

**BEFORE AN INDEPENDENT HEARINGS PANEL**

**THE PROPOSED WAIKATO DISTRICT PLAN (STAGE 1)**

**UNDER** the Resource Management Act 1991 (the Act)

**IN THE MATTER OF** Hearing 7: Industrial Zone and Heavy Industrial Zone (Proposed Waikato District Plan) submissions and further submissions

**SUMMARY STATEMENT OF TANYA RUNNING FOR THE WAKA KOTAHI NZ  
TRANSPORT AGENCY (PLANNING)**

**TO BE TABLED**

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**DATED 15 JANUARY 2020**

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## 1. SUMMARY STATEMENT

- 1.1 The Waka Kotahi New Zealand Transport Agency (the Transport Agency) lodged submissions and further submission points in relation to the objectives, policies and rules of the Industrial Zone and the Heavy Industrial Zone on the Proposed Waikato District Plan (PWDP). I was not involved in the preparation of the submissions or further submissions made to the PWDP.
- 1.2 As I will not be attending the hearing in person, I request that the Hearings Panel accept this evidence as tabled. Should the Hearings Panel have any questions, I am happy to provide further information regarding the matters addressed in my evidence or this summary statement.
- 1.3 I have reviewed Waikato District Council's Section 42A Rebuttal Evidence for Hearing 7: Industrial Zone and Heavy Industrial Zones (s42A Rebuttal) and the recommendations in relation to the Transport Agency's evidence as set out in Section 13 of the WDC Rebuttal. This summary statement addresses the effects of signage of traffic and building setbacks in the Heavy Industrial Zone.

## 2. Effects of signage of traffic

- 2.1 The s42A Rebuttal does not support the Transport Agency's proposed amendments to Rules 20.2.7.2 P1(iv) and 21.2.7.2 P1(iv) and invites comment on this matter at the hearing.
- 2.2 The Transport Agency's written approval is required for signage constructed, maintained or displayed on or over any part of a State highway as outlined in the Transport Agency's *Signs on State Highways Bylaw 2010*, which states:
- (1) No person may construct, maintain or display or cause to be constructed, maintained or displayed on or over any part of a State highway any sign unless the Agency consents, in writing, to the construction, maintenance or display of such sign.*
- 2.3 Any application received by the Transport Agency for signage on or adjacent to a state highway would be assessed against the Transport Agency's brochure: *Advertising Signs on State Highways* which has the following technical requirement:
- Signs should have a maximum of 6 words and/ or symbols, with a maximum of 40 characters.*
- 2.4 I note that the Transport Agency's original submission to alter the wording of P1(iv) differs to that in the Transport Agency's brochure. The brochure wording is outlined in paragraph 2.3 above and the PWDP wording is:
- Contain no more than 40 characters and no more than 6 symbols;*
- 2.5 Given the similarity of the wording in the PWDP and Transport Agency Brochure, I respectfully request a minor amendment to P1(iv) as follows (addition underlined):

*Contain no more than 40 characters and no more than 6 words and/or symbols;*

- 2.6 In my opinion this minor amendment would provide clarity and consistency of signage requirements in relation to state highways in both the PWDP and the Transport Agency's documentation.
- 2.7 Paragraph 165 of the s42A Rebuttal at seeks the Transport Agency's comments on the fact that the definition of a "road" in the Land Transport Act 1998 does not explicitly include a state highway. Irrespective, of the definition, I consider that the effects on the level of visual distraction from signs on vehicle users' needs to be more adequately addressed in the PWDP; particularly in relation to the state highway where a higher speed environment typically exists.

### **3. Building setbacks- all boundaries in the Heavy Industrial Zone**

- 3.1 The s42A rebuttal states that it is unclear how the absence of a building setback would compromise the operation of a state highway particularly if the existing designation width is already sufficient to accommodate Transport Agency's assets and invites the Transport Agency to provide further reasoning to support the request to provide a building setback from a state highway of 20m.
- 3.2 The Transport Agency seeks to minimise adverse effects of growth and development on the transport network using a variety of methods. One of these methods is building setbacks. The primary reason for building setbacks from state highways is to manage reverse sensitivity effects such as noise and vibration. However, they can be implemented for amenity, streetscape or road safety matters and as is stated in the Operative Waikato District Plan<sup>1</sup> allow for greater flexibility for road widening if necessary in the future.
- 3.4 Vehicles on state highways can produce adverse effects that extend beyond the state highway boundary, such as:
- noise and vibration
  - vehicle generated emissions, especially to air
  - lighting/glare
  - dust
  - non-point source pollution e.g. stormwater run-off, spray-drift and litter.
- 3.5 While a lower level of amenity is generally accepted in an industrial area, these effects could cause annoyance to activities such as an office ancillary to an industrial activity, ancillary retail or a food outlet all of which are permitted activities in the Heavy Industrial Zone in the PWDP<sup>2</sup>. This in turn, can cause reverse sensitivity effects on the state highway network.

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<sup>1</sup> Section 29 Explanations and Reasons- Building Setbacks of the Operative Waikato District Plan

<sup>2</sup> Section 21 Heavy Industrial Zone Rule 21.1.1 Permitted Activities

3.6 As stated in my evidence<sup>3</sup> the PWDP has reduced the building setback from a road to 5m and removed the setback from the Waikato Expressway. The section 32 report<sup>4</sup> is silent on the reason for these changes and therefore has not given consideration to the effects outlined above as a result of the reduction and removal of these building setback.

3.7 Therefore, it is requested that the Hearings Panel reconsider this submission point and provide amendments to Rule 21.3.4.1 P1(a) as follows:

*(i) 5m from a road boundary, excluding a state highway; and*

*(ii) 20m from a state highway; and*

*~~(ii)~~ (iii) 7.5m from any other boundary where the site adjoins another zone, other than the Industrial Zone.*

**Tanya Running**

15 January 2020

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<sup>3</sup> At paragraph 7.4

<sup>4</sup> Section 32 Report, Part 2, Industrial Zone and Heavy Industrial Zone Dated July 2018