Appendix A - Decisions on Submissions
Topic 30: Transport

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
S16.027 Fuel Companies	Interpretation: land transport infrastructure	Retain the definition as notified.	Accept in part	
S112.004 Waka Kotahi NZ Transport Agency	Interpretation: land transport infrastructure	Amend the definition as follows: Means any infrastructure, building, equipment or devices that support the movement of people and goods by land including: .... (d) Roads, including carriageways, pavements, bridges, culverts, erosion protection structures, defences against water, tunnels, retaining walls, underpasses, overpasses, verges and berms; (e) Lighting, signals, official signs and control structures and devices associated with intelligent transport systems including vehicle detection systems (electronic vehicle identification and infra-red vehicle occupancy counters), incident detection, emergency telephones, cables and ducting; ... (f) safety devices including handrails, bollards, road markings, rumble strips, barriers, fences, speed tables, speed cushions, ~~and~~ traffic separators, raised safety platforms, turnaround bays, intersection speed zones, and skid resistance.	Accept	Yes
S132.006 KiwiRail Holdings Ltd	Interpretation: land transport infrastructure	Amend 'Land transport infrastructure' definition: Means any infrastructure, building, equipment or devices that support the movement of people and goods by land, including: .... (c) Railway Network including, tracks, bridges, culverts, erosion protection structures, defences against water, tunnels, retaining walls, underpasses, overpasses, verge and berms; (e) Lighting, signals, official signs and control structures and devices associated with intelligent transport systems including vehicle detection systems (electronic vehicle identification and infra-red vehicle occupancy counters), incident detection, emergency telephones, cables and ducting;	Accept	Yes
S126.030 Southland Federated Farmers of New Zealand S115.031 Kevin Robertson S143.042 Rural Ratepayers Group S148.043 Alistair & Bernadette Hunt S60.033 Ronald Crispin S68.151 John Baynes	Interpretation: land transport infrastructure	Accept most of the definition as notified but delete clause m and make any consequential amendments: ~~(m) Stormwater management facilities, ventilation structures, drainage devices and erosion control devices; and~~	Accept in part	Yes
S112.005 Waka Kotahi NZ Transport Agency	Interpretation: movement lane	Amend the definition as follows: Means that part of the formed and sealed road that serves the link function in a road. It may have a shared use for other activities such as walking, cycling, parking ~~and play.~~	Accept	Yes
S112.008 Waka Kotahi NZ Transport Agency	Interpretation: street furniture	Amend the definition as follows: Means equipment within the footpath such as signal poles, lighting columns, signs, parking meters, seats, benches, bollards, drinking fountains, rubbish and recycling bins, cycle parking and landscaping ~~etc.~~	Accept	Yes
S132.012 KiwiRail Holdings Ltd	Interpretation: transit corridors	Amend 'transit corridors': Means transit corridors that provide for the fast and efficient long-distance movement of people and goods within the urban realm. This includes motorways and urban expressways. By definition all dedicated, high movement and mode specific transport corridors such as ~~heavy~~ rail networks and busways are included in this classification.	Accept	Yes

Appendix A - Decisions on Submissions
Topic 30: Transport

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
S112.009 Waka Kotahi NZ Transport Agency	Interpretation: transport network	Amend the definition as follows: Means any transport route that support the movement of people and goods and includes trains, motorised vehicles, non-motorised modes of transport ~~and~~ pedestrians and cyclists.	Accept	Yes
S126.012 Southland Federated Farmers of New Zealand S115.013 Kevin Robertson S143.024 Rural Ratepayers Group S148.025 Alistair & Bernadette Hunt S60.015 Ronald Crispin S68.133 John Baynes	Interpretation:	Include new definition (Collector Road) and make any necessary consequential amendments.	Reject	
S126.050 Southland Federated Farmers of New Zealand S115.051 Kevin Robertson S143.062 Rural Ratepayers Group S148.063 Alistair & Bernadette Hunt S60.053 Ronald Crispin S68.171 John Baynes	Interpretation:	Include new definition for vehicle movements and make any consequential amendments.	Accept in part	Yes
S144.005 Contact Energy Limited	TRANS - General	Contact generally supports the transport chapter. Retain.	Accept in part	
S124.013 Fire and Emergency NZ	TRANS – Objective and Policies	Retain objective and policy framework as notified	Accept in part	
S146.013 Southland District Council	TRANS - General	There are some other key routes that are the responsibility of GDC and SDC. These would be classed as Rural Connectors and include Pyramid Waiparu Rd. Wyndham Rd. Waimea Valley Rd. Waimumu Rd/Te Tipua School Road (on either side of SH 96). GDC should work with SDC to ensure these are prioritised both for their current role and as a backup for when there are road closures on the State Highway system.	Accept	
S140.009 Robina Johnston	TRANS - General	Consideration of effects on third parties of increased commercial activities in rural areas and sharing of costs.	Reject	
S112.187 Waka Kotahi NZ Transport Agency	TRANS-MAP-Street Category	Re-assess whether the ONF Street category map should include all of the 'street categories' listed in the definition in the Interpretation chapter and amend the map Legend and map accordingly to correct any omissions.	Reject	
S132.026 KiwiRail Holdings Ltd	TRANS-Overview	Amend as follows: In addition to their primary function of providing for the movement of people and commodities, road ~~and rail~~ corridors are also suitable for the co-location of communication and	Accept	Yes

Appendix A - Decisions on Submissions
Topic 30: Transport

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
S63.001 New Zealand Helicopter Association	TRANS-Overview	Consideration given in this section for the Commercial aspects of aviation not just those to do with agricultural activities including • Aerial Spotting • Asset management, • Construction, • Disaster relief work (after State emergency has ended) • Flight training, • Frost protection, • Infrastructure repairs and development, • Science and Research • Search and Rescue • Surveillance • Survey operations • Tourism • Transportation of people • TV and Film..	Accept in part	Yes
FS4.81 New Zealand Agricultural Aviation Association (NZAAA) FS18.9 New Zealand Helicopter Association		Allow S63.001 New Zealand Helicopter Association		
S112.019 Waka Kotahi NZ Transport Agency S125.011 Ministry of Education S132.027 KiwiRail Holdings Ltd	TRANS-O1	Retain as TRANS-O1 notified	Accept	
S112.020 Waka Kotahi NZ Transport Agency S132.028 KiwiRail Holdings Ltd	TRANS-O2	Retain TRANS-O2 as notified	Accept	
S109.039 Department of Conservation S112.021 Waka Kotahi NZ Transport Agency S112.022 Waka Kotahi NZ Transport Agency S132.029 KiwiRail Holdings Ltd	TRANS-O3	Retain TRANS-O3 as notified	Accept	
S112.023 Waka Kotahi NZ Transport Agency S132.030 KiwiRail Holdings Ltd	TRANS-O4	Retain TRANS-O4 as notified	Accept	
S112.024 Waka Kotahi NZ Transport Agency	TRANS-O5	Retain TRANS-O5 as notified	Accept	
S112.025 Waka Kotahi NZ Transport Agency	TRANS-O6	Retain as notified TRANS-O6	Accept in part	
S132.031 KiwiRail Holdings Ltd	TRANS-O6	Amend TRANS-O6 as follows: Infrastructure and other compatible activities that benefit the community are located, where practicable, within road ~~and rail~~ corridors.	Accept	Yes
S112.026 Waka Kotahi NZ Transport Agency	TRANS-Additional Objective sought	Insert a new objective as the TRANS chapter of the Plan do not specifically address the importance of the continued function and resilience of transport network from the effects of climate change and natural hazards, as follows: A resilient transport network is provided that recognises the adverse effects of climate change and natural hazards and the need to adapt to the changes associated with those effects.	Reject	
S112.027 Waka Kotahi NZ Transport Agency	TRANS-P1	Retain TRANS-P1 as notified	Accept	
S112.028 Waka Kotahi NZ Transport Agency	TRANS-P2	Retain TRANS-P2 as notified	Accept	

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
S112.036 Waka Kotahi NZ Transport Agency	TRANS-P3	Amend TRANS - P3 as follows: Enable the establishment and maintenance of land transport infrastructure that connects current and future land uses with transport routes that support the movement of people and goods and includes trains, motorised vehicles, non-motorised modes of transport, and pedestrians and cyclists.	Accept in part	Yes
S16.030 Fuel Companies S132.032 KiwiRail Holdings Ltd	TRANS-P3	Retain as notified TRANS-P3	Accept in part	
S112.029 Waka Kotahi NZ Transport Agency S16.031 Fuel Companies	TRANS-P4	Retain as notified TRANS-P4	Accept in part	
S132.033 KiwiRail Holdings Ltd	TRANS-P4	Amend TRANS-P4: Enable the location of land transport infrastructure, and where practical promote co-location of network utilities and other compatible infrastructure or activities, within road ~~and rail~~ corridors …	Accept	
S63.002 New Zealand Helicopter Association	TRANS-P5	Support TRANS-P5	Accept	
FS18.28 New Zealand Helicopter Association		Allow S63.002 New Zealand Helicopter Association		
S112.030 Waka Kotahi NZ Transport Agency	TRANS-P6	Retain TRANS-P6 as notified	Accept	
S112.031 Waka Kotahi NZ Transport Agency S125.012 Ministry of Education S132.034 KiwiRail Holdings Ltd	TRANS-P7	Retain TRANS-P7 as notified	Accept	
S112.032 Waka Kotahi NZ Transport Agency S16.032 Fuel Companies	TRANS-P8	Retain as notified TRANS-P8	Accept in part	
S132.241 KiwiRail Holdings Ltd	TRANS-P8	Add 2. Vehicle crossings to be located and have appropriate separation and sight distances from level crossings;	Accept in part	Yes
S112.033 Waka Kotahi NZ Transport Agency	TRANS-P9	Retain TRANS-P9 as notified	Accept	
S112.037 Waka Kotahi NZ Transport Agency	TRANS-P10	Amend TRANS - P10 as follows: Manage high trip generating activities and the effects of vehicle movements on the transport network to ensure that: ... 3. the activity ~~compatible with the character~~ is consistent with the function and purpose of the street category and amenity of the surrounding area	Accept in part	Yes
S112.034 Waka Kotahi NZ Transport Agency	TRANS-P11	Retain as notified TRANS-P11	Accept in part	
S139.051 Hokonui Rūnanga Inc	TRANS-P11	Amend TRANS-P11 to read "Manage the actual or potential effects from the design, location and operation of the transport network on ~~Ngāi Tahu cultural values and recognise the underlying relationship Ngāi Tahu hold with the natural environment by its design and location~~ the natural environment including effects on mana whenua and the values they associate with the area, including whakapapa, the mauri of whenua and wai, access to mahinga kai, disturbance of wāhi tapu or other	Accept in part	Yes

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
		taonga, and encourage the urban design of a streetscape, with land transport infrastructure such as street furniture and artwork, ~~that contributes~~ which recognise and reflect the unique Ngāi Tahu cultural identity of the district. "		
S109.040 Department of Conservation S112.035 Waka Kotahi NZ Transport Agency S16.033 Fuel Companies	TRANS-P12	Retain as notified TRANS-P12	Reject	
S110.020 Royal Forest and Bird Society of NZ Inc	TRANS-P12	Change TRANS-P12: Managing the adverse effects from the use, design and location of the transport network and land transport infrastructure on the natural environment by ensuring appropriate stormwater treatment and management, and ~~limiting the presence and~~ avoiding, remedying, or mitigating effects on outstanding natural features and landscapes, ecosystems and indigenous biodiversity unless there are no practical alternatives.	Accept in part	Yes
FS14.013 NZ Transport Agency Waka Kotahi		Disallow S110.020 Royal Forest and Bird Society of NZ Inc		
S112.038 Waka Kotahi NZ Transport Agency	TRANS-P13	Amend TRANS - P13 as follows: Prepare and implement a parking strategy for the Gore Town Centre Zone and Mataura Local Centre Zone that recognises and provides for the volume and nature of parking and deliveries required for activities to be safely and efficiently carried out in those areas.	Accept in part	Yes
S110.021 Royal Forest and Bird Society of NZ Inc	TRANS-Additional Policy sought	Add: TRANS-P14 Seek to minimise carbon emissions in planning, construction, maintenance and ongoing use of the transportation network.	Reject	
S132.035 KiwiRail Holdings Ltd	TRANS-Additional policy sought	Insert a new Policy as follows: Reverse sensitivity effects are avoided, remedied or mitigated where activities are adjacent to the transport network.	Reject	
FS28.030 Kainga Ora		Disallow S132.035 KiwiRail Holdings Ltd as INFR-P6 and TRANS policies provide for the effective management of unacceptable reverse sensitivity effects.	Accept	
S109.041 Department of Conservation	TRANS – Note 1	Retain Note 1 with the following amendments (or words to similar effect): Note 1 - Include a more specific description of what other provisions apply to this chapter such as referring specifically to the ECO chapter provisions.	Reject	
S112.039 Waka Kotahi NZ Transport Agency	TRANS – Note 3	Retain TRANS – Note 3 as notified	Accept	
S74.002 Hamish Weir	TRANS - Rules	Removal of all rules relating to matters covered by the Subdivision and Land Development Bylaw 2019. Repeating standards will cause conflict adding significant costs to the consent process. The duplication will require 2 documents to be updated, which creates costs for the ratepayer. It is simpler to refer to the Subdivision and Land Development Bylaw.	Accept in part	Yes
FS28.022 Kainga Ora		Disallow S74.002 Hamish Weir. It is the view of Kāinga Ora that subdivision and development is better managed through the district plan process.		
FS22.056 Clark Fortune McDonald & Associates		Allow S74.002 Hamish Weir. Subdivision & Land Development Bylaw matters should not be duplicated in the District Pan, and note that the District Plan is not the appropriate mechanism for engineering standards.		

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
S16.034 Fuel Companies	TRANS-R1	Amend TRANS-R1 as follows: The establishment, construction, operation, maintenance and upgrading of the transport network and land transport infrastructure. Activity status: Permitted 1. Where the land is: a. legal road and the work is being undertaken by, or on behalf of, a road controlling authority; or b. within a legally established rail corridor and the work is being undertaken by, or on behalf of, the railway owner or operator.; or c. for equipment, structures and infrastructure associated with charging of electric vehicles not within legal road.	Reject	
S132.036 KiwiRail Holdings Ltd	TRANS-R1	KiwiRail seek to amend this rule to exclude rail from the TRANS standards to reflect that KiwiRail are the Rail controlling authority Amend TRANS-R1 as follows: 1. Where the land is: ... (b)~~within a legally established~~ Legal rail corridor and the work is being undertaken by, or on behalf of, the rail controlling authority ~~railway owner or operator.~~ 2. The transport network and land transport infrastructure are designed, formed, surfaced and drained in accordance with all Transport Standards (excluding Rail); and ...	Accept in part	
S109.042 Department of Conservation	TRANS-R1	Retain TRANS-R1 with the following amendments: Activity status: Permitted 3. (d) Significant Natural Area or unmapped SNA that has been assessed as significant against the criteria in Appendix 4, highly mobile fauna area or within a riparian margin. Activity Status where compliance is not achieved: ~~Discretionary~~ Non Complying	Accept in part	Yes
FS14.0010 NZ Transport Agency Waka Kotahi FS24.024 Contact Energy Ltd		Disallow S109.042 Department of Conservation		
S112.040 Waka Kotahi NZ Transport Agency	TRANS-R2	Amend Rule TRANS - R2 as follows: 1. The access is not: (a) connecting to any State Highway ~~to an interregional Connector, Rural Connector where it is a State Highway~~, Urban Connector, Main or activity street; or (b) connecting to a heavy vehicle bypass route; or (c) within 30m of an at-grade railway crossing ... Advisory Note: Advice should be sought from Waka Kotahi New Zealand Transport Agency where the vehicle access connects to a State Highway. Amend Rule TRANS - R2 Matters of Discretion as follows: Matters of discretion: ... 5. The outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the vehicle access connects to a State Highway.	Accept in part	Yes
S124.014 Fire and Emergency NZ	TRANS-R2	Retain as notified TRANS-R2	Accept in part	
S132.037 KiwiRail Holdings Ltd	TRANS-R2	TRANS-R2 Add to Matters of discretion: 5. the effects on the continued safe, effective, and efficient operation of a railway level crossing. Advice Note: Advice should be sought from KiwiRail Holdings Limited where the vehicle access crosses a railway line (private or public crossing) or a railway level crossing.	Accept in part	Yes

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
FS5.9 Hamish Weir		Disallow in part S132.037 KiwiRail Holdings Ltd. Kiwi Rail should only be consulted when the usage of an existing private crossing is changed by an activity or a new crossing proposed. Existing Public crossings should be excluded from consultation with Kiwi Rail as this is outside of an applicants control and a matter for Kiwi Rail & Council.		
S125.013 Ministry of Education S124.015 Fire and Emergency NZ	TRANS-R4	Retain as proposed TRANS-R4	Accept in part	
S132.038 KiwiRail Holdings Ltd	TRANS-R4	Amend TRANS-R4 as follows: Activity status: Restricted Discretionary Where: 1. Any new activities or an increase of existing activities, individually or collectively on a site, generate more than 100 Equivalent Car Movements Per Day ~~250 vehicle movements per day.~~ Matters of discretion: ...5. Impacts on the efficiency and safety of a railway level crossing, the suitability of the location for the intensity and scale of the activity, and the effects on the safety of all users of the railway level crossing.	Accept in part	Yes
S112.041 Waka Kotahi NZ Transport Agency	TRANS-R4	Amend TRANS - R4 High Trip generation at existing and proposed property accesses. All Zones (except Field Days, Sports and Active Recreation Zones and Camp Columba Zone): 1. Any new activities or an increase of existing activities, individually or collectively on a site, that are not directly accessed from a state highway**,** generate more than 250 vehicle movements per day. 2. Any new activities or an increase of existing activities, individually or collectively on a site accessed directly from the state highway, generate more than 100 Equivalent Car Movements Per Day in accordance with the Table found on page 18/19 of original submission.	Accept in part	Yes
FS26.034 Mercury Ltd		Disallow in part S112.041 Waka Kotahi NZ Transport Agency. Mercury seeks that the application of the ECM rule to renewable electricity generation activities, in particular wind farms is clarified. And an exemption for construction activities should part of the rule		
FS24.025 Contact Energy Ltd		Disallow S112.041 Waka Kotahi NZ Transport Agency		
S112.042 Waka Kotahi NZ Transport Agency	TRANS-R4	Amend TRANS -R4 Matters of discretion as follows: 5. The outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the access connects to any State Highway,	Reject	
S132.039 KiwiRail Holdings Ltd	TRANS-Additional Rule sought	Insert new rule as follows: TRANS-R5: Sight lines at railway level crossings All zones Activity status: Permitted Where: Compliance is achieved with TRANS-S8. Activity status where compliance is not achieved: Restricted Discretionary Matters of discretion: 1. The potential for adverse effects on the safety and efficiency of the rail network. 2. Applications under this rule must provide, in addition to the standard information requirements, evidence of engagement with KiwiRail.	Accept	Yes
S112.043 Waka Kotahi NZ Transport Agency	TRANS - Standards	Assess whether amendments should be made to rule TRANS-R1 and TRANS-R2 to provide clarity on the application of TABLE-S5, TABLE-S6, TRANS -S8, TRANS - s9 Figure 1, TRANS - S10 2. (b), TABLE - S10 and TRANS - S11(4), and associated drawings R091, R09-2 and R09-3. Waka Kotahi notes that some of the TRANS standards do not entirely align with the requirements set out in the New Zealand Transport Agency's 'Planning and Policy Manual' (PPM, 2007) and current internal practice.	Accept in part	
S99.019 Clark Fortune McDonald & Associates	TRANS-S1	Clarification is needed in TRANS-S1 that it only applies to parking areas providing for more than 5 cars, the same threshold as Rule TRANS-S1 (3)	Accept in part	Yes
S74.003 Hamish Weir	TRANS-S1	TRANS-S1 should be amended as follows; 2. The surface of all vehicle parking areas within the urban area, shall be ~~sealed~~ appropriately surfaced and all non-residential use parking spaces marked.	Accept in part	Yes

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
FS22.057 Clark Fortune McDonald & Associates		Allow S74.003 Hamish Weir		
S115.063 Kevin Robertson S143.074 Rural Ratepayers Group S148.075 Alistair & Bernadette Hunt S60.065 Ronald Crispin S68.183 John Baynes S126.062 Southland Federated Farmers of New Zealand	TRANS-S3	Include definition of vehicle movements or specify that movements is in relation to vehicles. Amend TRANS-S3: The vehicle crossing is for on-site activities that individually or collectively generate less than 60 vehicle movements per day. <u>This does not apply to vehicle movements for primary production activities.</u>	Accept	Yes
FS14.014 NZ Transport Agency Waka Kotahi		Disallow S126.062 Southland Federated Farmers of New Zealand		
S124.016 Fire and Emergency NZ	TRANS-S4	Retain TRANS-S4 as notified	Accept	NA
S99.020 Clark Fortune McDonald & Associates	TRANS-S5	Delete TRANS-S5 as the relevant details are specified in the Subdivision & Land Development Bylaw and TRANS-S5 contradicts the Gore District Council (DGC) Subdivision and Land Development Bylaw 2019. Construction details should not be specified, but if they are, they should be consistent with other bylaws and standards. Specified gradient of no more than 5% (i.e. 1 in 20) within 6m of footpath contradicts bylaw specification of no steeper than 1 in 8 (i.e. 12.5%) for the first 5m, and 1 in 5 (20%) beyond that (with 1 in 4.5 permitted for short straight sections).	Accept in part	Yes
FS5.10 Hamish Weir		Allow S99.020 Clark Fortune McDonald & Associates		
FS28.024 Kainga Ora		Disallow S99.020 Clark Fortune McDonald & Associates		
S112.044 Waka Kotahi NZ Transport Agency	TRANS-S5	TRANS-S5 Amend the Table as follows, or using words of similar intent: ...(~~if this is a State highway)~~ (if this is **not** a State highway)	Accept	Yes
S112.045 Waka Kotahi NZ Transport Agency	TRANS-S5	TRANS-S5 For clarity either add wording to the column of TABLE-S5 titled 'Milk tanker' to indicate that it applies to all roads except State highways and/or include a note that for State highways the Diagram E standard applies instead, and/or change Standard Construction Drawing R09-3 to reflect a Diagram E standard.	Accept	Yes
S112.046 Waka Kotahi NZ Transport Agency	TRANS-S5	TRANS-S5 For clarity, within the 'Rural' column of the Table, either change the 'private' and 'high use or commercial' width of crossing place from 4.5m to 6m for accesses onto State highways, or alternatively amend the table to exclude State highways from this standard.	Accept	Yes
S99.021 Clark Fortune McDonald & Associates	TRANS-S5	Table-S5 R09-1 is amended to read '<u>less than 4 residential units'</u>**,** as it did in the earlier PDP draft. Table-S5 states R09-1 is for 'less than 2 residential units or farm paddock', which by implication means an access shared by 2 or more residential units must be constructed to R09-2 full commercial standard. This is impractical and excessive. Delete TRANS-S5 as the relevant details are specified in the. Construction details should not be specified, but if they are, they should be consistent with other bylaws and standards. Specified gradient of no more than 5% (i.e. 1 in 20) within 6m of footpath contradicts bylaw specification of no steeper than 1 in 8 (i.e. 12.5%) for the first 5m, and 1 in 5 (20%) beyond that (with 1 in 4.5 permitted for short straight sections).	Accept in part	Yes

Appendix A - Decisions on Submissions
Topic 30: Transport

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
FS5.11 Hamish Weir		Allow S99.021 Clark Fortune McDonald & Associates		
S124.017 Fire and Emergency NZ	TRANS-S5	Amend TRANS-S5 as follows: Residential width (m) at the property boundary (urban) and entranceway (rural) ~~3~~ 3.5 Width(m) at kerb line or edge of seal ~~3.5~~ 4.0	Reject	
FS28.023 Kainga Ora		Disallow S124.017 Fire and Emergency NZ		
S112.047 Waka Kotahi NZ Transport Agency	TRANS-S6	For clarity either amend TABLE-S6 so that the sight distances for State highways aligns with Table App5B/1 of the Waka Kotahi Planning and Policy Manual or alternatively amend so that State highway are excluded from TABLE-S6.	Accept in part	Yes
S99.022 Clark Fortune McDonald & Associates	TRANS-S6	Delete Trans-S6 as this is an engineering matters and not appropriate considerations for the PDP.	Reject?	NA?
FS28.025 Kainga Ora		Disallow S99.022 Clark Fortune McDonald & Associates		
S99.023 Clark Fortune McDonald & Associates	TRANS-S7	Delete Trans-S7 as this is an engineering matters and not appropriate considerations for the PDP. These provisions oversimplify and partially contradict the subdivision and land development bylaw, effectively requiring resource consent for many accesses which should only be an issue considered by GDC roading department approvals. This represents a consenting burden, an inefficient use time and increase costs for no practical benefit.	Accept in part	
FS5.12 Hamish Weir		Allow S99.023 Clark Fortune McDonald & Associates		
FS28.026 Kainga Ora		Disallow S99.023 Clark Fortune McDonald & Associates		
S112.048 Waka Kotahi NZ Transport Agency	TRANS-S8	Amend TRANS-S8 text to add a note or an exclusion explaining signs and rail/road devices that are intended to make the level crossing places safer are excluded from this standard.	Accept	Yes
S132.040 KiwiRail Holdings Ltd	TRANS-S8	Amend TRANS-S8 as follows: Matters of discretion: 2. The extent to which pedestrians, motorised and non motorised modes of transport vehicles entering and exiting the level crossing can see approaching trains. 3. The extent to which users of the railway corridor approaching the approaching the level crossing can see pedestrians, motorised and non motorised modes of transport.	Accept in part	Yes
S112.049 Waka Kotahi NZ Transport Agency	TRANS-S9	TRANS-S9 Consider reassessing the turning radii to identify if large trucks will be able to be accommodated within the radii suggested for commercial and industrial, and make any necessary amendments	Reject	
S152.001 Nigel Cowburn	TRANS-S9	TRANS-S9 6a - Specify structural edge avoiding referrence to "raised kerb"	Reject	
S152.003 Nigel Cowburn	TRANS-S9	TRANS-S9 6b - change 25mm to 38mm	Reject	
S152.004 Nigel Cowburn	TRANS-S9	TRANS-S9 6c - remove "or" from "*commercial and industrial accesses shall drain from their sumps through a lead directly* **or** through a stormwater treatment device to a public stormwater *main."*	Reject	
S124.018 Fire and Emergency NZ	TRANS-S9	TRANS-S9 The maximum gradient that a fire appliance can negotiate is a 1:5. Amend as follows: 3.Centre line grades are not: (a) steeper than 1 in 5, ~~except that gradients of 1 in 4.5 may be used over straight lengths of access for a distance of up to 20m~~	Accept	
S99.025 Clark Fortune McDonald & Associates	TRANS-S9	Amending TRANS-S9 to state: " ...a pedestrian link shall be provided at the end of the urban cul-de-sac roads where appropriate."	Reject	
FS5.13 Hamish Weir		Allow S99.025 Clark Fortune McDonald & Associates		
FS28.027 Kainga Ora		Disallow S99.025 Clark Fortune McDonald & Associates		
S99.024 Clark Fortune McDonald & Associates	TRANS-S9	TRANS-S9 Provision should be made for alternatives in this provision such as permeable surfaces where appropriate.	Accept in part	Yes

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
FS14.015 NZ Transport Agency Waka Kotahi		Disallow S99.024 Clark Fortune McDonald & Associates		
S112.050 Waka Kotahi NZ Transport Agency	TRANS-S10	TRANS-S10 either needs to be reassessed and amended to provide an increase in the passing area dimensions, or that state highway intersections with rural roads are excluded from the Standard. Provide clarification on the passing provision required by this standard, in particular as it applies to clause 2(b). Reconsider and amend the standard as necessary to provide an increase in size of the passing lane dimensions, or exclude intersections with State highways from this standard such that the road design would default back to road controlling authority, in this instance Waka Kotahi.	Accept	Yes
S112.051 Waka Kotahi NZ Transport Agency	TRANS-S10	For clarity either exclude State highways from Table- S10 or accommodate the State highway standards within the table.	Accept	Yes
S124.019 Fire and Emergency NZ	TRANS-S10	Retain as notified TRANS-S10	Reject	
S99.026 Clark Fortune McDonald & Associates	TRANS-S10	Delete TRANS-S10(2) as this provision is already specified in the Bylaw.	Accept in part	Yes
S152.005 Nigel Cowburn	TRANS-S10	TRANS-S10 Prohibition of Cul-de-sac roads	Reject	
FS28.028 Kainga Ora		Disallow S152.005 Nigel Cowburn		
FS22.058 Clark Fortune McDonald & Associates		Disallow S152.005 Nigel Cowburn		
S152.007 Nigel Cowburn	TRANS-S10	TRANS-S10 Requests pedestrian links need visibility from buildings, so functional windows and spaces overlook walkway.	Accept in part	
FS28.029 Kainga Ora		Allow in part S152.007 Nigel Cowburn, CPTED is best addressed through matters of discretion and mitigation measures.	Accept in part	
S74.004 Hamish Weir	TRANS-S10	Table S10 is missing a critical Note 4 4 The minimum reserve width of an access serving a single household unit may be reduced to 3 metres if the driveway has unrestricted visibility and the length does not exceed 30 metres.	Accept	Yes
FS22.059 Clark Fortune McDonald & Associates		Allow S74.004 Hamish Weir		
S112.052 Waka Kotahi NZ Transport Agency	TRANS-S11	Waka Kotahi suggest TRANS-S11 be changed to exclude traffic control devices and for the maximum height of vegetation to be reduced to either 0.3m or 0.5 m to ensure that the vegetation doesn't obstruct the view of a driver seated in a vehicle. Amend as follows or words of similar intent: Within these areas any structures, objects and vegetation excluding traffic control devices shall not exceed 0.5 m in height, other than fences of open wire construction	Accept	Yes
S112.161 Waka Kotahi NZ Transport Agency	GIZ - General Industrial Zone GIZ-S6	Amend GIZ-S6 as follows or words with the same intent: 1. A landscaping strip with an average width of 2 metres along the frontage of the site is provided.~~,~~ Eexcept for any area required for vehicle or pedestrian access, where: (a) the plants do not result in any of the following effects on the road network: (i) the visual obstruction of sight lines to and from any vehicle crossing or intersection; (ii) shading, causing icing of the road carriageway; (iii) branches or foliage that overhangs the road corridor; (iv) plant debris, especially from deciduous plants, that could block drainage systems within the road corridor. Add an additional matter of discretion, where compliance is not achieved with the standard, as follows: 3. The effect of the non-compliance on the safe, efficient and effective function of the road network.	Reject	

Appendix A - Decisions on Submissions
Topic 30: Transport

Submitter (S) Further Submitter (FS)	Provision	Summary of Decision Requested	Decision	Amend Plan
S112.181 Waka Kotahi NZ Transport Agency	APP1-TRANS-APP	Either update the drawing to reflect Waka Kotahi minimum standard, Diagram C, or add a note to Drawing R09-1 clarifying this design is not applicable for an access to a State highway and that, instead, consultation is required to be undertaken with Waka Kotahi as the Road Controlling Authority for State highways	Accept	Yes
S112.182 Waka Kotahi NZ Transport Agency	APP1-TRANS-APP	Either update drawing R09-2 to reflect that a Primary Commercial Access onto a state highway in a rural area would need to meet the Waka Kotahi Diagram E standard or add a note to Drawing R09-2 clarifying this design is not applicable to an access to a State highway in a rural area and that, instead, consultation is required to be undertaken with Waka Kotahi as the Road Controlling Authority for State highways	Accept	Yes
S112.183 Waka Kotahi NZ Transport Agency	APP1-TRANS-APP	Either replace R09-3 with the Waka Kotahi Diagram E standard or add a note to Drawing R09-3 clarifying this design is not applicable to an access to a State highway and that, instead, consultation is required to be undertaken with Waka Kotahi as the Road Controlling Authority for State highways.	Accept	Yes
S152.006 Nigel Cowburn	APP1-TRANS-APP	Requests graphic R02 include a flush kerb cross section	Reject	
S99.044 Clark Fortune McDonald & Associates	APP1-TRANS-APP	TRANSAPP is deleted. This section of the PDP essentially replicates the diagrams already in the GDC Subdivision and Land Development Bylaw.	Accept	Yes
S152.008 Nigel Cowburn	APP1-TRANS-APP	Requests updated diagrams with quality line art	Accept	Yes
FS22.068 Clark Fortune McDonald & Associates		Allow S152.008 Nigel Cowburn		
S149.032 Yrless	Whole of Plan	Integrate the provision of the Gore District Subdivision and Land development Bylaw into the plan and would provide a single place for the public to access information about development constraints, two approaches is confusing and not best practice.		
FS22.055 Clark Fortune McDonald & Associates		Oppose S149.032 Yrless while we agree that it is redundant to replicate (or sometimes contradict) that information in both the Subdivision and Land Development Bylaw and the District Plan, we believe the best practice approach (as undertaken by most councils) is to remove engineering standards from the district plan as they are engineering matters not resource consent matters. The proposed approach would require resource consent (adding extra cost and taking up council and applicants time for no benefit) for many things which are not planning matters at all but simple matters of engineering detail. Incorporating that detail into the district plan also means any amendment of engineering standards (including design practices, changes of approved material standards, references to other national standards etc) would require a formal district plan change to make amendments.		