

20 November 2020

Proposed District Plan  
Environment and City Planning  
Porirua City Council  
PO Box 50-218  
**PORIRUA 5240**

**By email to:** [dpreview@porirua.govt.nz](mailto:dpreview@porirua.govt.nz)

**SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR PLAN, CHANGE OR  
VARIATION (FORM 5)  
Porirua City Proposed District Plan**

**NAME OF SUBMITTER:** KiwiRail Holdings Limited (KiwiRail)

**ADDRESS FOR SERVICE:** PO Box 593  
**WELLINGTON 6140**

Attention: Rebecca Beals

Ph: 04 498 3389

Email: [Rebecca.Beals@kiwirail.co.nz](mailto:Rebecca.Beals@kiwirail.co.nz)

**KiwiRail Feedback on Proposed District Plan**

KiwiRail Holdings Limited (KiwiRail) is the State Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand. KiwiRail Holdings Limited is also the Requiring Authority for land designated "Railway Purposes" (or similar) in District Plans throughout New Zealand.

The designated corridor of the North Island Main Trunk (NIMT) passes through the district from south to north and is a key part of the KiwiRail network nationally. KiwiRail seeks to protect its ability to operate, maintain and upgrade this line into the future.

To achieve this, KiwiRail encourages land uses near the railway corridor that do not compromise the short or long-term ability to operate a safe and efficient rail network, both day and night. Where sensitive activities are proposed on land near the railway corridors, appropriate controls should be imposed to ensure their long-term amenity. Associated with that is the risk of objections and complaints leading to restraints on the operation, maintenance and enhancement of the rail corridor. Safety is a key concern for KiwiRail so ensuring sightlines and level crossings are protected is also paramount.

KiwiRail's submission on the Proposed District Plan (Proposed Plan) is set out in the attached table and builds on the feedback provided to the Draft District Plan in 2019. Insertions we wish to make are marked in **bold** and **underlined**, while recommended



deletions are shown as ~~struck-out~~ text. All requested changes include any consequential changes to the Proposed Plan to accommodate the requested change in the stated, or alternate, location. The feedback relates to all aspects of the Proposed Plan.

KiwiRail is available to meet with the Council to discuss any elements of the submissions provided within this table, to provide any clarification that may assist in decisions on the changes requested and wish to be heard in relation to the submissions.

Regards,



Rebecca Beals  
**RMA Team Leader**  
**KiwiRail**

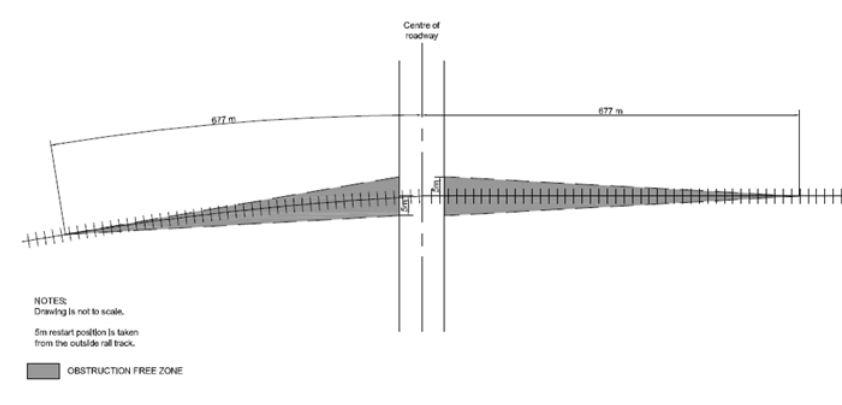
Submission Number	Section of Plan	Specific Provision	Support / Oppose / Seek Amendment	Reasons for Submission	Relief Sought (as stated or similar to achieve the requested relief)
<b>Part 1: Introduction and General Provisions</b>					
1.	Interpretation	Ancillary Transport Network Infrastructure	Support	KiwiRail support the inclusion of train stations and rail furniture, as well as traffic control signals and devices and other transport related assets as part of this definition	Retain as proposed
2.	Interpretation	Infrastructure	Support	The definition as proposed which replicates the RMA definition, is supported by KiwiRail, noting clause (g) includes rail.	Retain as proposed
3.	Interpretation	Integrated Transport Assessment	Support	Inclusion of clarity around an Integrated Transport Assessment, and that it includes all modes of travel along with consideration of the effects of safety and efficiency on these networks, is supported by KiwiRail.	Retain as proposed
4.	Interpretation	Maintenance and Repair	Support	KiwiRail support the definition proposed allowing for any work or activity necessary to keep the operation and or function of existing infrastructure.	Retain as proposed
5.	Interpretation	Noise Sensitive Activity	Support	The definition as proposed includes the relevant activities that are typically sensitive to noise, and this is supported by KiwiRail.	Retain as proposed
6.	Interpretation	Railway Sign	Support	KiwiRail support specific inclusion of signage in relation to the railway network being that provided under the Railways Act.	Retain as proposed.
7.	Interpretation	Regionally Significant Infrastructure	Support	KiwiRail support the reference to the Strategic Transport Network as identified in the Operative Wellington Regional Land Transport Plan as being identified as Regionally Significant Infrastructure. This includes the rail network through Porirua City.	Retain as proposed.
8.	Interpretation	Reverse Sensitivity	Support	KiwiRail support the definition proposed in relation to reverse sensitivity effects.	Retain as proposed
9.	Interpretation	Transport Network	Support	KiwiRail note that the definition of transport network is oriented around roads and public transport services however also includes rail. This is supported.	Retain as proposed
10.	Interpretation	Upgrading	Support	The specific ability to improve or increase the safety or efficiency of existing infrastructure as defined as upgrading, is supported.	Retain as proposed
<b>Part 2 District Wide Matters</b>					
11.	Strategic Direction	FC-O1 Infrastructure and FC-O3 Existing Activities	Support	KiwiRail support the objective for effective, efficient, resilient and safe infrastructure throughout the city. KiwiRail further support specific direction around ensuring the ongoing operation of existing activities is protected from incompatible activities.	Retain as proposed
12.	Strategic Direction	REE-O3 Resilience	Support	Protecting infrastructure from natural hazards and an increase in effects of these arising from subdivision, use and development is supported. The rail corridor can often be seen as an adjacent environment that cannot be adversely affected from earthworks or development generating stormwater runoff, however slips, erosion, vegetation and stormwater all have the potential to adversely affect the ability of trains to operate.	Retain as proposed
13.	Strategic Direction	EFD-O5 Subdivision, use and development	Support	KiwiRail support that urban growth is required to be integrated with the transport network.	Retain as proposed
14.	Energy, Infrastructure and Transport	INF-O1 and INF-P1 The benefits of Regionally Significant Infrastructure	Support	KiwiRail support strategic direction recognising the benefits of Regionally Significant Infrastructure and that the functions and operation of this is not unreasonably compromised by other activities.	Retain as proposed.
15.	Energy, Infrastructure	INF-O2 The protection of	Support	The functional and operational needs of regionally significant infrastructure being protected from adverse effects, including in relation to reverse	Retain as proposed

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	and Transport	Regionally Significant Infrastructure		sensitivity effects, is supported by KiwiRail.	
16.	Energy, Infrastructure and Transport	INF-O4 Transport Network	Support	KiwiRail support the objective of achieving an effective, accessible and integrated transport network, in relation to all transport modes.	Retain as proposed
17.	Energy, Infrastructure and Transport	Objective INF-O5, Providing for infrastructure	Support	The Objective in relation to infrastructure being able to establish, operate maintained and repaired, and upgraded efficiently within the City is supported.	Retain as proposed.
18.	Energy, Infrastructure and Transport	INF-P3 Infrastructure for planned future growth	Support	Being able to ensure that infrastructure can meet future demands is supported by KiwiRail, specifically noting the requirement around safety and efficiency in meeting that demand	Retain as proposed
19.	Energy, Infrastructure and Transport	INF-P4 Appropriate Infrastructure	Support	Specific policy direction to enable new infrastructure, and to allow for the maintenance and repair, upgrading and removal of existing infrastructure, including when in overlays, is supported by KiwiRail. The rail asset is existing and its ability to continue to provide the service required of it over the life of the Plan, will rely on the ability to be maintained and upgraded as required.	Retain as proposed
20.	Energy, Infrastructure and Transport	INF-P5 and INF-P8 Regionally Significant Infrastructure	Support	Recognition of reverse sensitivity effects, and the protection of Regionally Significant Infrastructure from these where there is the potential to impact on the safe and efficient operation, maintenance, repair, upgrading, removal and development is supported. Specific reference of the effects of and on rail, as proposed in point 4 of INF-P5, is supported.  Specifically providing for Regionally Significant Infrastructure, subject to certain matters being achieved in relation to environmental effects, is supported by KiwiRail. This gives clear policy support for permitted activity works in relation to the rail network.	Retain as proposed
21.	Energy, Infrastructure and Transport	INF-P9 Recognise operational needs and functional needs of infrastructure	Support	The certainty that bespoke aspects for the rail network, including in relation to location and operational parameters, are recognised in the Proposed Plan is supported by KiwiRail. The rail network is existing, however upgrades and improvements to the network are constrained by the existing network location, and how trains operate at a practical level.	Retain as proposed
22.	Energy, Infrastructure and Transport	INF-P10 new technology	Support	The benefits that new technologies can give to rail in terms of efficiency of the operation and safety and resilience of the network, being recognised in policy direction is supported.	Retain as proposed
23.	Energy, Infrastructure and Transport	INF-P12 and INF-P13 Operation and upgrading of the transport network	Support	These policy directions are supported by KiwiRail. Along with the recognition of the benefits of Regionally Significant Infrastructure, the recognition of the benefits the transport provide for the City, and the clear policy direction enabling the ability to upgrade and develop that network is supported.	Retain as proposed
24.	Energy, Infrastructure and Transport	INF-P17, INF-P20, INF-P21, INF-P2, and INF-P23 Upgrades to existing and new infrastructure ...	Support	Recognition that there are specific circumstances in which the upgrade of existing, or new, infrastructure may be appropriate on significant sites is supported. In particular that each of these policies links to functional and operational needs is supported.	Retain as proposed
25.	Energy, Infrastructure	Rules – Note 2	Support	KiwiRail support clarity that unless specifically identified in a rule in the table, the rules in this chapter are the only rules that apply to infrastructure.	Retain as proposed

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	and Transport				
26.	Energy, Infrastructure and Transport	INF-R2 Noise from construction of new infrastructure ...	Support	Clarity the construction noise standards applying during construction is supported.	Retain as proposed
27.	Energy, Infrastructure and Transport	INF-R3 The maintenance and repair and removal of existing....	Support	KiwiRail support that the maintenance and repair, along with the removal, of existing infrastructure is provided for as a permitted activity.  KiwiRail also support the specific Note under this Rule that highlights the operation of existing infrastructure may rely on existing use rights.	Retain as proposed
28.	Energy, Infrastructure and Transport	INF-R4 Upgrading of existing infrastructure...	Support	KiwiRail support the ability to upgrade existing infrastructure as a permitted activity, subject to standards.	Retain as proposed
29.	Energy, Infrastructure and Transport	INF-R5 The maintenance and repair and removal ...	Support	The ability for maintenance and repair and removal of existing infrastructure, within any overlay, as a permitted activity subject to standards, is supported.	Retain as proposed.
30.	Energy, Infrastructure and Transport	INF-R7 The upgrading of existing infrastructure ...	Seek Amendment	KiwiRail support that upgrading of existing infrastructure is provided for as a permitted activity, however the concern is that this only applies to above ground infrastructure located in a road corridor. The rail network will pass through these areas and upgrades should be anticipated over the life of the Plan to ensure the corridor can operate safely and efficiently. Further, any upgrades are to the existing network, are therefore located within the rail corridor and will primarily be for safety and efficiency in the operation thereby minimising any effect on the amenity landscape or coastal character areas, the rail corridor already being a modified environment. Such upgrades can include works that create a consistent level of effect to road upgrades which are anticipated by the rule.	Amend as follows:  <i>Activity status: Permitted</i>  <i>Where:</i> <i>1. The infrastructure is:</i> <i>i Located underground; or</i> <i>ii Located above ground and is located within an existing road reserve or rail corridor; and ...</i>
31.	Energy, Infrastructure and Transport	INF-R8 Upgrading of infrastructure ...	Support	KiwiRail support the ability to upgrade infrastructure in hazard overlays as a permitted activity subject to standards.	Retain as proposed
32.	Energy, Infrastructure and Transport	INF-R14 Infrastructure located on or within existing bridges...	Support	The ability to attach infrastructure to existing bridges is supported by KiwiRail.	Retain as proposed
33.	Energy, Infrastructure and Transport	INF-R22 Ancillary transport network infrastructure	Support	The ability for ancillary infrastructure to be installed as a permitted activity is supported.	Retain as proposed
34.	Energy, Infrastructure and Transport	INF-R24 Signs ...	Support	The ability for signage to be installed as a permitted activity is supported, particularly noting that signage for the railway typically links to health and safety matters and the operation of the rail network.	Retain as proposed
35.	Energy, Infrastructure and Transport	INF-S8	Seek amendment	While a height restriction on some structures within the rail corridor is supported, the standard as worded includes 'any other infrastructure structure or building not otherwise listed' which would include ancillary structures. This includes station buildings and associated public facilities as well as rail safety and operational structures. A 1.8m or 2m height limit on these, depending on the zone, is therefore not practical. KiwiRail seek that the 'any other' catch all phrase be removed from the Standard, to ensure that those items defined as	Amend as follows:  <i>INF-S8: Cabinets, electric vehicle charging stations, temporary infrastructure and temporary electricity generators and self-contained power units to supply existing infrastructure, and any other infrastructure structure or building not otherwise listed, which are located within the road reserve or rail corridor</i>

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				Ancillary Transport Network Infrastructure are not all restricted to 1.8m or 2m in height.	
36.	Energy, Infrastructure and Transport	INF-S26 Connections to roads ...	Support	KiwiRail support INF-Table 6 whereby a 30m setback is required between vehicle crossings and railway crossings. This is noted as being in the Infrastructure section of Part 2 of the Proposed Plan, whereas the Transport Section also contains standards for vehicle accesses. Having these provisions together or at least cross referenced, may ensure that some don't get overlooked or that the vehicle crossings standard doesn't get interpreted as only applying to infrastructure rather than all activities Plan wide.	Retain as proposed
37.	Energy, Infrastructure and Transport	TR-O2 On-site transport facilities and access	Support	KiwiRail support that on-site transportation facilities and site access is required to be provided in a manner which does not compromise the safety and efficiency of the transport network.	Retain as proposed
38.	Energy, Infrastructure and Transport	New Rule and associated Standard, TR-R6 and TR-S11 - Sight lines at railway level crossings	Seek Amendment	<p>The requirement to maintain level crossing sightlines as provided for in the Draft Plan was supported by KiwiRail although we note this is now excluded from the Proposed Plan. Public safety at level crossings is paramount, and protection of sightlines is a key means of ensuring this. KiwiRail therefore seek that the rule to protect public safety while using level crossings through ensuring sightlines remain clear, is reinstated.</p> <p>The inclusion of a standard to ensure sightlines are not compromised will support achieving INF-O2 seeking to protect Regionally Significant Infrastructure, along with other Policy direction such as SIGN-P4 which specifically references signage not obstructing sightlines.</p> <p>In order to trigger compliance, a new Rule is also proposed as provided for adjacent. Compliance with the Standard would provide for the development as a permitted activity, with non-compliance requiring a Restricted Discretionary Activity consent, with discretion restriction to the aspects provided in TR-P2. Particularly given these relate to safe and efficient use of the site and functioning of the transport network which in particular is relevant to the matters the rule is seeking to address.</p> <p>KiwiRail note that there are no Stop or Give Way Controlled level crossings in the District at the present time, and while KiwiRail typically do not support the creation of new level crossings given the safety risks associated with this, over the expected life of the District Plan the potential for Stop of Give Way Controlled level crossings being established cannot be eliminated. This Standard would therefore provide protection for the sightlines in the event of new level crossings being established.</p> <p>Further, the restart triangle applies at all level crossings, which includes those controlled with barrier arms and signals of which there are a number within the District at present.</p>	<p>Include as follows:</p> <p><b>TR-R6: Sight lines at railway level crossings</b>  <i>All zones</i> 1. Activity status: Permitted  Where:  a. Compliance is achieved with TR-S11.</p> <p><i>All zones</i> 2. Activity status: Restricted discretionary  Where:  a. Compliance is not achieved with TR-S11.</p> <p>Matters of discretion are restricted to:  1. The matters in TR-P2.</p> <p>Section 88 information requirements for applications:  1. Applications under this rule must provide, in addition to the standard information requirements, evidence of engagement with KiwiRail</p> <p><b>TR-S11: Level Crossing Sight Triangles</b>  <b>Approach sight triangles at level crossings with Stop or Give Way signs</b>  On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure or planting shall be located within the shaded areas shown in Figure 1. These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.</p>

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					<p><b>Figure 1: Approach Sight Triangles for Level Crossings with “Stop” or “Give Way” Signs</b></p> <p><i>Advice Note:</i>  The approach sight triangles ensure that clear visibility is achieved around rail level crossings with Stop or Give Way signs so that a driver approaching a rail level can either:</p> <ul style="list-style-type: none"> <li>• See a train and stop before the crossing; or</li> <li>• Continue at the approach speed and cross the level crossing safely.</li> </ul> <p>Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</p> <p>No approach sight triangles apply for level crossings fitted with alarms and/or barrier arms. However, care should be taken to avoid developments that have the potential to obscure visibility of these alarm masts. This is particularly important where there is a curve in the road on the approach to the level crossing, or where the property boundary is close to the edge of the road surface and there is the potential for vegetation growth.</p> <p><b>Restart sight triangles at level crossings</b></p> <p>On sites adjacent to all rail level crossings, no building, structure or planting shall be located within the shaded areas shown in Figure 2. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1).</p>

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					 <p><b>Figure 2: Restart Sight Triangles for all Level Crossings</b></p> <p><b>Table 1: Required Restart Sight Distances For Figure 2</b></p> <table border="1" data-bbox="1855 840 2641 934"> <thead> <tr> <th colspan="3">Required approach visibility along tracks A (m)</th> </tr> <tr> <th>Signs only</th> <th>Alarms only</th> <th>Ala</th> </tr> </thead> <tbody> <tr> <td>677 m</td> <td>677 m</td> <td>60</td> </tr> </tbody> </table> <p><i>Advice Note:</i> The restart sight line triangles ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.</p> <p><i>Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</i></p> <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25 m to the along-track distance in Figure 1, and 50 m to the along-track distance in Figure 2.</li> <li>All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based; however the rule contains fixed parameters to enable easy application of the standard. Approach and restart distances are derived from a: <ul style="list-style-type: none"> <li>train speed of 110 km/h</li> <li>vehicle approach speed of 20 km/h</li> <li>fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing</li> <li>25 m design truck length</li> <li>90° angle between road and rail</li> </ul> </li> </ol>	Required approach visibility along tracks A (m)			Signs only	Alarms only	Ala	677 m	677 m	60
Required approach visibility along tracks A (m)														
Signs only	Alarms only	Ala												
677 m	677 m	60												
39.	Hazards and Risks	NH-P2 - Hazard-Sensitive and Potentially-Hazard-Sensitive Activities within the High	Support	Recognition that in some instances there are operational and functional needs for activities to locate in certain locations, which can include within hazard areas, is supported. The rail network has been in place for many years and for various operational reasons, is unable to be easily relocated to avoid such hazard areas.	Retain as proposed									



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		Hazard Areas			
40.	Natural Environment Values	ECO-P2 – Protection of Significant Natural Areas	Support	There are a number of significant natural areas mapped that extend over the rail corridor. KiwiRail therefore have an interest in these provisions, and support the policy direction setting out the hierarchy of avoid, remedy, mitigation and offsetting in relation to environmental effects.	Retain as proposed
41.	Natural Environment Values	NATC-P1 – Appropriate buildings and structures	Support	The recognition that there are sometimes operation and functional needs for buildings and structures to be located in coastal and riparian margins, is supported by KiwiRail. As previously noted, the rail corridor is not able to be easily relocated given its nature as a long linear transport network. In addition to which, there are structures and buildings required within the corridor to ensure its safe and efficient operation, such as signal boxes. Recognition of this is supported.	Retain as proposed
42.	Natural Environment Values	NATC-P3 – Appropriate earthworks	Support	Similar to the recognition for structures and buildings, small scale earthworks within the coastal and riparian margins being allowed is supported.	Retain as proposed
43.	Subdivision	SUB-O1 Subdivision design and SUB-P1 Creation of allotments	Support	KiwiRail support that subdivision is anticipated to create allotments and patterns of land development that maintain the safety, efficiency and functioning of the transport network as provided for in clause 3 under this Objective and under clause 4 of this Policy as it relates to Regionally Significant Infrastructure. Subdivision and associated land use development that subdivision enables can result in compromises to the safe operation of the rail network or public safety is not appropriately designed and mitigated.	Retain as proposed
44.	Subdivision	SUB-P7 and SUB-P9 Subdivision in particular zones	Support	KiwiRail support the recognition of reverse sensitivity effects in relation to infrastructure that can be created with subdivision, noting these policies seek to avoid this.	Retain as proposed.
45.	Subdivision	Standard SUB-S2 – Access	Seek Amendment	The standard as currently worded requires compliance with the access standards in the Transport Chapter, however does not also require compliance with the standard in relation to level crossing setbacks as part of the standards that a vehicle crossing is required to comply with, which is located in the Infrastructure Chapter at INF-S26. KiwiRail would support that reference to INF-S26 also be included within the Subdivision standard for access to ensure compliance, recognising that a vehicle crossing connects to a vehicle access and these are often considered together through the consent process.	Amend as follows:  1. All new allotments created must have legal and physical access to a road in accordance with TR-S1-TR-S4 <b>and INF-S26</b> .
46.	General District-Wide Matters	CE-O4 Measures to reduce damage from sea level rise and coastal erosion	Support	KiwiRail support the recognition that soft engineering measures are a method to be used to reduce damage from sea level rise and coastal erosion.	Retain as proposed.
47.	General District-Wide Matters	CE-P17 Hard engineering measures	Support	KiwiRail support the general approach recognising that in some instances hard engineering measures may be required however soft engineering measures are preferable. This support includes that clause 1 specifically references the use of these for protection of existing regionally significant infrastructure.	Retain as proposed
48.	General District-Wide Matters	Noise – Introduction	Support	KiwiRail support the clarification provided under point 3 in the introduction that trains on rail lines and crossing bells, including at railway yards, railway sidings or stations are exempt from the noise standards within this Chapter.	Retain as proposed.
49.	General District-Wide	NOISE-O2 Reverse sensitivity and	Support	Specific recognition of reverse sensitivity effects and ensuring the function and operation of existing and permitted activities is not compromised by	Retain as proposed.

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	Matters	NOISE-P4 Reverse sensitivity from State Highways and Rail Network		reverse sensitivity effects from noise sensitive activities is supported, including specific reference to the rail network.	
50.	General District-Wide Matters	NOISE-R5 New buildings....	Support	<p>KiwiRail support that where mitigation is provided and structures are setback between 30m and 70m from the rail track, structures containing noise sensitive activities or places or worship are permitted activities. The inclusion of a construction schedule assists with specific measures to achieve the mitigation, and KiwiRail support its inclusion.</p> <p>Where standards for mitigation are not complied with, or the setbacks are not achieved, KiwiRail support that consent is required and that specific consideration of effects on KiwiRail are a key factor in determining affected parties and/or notification.</p>	Retain as proposed.
51.	General District-Wide Matters	NOISE-S2 Indoor design noise level, and NOISE-S3 Mechanical ventilation and NOISE-S4 Vibration	Support	<p>The standards proposed in relation to managing reverse sensitivity effects including around noise, mechanical ventilation and vibration, are supported.</p> <p>Further, support is provided where consent is required, that consultation with KiwiRail is included in the matters of discretion.</p>	Retain as proposed
52.	General District-Wide Matters	SIGN-P1 Informational and temporary signs and SIGN-R2 Traffic signs and railway signs	Support	KiwiRail support the recognition of the importance of railway and traffic signs through the policy direction seeking to allow these and the consequential rule that identifies these are permitted activities.	Retain as proposed
53.	General District-Wide Matters	SIGN-P4 Signs located on sites adjoining the transport network	Support	Signed located on sites adjoining the transport network have a potential to impact on the safe and efficient operation of the network. KiwiRail therefore support Clause 4 whereby signs that do not obstruct sightlines when located parallel to the transport network are allowed.	Retain as proposed
54.	General District-Wide Matters	SIGN-S6 Traffic safety	Support	Clause 4 requires signage to be setback certain distances from level crossings, based on the speed of the road. This is supported.	Retain as proposed
55.	General District-Wide Matters	TEMP-O1 and TEMP-P2 The adverse effects of temporary activities	Support	KiwiRail support that temporary activities are enabled where there is no adverse effects on the safety and efficiency of the transport network. There are noted as being no standards in relation to traffic however that apply to temporary activities under TEMP-R3, with the standards relating to duration and hours of operation. This gap is further support for the inclusion of sightline protection at level crossings to at least provide some level of traffic safety and protection for the rail corridor operations.	Retain as proposed
<b>Part 3 Area Specific Matters</b>					
56.	Multiple	Each of the Zones has a Standard in relation to a setback from road boundary	Seek Amendment	<p>For safety reasons, KiwiRail seek a setback for structures from the rail corridor boundary. The rail land is not publicly accessible and is also an electrified network through Porirua. The safety risks with the rail corridor are therefore high. While we do not oppose development on adjacent sites, ensuring the ability to access and maintain structures without access to rail land is important.</p> <p>The current Plan structure enables a 4m setback from the road corridor under GRZ-S4, however the rail corridor could only have a 1m setback under GRZ-S5, increasing the risk that poles, ladders, or even ropes for abseiling</p>	<p>Amend each Standard to include rail, with the General Residential Zone standard shown below as an example:</p> <p><i>GRZ-S4 Setback from boundary with a road <b>or rail corridor</b></i></p> <p><i>1. Buildings and structures must not be located within a 4m setback from a boundary with a road <b>or rail corridor</b> except:</i></p> <p><i>a. On a site with two or more boundaries to a road, the building or structure must not be located within a 2m setback from the boundary with one road; and</i></p>

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				<p>equipment depending on the height of the buildings, could protrude into the rail corridor and increase the risk of collision with a train.</p> <p>While KiwiRail prefer a 5m setback, for consistency and to avoid additional rules, KiwiRail would accept a 4m setback to align with the road boundary setback already proposed in some specific zones.</p> <p>KiwiRail note that the road setback distance varies throughout the Plan e.g. it is 2m in MRZ-S4 and 10m in GRUZ-S4. KiwiRail could not support a setback of less than 4m. One option is a cross-reference between the standards of each zone to avoid repetition, or to create a standard rail corridor setback rule and replicate it in each zone.</p> <p>The provision of a setback can ensure that all buildings on a site can be accessed and maintained for the life of that structure, without the requirement to gain access to rail land, including by aspects such as ladders, poles or abseil ropes. This ensures that a safe amenity is provided on the adjacent sites for the occupants, in line with delivery policy direction such as GRZ-O2, clause 4 whereby safety is a specific objective for achieving zone appropriate character and amenity values.</p>	<p>b. Where any garage and/or carport with a vehicle door or vehicle opening facing the road, it must not be located within a 5m setback from the boundary with the road.</p> <p><i>This standard does not apply to:</i></p> <ul style="list-style-type: none"> <li>Fences and standalone walls — see GRZ-R4;</li> <li>Buildings and structures that are no more than 2m<sup>2</sup> in floor area and 2m in height above ground level; or</li> <li>Eaves up to a maximum of 600mm in width and external gutters or downpipes (including their brackets) up to an additional width of 150mm.</li> </ul> <p><i>Matters of discretion are restricted to:</i></p> <ol style="list-style-type: none"> <li>The streetscape and amenity of the area;</li> <li>The design and siting of the building or structure;</li> <li>Screening, planting and landscaping of the building or structure;</li> <li>Pedestrian and cyclist safety (see TR-P3); <del>and</del></li> <li>Whether topographical or other site constraints that make compliance with the standard impractical; <b>and</b></li> <li><b><u>The safe and efficient operation of the rail network.</u></b></li> </ol>
57.	Designations	KRH-01 Rail designation		KiwiRail note that the designation is included as per the National Planning Standards table, and this is supported.	Retain as proposed
<b>Maps</b>					
58.		Rail corridor	Support	KiwiRail support that the formed rail corridor itself is excluded from the Significant Natural Areas overlays, reflecting the transport corridor nature of the formation and recognising that the corridor is no long natural.	Retain as proposed

**Correspondence between  
Council and submitter which  
forms part of this submission**

**Louise White**

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**From:** dpreview  
**Sent:** Friday, 20 November 2020 4:17 PM  
**To:** Rebecca Beals; dpreview  
**Subject:** RE: KiwiRail submission - Proposed District Plan  
**Attachments:** KR submission - Porirua Proposed District Plan.pdf

**Categories:** Actions complete, Submission on PDP

Kia Ora,

Thank you for your submission on the Proposed Porirua District Plan. This is an acknowledgement to let you know we have received your submission **and it is complete for lodgement purposes.**

The submission period is open until 5pm on Friday 20 November 2020. At the close of submissions Council will summarise all of the submissions received. The summary of submissions will be publicly available at all Porirua libraries, at the Council office building and online.

If you require any further information, please feel free to contact any member of the Environment and City Planning team by phoning Council on 04 237 5089 or emailing [dpreview@pcc.govt.nz](mailto:dpreview@pcc.govt.nz).

Yours sincerely

Environment and City Planning Team

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**From:** Rebecca Beals <[Rebecca.Beals@kiwirail.co.nz](mailto:Rebecca.Beals@kiwirail.co.nz)>  
**Sent:** Friday, 20 November 2020 4:15 PM  
**To:** dpreview <[dpreview@porirua.govt.nz](mailto:dpreview@porirua.govt.nz)>  
**Subject:** [EXTERNAL] RE: KiwiRail submission - Proposed District Plan

Hi Louise,

Sorry about that, some of it is in the cover letter but not all.

Boxes crossed below for you.

Thanks,  
Rebecca

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**From:** dpreview <[dpreview@porirua.govt.nz](mailto:dpreview@porirua.govt.nz)>  
**Sent:** Friday, 20 November 2020 4:13 pm  
**To:** Rebecca Beals <[Rebecca.Beals@kiwirail.co.nz](mailto:Rebecca.Beals@kiwirail.co.nz)>; dpreview <[dpreview@porirua.govt.nz](mailto:dpreview@porirua.govt.nz)>  
**Subject:** RE: KiwiRail submission - Proposed District Plan

**CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.**

Dear Rebecca,

Thank you very much for your email and submission regarding the Proposed Porirua District Plan (PDP).

Under the Resource Management Act we are only allowed to accept a submission on the PDP if it is made using the prescribed submission form (Form 5).

As such, would you please be able to complete the questions included below via return email thanks.

**Additional matters to address for submission**

1. 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:

2. 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.

3. I wish  I do not wish   
To be heard in support of my submission  
(Please tick relevant box)

4. 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)

Ngā mihi,

Louise White

Intermediate Policy Planner  
Kaihanga Kaupapahere Māhuri

porirua city

Tel: 04 910 5490  
[porirua.govt.nz](http://porirua.govt.nz)

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**From:** Rebecca Beals <[Rebecca.Beals@kiwirail.co.nz](mailto:Rebecca.Beals@kiwirail.co.nz)>  
**Sent:** Friday, 20 November 2020 4:03 PM  
**To:** dpreview <[dpreview@porirua.govt.nz](mailto:dpreview@porirua.govt.nz)>  
**Subject:** [EXTERNAL] KiwiRail submission - Proposed District Plan

Hi,

Please find attached the submission from KiwiRail on the Proposed District Plan.

Any queries please don't hesitate to get in touch.

Thanks,  
Rebecca

**Rebecca Beals** | RMA Team Leader

DDI: +64 4 498 3389 | MOB: +64 27 886 1785  
2 Bunny St, Pipitea, Wellington 6011 | PO Box 593, Wellington 6140, New Zealand



[www.kiwirail.co.nz](http://www.kiwirail.co.nz)

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