

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
NZ Transport Agency Waka Kotahi (NZTA)	Definitions /Definitions /General	277.1	Amend	Seeks the inclusion of a definition of High Land Transport Noise Control Overlay for clarity. This submission point aligns with other NZTA submission points on the Noise Chapter and Planning Maps seeking the inclusion of provisions and amendment to the High Land Transport Noise mapped overlay extent.	Add new definition as follows: <b>High Land Transport Noise Control Overlay</b> <u>means the area potentially affected by noise between a railway corridor boundary or State Highway boundary and a distance of 100m. High Land Transport Noise Control Overlay shown on the planning maps identifies areas that have the potential to experience high noise levels from rail and road traffic. New buildings and alterations to habitable rooms in buildings used for sensitive land uses are required to demonstrate that adverse noise effects have been appropriately managed by demonstrating compliance with the standards specified in the Noise Chapter.</u>
NZ Transport Agency Waka Kotahi (NZTA)	Definitions /Definitions /General	277.2	Amend	Seeks the inclusion of a definition of Transport Network. Supports the inclusion of this definition as transport network is a term is used throughout the Plan and for clarity, and seeks a definition which includes the state highway network.	Add new definition as follows: <b>Transport Network</b> <u>means Transport networks and operations in Napier City of national or regional significance including:</u>  <u>- State highways;</u> <u>- Arterial roads;</u> <u>- Rail networks and systems; and</u> <u>- The region's core public passenger transport operations.</u>
NZ Transport Agency Waka Kotahi (NZTA)	Definitions /Definitions	277.3	Support	Supports as Council has amended definition to be consistent with the National Planning Standards definition.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	Definitions /Definitions	277.4	Support	Supports as council has amended definition to be consistent with the National Planning Standards definition.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	Definitions /Definitions	277.5	Support	Supports the definition of 'habitable room' within the Draft Plan. Acknowledges this definition is taken from the national planning standards.	Retain the national planning standard definition of Habitable Room as drafted.
NZ Transport Agency Waka Kotahi (NZTA)	Definitions /Definitions	277.6	Support	Supports the inclusion of a definition for height in relation to boundary.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	Definitions /Definitions	277.7	Support	Supports the definition of Infrastructure within the Draft Plan, as it is consistent with Part 2 of the Resource Management Act 1991	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	Definitions /Definitions	277.8	Support	Supports as Council has amended definition to be consistent with the National Planning Standards definition.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SD - Sustainability, Resilience, and Climate Change /Strategic Objectives /SD-SRCC-01: Risk and vulnerability	277.9	Amend	Supports the recognition of the risks posed by natural hazards but seek for the objective to be extended to the transport network. Notes that recent events have shown the vulnerability of the transport network to significant natural hazards. Considers minimising future adverse effects is vital for ensuring the functioning of the state highway network.	Amend as follows: Risk and vulnerability of people, property and <u>the transport network</u> is minimised.
NZ Transport Agency Waka Kotahi (NZTA)	SD - Sustainability, Resilience, and Climate Change /Strategic Objectives /SD-SRCC-02: Resilient Napier	277.10	Amend	Notes that the objective seeks "no significant increase in the risk from natural hazards" to people property and infrastructure as a result of subdivision, use and development. Significant increase sets high threshold for what effects are appropriate. Amend to contain stronger directives to avoid adverse effects on property etc.	Amend as follows: <del>There is no significant</del> Any increase in the risk from natural hazards, including the effects of climate change, to people, property, and infrastructure as a result of subdivision, use, and development are <u>avoided, remedied or mitigated.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-01: Enabling infrastructure	277.11	Support	Support the directive to enable and protect infrastructure within the municipality.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-02: Transport network	277.12	Support	Supports the promotion of public health, safety and active transport modes for the district's transport network	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-03: Managing adverse effects of infrastructure	277.13	Support	Supports the directive managing the adverse effects with regard to the benefits and operational needs of infrastructure.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-04: Significant infrastructure and reverse sensitivity	277.14	Support	Supports the directive managing the adverse effects of reverse sensitivity on infrastructure.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	SD - Urban Form and Development /Objectives /SD-UFD-01: Compact urban form	277.15	Support	Supports objective UFD-01, as it promotes smaller focal centres within Napier. Considers that providing smaller focal centres around the growth areas identified within the Napier Spatial Picture provides an opportunity to integrate an urban form, which provides for a mix of community land uses with the transport network. Considers that encouraging a compact urban form that provides for walkable access to facilities will encourage active travel modes, especially when supported by end of trip facilities.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SD - Urban Form and Development /Objectives /SD-UFD-09: Infrastructure and land use planning	277.16	Support	Support the directive to promote compact urban growth in existing urban areas, which eases pressure on the state highway network promoted by ribbon developments.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	FC - Financial Contributions /Issues /FC-11: New subdivision and development places additional demand on capacity of infrastructural services and the extension of those services	277.17	Support	Supports the recognition of the potential effects additional subdivision and development place on the capacity of infrastructural services including the existing roading infrastructure.	Retain as notified.

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NZ Transport Agency Waka Kotahi (NZTA)	FC - Financial Contributions /Objectives /FC-O2:To have regard to the efficient use of resources in the delivery of infrastructure to new development through ensuring that fair and reasonable costs are met by the new development.	277.18	Support	Supports the directive of the objective ensuring reasonable costs are met by new development to ensure the provision of safe and efficient infrastructure.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	FC - Financial Contributions /Objectives /FC-O3:To ensure that the adverse effects of new land development, including subdivision, on the city's infrastructure are mitigated using financial contributions from new development.	277.19	Amend	Seeks to amend the objective to remove any potential ambiguity by clarifying that adverse effects resulting from subdivision and development apply to all infrastructure beyond what is administered by Council.	Amend as follows:  To ensure that the adverse effects of new land development, including subdivision, on the city's infrastructure are mitigated using financial contributions from new development.
NZ Transport Agency Waka Kotahi (NZTA)	FC - Financial Contributions /Policies /FC-P5:Require the developer to meet the cost of providing all infrastructure within the land being subdivided where the benefits accrue directly to the land being subdivided or developed.	277.20	Support	Supports the directive of FC-P5 and FC-P8 which supports integrated planning and provision and development of infrastructure, subdivision and development.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	FC - Financial Contributions /Policies /FC-P8:Require the subdivider or developer to meet their proportionate costs of upgrading existing infrastructure where the development/subdivision will necessitate such upgrading of services.	277.21	Support	Support the directive of FC-P5 and FC-P8 which supports integrated planning and provision and development of infrastructure, subdivision and development.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	FC - Financial Contributions /Policies /FC-P6:Require that where existing infrastructure and services outside the land being subdivided or developed are inadequate for the existing development the cost of upgrading or the provision of new facilities shall be shared fairly between the subdivider or developer and the Council if there are deferred capital works of benefit to another area.	277.22	Support	Supports the upgrading of existing infrastructure and services outside of land being subdivided where appropriate, sharing the cost of upgrading the infrastructure will not fall on the tax public sector.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	FC - Financial Contributions /Policies /FC-P9:Require the subdivider or developer to meet their proportionate costs for the provision of new infrastructure where the development/subdivision will necessitate such new offsite services.	277.23	Support	Supports the upgrading of existing infrastructure and services outside of land being subdivided where appropriate, sharing the cost of upgrading the infrastructure will not fall on the tax public sector.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	FC - Financial Contributions /FC - Financial Contributions - Standards Table	277.24	Amend	Requests an amendment to the exception outlined in subclause b, noting the rule shall not apply to create a new title for an existing dwelling, where there is no change in access arrangements, as subdivision around an existing dwelling could result in changes to the road network.	Amend subclause b as follows:  b. this rule does not apply where the subdivision is solely for the purpose of creating a title for an existing dwelling unit with <u>no change to the access arrangements</u> , and...
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /Issues /NU-I1: Essential role of network utilities	277.25	Support	Supports the policies as worded as they provide for the essential role of network utilities and the impact other activities can have on the effective and efficient operation, maintenance and development of network utilities.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /Issues /NU-I3: The impact of activities on network utilities	277.26	Support	Supports the policies as worded as they provide for the essential role of network utilities and the impact other activities can have on the effective and efficient operation, maintenance and development of network utilities.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /Objectives /NU-O1: Essential role of network utilities	277.27	Support	Supports objectives NU-O1 and NU-O2. Supports NU-O1 as it recognises and promotes the need for network utilities to be resilient, particularly where they provide a lifeline function. Considers NU-O2 recognises the need to protect network utilities against reverse sensitivity effects. Notes that the regional state highway network provides a critical role in connecting communities to hospitals, airports, petrol stations and supermarkets both after natural hazards and during day-to-day life.	Retain as notified.

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NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /Objectives /NU-O2: Adverse effects of network utilities	277.28	Support	Supports objectives NU-O1 and NU-O2. Supports NU-O1 as it recognises and promotes the need for network utilities to be resilient, particularly where they provide a lifeline function. Considers that NU-O2 recognises the need to protect network utilities against reverse sensitivity effects. Notes that the regional state highway network provides a critical role in connecting communities to hospitals, airports, petrol stations and supermarkets both after natural hazards and during day-to-day life.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /Policies /NU-P1: Essential role of network utilities	277.29	Support	Supports policy NU-P1 as it recognises the functional role that network utilities, including state highways, provide in supporting the day to day lives of communities.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /Policies /NU-P4: Adverse effects on network utilities	277.30	Amend	Seeks the inclusion of protecting the national, regional and arterial road network from noise	Amend as below:  b. managing new activities that are sensitive to noise adjoining the railway corridor, <del>the</del> <u>and the national, regional and arterial road network (or similar)</u>
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /NU - Network Utilities - Rules Table	277.31	Support	Supports rule NU-R1 as it allows for the operation, maintenance of an existing network utility.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /NU - Network Utilities - Rules Table	277.32	Support	Supports rule NU-R8 as it enables the construction of cycleways and walkways within roads to encourage travel by active modes.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /NU - Network Utilities - Rules Table	277.33	Support	Supports rule NU-R10 as it enables the installation of charging infrastructure to support electric vehicles. Considers encouraging this infrastructure will support transitioning the transport sector to more environmentally friendly vehicles.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /NU - Network Utilities - Standards Table	277.34	Support	Supports S1 as roads (including road reserve), cycleways and walkways do not require a setback from adjoining residential activities.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /NU - Network Utilities - Standards Table	277.35	Support	Supports standard NU-S5 as it ensures the safety, efficiency and functions of the road network, including state highways, is not affected. Notes that the Code of Practice for Subdivision and Land Development prescribes sightline safety requirements that align with the NZTA standards.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /NU - Network Utilities - Standards Table	277.36	Amend	Oppose in part the intent of standard NU-S6. Noise limits for construction work are generally set within designation conditions for road projects. Notes that most projects adopt one of the sets of suggested limits from New Zealand Standard NZS 6803:1999 Acoustics – construction noise. Submitter manages and minimises potentially unreasonable noise effects during construction activities (as far as practicable) in accordance with this standard.	Excludes construction or maintenance works on state highways as NZTA need to comply NZS 6803:1999 Acoustics – construction noise standards anyway.
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /NU - Network Utilities - Standards Table	277.37	Support	Supports standard NU-S7 as it manages the effects of light spill and glare on roads.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NU - Network utilities /NU - Network Utilities - Standards Table	277.38	Support	Supports standard NU-S9 as it has the potential to manage the safety effects of network utility signs on the state highway network.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SW - Stormwater /General /General	277.39	Amend	Acknowledges that Council seeks to manage the effects of land use development on the quality of the stormwater network, including discharge both into and out of this network. Notes that the state highway network across the region is extensive. The state highway stormwater infrastructure is designed for the capacity of this network only. Notes that its state highway stormwater network is therefore not designed to meet the demand of stormwater discharged from adjoining land use development. NZTA cannot accept responsibility for the discharge of contaminants by third parties into its network. Seeks for Council to ensure that stormwater is managed to ensure it does not compromise the state highway stormwater network.	Seeks for Council to manage land use development to meet the following requirement:  <u>All stormwater runoff from impervious areas of adjoining property to a state highway is managed onsite at all times and does not enter the state highway network.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SW - Stormwater /SW - Stormwater - Rules Table	277.40	Oppose	Opposes due to concerns over the implication of the application of this rule on the existing state highway network within Napier. NZTA have designations in place for maintenance and operations of the state highway network which would preclude us from this rule.	Excludes state highway urban carriageways where the runoff is discharged into the Napier City stormwater network.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Introduction /	277.41	Amend	Supports the introduction to the Transport chapter as proposed. Seeks for Council to more explicitly recognise the need to manage reverse sensitivity. The Proposed Plan also overlooks the role of the transport industry in reducing domestic greenhouse gas emissions.	Amend as follows: Introduction The purpose of the Transportation chapter is to manage development to achieve an integrated approach to land use and transportation planning. A key outcome the District Plan seeks to achieve is “Great Urban Areas”. The quality of urban areas, including the supporting transportation network, impacts directly on our quality of life. <u>Well integrated transport and land use development</u> , the layout and design of the transportation network can contribute to economic wellbeing, community cohesion, health, and safety. To achieve these key outcomes, and to meet relevant key principles and strategic objectives for the District Plan, the transportation provisions provide for the following:  a. Managing activities and their access and egress requirements to support a functional, safe and efficient multi-modal transportation network, including road, rail, cycleways, walkways, and public transport routes which contribute to economic wellbeing, and quality living environments, <u>reduced greenhouse gas emissions and effective management of sensitive receiving environments.</u>
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Issues /TPT-I1: Traffic generation from growth may detract from the safe and efficient operation of the integrated transportation network	277.42	Support	Supports the issue TPT-I1 as it provides for a safe, efficient, and well-connected transport network and recognises high trip generating activities can impact the operation of the transport network. Considers that the effective integration of land use and transport will also assist with reducing greenhouse gas emissions as a positive consequence of reducing motor vehicle trips. The transport industry is anticipated to play a significant role in managing New Zealand’s domestic greenhouse gas emissions and this is a matter that the district plan needs to be mindful of in terms of managing land use development patterns.	Retain as notified.

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NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Issues /TPT-I2: Reliance on private motor vehicles may detract from public health and community wellbeing	277.43	Support	Supports the issue TPT-I1 as it provides for a safe, efficient, and well-connected transport network and recognises high trip generating activities can impact the operation of the transport network. Considers that the effective integration of land use and transport will also assist with reducing greenhouse gas emissions as a positive consequence of reducing motor vehicle trips. The transport industry is anticipated to play a significant role in managing New Zealand's domestic greenhouse gas emissions and this is a matter that the district plan needs to be mindful of in terms of managing land use development patterns.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Issues /TPT-I3: A lack of connectivity can increase the vulnerability of Napier's communities to natural hazards	277.44	Support	Supports the issue TPT-I1 as it provides for a safe, efficient, and well-connected transport network and recognises high trip generating activities can impact the operation of the transport network. Considers that the effective integration of land use and transport will also assist with reducing greenhouse gas emissions as a positive consequence of reducing motor vehicle trips. The transport industry is anticipated to play a significant role in managing New Zealand's domestic greenhouse gas emissions and this is a matter that the district plan needs to be mindful of in terms of managing land use development patterns.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Issues /TPT-I4: Traffic generation may detract from environmental and amenity values	277.45	Support	Supports the issue TPT-I1 as it provides for a safe, efficient, and well-connected transport network and recognises high trip generating activities can impact the operation of the transport network. Considers that the effective integration of land use and transport will also assist with reducing greenhouse gas emissions as a positive consequence of reducing motor vehicle trips. The transport industry is anticipated to play a significant role in managing New Zealand's domestic greenhouse gas emissions and this is a matter that the district plan needs to be mindful of in terms of managing land use development patterns.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Objectives /TPT-O1: Safe and efficient integrated transportation network	277.46	Support	Supports this objective as it supports integrated transport options including multi-modal connections.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Objectives /TPT-O3: Public health and community wellbeing	277.47	Amend	Supports in part objective TPT-O3. Seeks for Council to amend this objective as proposed to recognise the role that the transport industry will play in managing greenhouse gas emissions.	Amend as follows: <b>TPT-O3: Public health and community wellbeing</b>  The integrated transport network provides safe and attractive routes for active transport modes and minimises effects on public health and community wellbeing, including from noise, vibration, and discharges to air including greenhouse emissions.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Objectives /TPT-O4: Resilience	277.48	Support	Supports in part objective TPT-O4 as it recognises the need to provide a transport network that is resilient to natural hazards and includes the requirement to promote resiliency against the anticipated effects of climate change through mitigation and adaptation.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Policies /TPT-P1: Roads and connections	277.49	Amend	Supports in part policy TPT-P1 as it recognises the benefits of a well-integrated transport network in providing for growth, however, to ensure the District Plan recognises road function submitter recommends the plan adopts the NZTA One Network Framework (ONF). The ONF promotes a road hierarchy but acknowledges that within this hierarchy, roads and streets are a place that supports adjoining land use activities as destinations. Considers that this approach recognises that different classification of roads support different land use functions and as such, should support different transport modes. Also supports TPT-P1 as it recognises the transport network needs to support growth. Recommends that Council broadens TPT-P1 to clarify that growth should be focussed to ensure consistency with the Napier Spatial Picture. Also seeks for Council to recognise that reducing greenhouse gas emissions will contribute to the long-term well-being of Napier.	Amend as follows: TPT-P1: Roads and connections Identify and maintain an integrated network of roads and other transport connections consistent with the <u>One Network Framework</u> which: a. recognise and relate to their primary function(s) and supporting land use b. where practicable provide for different modes of land transport c. supports growth <u>that aligns with the Napier Spatial Picture</u> d. contributes to the health, safety and wellbeing of the community, <u>including through the reduction of greenhouse gas emissions.</u>
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Policies /TPT-P2: Trip generation	277.50	Support	Support policy TPT-P2 as it manages design and location of land use development to minimise traffic effects and caters for high trip activities in the appropriate locations.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Policies /TPT-P4: Connectivity	277.51	Support	Supports TPT-P4 as it recognises the connectivity function of the transport network.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Policies /TPT-P6: Access and egress	277.52	Support	Supports TPT-P6 as it recognises the need to manage accesses on the transport network for a range of matters.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /TPT - Transport - Rules Table NA	277.53	Amend	Supports rule TPT-R2 as proposed. Considers that this rule enables a broad assessment by NZTA of the effects of land use development on the safe and efficient operation of the state highway network. This rule recognises the need to carefully manage the throughflow and function requirement of the national state highway network, including to ensure the movement of freight both within and across Hawke's Bay. Because road function, traffic volumes and operating speeds are typically higher, careful consideration in the assessment of land use access to promote the safety of network users is required. Also considers that this rule also recognises that sections of the state highway network within Napier City are Limited Access Road, which means access is at the discretion of NZTA.	Amend:  Note: Approval from NZ Transport Agency <del>may</del> <u>will</u> be necessary for <u>increased trip generation and new or amended vehicle access onto a state highway.</u>
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /TPT - Transport - Rules Table	277.54	Amend	Supports the rule around trip generation but considers compliance should be with TPT-S7 rather than S6	Amend: Compliance is achieved with TPT-S7 <u>6</u> .
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /TPT - Transport - Standards Table /	277.55	Support	Supports Council encouraging the provision of bike parking and end of trip shower and changing facilities as an incentive for shifting travel mode patterns toward active modes.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /TPT - Transport - Standards Table /	277.56	Support	Supports standard TPT-S4 as it requires site access to be legal, safe, effective and gained from a lower hierarchy road where possible. Also support the standards cross reference to the Code of Practice for Land Development and Subdivision Infrastructure.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /TPT - Transport - Standards Table /	277.57	Support	Supports standard TPT-S5 (4) as it promotes a safe separation distance between vehicle accessways and intersections with a state highway.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TPT - Transport /Assessment Criteria /TPT-AC1: High trip generating activity (TPT-R2)	277.58	Support	Supports assessment criteria AC1 as it requires consideration of the safety and efficiency of the transport network with consideration of location and design of accesses.	Retain as notified.

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NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /Objectives /SUB-O1: Compatible land use	277.59	Support	Supports O1 as it provides for reverse sensitivity effects to be avoided or mitigated.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /Objectives /SUB-O3: Infrastructure, transport, and connectivity	277.60	Support	Supports O3 as it provides for safe and efficient active modes of transport, that infrastructure is planned and provided for to support subdivision and development, and subdivision protects the operation and access to established network utilities and regionally significant infrastructure while mitigating reverse sensitivity effects.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /Objectives /SUB-O6: Subdivision in rural zones	277.61	Amend	Supports in part O6, but considers a new point should be added to avoid reverse sensitivity effects between subdivisions in rural areas and established activities.	Add new point: <u>d. avoids reverse sensitivity effects between rural subdivision and lawfully established noise activities.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /Policies /SUB-P1: Compatible land use	277.62	Support	Supports P1 as it incorporates setbacks and layout design that avoids or mitigates the effects of reverse sensitivity on existing, lawfully established activities	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /Policies /SUB-P7: Providing for connectivity	277.63	Support	Supports P7 as it manages location of subdivision to promote multi modal usage.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /Policies /SUB-P8: Access and egressManage the number, location, and design of access and egress	277.64	Amend	Supports P8 as it manages access and egress however request that it includes safe and efficient operation of the state highway network	Amend: <u>f) safe and efficient operation of the state highway network</u>
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /Policies /SUB-P12: Provision of infrastructure in rural areas	277.65	Amend	Supports in part P12 as it manages the design and location of subdivisions to avoid multiple accesses in close proximity on rural roads. Request that this be broadened to include the state highway network	Amend: Manage the design and location of subdivision to avoid the close proximity of multiple access points on rural roads <u>and state highways.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /SUB - Subdivision - Rules Table	277.66	Support	Supports the matters of control, which allow decision-makers to consider effects on the transport network.	<u>Retain matters of control for SUB-R1A</u>
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /SUB - Subdivision - Rules Table	277.67	Amend	Supports amendment to the activity status where activity conditions are not meet section. Seek any subdivision accessing a state highway to fall within the restricted discretionary activity status to align the policy with TPT-R2, which sets a default activity status for any new or modified access and crossing onto a state highway.	Amend: Activity Status where activity conditions are not met:  Non-compliance with SUB-S6 – SUB-S17 : Restricted Discretionary  <u>Any subdivision with direct access to a state highway or arterial road : Restricted Discretionary</u>
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /SUB - Subdivision - Rules Table	277.68	Amend	Notes this rule as currently drafted allows for boundary adjustment activities without links to relevant access standards. considers that boundary adjustment activities have the potential to increase the intensity of residential activity or land use activities, which have the potential if not properly managed to adversely affect the transport network. Support amending the rule to include assessment of SUB-S12.	Amend: Activity Status: Controlled  Where:  [...]  <u>6. Compliance with standard SUB-S12.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /SUB - Subdivision - Rules Table	277.69	Amend	Supports the controlled activity status for the subdivision of land for public works and network utilities but notes compliance with SUB-S6 – SUB-S18 must be achieved to meet this activity status. Request additional exemptions apply for SUB-S8 (building platforms) and SUB-S11 (shape factor), which appear to control effects for residential activities and amenity, to reflect the nature of subdivision for public works and network utilities.	Amend: Activity Status: Controlled  Where: Compliance with standards SUB-S6 - <u>SUB-S7, SUB-S9 - SUB-S10 and SUB-S12 - SUB-S18 and</u>  Compliance with SUB-S1 - <u>SUB-S5, SUB-S8 and SUB-S11</u> (minimum lot sizes, <u>building platform and shape factor</u> ) does not apply.
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /SUB - Subdivision - Rules Table	277.70	Support	Supports SUB-S12 and associated rules, which provide appropriate links between the subdivision and transport chapters, signalling to users of the DP appropriate transport and access standards applicable to any subdivision activity.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /SUB - Subdivision - Rules Table	277.71	Support	Supports SUB-S12 and associated rules, which provide appropriate links between the subdivision and transport chapters, signalling to users of the DP appropriate transport and access standards applicable to any subdivision activity.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SUB - Subdivision /SUB - Subdivision - Standards Table	277.72	Support	Supports SUB-S12 and associated rules, which provide appropriate links between the subdivision and transport chapters, signalling to users of the DP appropriate transport and access standards applicable to any subdivision activity.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	CE - Coastal Environment /Issues /CE-I6: Effects of climate change on the coastal environment	277.73	Support	Supports I6 as it recognises climate change can threaten public land and infrastructure and ensuring activities don't compromise the coastal processes to provide some degree of protection for existing activities.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	EW - Earthworks /General /General	277.74	Amend	Acknowledges that Council seeks to balance the adverse effects of earthworks with the need to undertake construction however, considers the permitted volumes are too low for construction and maintenance works.	Increase the permitted volumes of earthworks to reflect the scale of construction and maintenance requirements of network utilities outside of their corridor designations to 700m3.
NZ Transport Agency Waka Kotahi (NZTA)	EW - Earthworks /EW - Earthworks - Standards Table /	277.75	Amend	Acknowledges that Council seeks to balance the adverse effects of earthworks with the need to undertake construction, however considers that the permitted volumes are too low for construction and maintenance works.	Increase the permitted volumes of earthworks to reflect the scale of construction and maintenance requirements of network utilities outside of their corridor designations to 700m3
NZ Transport Agency Waka Kotahi (NZTA)	EW - Earthworks /EW - Earthworks - Rules Table	277.76	Support	Supports R1 as it allows for earthworks as a permitted activity where the scale, volume and effects are appropriately managed. Considers that this would allow us to undertake earthworks in accordance with our designation.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	LIGHT - Light /Policies /LIGHT-P2: Adverse effects of artificial lighting	277.77	Support	Supports the recognition of the adverse effects of artificial lighting in subclause d. Considers the 'avoid' directive sets strong directive to manage effects of artificial lighting on the transport network.	Retain as notified.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
NZ Transport Agency Waka Kotahi (NZTA)	LIGHT - Light /LIGHT - Light - Rules Table	277.78	Amend	Seeks an additional matter of discretion is included to ensure adverse effects of outdoor lighting account for potential adverse effects of the safety and efficiency of the transport network.	Add the following matter of discretion:  <u>...3. Effects on the safety of road users and the state highway network.</u>
NZ Transport Agency Waka Kotahi (NZTA)	LIGHT - Light /LIGHT - Light - Standards Table /	277.79	Amend	Seeks to amend sub-clause 1.b (All Residential Zones and all Open Space, Sports Parks, and Conservation Zones) and 1.c (All Commercial, Industrial, and Rural Zones and Precincts and Stadium Zone) to ensure adverse effects resulting from lighting are appropriate managed. Considers that the threshold for glare effects not causing a 'significant' adverse effect is too high and inconsistent with LIGHT-P2.	Amend LIGHT-S1 as follows: b/c. outdoor lighting must be selected, located, aimed, adjusted, screened, and maintained to ensure that glare resulting from the lighting does <del>not cause significant</del> <u>avoid</u> adverse effects on the occupants of residential activities, road users, or aircraft.
NZ Transport Agency Waka Kotahi (NZTA)	LIGHT - Light /LIGHT - Light - Standards Table /	277.80	Amend	Seek to add 'effects on road safety and the extent to which these can be mitigated' as a matter of discretion, to ensure adverse glare effects on the safety and efficiency of the transport network are appropriately considered.	Add the following matter of discretion:  <u>Effects on safety and efficiency of the state highway network and the extent to which these can be mitigated</u>
NZ Transport Agency Waka Kotahi (NZTA)	Planning Maps /General /General	277.81	Amend	Support use of the state highway noise boundary as a tool to manage reverse sensitivity however, the symbol should align with national planning standards1.	Rename 'High Land Transport Noise Boundary' to ' <u>Land transport noise control boundary overlay</u> ' Amend map notation to align with national planning standards
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /Issues /NOISE-I3: Noise-sensitive activities can impact on the operation of noise-generating activities	277.82	Support	Supports the recognition of reverse sensitivity through issue NOISE-I3. Notes that to encourage increased housing density and greater integration between land use and transport, in some instances sensitive activities will need to be acoustically treated to ensure they maintain internal amenity.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /Issues /NOISE-I4: Increased residential activity in the City Centre and Mixed Use Zone (city centre fringe and Ahuriri) can lead to reverse sensitivity effects on the established noise-generating activities	277.83	Support	Supports the recognition of reverse sensitivity through issue NOISE-I4. Consider that where more intense land use is encouraged, particularly to drive the aspirations of the Spatial Picture, sensitive activities will need to be acoustically treated to ensure they maintain internal amenity. Managing reverse sensitivity effects will also support more intense integration and connectivity between land use and transport.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /Objectives /NOISE-O1: Amenity values, health, and wellbeing	277.84	Support	Considers that it is important that the district plan manages both compatible and non-compatible land uses. Considers that separation of non-compatible land use is the best solution however, where this is impractical, treatments need to be applied to ensure that sensitive receivers enjoy reasonable internal amenity while established activities are not compromised through reverse sensitivity effects.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /Objectives /NOISE-O2: Vibrancy of the city centre and Ahuriri	277.85	Support	Considers it is important that the district plan manages both compatible and non-compatible land uses. Considers that the separation of non-compatible land use is the best solution, however, where this is impractical, treatments need to be applied to ensure that sensitive receivers enjoy reasonable internal amenity while established activities are not compromised through reverse sensitivity effects.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /Objectives /NOISE-O3: Reverse sensitivity	277.86	Support	Considers it is important that the district plan manages both compatible and non-compatible land uses. Considers that the separation of non-compatible land use is the best solution, however, where this is impractical, treatments need to be applied to ensure that sensitive receivers enjoy reasonable internal amenity while established activities are not compromised through reverse sensitivity effects.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /Objectives /NOISE-O5: Napier Port and Hawke's Bay Airport	277.87	Support	Considers it is important that the district plan manages both compatible and non-compatible land uses. Considers that the separation of non-compatible land use is the best solution, however, where this is impractical, treatments need to be applied to ensure that sensitive receivers enjoy reasonable internal amenity while established activities are not compromised through reverse sensitivity effects.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /Policies /NOISE-P5: Transport network	277.88	Amend	Seek to amend the policy to recognise the functional and operational requirements of maintaining, operating, and improving the state highway network. Subclause 'a' would impose an impractical restriction and narrow focus on the best practicable option for new and upgraded state highways. Submitter considers management of adverse noise effects, but notes this is just one in a range of considerations for the provision a safe and efficient transport network. Seeks for the deletion of subclause 'a' to remove the narrow outcome for the delivery of a safe and efficient transport network. Seek a minor amendment to subclause 'b.' as management of noise sensitive activities includes treatments beyond insulation as outlined in NZTA's submission on NOISE-R10 below. Seek to replace insulation with treatment to expand the directive of the policy to include the range of treatment available to manage for noise sensitive activities.	Amend NOISE-P5 as follows:  Minimise potential conflicts between noise generated from the transport network and noise sensitive activities by:  <del>Requiring the adoption of the best practicable option minimise the noise effects on all new and upgraded state highways, arterials, collector roads, and railways constructed in the city, and</del>  <del>Requiring insulation</del> treatment of new or altered noise sensitive activities where they are located near a High Land Transport Noise Overlay.
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /NOISE - Noise - Rules Table	277.89	Support	Support excluding vehicles traveling on public roads in this standard.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /NOISE - Noise - Rules Table	277.90	Support	Supports rule NOISE-R6 as it recognises NZS6806:2010 provides best practice guidance on mitigating road traffic noise for new and altered state highways.	Retain as notified.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /NOISE - Noise - Rules Table /	277.91	Amend	Supports a rule aligning with their noise mitigation model provisions sought to be included in District Plans across New Zealand . Notes that Statehighway networks run 24/7, and train characteristics can change without community consultation. Noise can have an impact on the internal amenity of a building. Mitigation measures are essential to prevent adverse effects on the health and wellbeing of nearby residents and workers. Seeks a new rule and standard to ensure appropriate internal amenity in buildings for sensitive activities. This is most effectively achieved at the time of construction. The further removed from the rail corridor a building is, the less additional mitigation may be required. Mitigation levels are based on World Health Organisation standards, considering intermittent train noise and community acceptance. Notes requiring a greater setback from the state highway corridor as a means of addressing noise effects at smaller residential sites near the state highway corridor may not be feasible. Non-compliance requires consent as a restricted discretionary activity under the proposed plan. KiwiRail and NZTA seek to protect the safe and efficient operation of their respective transport networks, and the amenity of those who reside and work within proximity to transport corridors. Both collaborate to produce a refined rule and standard to manage noise-sensitive activities within the High Land Transport Noise Overlay. Both seek the same framework of controls in terms of managing noise effects, with some variation in criteria and distances between road and rail. The purpose of the provisions sought is to protect the health of occupants of new and altered buildings, and in turn to avoid or mitigate potential reverse sensitivity effects on the operations of KiwiRail and NZTA.  Refer to original submission for full reasons and attached proposed rules, standards and Section 32 Report on Noise and Vibration	Replace NOISE-R10 with the rule and standard provided in Appendix 1. (Refer to original submission for attached proposed standard) <b>NOISE-R10: Noise sensitive activities in the High Land Transport Noise Overlay</b> <b>NOISE-R10A</b> <b>Activity Status: Permitted</b> <b>Where:</b> <u>Any new buildings or alterations to existing buildings containing an activity sensitive to noise which complies with the noise standards in</u> <b>NOISE-S7.</b> <b>NOISE-R10B</b> <b>Activity Status where activity conditions are not met:</b> <u>Restricted</u> <u>Discretionary</u> <b>Matters of discretion are:</b> <u>Whether the activity sensitive to noise could be located further from the state highway or railway network.</u> <u>The extent to which the noise criteria are achieved and the effects of any non-compliance.</u> <u>The character of, and degree of, amenity provided by the existing environment and proposed activity.</u> <u>The reverse sensitivity effects on the state highway or rail network, and the extent to which mitigation measures can enable their ongoing operation, maintenance and upgrade.</u> <u>Special topographical, building features or ground conditions which will mitigate vibration impacts</u> <u>The outcome of any consultation with NZ Transport Agency or KiwiRail.</u>
NZ Transport Agency Waka Kotahi (NZTA)	NOISE - Noise /Assessment Criteria /NOISE-AC6: Noise sensitive activities in the High Land Transport Noise Overlay (NOISE-R10)	277.92	Amend	Notes if noise sensitive activities are designed in accordance with the permitted activity assessment criteria internal level will be considered reasonable. Seeks amendments to rephrase the criteria in a manner that assesses whether unreasonable noise levels resulting from not complying with the permitted activity standard are an acceptable compromise and appropriately managed.	Amend to redraft subclause a as follows:  <del>Whether the design, including location, methods, and construction techniques proposed, is likely to provide an internal noise environment that is likely to ensure that the internal noise levels are reasonable for the occupants and will avoid or mitigate reverse sensitivity effects on the transportation network</del>  <u>The design, including orientation, location and methods and construction techniques proposed provide an appropriate compromise to manage internal noise environments that avoid or mitigates reverse sensitivity effects on the transportation network.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /Issues /SIGN-I2: Signs can contribute to visual clutter and create a hazard or other nuisance for pedestrians and traffic	277.93	Support	Supports the issue recognising the adverse effects signage can have on the safety and efficiency of the transport network.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /Objectives /SIGN-O2: Well-designed and appropriately located signage enhances city vibrancy, ensures public and transport safety, and contributes to community wellbeing	277.94	Amend	Seeks amendments to provide for signage that does not compromise the safe and efficient operation of the transport network.	Amend the objective as follows:  Different types of signs of an appropriate size, design and positioned at suitable locations contribute to a vibrant city, and safe community, <u>and do not compromise the safety or efficiency of the transport network.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /Policies /SIGN-P3: Manage signs outside of rural areas	277.95	Support	Supports the directive of the policy to limit third party signage in Rural Production and Rural Lifestyle zones and be clear in their purpose/ intended use.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /Policies /SIGN-P5: Signs do not result in visual clutter	277.96	Support	Supports the policy controlling visual clutter effects.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /Policies /SIGN-P6: Signs relate to the services or products at the site	277.97	Support	Supports limits on third party signage in rural areas, as it limits potential adverse visual and distraction effects for users of the state highway network.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /Policies /SIGN-P9: Control obstruction and hazards	277.98	Support	Supports the directive of the policy recognizing the adverse effects signage poses to the safety and efficiency of the transport network.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /SIGN - Signs - Rules Table	277.99	Support	Supports the permitted status of Official Signs as it provides for the safe and efficient operation of the transport network.	Retain as notified.

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NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /SIGN - Signs - Rules Table	277.100	Amend	<p>Considers amendments to this rule to appropriately control adverse effects resulting from sign distraction and sign proliferation and the associated effects on the transport network. Submitter's proposed amendments ensure the safety of the transport network and all transport network users, is required in accordance with SIGN-12. Supports expanding the rule to include any signs fronting, facing or visible from the state highway network, to ensure adverse effects are appropriately identified and managed, consistent with relevant NZTA signage guidance (Traffic Controls Device Manual and Planning Policy Manual: Third Party Signs on and visible from the state highway corridor) to ensure that the safety of the state highway network is not compromised as a result of signage.</p> <p>Notes that NZTA has identified signs that are considered to have acceptable effects on the safety and efficiency of the transport network and that these meet the appropriate standards. Each sign that does not align with the standards outlined in this rule should be assessed on its merits and suitability to face the state highway 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>Supports managing the effects of Digital Signage in order to maintain transport safety, and do not support a permitted activity status for illuminated sign visible from the state highway network.</p>	<p>Amend SIGN-R14A as follows:  <u>Signs located on land adjacent to state highways outside of 50km/h speed limit fronting, facing or visible from a state highway</u>                      Activity Status- Permitted                      Where:                      Signs directed towards the state highways shall have a minimum lettering of 120 mm in areas up to 70km/h speed limit and 160mm in areas above 70km/h speed limit; and  <u>Signs have a maximum of 6 words and/ or symbols, with a maximum of 40 characters; and Signs must not obstruct the movement of any pedestrian, motorist, or cyclist; and Signs must not be made of materials likely to reflect headlights from an approaching vehicle; and The activity is not illuminated and used for the purpose of interpretation sign; Official sign Directional sign; Real estate sign; Railway and traffic signs; Election signs; Temporary signs; Veranda signs; Real estate signs; or Infrastructure signs; and Compliance is activated with: SIGN-S1</u>                      SIGN-S2                      SIGN-S3                      SIGN-S4 All Zones - Restricted Discretionary Where compliance is not achieve with SIGN-R14A (the above) <b>Matters of discretion are restricted to:</b>                      The matters of discretion of any infringed standard. Approval from NZTA is required.</p>
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /SIGN - Signs - Rules Table	277.101	Amend	<p>Supports the management of digital, electronic, flashing or animated signs, as these activities have the potential to create adverse visual and distraction effects with the potential to compromise the safety and efficiency of the transport network. Notes the rule as currently drafted sets an overly permissive activity status for illuminated signs with short dwell times and limited management of the signs content. Support amendments to SIGN-S4 and amendments to the matters of control to complement the amendments to the standard. Recommends amendments to the rules of the chapter to widen the assessment of effects to users of the transport network to encompass alternative transport modes.</p>	<p>Amend SIGN-R21B as follows:                      Activity status where condition b and standards are not meet: restricted discretionary                      Matters of discretion are:                      [...]                      6. Any hazard, safety risk, or obstruction <del>to motor vehicles, vehicular traffic or pedestrians</del> <u>with the potential to adversely affect any users of the transport network;</u>                      7. where fronting, facing or visible from a state highway the outcome of consultation with NZTA New Zealand Transport Agency for signs visible from the state highway network.</p>
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /SIGN - Signs - Rules Table	277.102	Support	<p>Supports a discretionary activity status for electronic, flashing or animated signs, as these signs create adverse visual and distraction effects with the potential to compromise the safety and efficiency of the transport network.</p>	<p>Retain as notified.</p>
NZ Transport Agency Waka Kotahi (NZTA)	SIGN - Signs /SIGN - Signs - Standards Table	277.103	Amend	<p>Supports managing the effects of Digital Signage to maintain transport safety. Considers that digital signs can compromise safety or cause confusion with road signs, necessitating control over size, design, location, and management. Additional considerations are recommended for digital signs visible from the state highway network. Considers a 8 second dwell time is very short as drivers should not see an image change, with a maximum of 5% of drivers only seeing one image change. Multiple image changes can cause a distraction and increase driver's risk. In the event that a dwell time cannot be determined, the dwell time should be no less than 30 seconds. SIGN-S4 does not include any criteria on image content. Restrictions on image content are proposed to minimize driver distraction. Therefore, considers that SIGN-S4 needs to be amended to include criteria for image content. Supports a minimum transition time of 0.5 seconds to avoid instant transitions. Supports the insertion of a clause to ensure no illuminated signage is visible from the state highway network as drafted in SIGN-R14. Supports a provision giving councils discretion to consider adverse effects on transport safety, seeking minor wording amendments for broader consideration. To ensure that signage does not compromise the safety of the state highway network, considers that an additional matter of discretion is required to ensure consultation is undertaken with Waka Kotahi for signage that is visible from the state highway network.</p>	<p>Amend SIGN-S4 as follows:                      Additional matters for digital signs visible from the State Highway                      7. <u>There shall be a maximum of one digital sign per site;</u>                      8. <u>There shall be a transition time of no more than 1 second and no less than 0.5 seconds between each image or display. Images should 'dissolve' rather than be an abrupt change.</u>                      9. <u>The dwell time must not exceed the greater of 30 seconds or the dwell time required to ensure that no more than 5% of road users view a change in the image or display while using the portion of the state highway network from which the digital billboard is visible;</u>                      10. <u>In low-speed environments (70 km/h and less) at all times the digital billboard should include no more than ten individual elements; of which words may only make up eight elements. Additionally, each line of text shall contain a maximum of 40 characters.</u>                      11. <u>In higher speed environments (more than 70 km/h) these content controls halve. At all times the digital billboard should include no more than five individual elements; of which words may only make up four elements. Additionally, each line of text shall contain a maximum of 20 characters.</u>                      12. <u>The digital sign shall be operated with a fail-safe feature where in the event of a malfunction, the images or messages will be replaced by a solid black colour until the malfunction is resolved; [...]</u>                      Matters of Discretion are:[...]                      8. <u>The extent to which the sign may adversely affect the safe, efficient and effective operation of the transport network, as well as any hazard</u> <del>Any hazard</del>, safety risk or obstruction to motor vehicles, vehicular traffic, or pedestrian                      9. <u>Outcome of consultation with New Zealand Transport Agency for signs visible from the state highway network.</u></p>
NZ Transport Agency Waka Kotahi (NZTA)	TEMP - Temporary Activities /Objectives /TEMP-O1: Adverse effects arising from temporary activities	277.104	Support	<p>Supports objectives TEMP-O1 and TEMP-O2 as they recognise the need for temporary activities, including for construction.</p>	<p>Retain as notified.</p>
NZ Transport Agency Waka Kotahi (NZTA)	TEMP - Temporary Activities /Objectives /TEMP-O2: Adverse effects arising from temporary buildings and structures that enable construction	277.105	Support	<p>Supports objectives TEMP-O1 and TEMP-O2 as they recognise the need for temporary activities, including for construction.</p>	<p>Retain as notified.</p>
NZ Transport Agency Waka Kotahi (NZTA)	TEMP - Temporary Activities /Objectives /General	277.106	Amend	<p>Seeks for Council to insert a new objective to ensure that temporary events do not compromise the safe and efficient operation of the land transport network. Notes that because state highways move traffic often at higher speeds, attention needs to be applied to traffic when operating temporary events that have access to a state highway. Recommends a new objective TEMP-O5 as relief sought.</p>	<p>Insert new objective as follows:  <b>TEMP-O5: Traffic Safety</b>  <u>Temporary activities are sufficiently managed to maintain the safe and efficient operation of the land transport network</u></p>



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NZ Transport Agency Waka Kotahi (NZTA)	TEMP - Temporary Activities /Policies /TEMP-P4: Adverse effects arising from temporary activities on the transport network	277.107	Support	Supports P4 as it seeks to manage the effects of temporary activities on the safe and efficient operation of the transport network.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	TEMP - Temporary Activities /TEMP - Temporary Activities - Rules Table Safe and efficient integrated transport network, and Resilience and infrastructure.	277.108	Amend	Supports rule TEMP-R1 however, the rule as drafted does not ensure any temporary construction on land located adjacent to a state highway will appropriately manage traffic effects.	Amend as follows:  <u>NOTES:</u>  <u>1. Approval from the NZ Transport Agency may be necessary for temporary construction activities located within or on land adjacent to the state highway road reserve.</u>
NZ Transport Agency Waka Kotahi (NZTA)	GRZ - General Residential Zone /Issues /GRZ-I1: Housing supply and diversity	277.109	Support	Supports issue I1 as it enables and encourages higher density development in locations that are close to neighbourhood centres or bus routes, therefore promoting public transport use or multi modal use.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	GRZ - General Residential Zone /Policies /GRZ-P2: Streets and public open space	277.110	Support	Supports policy GRZ-P2 as it promotes safe streets that encourages active transport modes. Encouraging active transport modes is consistent with the NZTA Sustainability Action Plan: Toitū Te Taiao, which seeks to shift travel to more efficient modes of transport. Notes that this recognises the growing expectation that the transport sector will contribute to the substantial reduction in domestic greenhouse gas emissions	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	GRZ - General Residential Zone /Policies /GRZ-P4: Quality living environments – within the site	277.111	Amend	Considers dwellings should be appropriately designed and insulated to mitigate noise effects from the existing environment in the interests of the human health of occupants. Considers that separation is often the best method for managing non-compatible land use but where separation is not possible, treatment is required to protect sensitive receivers.	Amend so that <u>where located in proximity to legally established activities that emit noise (such as State Highways), buildings for noise sensitive activities are designed to mitigate noise and vibration effects to occupants.</u>
NZ Transport Agency Waka Kotahi (NZTA)	MRZ - Medium Density Residential Zone /Policies /MRZ-P2: Streets and public open space	277.112	Support	Support this policy as it promotes safe streets that encourage active transport within the neighbourhood.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	MRZ - Medium Density Residential Zone /Policies /MRZ-P4: Quality living environments - within the site	277.113	Amend	Considers that multi-unit housing should be appropriately designed and insulated to mitigate noise effects from the existing environment in the interests of the human health of occupants. Considers that separation is often the best method for managing non-compatible land use and where separation is not possible, treatment is required to protect sensitive receivers.	Amend so that, where located in proximity to legally established activities that emit noise (such as State Highways), buildings for noise sensitive activities are designed to mitigate noise and vibration effects to occupants.
NZ Transport Agency Waka Kotahi (NZTA)	MRZ - Medium Density Residential Zone /Policies /MRZ-P7: Sustainable design and infrastructure	277.114	Support	Supports this policy as it ensures sufficient infrastructure provisions and/or mitigation measures are included in design.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	MRZ - Medium Density Residential Zone /MRZ - Medium Density Residential Zone - Rules Table /MRZ-R6: Retirement village premisesActivity Status: Restricted Discretionary  Matters of discretion are:  Housing supply and diversity; Safety, attractiveness, and connectivity of streets and public open spaces; Quality living environments, and Infrastructure capacity and stormwater management. NA	277.115	Amend	Supports in part R6 as the matters of discretion include: Infrastructure capacity and stormwater management, however, consider it should be amended to include the safety and efficiency of the transport network.	Amend to include Infrastructure capacity <u>including the safety and efficiency of the transport network.</u>
NZ Transport Agency Waka Kotahi (NZTA)	HRZ - High Density Residential Zone /Objectives /HRZ-O1: Housing supply and diversity	277.116	Support	Supports land for high density urban living that is in close proximity and has good access to public transport or multi modal access to commercial activities, public open spaces and community services.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	HRZ - High Density Residential Zone /Objectives /HRZ-O5: Sustainable design and infrastructure	277.117	Amend	Considers that housing should be appropriately designed and insulated to mitigate noise effects from the existing environment in the interests of the human health of occupants.	Amend to include <u>Where developments are located in proximity to legally established activities that emit noise (such as State Highways), they are designed to mitigate noise and vibration effects on sensitive receivers.</u>
NZ Transport Agency Waka Kotahi (NZTA)	HRZ - High Density Residential Zone /HRZ - High Density Residential Zone - Rules Table	277.118	Amend	Supports in part R6 as the matters of discretion include: Infrastructure capacity and stormwater management, however, considers it should be amended to include the safety and efficiency of the transport network	Amend to include Infrastructure capacity <u>including the safety and efficiency of the transport network.</u>

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NZ Transport Agency Waka Kotahi (NZTA)	RLZ - Rural Lifestyle Zone /Introduction	277.119	Amend	Supports the introduction to the Rural Lifestyle Zone. Seeks for Council to broaden this introduction to recognise that rural lifestyle land use, needs to be carefully managed to avoid creating reverse sensitivity effects on existing established land uses including the land transport network. Considers that it is also important that traffic movements associated with rural lifestyle land use development are appropriately managed to ensure the safe and efficient function of the land transport network is not compromised.	Amend: RLZ - Rural Lifestyle Zone Introduction Overall, the natural and cultural values associated with rural land needs to be retained, and the potential to contribute to the economic wellbeing of the city is provided for with opportunities for generating supplementary income. <u>'Greenfield Growth in the Hills' and 'Regional Approach to industry' are key outcomes that are indirectly related to managing the distinctive elements of development in a rural environment. The Key Strategic Objectives relevant to planning for rural areas are Smart Growth, Quality Design and Environmental Excellence. Key Principles include 'Rural production in the Heretaunga Plains is enabled and protected'; 'Quality, high amenity and healthy environments to live, work and play', 'Economic activity and innovation is supported and enabled in appropriate locations' and 'Ecological assets and urban waterways are maintained and enhanced'.</u>  <u>To achieve these key objectives:</u>  <u>- Opportunity exists for undertaking rural activities</u> <u>- The characteristic and functional needs of rural activities are recognised</u> <u>- Network infrastructure is not readily available.</u> <u>The life-supporting capacity of soil and ecosystems are safeguarded; versatile land is valued and protected; earthworks and vegetation clearance on soils vulnerable to erosion is discouraged, agricultural land use is promoted; and indigenous biological diversity, landscape and cultural values are maintained.</u> <u>- The potential for reverse sensitivity in a rural environment is addressed.</u> <u>- The maintenance and enhancement of the characteristics of the existing pattern and intensity of settlement.</u> <u>- Recognise the distinctive characteristics of rural areas and maintain rural amenity.</u> <u>- Recognise that the rural areas have different noise profiles.</u> <u>- The safe and efficient function of the land transport network is not compromised.</u>
NZ Transport Agency Waka Kotahi (NZTA)	RLZ - Rural Lifestyle Zone /Issues /RLZ-I5: The provision of alternative housing choice with rural setting is an attractive lifestyle	277.120	Support	Supports I5 as it recognises the conflict between existing land uses and lifestyle developments, and consider existing state highway activities are included.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	RLZ - Rural Lifestyle Zone /Objectives /RLZ-O6: Reverse sensitivity	277.121	Amend	Supports the objectives of the Rural Lifestyle Zone, however, the draft objectives overlook the need to protect established infrastructure, including the state highway network, from both traffic and reverse sensitivity effects associated with incoming development.	Amend: <b>RLZ-O6: Transport Infrastructure</b> Development in the Rural Lifestyle Zone does not compromise the efficient operation of <u>existing infrastructure</u> and rural activities.
NZ Transport Agency Waka Kotahi (NZTA)	RLZ - Rural Lifestyle Zone /Policies /RLZ-P5: Reverse sensitivity	277.122	Amend	For consistency with submission above, seeks for Council to amend policy RLZ-P5 to include the state highway network	Amend as follows: <b>RLZ-P5: Reverse sensitivity</b> Reverse sensitivity effects and/or incompatible activities locating adjacent to the rural zone or <u>established infrastructure</u> or established productive rural activities do not unreasonably compromise rural activities and rural industry. Relates to <u>RLZ-O2 and RLZ-O6</u>
NZ Transport Agency Waka Kotahi (NZTA)	RLZ - Rural Lifestyle Zone /Policies /RLZ-P6: Cumulative effects	277.123	Amend	Supports policy RLZ-P6. Seeks for Council to broaden this policy to ensure cumulative development does not cause adverse reverse sensitivity and/or traffic effects that compromise the safety, efficiency and function of the land transport infrastructure, including the state highway network.	Amend as follows: <b>RLZ-P6: Cumulative effects</b> Use and development of the Rural Lifestyle Zone does not have adverse cumulative effects, that; deplete the versatility and productivity of the soil resource or natural resources, <ul style="list-style-type: none"><li>• avoid adverse effects on outstanding natural features,</li><li>• mitigate impacts on significant landscapes, biodiversity, and/or heritage and cultural values.</li><li>• <u>Avoid compromising the safe and efficient function of the regional land transport infrastructure.</u></li></ul>
NZ Transport Agency Waka Kotahi (NZTA)	RLZ - Rural Lifestyle Zone /RLZ - Rural Lifestyle Zone - Rules Table	277.124	Support	Supports rule RLZ-R2 as it recognises the cumulative effect that roadside stalls and hoarding can have on the safety, efficiency and function of the state highway network. Notes that the state highway network typically provides a throughflow function and as such, is designed to carry more vehicles at higher speeds, particularly in rural environments. Considers cumulative roadside retail activities can create significant differences in speed between vehicles travelling on the state highway vs vehicles turning to ingress or egress a roadside activity. Where drivers are not anticipating vehicles accessing a roadside activity this can cause an unsafe road environment.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	RLZ - Rural Lifestyle Zone /Assessment criteria - Rural Lifestyle Zone /RLZ-AC2: All land uses	277.125	Amend	Supports the reverse sensitivity effects assessment criteria but request it includes the state highway network	Amend to include: <u>Whether the nature, size and scale of the activity, additional residential development or the development of other sensitive activities would have the potential to result in complaints against existing infrastructure due to differing amenity expectations.</u>
NZ Transport Agency Waka Kotahi (NZTA)	RPROZ - Rural Production Zone /Issues /	277.126	Support	Supports this issue to ensure that the correct infrastructure is in place to support intensified development.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	RPROZ - Rural Production Zone /Policies /RPROZ-P7: Cumulative effects	277.127	Amend	Supports in part policy RPROZ-P7. Seeks for Council to broaden this policy to ensure cumulative development does not compromise the safety, efficiency and function of the road by creating a significant increase in accesses to the state highway.	Amend as follows: RPROZ-P7: Cumulative Effects To ensure that the cumulative adverse effects of subdivision, use and development of land do not deplete the versatile land, other natural resources, natural features, or significant landscapes, <u>or the safety, efficiency and function of the transport infrastructure.</u>
NZ Transport Agency Waka Kotahi (NZTA)	RPROZ - Rural Production Zone /RPROZ - Rural Production Zone - Rules Table /	277.128	Oppose	Opposed as submitter is concerned that this rule permits multiple activities on a single site. Considers that cumulative development of a site could result in high trip generation and compromise the safety, efficiency and function on the region's rural state highways.	Clarify if the intent of rule is to allow cumulative development that could create high trip generation.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
NZ Transport Agency Waka Kotahi (NZTA)	SETZ - Settlement zone /Issues /SETZ-I3: The cumulative effects of residential subdivision and development in the rural settlement zone place unsustainable pressure on council infrastructure	277.129	Amend	Support in part this issue as it identifies cumulative effects of development on infrastructure but consider that NZTA infrastructure should be included also or remove the word council, so it covers all infrastructure	The cumulative effects of residential subdivision and development in the rural settlement zone place unsustainable pressure on council infrastructure. (Inferred removed of the word Council; The cumulative effects of residential subdivision and development in the rural settlement zone place unsustainable pressure on council infrastructure.)
NZ Transport Agency Waka Kotahi (NZTA)	SETZ - Settlement zone /Issues /SETZ-I4: The potential for reverse sensitivity in rural environments	277.130	Amend	Supports I4 but there is a settlement zone identified in close proximity State Highway 50 and 2 and consider that reverse sensitivity effects should also be considered for the state highway network	Amend to below: <u>There is the potential for reverse sensitivity effects where conflicts arise between existing rural land uses, transport networks and neighbouring residential-focused rural settlements.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SETZ - Settlement zone /Objectives /General	277.131	Amend	Considers that since there is a settlement zone identified in close proximity to State Highway 50 and 2 reverse sensitivity from the existing use of the state highway should also be considered	New objective: State Highway activities are not unreasonably compromised by reverse sensitivity effects and/or incompatible activities locating in a Settlement Zone.
NZ Transport Agency Waka Kotahi (NZTA)	SETZ - Settlement zone /Policies /SETZ-P6: Cumulative effects	277.132	Support	Support P6 as it ensures the effects of subdivision, use and development of land does not compromise the ability of infrastructure to perform efficiently.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	SETZ - Settlement zone /Policies /General	277.133	Amend	Considers that since there are settlement zones identified in close proximity to State Highway 50 and 2 reverse sensitivity from the existing use of the state highway should also be considered.	New policy: <u>Ensure that existing state highway activities are not compromised by reverse sensitivity effects and/or incompatible activities located in an adjacent Settlement Zone.</u>
NZ Transport Agency Waka Kotahi (NZTA)	SETZ - Settlement zone /SETZ - Settlement Zone - Standards Table /General	277.134	Amend	Considers that since there are settlement zones identified in close proximity to State Highway 50 and 2 reverse sensitivity from the existing use of the state highway should also be considered.	Include New standard: <u>Setback from state highways</u> <u>No residential activity is located closer than 100m from a state highway</u>
NZ Transport Agency Waka Kotahi (NZTA)	LFRZ - Large Format Retail Zone /Issues /LFRZ-I3: Traffic generation and demand on infrastructure services	277.135	Support	Supports I3, O5 and P4 as they recognize that large retail developments can have significant transport generation and effects on the transport network and encourage sufficient infrastructure provisions or mitigation measures.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	LFRZ - Large Format Retail Zone /Objectives /LFRZ-O5: Sustainable design and infrastructure	277.136	Support	Supports I3, O5 and P4 as they recognize that large retail developments can have significant transport generation and effects on the transport network and encourage sufficient infrastructure provisions or mitigation measures.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	LFRZ - Large Format Retail Zone /Policies /LFRZ-P4: Sustainable design and infrastructure	277.137	Support	Supports I3, O5 and P4 as they recognize that large retail developments can have significant transport generation and effects on the transport network and encourage sufficient infrastructure provisions or mitigation measures.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	MUZ - Mixed Use Zone /Issues /MUZ-I4: Access and connectivity	277.138	Support	Supports I4 as it recognizes the need to integrate land use and transportation planning and the potential for potential traffic conflict. Supports enhancing connectivity for active and public transport, and consideration of function of the transport network.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	MUZ - Mixed Use Zone /Objectives /MUZ-O5: Access and connectivity	277.139	Support	Supports O5 as it recognizes the need to integrate land use and transportation planning and the potential for potential traffic conflict. Supports enhancing connectivity for active and public transport, and consideration of function of the transport network.	No specific relief sought
NZ Transport Agency Waka Kotahi (NZTA)	MUZ - Mixed Use Zone /Policies /MUZ-P4: Access and connectivity	277.140	Support	Supports P4 as it recognizes the need to integrate land use and transportation planning and the potential for potential traffic conflict. We support enhancing connectivity for active and public transport, and consideration of function of the transport network.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	LIZ - Light Industrial Zone /Issues /LIZ-I5: Areas of land suitable for accommodating heavy industrial activities are not available within the Light Industrial Zone	277.141	Support	Supports I5 as it recognises industrial activities can place demand on traffic and offsite effects and ensures there is suitable infrastructure to support the land use.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	LIZ - Light Industrial Zone /Objectives /LIZ-O5: Low impact industrial activities	277.142	Support	Supports O5 as it provides for industrial activities being located and designed to have low impact on safety and environmental values.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	LIZ - Light Industrial Zone /Policies /LIZ-P1: Low impact industrial activities	277.143	Support	Supports P1 as it enables industrial activities to be compatible with surrounding land uses	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	GIZ - General Industrial Zone /Policies /GIZ-P2: Heavy industrial activities	277.144	Support	Supports P2 as it recognises industrial activities can place demand on traffic and offsite effects and ensures there is suitable infrastructure to support the land use.	Retain as notified
NZ Transport Agency Waka Kotahi (NZTA)	GIZ - General Industrial Zone /Objectives /General	277.145	Amend	Considers a new objective that provides for industrial activities being located and designed to have low impact on safety and environmental values.	New objective: <u>Industrial activities are located and designed to have a low impact on health, safety, cultural, and environmental values.</u>
NZ Transport Agency Waka Kotahi (NZTA)	GIZ - General Industrial Zone /Policies /GIZ-P1: Activities in General Industrial Zone	277.146	Support	Supports P1 and P2 as they recognise industrial activities generate higher volumes of traffic and needs to be at reasonable locations that has appropriate infrastructure and adverse effects of traffic are maintained at an acceptable level.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	GIZ - General Industrial Zone /Policies /GIZ-P2: Heavy industrial activities	277.147	Support	Supports P1 and P2 as they recognise industrial activities generate higher volumes of traffic and needs to be at reasonable locations that has appropriate infrastructure and adverse effects of traffic are maintained at an acceptable level.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NOSZ - Natural Open Space Zone /NOSZ - Natural Open Space Zone - Rules Table	277.148	Oppose	Notes there is no provision for infrastructure in NOSZ-R1-NOSZ-R10, meaning this activity falls into a non-complying activity status in accordance with NOSZ-R11. Notes sections of the SH designation fall within or adjoin Natural Open Space zoning and notes the non-complying activity status would set an overly restrictive activity status for the development, maintenance and operation of the SH transport network. Seeks amendments in the form of a new rule to provide for the maintenance and operation of infrastructure within the Natural Open Space Zone.	Add a new rule setting a restricted discretionary activity status for the maintenance, repair and operation of existing infrastructure.
NZ Transport Agency Waka Kotahi (NZTA)	OSZ - Open Space Zone /OSZ - Open Space Zone - Rules Table	277.149	Oppose	Notes there is no provision for infrastructure in OSZ-R1-OSZ-R11, leading this activity falling into a non-complying activity status in accordance with OSZ-R12. Notes sections of the SH designation fall within or adjoin Open Space zoning and notes the non-complying activity status would set an overly restrictive activity status for the development, maintenance and operation of the SH transport network. Seeks amendments in the form of a new rule to provide for the maintenance and operation of infrastructure within the Open Space Zone.	Add a new rule setting a restricted discretionary activity status for the maintenance, repair and operation of existing infrastructure.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
NZ Transport Agency Waka Kotahi (NZTA)	SARZ - Sport and Active Recreation Zone /SARZ - Sport and Active Recreation Zone - Rules Table	277.150	Oppose	Notes there is no provision for infrastructure in SARZ-R1-SARZ-R11, leading this activity falling into a non-complying activity status in accordance with SARZ-R12. Notes sections of the SH designation fall within or adjoin Natural Open Space zoning and notes the non-complying activity status would set an overly restrictive activity status for the development, maintenance and operation of the SH transport network. Seeks amendments in the form of a new rule to provide for the maintenance and operation of infrastructure within the Natural Open Space Zone.	Add a new rule setting a restricted discretionary activity status for the maintenance, repair and operation of existing infrastructure.
NZ Transport Agency Waka Kotahi (NZTA)	DEV1 - Te Awa Development Area /Issues /DEV1-I1: Integration of development and infrastructure provision	277.151	Support	Supports I1 as it recognises ad hoc development in this area can result in inefficient provision of infrastructure and adverse effect.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	DEV1 - Te Awa Development Area /Objectives /DEV1-O1: Integration of development and infrastructure provision	277.152	Support	Supports O1 as it supports integration of development and infrastructure provisions in an integrated and planned manner.	No specific relief sought
NZ Transport Agency Waka Kotahi (NZTA)	DEV1 - Te Awa Development Area /Objectives /DEV1-O2: Residential density	277.153	Support	Supports O2 as it provides for residential development to support efficient and affordable provisions of infrastructure.	Retain as notified.
NZ Transport Agency Waka Kotahi (NZTA)	NZTA - Waka Kotahi New Zealand Transport Agency /General /General	277.154	Amend	Supports the inclusion of all the New Zealand Transport Agency state highway designations in the designation schedule, subject to the correction of minor errors (Refer specific detail in submission below. Note, wording to be deleted is <del>struck through</del> and wording to be added is <u>underlined</u> ).  Our legal name as a requiring authority is the New Zealand Transport Agency and as should be recorded as such in the Proposed District Plan.	Amend wording in designation schedule as outlined below.  Amend name of requiring authority to read: “ <del>Waka Kotahi</del> -New Zealand Transport Agency”
NZ Transport Agency Waka Kotahi (NZTA)	NZTA - Waka Kotahi New Zealand Transport Agency /Waka Kotahi New Zealand Transport Agency Designations / NZTA-1: New Zealand Transport Agency	277.155	Amend	Supports the inclusion of NZTA-1 – NZTA-4, however for clarity and consistency it is recommended to amend the wording of the Designation Purpose to be consistent with other state highway designations around the country, and as per the advice NZTA lodged with Council on 22 March 2023.	Amend wording of Designation Purpose of NZTA-1 – NZTA-4 to read:  <del>To undertake construction, maintenance, operation, use and improvement of the state highway network and associated infrastructure.</del>  <del>To construct, operate, maintain, and improve a state highway and associated infrastructure.</del>  <u>To construct, operate, maintain, and improve a state highway, cycleway and/or shared path, and associated infrastructure.</u>
NZ Transport Agency Waka Kotahi (NZTA)	NZTA - Waka Kotahi New Zealand Transport Agency /Waka Kotahi New Zealand Transport Agency Designations / NZTA-1: New Zealand Transport Agency	277.156	Amend	Supports the inclusion of NZTA-1 – NZTA-4, however for clarity and consistency it is recommended to make a minor amendment to the wording of the Site Identifier for each designation to be consistent with other state highway designations around the country, and as per the advice NZTA lodged with Council on 22 March 2023.	Amend wording of Site Identifier of NZTA-1 – NZTA-4 to read:  State Highway 2 from the Hastings District <del>Council boundary</del> <u>boundary</u> <del>to</del> <u>in</u> the north to the Hastings District <del>Council boundary</del> <u>boundary</u> to in the south.  State Highway 5 from the Hastings District <del>Council</del> <u>boundary</u> in the west to the intersection with State Highway 2 in the east.  State Highway 50 from the entrance to Napier Port Gate 1 on Breakwater Road in the north to the boundary with Hastings District <del>Council</del> in the south.  State Highway 51 from the intersection with State Highways 2 and 50 in the west (Taradale Road roundabout) to the boundary with Hastings City <del>Council</del> in the south.
NZ Transport Agency Waka Kotahi (NZTA)	NZTA - Waka Kotahi New Zealand Transport Agency /Waka Kotahi New Zealand Transport Agency Designations /General	277.157	Amend	Supports the inclusion of NZTA-1 – NZTA-5, however for clarity and consistency it is recommended to make a minor amendment to the wording of the Lapse Date for each designation to be consistent with other state highway designations around the country.	Amend Lapse Date of NZTA-1 – NZTA-5 to read:“Given effect to”
NZ Transport Agency Waka Kotahi (NZTA)	NZTA - Waka Kotahi New Zealand Transport Agency /Waka Kotahi New Zealand Transport Agency Designations / NZTA-5: New Zealand Transport Agency	277.158	Amend	Supports the inclusion of NZTA-5, however as NZTA-5 is currently the only designation in this area with no overlapping designations, the designation hierarchy should be amended from ‘Varies’ to ‘Primary’.	Amend designation hierarchy NZTA-5 to read:“Primary”
NZ Transport Agency Waka Kotahi (NZTA)	NZTA - Waka Kotahi New Zealand Transport Agency /Waka Kotahi New Zealand Transport Agency Designations / NZTA-4: New Zealand Transport Agency	277.159	Amend	Supports the inclusion of NZTA-4, however for clarity and consistency it is recommended to make a minor amendment to the text relating to limited access roads to be consistent with other state highway designations around the country, and as per the advice NZTA lodged with Council on 22 March 2023.	Amend Additional Information to read:  “Note:  The following sections of State Highway 51 are Limited Access Road, as declared under Section 88 of the Government Roading Powers Act 1989:  • from the intersection (roundabout) with Taradale Road in the north to approximately 130m south of the roundabout on Taradale Road in the south (Gaz 1994 p 2354); • the intersection with Ellison Street in the north to the boundary with Hastings District Council in the south (Gaz 1969 p 378).”
NZ Transport Agency Waka Kotahi (NZTA)	NZTA - Waka Kotahi New Zealand Transport Agency /Waka Kotahi New Zealand Transport Agency Designations / NZTA-4: New Zealand Transport Agency	277.160	Amend	Notes that on 6 December 2023, NZTA confirmed an alteration to the underlying designation for State Highway 51. This alteration included widening the state highway designation to allow for a new roundabout to be constructed at the intersection of SH51 and Awatoto Road, Napier and minor widening at other location. Seeks to ensure this alteration is reflected in the District Planning maps.	Requests that the proposed planning maps are updated to include the updated designation geospatial shapefiles for NZTA-4 (SH51) (confirmed on 6 December 2023 and lodged with Council with the Notice of Requirement to alter the SH51 designation).

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
NZ Transport Agency Waka Kotahi (NZTA)	Planning Maps /General /General	277.161	Amend	NZTA supports the inclusion of state highway designations on the planning maps; however, several sections of the notified state highway designations need to be spatially represented accurately on the planning maps as noted below: Considers that modification of designation boundaries is needed in discrete locations to encompass the full width of existing operational road corridors. Notes that these sections are integral to the state highway network but are not currently legal roads. In most cases, these discrepancies are historical in nature and modifying the designation boundary through the district plan process allows an opportunity to rectify those. Proposed modifications aim to designate existing formed and operational state highway infrastructure not in private use. Corrections are required to align designation boundaries with the most current NZ Primary Road Parcel boundaries maintained by Toitū Te Whenua Land Information New Zealand (LINZ). Geospatial designation shapefiles provided to Council in March 2023 are now out of alignment with the current NZ Primary Road Parcel boundaries along some sections of state highway. Amendments are necessary at intersections with local roads to ensure continued maintenance of the state highway network. Refer to Appendix 4 for examples of where the state highway designation boundaries will need to be corrected to align with the most current legal road boundaries and where the proposed designation will need to be widened to cover the formed and operational road.	NZTA requests that:  the state highway designation geospatial shapefiles be widened in discrete places to cover the formed and operational road and to enable the continuing maintenance of the state highway network; and that the state highway designation geospatial shapefiles be corrected to align with the most up to date legal road boundaries.  Refer Appendix 4 for examples of where the state highway designation boundaries will need to be corrected to align with the most current legal road parcel boundaries. Submitter will provide Council with the corrected geospatial files in due course.
NZ Transport Agency Waka Kotahi (NZTA)	HBAL - Hawke's Bay Airport Limited /General /General	277.162	Support	Notes that NZTA is working with the Hawkes Bay Airport on designation conditions regarding signage visible from the state highway network.	No specific relief sought
NZ Transport Agency Waka Kotahi (NZTA)	APP3 - Access Sight Distance Lines /APP3 - Access Sight Distance Lines /For information on Access Sight Distance Lines, refer to Chapter 3, Clause 3.3.2.2 of the Code of Practice for Land Development and Subdivision Infrastructure.	277.163	Oppose	Opposes and seeks longer sight distances, especially for the higher speeds and that the Code of Practice for Land Development and Subdivision Infrastructure should align with the New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines, Table App5B/1. See Appendix 2.	Amend to standards in alignment with New Zealand Transport Agency Planning Policy Manual: Appendix 5B Accessway standards and guidelines, Section 5B/1 Sight distances.
NZ Transport Agency Waka Kotahi (NZTA)	APP12 - Minimum Legal Widths of Access /APP12 - Minimum Legal Widths of Access /General	277.164	Oppose	Opposes and seeks a note that reflects accesses off a state highway will be subject to NZTA approval and potentially NZTA access standards in accordance with the New Zealand Transport Agency Planning Policy Manual: Appendix 5B – Accessway standards and guidelines.	Include a note: New or modified accesses that connect to a state highway will be subject to NZTA approval and potentially NZTA access standards.
NZ Transport Agency Waka Kotahi (NZTA)	APP18 - Roading Hierarchy /APP18 - Roading Hierarchy /General	277.165	Oppose	Request clarity around where the roading hierarchy has come from and whether it aligns with the NZTA One Network Framework.	No specific relief sought