intent of the Future Urban Zones, specifically to provide for medium to long-term housing supply for the Porirua District. However, Waka Kotahi does not support the Future Urban Zoning of Judgeford Hills.</p> <p>Judgeford Hills promotes a car dependent urban form and does not reinforce the need for a ‘compact and liveable’ city. It is not consistent with the principles and outcomes in the Porirua Growth Strategy 2048, specifically that it is not accessible from existing and planned infrastructure</p>	<p>FUZ-P2 is retained to ensure a comprehensive structure plan is developed prior to any rezoning as a development area which enables urban development.</p> <p>Remove / Delete the Future Urban Zoning of Judgeford Hills.</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			<p>and does not create a compact urban form. Waka Kotahi requests that the Future Urban Zoning of Judgeford Hills is removed from the Proposed District Plan.</p> <p>Waka Kotahi supports in principle the future urban zoning of Judgeford Flats, however, there has been no comprehensive structure plan developed. It is considered that a comprehensive structure plan needs to be developed prior to the re-zoning of any sites as Future Urban. The structure plan would need to rationalise and manage access onto the state highway network, as well as identify multi-modal options, accessibility and connections to the Transport Network. Funding and implementation of the structure plan would also need to be addressed. Waka Kotahi cannot support the urban zoning of Judgeford Flats until an appropriate structure plan has been developed for the area. Waka Kotahi understand that a comprehensive structure plan is required under FUZ-P2.</p> <p>Waka Kotahi understands that the intended use of Judgeford Flats area is industrial.</p> <p>Waka Kotahi consider that the policies of the Special Purpose Zones - Future Urban Zones do not address the need for developers to contribute to the cost of infrastructure upgrades that are a result of growth. Growth as a result of subdivision, use and development is putting pressure on state highway intersections resulting in Waka Kotahi bearing the cost of intersection upgrades.</p>	
	FUZ-01	Support in part	<p>For the reasons outlined earlier in the submission, Waka Kotahi does not support the proposed Future Urban Zoning of the Judgeford Hills. It is requested that reference to 'Judgeford Hills' is removed from the objective.</p>	<p>Amend provision:</p> <p>“The Future Urban Zone allows for the continued operation of existing activities and the establishment of new rural use and development that does not compromise the potential of:</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
				<ol style="list-style-type: none"> 1. The Judgeford Hills and Northern Growth Area to accommodate integrated, serviced and primarily residential urban development; 2. The Judgeford Flats area to accommodate integrated, serviced and primarily industrial urban development; and 3. Any other areas that have been subsequently included in the Future Urban Zone, and are able to accommodate integrated and serviced urban development.
	FUZ-03	Support in part	<p>Waka Kotahi supports this policy, specifically that it ensures that use and development within the Future Urban Zone does not result in the efficient and effective operation of the Transport Network being compromised. However, Waka Kotahi considers that the policy needs to be amended to ensure that the safe and efficient operation of the Transport Network is not compromised. This is in line with the Porirua Growth Strategy and the Waka Kotahi Road to Zero which adopts a safe system approach.</p>	<p>Amend provision: “2. The <u>safe</u>, efficient and effective operation of the transport network being compromised”.</p>
	FUZ-P1	Support in part	<p>Waka Kotahi supports this policy, specifically identifying areas for future urban development where they are consistent with the Porirua Growth Strategy 2048.</p> <p>Waka Kotahi however considers that future urban areas should be of a size, scale and location which could accommodate comprehensive and integrated future development that is connected to the transport network, where the transport network has sufficient capacity to do so.</p> <p>The current wording does not reflect the NPS-UD requirements on development capacity.</p>	<p>Amend provision: “2. Is connected to or planned to be connected to the transport network <u>with sufficient capacity</u>”</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
	FUZ-P2	Support	<p>Waka Kotahi supports the requirement of a comprehensive structure plan prior to enabling future urban development.</p> <p>A structure plan would need to rationalise and manage access onto the state highway network, as well as identifying multi-modal options (including travel planning), accessibility and connections to the Transport Network. These matters would need to be assessed prior to any urban development being proposed to ensure that the Future Urban Zoning is appropriate for the site, and that there is funding available in order to implement the structure plan.</p>	Retain as notified.
	FUZ-P3	Support in part	For the reasons outlined earlier in the submission, Waka Kotahi does not support the proposed Future Urban Zoning of Judgeford Hills. It is requested that reference to 'Judgeford hills' is removed from this policy.	Amend provision: "Recognise that the intended use of the Northern Growth Area and Judgeford Hills is primarily for residential purposes, while Judgeford Flats is primarily for industrial purposes."
	FUZ-P5	Support in part	Waka Kotahi supports the intent of the policy but considers that potentially incompatible activities should demonstrate that the activity will not adversely affect the safety and efficiency of the transport network.	Amend provision: <u>"8. The safety and efficiency of the transport network is not compromised."</u>
Part 3 Area Specific Matters – Commercial, Mixed Use Zones, and Local Centre Zone	LCZ-O3	Support in part	Waka Kotahi supports the intent of the objective but considers that as part of management the scale of use and development consideration should be provided for the effects on the transport network.	Amend provision: <u>"3. Does not compromise the safety or efficiency of the transport network"</u>
	LCZ-P1	Support in part	Waka Kotahi supports the intent of the policy but considers that appropriate activities should demonstrate	Amend provision:

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			that the activity will not adversely affect the safety and efficiency of the transport network.	<u>“3. Does not compromise the safety or efficiency of the transport network”</u>
	LCZ-P3	Support in part	Waka Kotahi supports the intent of the policy but considers that potentially inappropriate activities should demonstrate that the activity will not adversely affect the safety and efficiency of the transport network.	Amend provision: <u>“7. The activity does not compromise the safety or efficiency of the transport network”</u>
	LCZ-P4	Support in part	Waka Kotahi supports the intent of the policy but considers that activities that compromise the transport network should be avoided.	Amend provision: Avoid activities that are incompatible with the anticipated purpose, character and amenity values of the Local Centre Zone and the surrounding environment; <u>or compromise the safety or efficiency of the transport network.</u>
	MUZ-O3	Support in part	Waka Kotahi supports the intent of the objective but considers that as part of management the scale of use and development consideration should be provided for the effects on the transport network.	Amend provision: <u>“3. Does not compromise the safety or efficiency of the transport network”</u>
	MUZ-P1	Support in part	Waka Kotahi supports the intent of the policy but considers that appropriate activities should demonstrate that the activity will not adversely affect the safety and efficiency of the transport network.	Amend provision: <u>“3. Does not compromise the safety or efficiency of the transport network”</u>
	MUZ-P3	Support in part	Waka Kotahi supports the intent of the policy but considers that potentially inappropriate activities should demonstrate that the activity will not adversely affect the safety and efficiency of the transport network.	Amend provision: <u>“7. The activity does not compromise the safety or efficiency of the transport network”</u>
	MUZ-P4	Support in part	Waka Kotahi supports the intent of the policy but considers that activities that compromise the transport network should be avoided.	Amend provision: Avoid activities that are incompatible with the anticipated purpose, character and amenity values of the Mixed Use Zone; <u>or compromise the safety or efficiency of the transport network.</u>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
Part 3 Area Specific Matters – Open Space and Recreation Zones	OSZ-P4	Support in part	Waka Kotahi supports the intent of the policy but considers that potentially inappropriate activities should demonstrate that the activity will not adversely affect the safety and efficiency of the transport network.	Amend provision: <u>“8. Not compromising the safety and efficiency of the transport network”</u>
	SARZ-P4	Support in Part	Waka Kotahi supports the intent of the policy but considers that potentially inappropriate activities should demonstrate that the activity will not adversely affect the safety and efficiency of the transport network.	Amend provision: <u>“8. Not compromising the safety and efficiency of the transport network”</u>
Part 3: Area Specific Matters - Designations – NZTA NZ Transport Agency	Mapping – Designations	Support in part	<p>The inclusion of the Waka Kotahi state highway designations on the planning maps is generally supported, subject to the correction of minor mapping errors (refer specific detail in Appendix 5, attached separately to this submission).</p> <p>While most of the Waka Kotahi designations are shown correctly on the notified planning maps, there are a number of minor mapping errors that require amendment. Generally, Waka Kotahi seeks to ensure that its designations only include land it owns and manages (ie. legal road parcels, from road parcel boundary to road parcel boundary). Accordingly, most of the requested changes to the designations on the planning maps are minor corrections under Schedule 1, Clause 16(2) of the RMA and are not modifications or amendments.</p>	Amend Porirua PDP maps to correctly record the Waka Kotahi designations (refer specific amendments sought to state highway designation boundaries, as detailed in Appendix 5).
Part 3: Area Specific Matters - Designations – NZTA NZ Transport Agency	Mapping – Designations	Support in part	It is noted that some sections of the Waka Kotahi state highway designations run alongside, intersect or overlap with KiwiRail Holdings Limited’s designations. In these instances, it can be difficult to differentiate the boundaries between the two designations of these two Requiring Authorities on the planning maps (refer example in Appendix 6).	<p>Retain state highway designations on Porirua PDP maps, with mapping amendment:</p> <p>Differentiate designations which abut, intersect or overlap each other (e.g. by clearly labelling the designations, or by using different colours or shading) (refer example shown in Appendix 6).</p>

Chapter	Plan Provision	Support / Oppose	Reasons	Relief Sought
			Clearly labelling the different designations or providing alternative shading or colours on the maps may help distinguish the boundaries of the designations.	
Part 4: Appendices and Schedules - SCHED1 – Roads Classified According to One Network Road Classification	APP11-Future Urban Zone Structure Plan Guidance	Support in part	<p>Waka Kotahi supports the Future Urban Zone Structure Plan Guidance contained within Appendix 11. Waka Kotahi specifically support the matters which are to be investigated and addressed under Transport Network and Infrastructure.</p> <p>Waka Kotahi however consider that amendment is required to point 1 under Urban Growth. Point 1 requires a structure plan to investigate and address the future supply and projected demand for residential and business land. Waka Kotahi seek that this point be amended to include industrial land. The intended use of ‘Judgeford Flats’ is anticipated to be industrial (as identified in FUZ-P3) and as such, should also be required to investigate future supply and projected demand in the structure plan areas, to achieve an appropriate capacity to meet the requirements of the National Policy Statement for Urban Development 2020.</p>	<p>Amend Appendix 11- Future Urban Zone Structure Plan Guidance:</p> <p>A structure plan is to identify, investigate and address the matters set out below.</p> <p>Urban growth</p> <p>1. The future supply and projected demand for residential, <u>industrial</u> and business land in the structure plan areas to achieve an appropriate capacity to meet the requirements of the National Policy Statement for Urban Development 2020.</p>
	National High Volume	Support	Waka Kotahi supports the inclusion of ‘State Highway 1’ as a National High-Volume Road; provided that this term encompasses both the current State Highway 1 alignment and future State Highway 1 (Transmission Gully Motorway).	Retain as notified

Appendix One

Amend INF-Table 1 as follows:

Classification		Access Road		Collector Road	
Classification criteria (must meet all criteria)	Typical daily traffic (annual average daily traffic movements)	1-1,000		1,000-5,000	
	Heavy commercial vehicles (annual average daily traffic movements)	1-25		25-300	
	Buses (urban peak)	0		1-15 buses; or 1-750 people per hour	
Zone		Urban Zones	General Rural Zone, Rural Lifestyle Zone, Settlement Zone, Open Space Zone, Māori Purpose Zone (Hongoeka) and Special Purpose Zone (BRANZ)	All zones except General Rural Zone and Rural Lifestyle Zone	General Rural Zone and Rural Lifestyle Zone
Design speed (km/h)		40	40	50	80
Maximum gradient		10% or 12.5% 5% for maximum 85m in any one length	10% or 12.5% 5% for maximum 85m in any one length	10% or 12.5% 5% for maximum 85m in any one length	10% or 12.5% 5% for maximum 85m in any one length
Minimum width (m)	Parking	1 x 2.5	-	2 x 2.5	2 x 2.5
	Traffic (must provide unhindered vehicle access)	2 x 3.0	2 x 3.0	2 x 3.0	2 x 3.0
	Cycles	2 x 1.5 1.8	2 x 1.5 1.8	2 x 1.5 1.8	1 x 3.0
	Footpath	2 x 1.5 1.8	2 x 1.5 1.8	2 x 2.0	-
	Infrastructure berm	1.0	1.0	1.0	1.0
	Street tree berm	3.0	-	3.0	-
	Legal width	21.0	21.0	23.0	23.0
Number of street trees		As per INF-Table 2	-	As per INF-Table 2	-

Appendix Two

Amend INF-Table 5 as follows:

Operating speed (km/h) of major roads	Distance X (m)- Access and Collector road (see INF-Figure 4)	Distance Y (m) (see INF-Figure 4) Access road	Distance Y (m) (see INF-Figure 4) <u>National road, Regional road and Collector road</u>
<40	5	35	70
41-50	5	45	90
51-60	6	65	115
61-70	6	85	140
71-80	7	105	175
81-90	7	130	210
91-100	7	160	250
<u>100-110</u>	-	-	<u>282</u>

Appendix Three

Amend INF-Table 6 as follows:

Operating speed of road (km/h)	Minimum distance between vehicle crossing and <u>local road</u> intersection (m) (measured from the legal boundary of the intersecting road to the edge of the seal of the vehicle crossing)	<u>Minimum distance between vehicle crossing and state highway intersection (m)</u> (<u>measured from the legal boundary of the intersecting road to the edge of the seal of the vehicle crossing</u>)	Minimum distance between vehicle crossing and railway crossing (m) (measured from the closest rail track to the edge of the seal of the vehicle crossing)	Minimum sight distances from vehicle crossing <u>on an Access Road and Collector Road</u> (m)	Minimum sight distances from vehicle crossing <u>on a National Road or Regional Road</u> (m)	<u>Minimum distance between accessways on a National Road or Regional Road (m)</u>
<40	10	-	30	35	-	-
41-50	10	<u>30</u>	30	45	<u>89</u>	-
51-60	15	<u>30</u>	30	65	<u>113</u>	-
61-70	20	<u>30</u>	30	85	<u>140</u>	-
71-80	20	<u>100</u>	30	105	<u>170</u>	<u>40</u>
81-90	30	<u>100</u>	30	130	<u>203</u>	<u>100</u>
91-100	30	<u>200</u>	30	160	<u>240</u>	<u>200</u>

Appendix Four

Impose new noise rules in place of NOISE-R5 and NOISE-S1 to S6 as follows:

NOISE-R5

1. Permitted Activity Rule

At any point within 100 metres from the edge of a state highway carriageway and which receives more than 57 $dB_{L_{Aeq}(24h)}$ transport noise:

Advice Note: Waka Kotahi holds information which can confirm whether the proposed location of noise sensitive activity will receive more or less than 57 $dB_{L_{Aeq}(24h)}$. Where Waka Kotahi confirms that the proposed location of a noise sensitive activity will be less than 57 $dB_{L_{Aeq}(24h)}$, the following rules do not apply.

Outdoor road noise

Any noise sensitive activity with a noise sensitive room in a new building, or alteration to an existing building, that contains an activity sensitive to noise where there is a noise barrier at least 3 metres high which blocks the line-of-sight to the road surface from all points 1.5 metres above ground level within the proposed notional boundary.

Indoor road noise

1. Any noise sensitive activity with a noise sensitive room in a new building, or alteration to an existing building, that contains an activity sensitive to noise where the building or alteration is:
 - a. Designed, constructed and maintained to achieve indoor design noise levels resulting from the road not exceeding the maximum values in Table 1; or
 At least 50 metres from the carriageway of any state highway and is designed so that a noise barrier entirely blocks line-of-sight from all parts of doors and windows, to the road surface.

Table 1

Occupancy/activity	Maximum road noise level $L_{Aeq(24h)}$
<i>Building type: Residential</i>	
Sleeping spaces	40 dB
All other habitable rooms	40 dB
<i>Building type: Education</i>	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios, sleeping areas	40 dB
Libraries	45 dB
<i>Building type: Health</i>	
Overnight medical care, wards	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB
<i>Building type: Cultural</i>	
Places of worship, marae	35 dB

Mechanical ventilation

2. If windows must be closed to achieve the design noise levels in clause 2(a), the building is designed, constructed and maintained with a mechanical ventilation system that:
 - a. For habitable rooms for a noise sensitive activity, achieves the following requirements:
 - i. Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
 - ii. is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
 - iii. provides relief for equivalent volumes of spill air; and

- iv. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18CC and 25CC; and
 - v. does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.
- b. For other spaces, is as determined by a suitably qualified and experienced person.

Indoor road vibration

3. Any noise sensitive activity with a noise sensitive room in a new building or alterations to existing buildings containing a noise sensitive activity, closer than 40 metres to the carriageway of a state highway, is designed constructed and maintained to achieve road vibration levels not exceeding 0.3mm/s $v_{w,95}$.

Design report

4. A report is submitted by a suitably qualified and experienced person to the council demonstrating compliance with clauses (1) to (4) above (as relevant) prior to the construction or alteration of any building containing a noise sensitive activity. In the design:
- a. Road noise is based on measured or predicted noise levels plus 3 dB.

2. Restricted Discretionary Activity Rule

Any new or altered noise sensitive activity which does not comply with Permitted Activity Rule NOISE-R5.1.

Restricted Discretionary Activity – Matters of Discretion

Discretion is restricted to:

- (a) Location of the building;
- (b) The effects of the non-compliance on the health and amenity of occupants;
- (c) Topographical, ground conditions or building design features that will mitigate noise or vibration effects; and
- (d) The outcome of any consultation with the NZ Transport Agency.

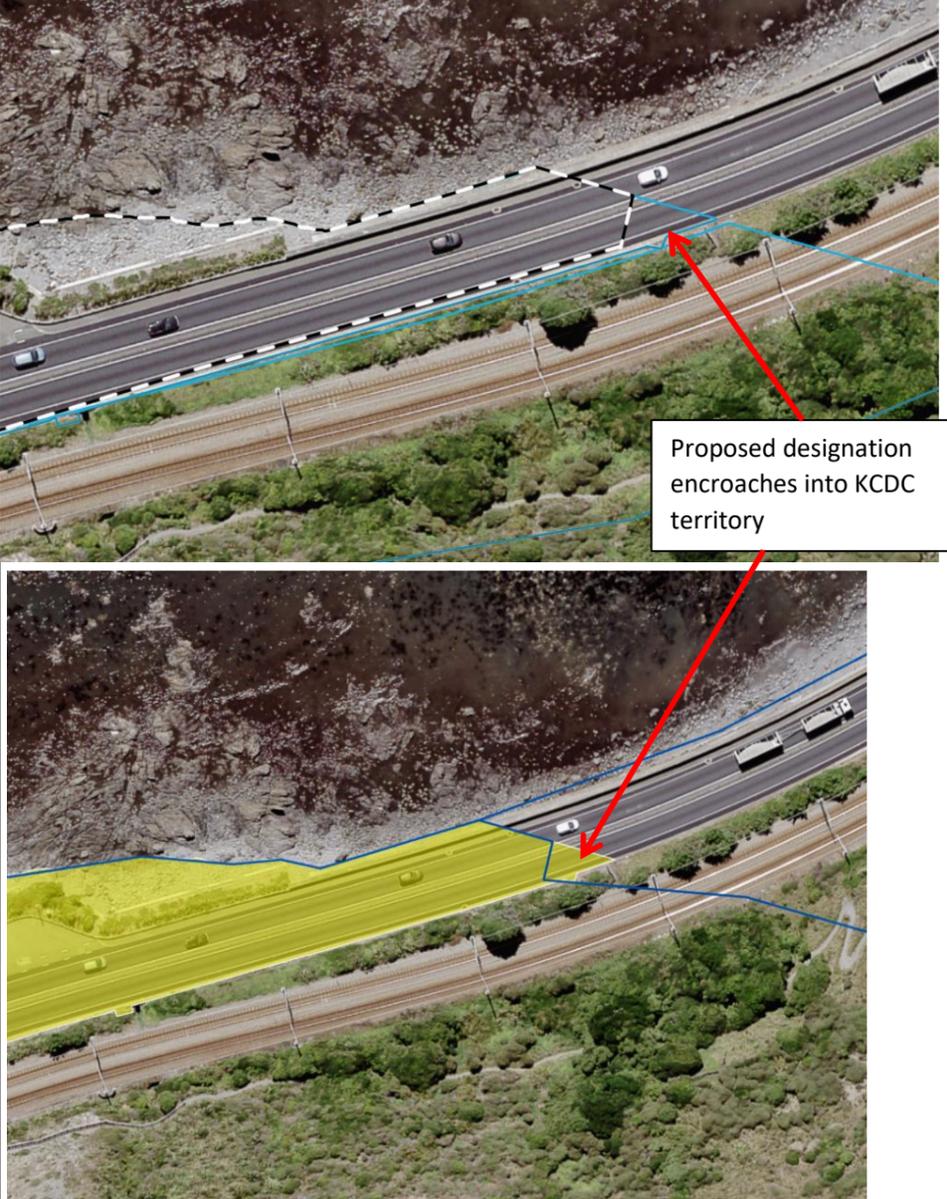
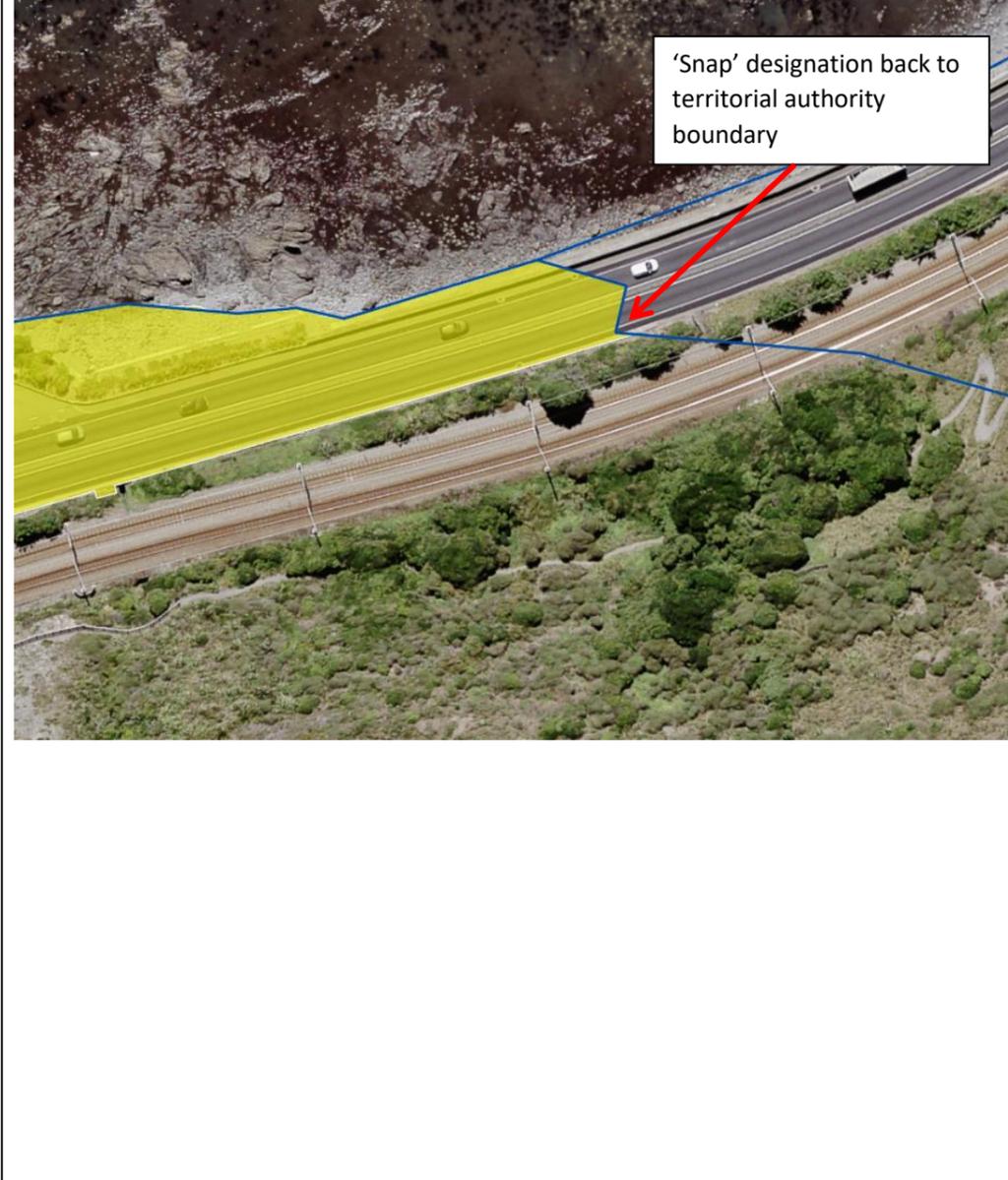
Restricted Discretionary Activity – Assessment Criteria

Discretion is restricted to:

- (a) Whether the location of the building minimises effects;
- (b) Alternative mitigation which manages the effects of the non-compliance on the health and amenity of occupants;
- (c) Any identified topographical, ground conditions or building design features that will mitigate noise and vibration effects or; and
- (d) The outcome of any consultation with the NZ Transport Agency.

Appendix 5: Waka Kotahi NZ Transport Agency Submission on Proposed Porirua District Plan – Specific Amendments to State Highway Designations

State Highway 1

Property address / legal description	Nature of relief	Proposed Waka Kotahi NZ Transport Agency designations, as notified in the Porirua District Plan 2020 (28 August 2020)	Relief requested
<p>Primary Road Parcel: 4104083</p>	<p>Waka Kotahi seeks to 'snap' the proposed designation to the territorial authority boundary, as marked.</p>		

Primary Road
Parcel: 7108677
Section 1 SO
408587

Waka Kotahi seeks to widen the proposed designation to the road parcel boundary to ensure the full width of the road parcel is covered by the proposed designation, as marked.



<p>Primary Road Parcel: 4104083</p>	<p>Waka Kotahi seeks to widen the proposed designation along the entire length of the road parcel boundary to ensure the full width of the road parcel is covered by the proposed designation, as marked.</p>	 <p>Proposed designation does not cover full width of legal road parcel</p>	 <p>Widen designation to road parcel boundary to cover full width of road parcel</p>
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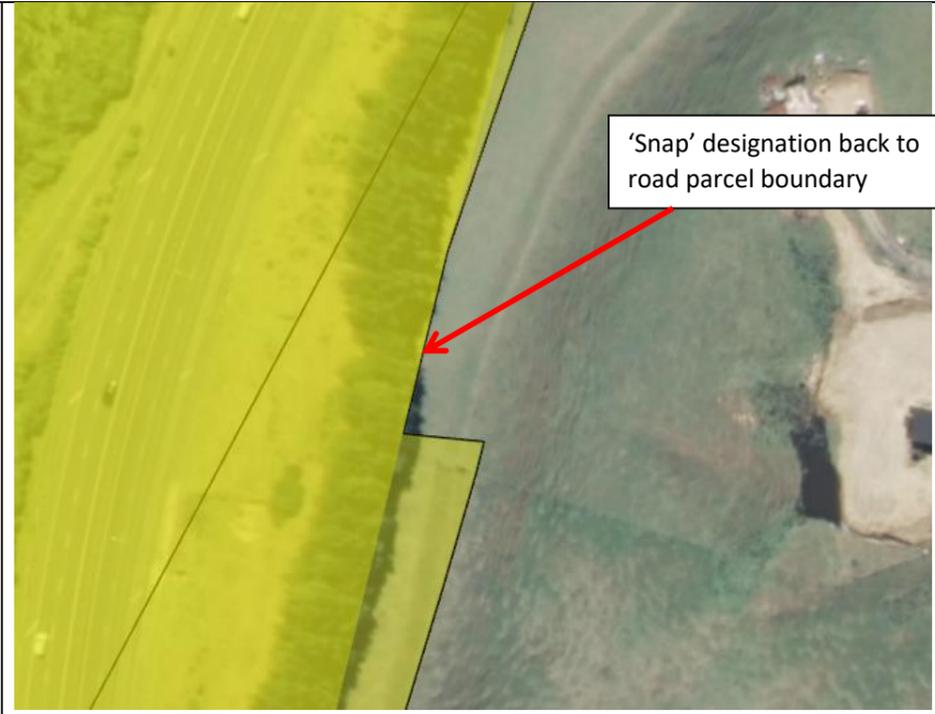
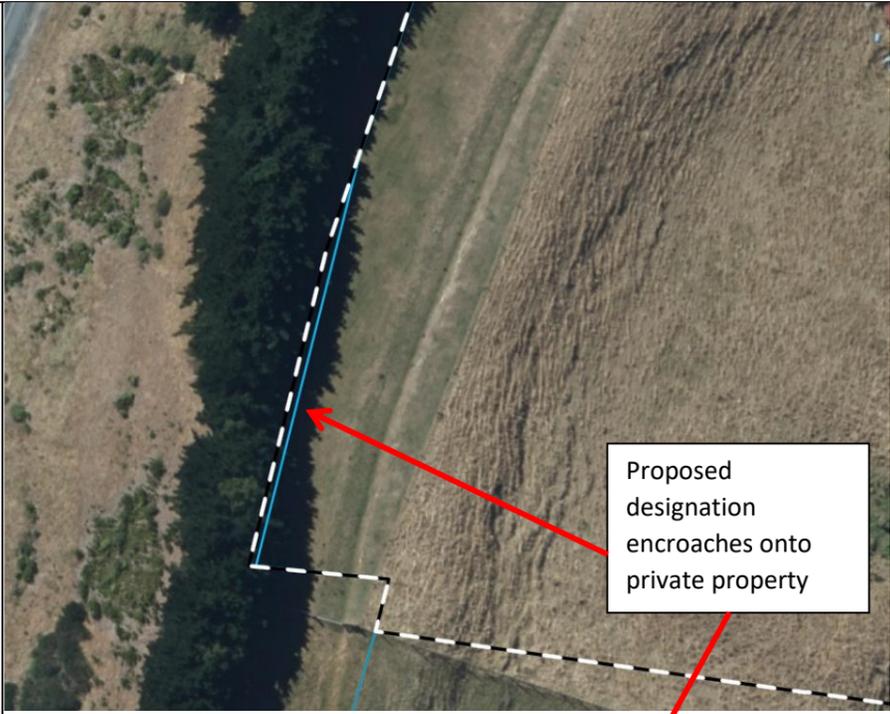
Parcel ID:
7303183
RLWY
Part Pukerua 3C
Block

Waka Kotahi seeks to widen the proposed designation to the edge of the berm along this section of state highway, as marked, to ensure the physical state highway asset is protected.



Parcel ID:
6672821
Part Lot 1 DP
89102
422A State
Highway 1

Waka Kotahi seeks to 'snap' the proposed designation back to the road parcel boundary, as marked, to ensure the proposed designation does not encroach onto private property.



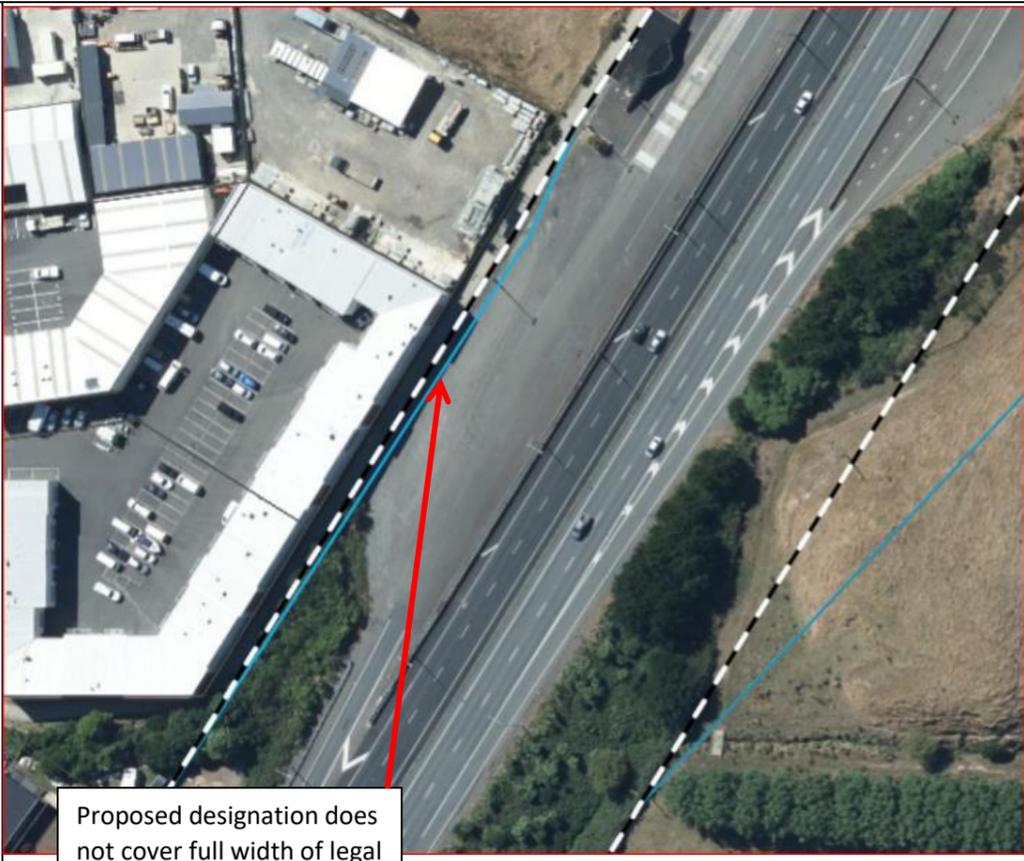
Primary Road Parcel: 6602655 Acquired for road, limited access road and State highway. Section 20(1) Public Works Act 1981 New Zealand Gazette 2003 p 1615 Vested in the Crown.

Waka Kotahi seeks to widen the proposed designation to the road parcel boundary, as marked, to ensure the full width of the road parcel is covered by the proposed designation.



Primary Road
Parcel: 4089928

Waka Kotahi seeks to widen the proposed designation to the road parcel boundary, as marked, to ensure the full width of the road parcel is covered by the proposed designation.



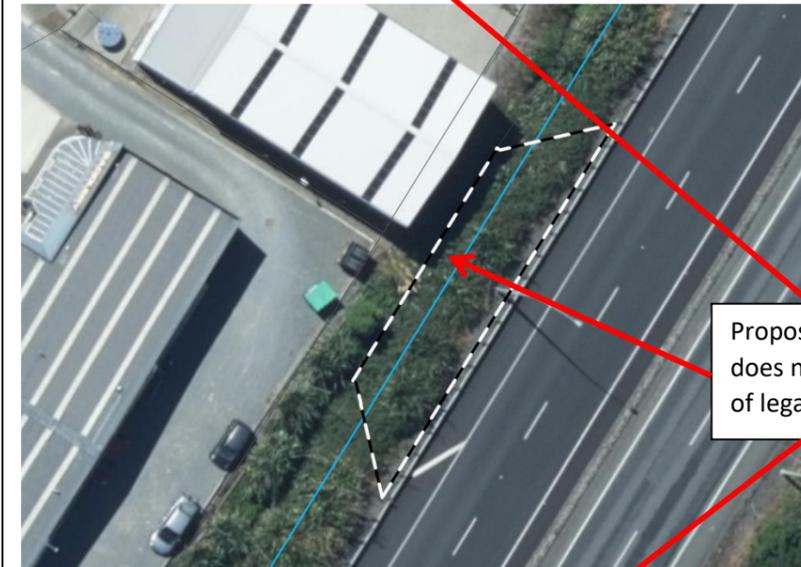
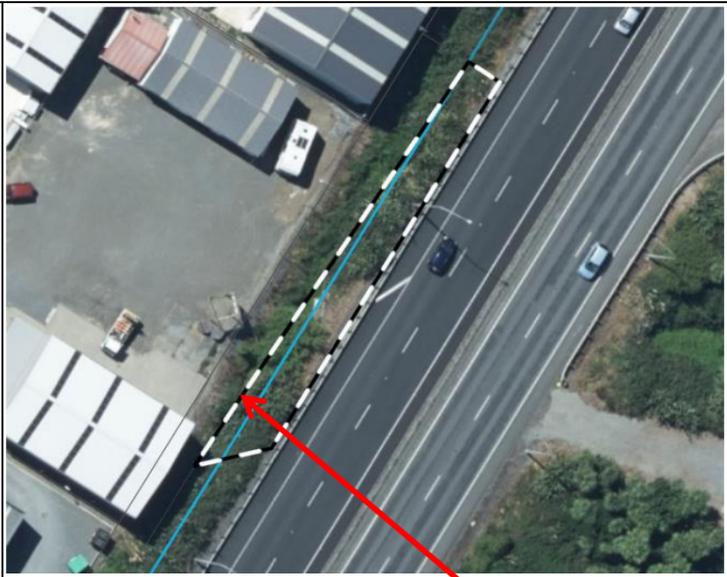
Proposed designation does not cover full width of legal road parcel



Widen designation to road parcel boundary to cover full width of road parcel

Primary Road
Parcels 6936374
– 6936376

Waka Kotahi seeks to widen the proposed designation to the road parcel boundary, as marked, to ensure the full width of the road parcels are covered by the proposed designation.



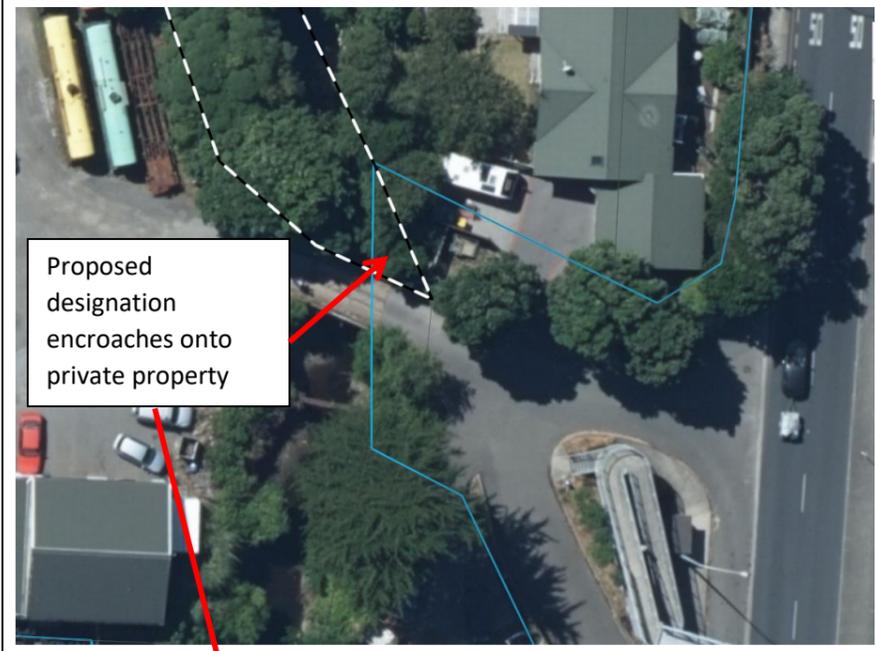
Proposed designation does not cover full width of legal road parcel



Widen designation to road parcel boundary to cover full width of road parcels

Parcel ID:
6644674
Lot 5 DP 325693
91C St Andrew
Road (SH 1),
Plimmerton

Waka Kotahi seeks to 'snap' the proposed designation back to the road parcel boundary, as marked. This small area of land is currently designated, however is not owned by Waka Kotahi – it is local purpose reserve (Porirua City Council).



Parcel ID:
6644670
Lot 1 DP 325693
91B St Andrews
Rd

Waka Kotahi seeks to 'snap' the proposed designation back to the road parcel boundary, as marked. This small area of land is currently designated, however is not owned by Waka Kotahi – the parcel is privately owned.



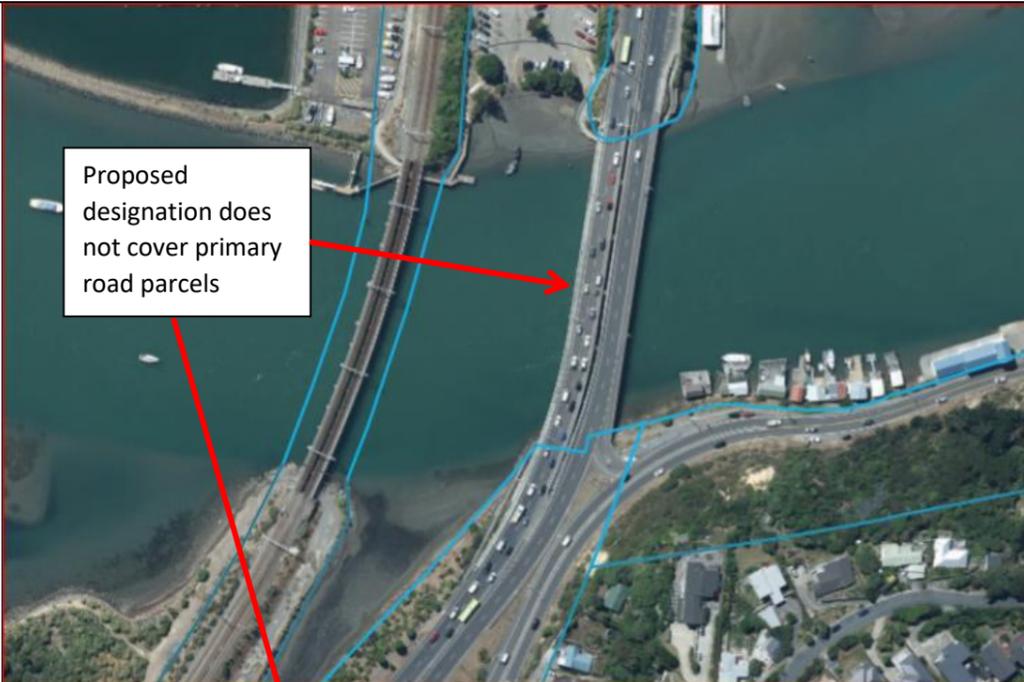
Primary Road
Parcel: 6567909
Declared Road
New Zealand
Gazette 2007 p
917, State
Highway Vested
in Crown

Waka Kotahi
seeks to widen
the proposed
designation to
include the
primary road
parcel vested
in the Crown, as
marked.



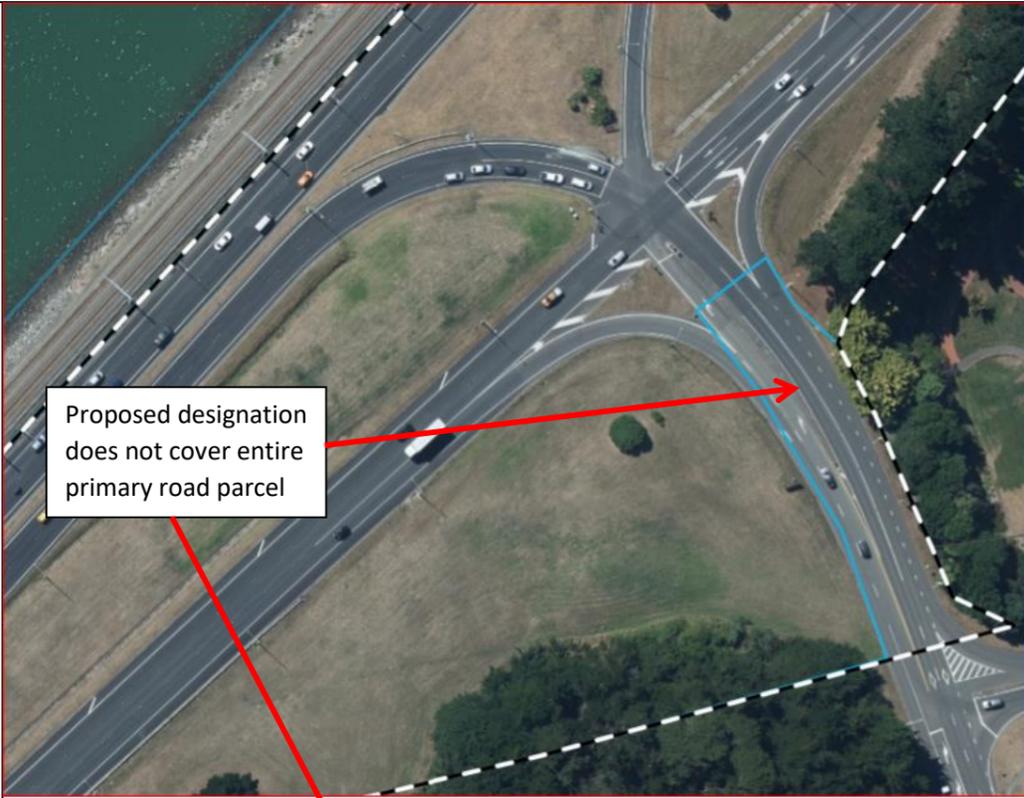
Primary Road
Parcel: 7288512
and
Primary Road
Parcel: 4104076

Waka Kotahi
seeks to extend
the proposed
designation
over Mana
Bridge, both
lanes of which
are legal road
parcels, as
marked.



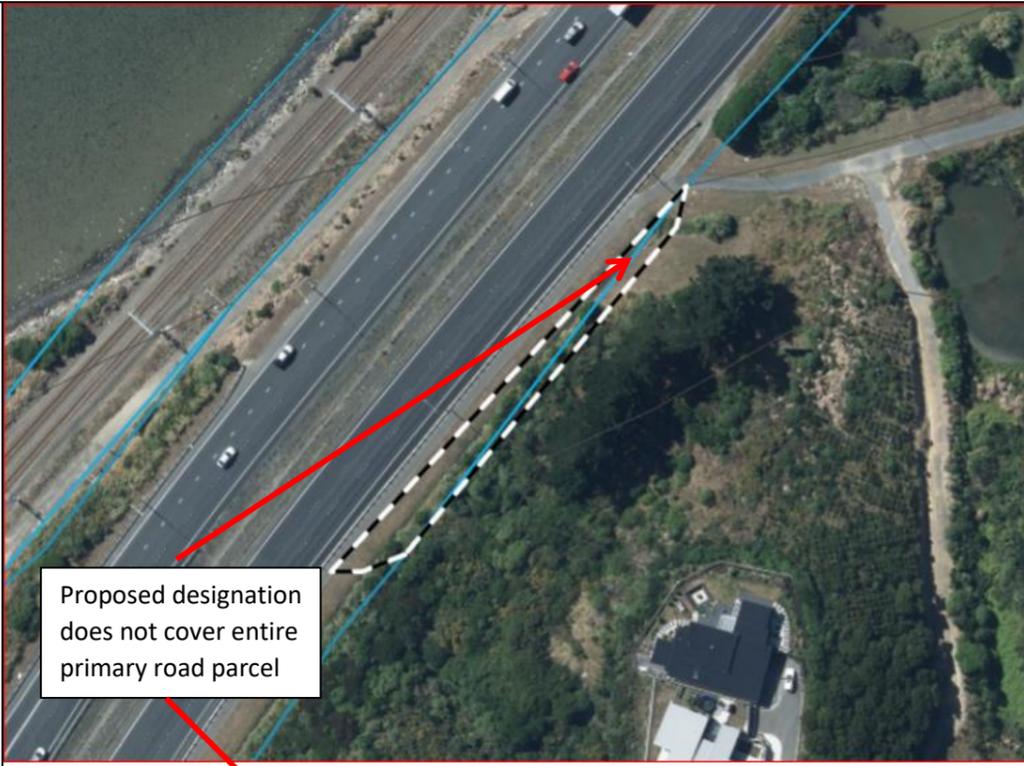
Primary Road
Parcel: 4104084

Waka Kotahi seeks to widen the proposed designation to include the entire primary road parcel, as marked.



Primary road parcel: 6782335

Waka Kotahi seeks to widen the proposed designation to include the entire primary road parcel, as marked.



Widen proposed designation to cover entire primary road parcel

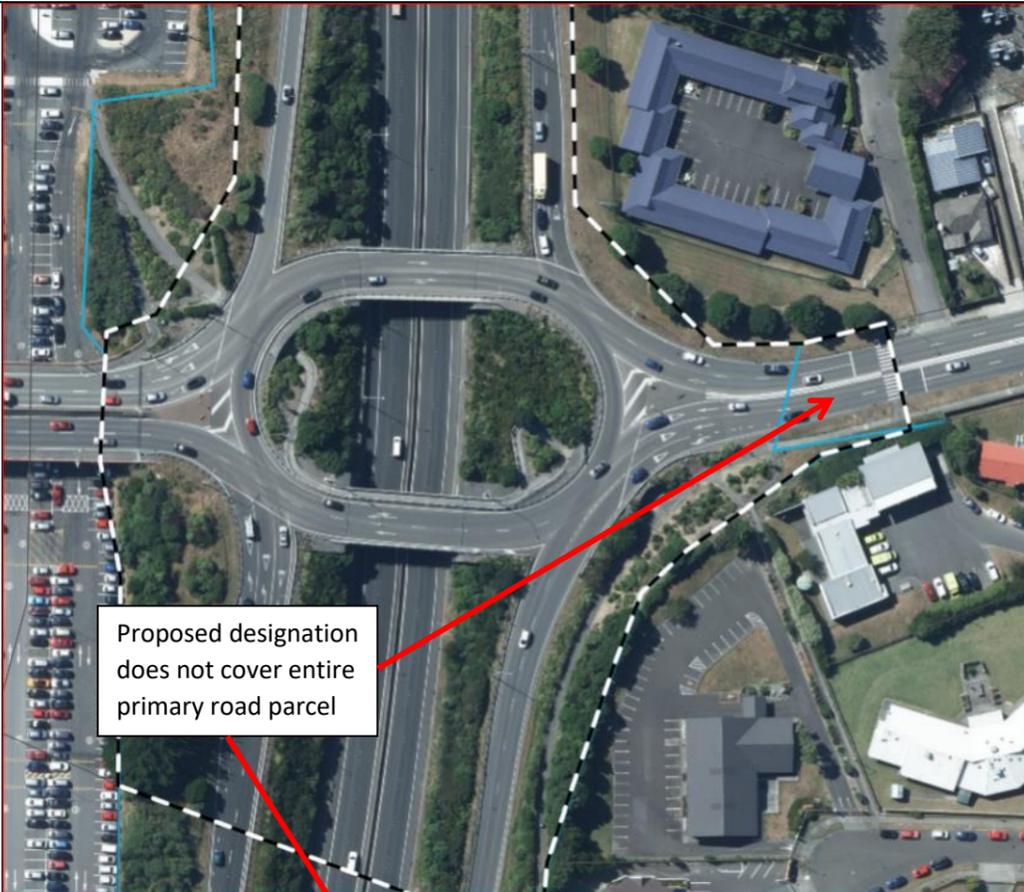
Primary Road
Parcel: 4104084

The full width of the southbound lane of SH1 is not covered by the proposed designation. Waka Kotahi seeks to widen the proposed designation to include the entire primary road parcel, as marked, to ensure the physical state highway asset is protected.



Primary road parcel: 4104180

Waka Kotahi seeks to widen the proposed designation to include the entire primary road parcel, as marked.



State Highway 58

Property address / legal description	Nature of relief	Proposed Waka Kotahi NZ Transport Agency designations, as notified in the Porirua District Plan 2020 (28 August 2020)	Relief requested
<p>Primary Road Parcel: 4099991</p>	<p>The full width of the westbound lane of SH58 is not covered by the proposed designation. Waka Kotahi seeks to widen the proposed designation to 10m from the centreline to ensure the formed road owned and maintained by Waka Kotahi is designated.</p>	 <p>Proposed designation does not cover entire primary road parcel</p>	 <p>Widen proposed designation to cover entire primary road</p>

4106384
HYDR

The proposed designation currently aligns with the legal road boundaries. However, part of the berm and shoulder of the eastbound lane of SH58 have been formed outside of the legal road boundaries, in the coastal marine area. Waka Kotahi seeks to widen the proposed designation to 10m from the centreline, as marked, to ensure the formed road is covered by the designation.



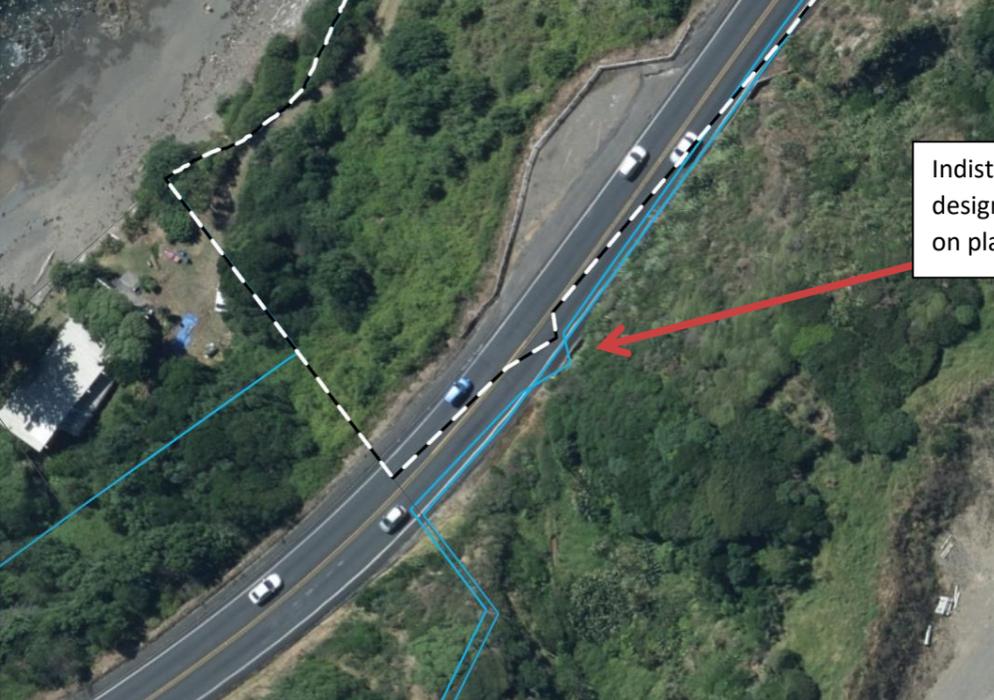
Primary road parcel: 4083292

Waka Kotahi seeks to widen the proposed designation, as marked, to ensure the roundabout at the intersection of Paremata Road (SH58) and Postgate Road is covered by the designation.



Appendix 6: Waka Kotahi NZ Transport Agency Submission on Proposed Porirua District Plan – Indistinguishable Designation Lines on Planning Maps

Example on State Highway 1

Property address / legal description	Nature of relief	Proposed Waka Kotahi NZ Transport Agency designations, as notified in the Porirua District Plan 2020 (28 August 2020)	Relief requested
<p>Primary Road Parcel: 4104083 Near 51 Brendan Beach, Pukerua Bay, Porirua</p>	<p>It is noted that some sections of the Waka Kotahi state highway designations run alongside, intersect or overlap with KiwiRail Holdings Limited’s designations. In these instances, it can be difficult to differentiate the boundaries between the two designations of these two Requiring Authorities on the planning maps. Refer example shown. Clearly labelling the different designations or providing alternative shading or colours on the maps would help distinguish the boundaries of the designations.</p>		<p>Retain Waka Kotahi state highway designation with mapping amendment: differentiate designations which abut, intersect or overlap each other (e.g. by clearly labelling the designations, or by using different colours or shading).</p>