

Appendix B – Recommendations on Submissions on the Sign Chapter

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S126.046	Southland Federated Farmers of New Zealand	Interpretation	sign	Support	Retain as notified	Support the definition of 'sign' which has the same meaning as per the National Planning Standards.	Accept
S115.047	Kevin Robertson	Interpretation	sign	Support	Retain as notified	Support the definition of 'sign' which has the same meaning as per the National Planning Standards.	Accept
S143.058	Rural Ratepayers Group	Interpretation	sign	Support	Retain as notified	Support the definition of 'sign' which has the same meaning as per the National Planning Standards.	Accept
S148.059	Alistair & Bernadette Hunt	Interpretation	sign	Support	Retain as notified	Support the definition of 'sign' which has the same meaning as per the National Planning Standards.	Accept
S60.049	Ronald Crispin	Interpretation	sign	Support	Retain as notified	Support the definition of 'sign' which has the same meaning as per the National Planning Standards.	Accept
S68.167	John Baynes	Interpretation	sign	Support	Retain as notified	Support the definition of 'sign' which has the same meaning as per the National Planning Standards.	Accept
S146.069	Southland District Council	SIGN - Signs	SIGN - General	Support	None specified.	The submitter supports this section.	Accept
S112.119	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN- Additional provisions sought	Not Stated	Amend to include Note 2: Signs located within or partly within a State highway are managed and assessed by Waka Kotahi New Zealand Transport Agency in accordance with the New Zealand Transport Agency's 'State Highways Bylaw 2010' and 'Traffic Control Devices Manual 2011 - Part 3 Advertising Signs'. Except that this does not apply to any sign constructed, maintained and displayed behind the kerbline of any State highway in an area where a 50 kilometre per hour, or lesser, speed limit applies, which are regulated by the territorial authority.	Waka Kotahi note that signs (except official signs) located within a State highway are managed by Waka Kotahi New Zealand Transport Agency under the Signs on State Highways Bylaw 2010 and Traffic Control Devices Manual 2011 - Part 3 Advertising Signs, except that this does not apply to any sign constructed, maintained and displayed behind the kerbline of any State highway in an area where a 50 kilometre per hour, or lesser, speed limit applies, which are regulated by the territorial authority. We therefore seek an advisory note be inserted into this Chapter for clarification purposes.	Accept in part
S112.131	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN- Additional provisions sought	Support in part	See page 47-50 of original submission on requested changes to SIGN standards including tables	Waka Kotahi notes that while some of the SIGNS standards align or partly align with the best practical design principles in Waka Kotahi NZ Transport Agency's 'Third Party Signs on and visible from the State Highway Corridor' Planning & Policy Manual (30th June 2023) Version 1.1 document, the majority of the standards are specific to safety requirements for signs visible to the local road network., See page 47-50 on requested changes to SIGN standards.	Accept in part
S112.132	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN- Additional provisions sought	Not Stated	Amend SIGN - S1 to S7, Matters of Discretion, as follows: The extent to which the sign will impact on the safety, efficiency and effectiveness of the transport network. This includes the outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the sign is visible from any State Highway.	Waka Kotahi seek to insert a restricted discretionary activity status for S1-S7 where compliance is not achieved with the SIGNS standards state above and a new Matter of discretion be inserted to ensure consideration is given to the effects of the signs on the safety, efficiency and effectiveness of the State highway network and the outcomes of consultation with Waka Kotahi for the erection of the sign visible from the State highway network.	Reject

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S126.137	Southland Federated Farmers of New Zealand	SIGN - Signs	SIGN-Overview	Support in part	Amend overview: Signs contribute to the social, cultural, and economic well-being of the District by providing community, consumer, and destination information, safety messages, traffic controls, and the opportunity to advertise and identify businesses, products and services. Signage is an accepted part of the urban environment.	Signage can be used to identify farms in rural areas but does not necessarily advertise these businesses. An example is a dairy farm where signage is needed for tankers to identify the farm.	Accept
S115.138	Kevin Robertson	SIGN - Signs	SIGN-Overview	Support in part	Amend overview: Signs contribute to the social, cultural, and economic well-being of the District by providing community, consumer, and destination information, safety messages, traffic controls, and the opportunity to advertise and identify businesses, products and services. Signage is an accepted part of the urban environment.	Signage can be used to identify farms in rural areas but does not necessarily advertise these businesses. An example is a dairy farm where signage is needed for tankers to identify the farm.	Accept
S143.149	Rural Ratepayers Group	SIGN - Signs	SIGN-Overview	Support in part	Amend overview: Signs contribute to the social, cultural, and economic well-being of the District by providing community, consumer, and destination information, safety messages, traffic controls, and the opportunity to advertise and identify businesses, products and services. Signage is an accepted part of the urban environment.	Signage can be used to identify farms in rural areas but does not necessarily advertise these businesses. An example is a dairy farm where signage is needed for tankers to identify the farm.	Accept
S148.150	Alistair & Bernadette Hunt	SIGN - Signs	SIGN-Overview	Support in part	Amend overview: Signs contribute to the social, cultural, and economic well-being of the District by providing community, consumer, and destination information, safety messages, traffic controls, and the opportunity to advertise and identify businesses, products and services. Signage is an accepted part of the urban environment.	Signage can be used to identify farms in rural areas but does not necessarily advertise these businesses. An example is a dairy farm where signage is needed for tankers to identify the farm.	Accept
S60.140	Ronald Crispin	SIGN - Signs	SIGN-Overview	Support in part	Amend overview: Signs contribute to the social, cultural, and economic well-being of the District by providing community, consumer, and destination information, safety messages, traffic controls, and the opportunity to advertise and identify businesses, products and services. Signage is an accepted part of the urban environment.	Signage can be used to identify farms in rural areas but does not necessarily advertise these businesses. An example is a dairy farm where signage is needed for tankers to identify the farm.	Accept
S68.258	John Baynes	SIGN - Signs	SIGN-Overview	Support in part	Amend overview: Signs contribute to the social, cultural, and economic well-being of the District by providing community, consumer, and destination information, safety messages, traffic controls, and the opportunity to advertise and identify businesses, products and services. Signage is an accepted part of the urban environment.	Signage can be used to identify farms in rural areas but does not necessarily advertise these businesses. An example is a dairy farm where signage is needed for tankers to identify the farm.	Accept
S112.114	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-O2	Support in part	Amend SIGN - O2 as follows: Signage does not affect the safety, efficiency and effectiveness of users of the transportation network, including pedestrians and cyclists.	Waka Kotahi generally supports this objective as it recognises that signs can adversely affect the safety of the users of the transportation network including pedestrians and cyclists. Poorly placed or designed signs can have the potential to distract drivers, create obstacles for pedestrians and cyclists causing safety, efficiency and effectiveness issues within the transport network. Waka Kotahi therefore recommends an amendment to include the words 'efficiency and effectiveness' to make the intent of the objective more explicit and maintain consistency with the terminology used within the Government Policy Statement on Land Transport 2021/2022 - 2030/2031.	Accept in part

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S132.103	KiwiRail Holdings Ltd	SIGN - Signs	SIGN-O2	Support	Retain SIGN-O2 as proposed.	Supports ensuring that signage does not affect the safety of users of the transportation network particularly at level crossings.	Accept in part
S112.115	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-P1	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S112.116	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-P2	Support	Retain as notified	Waka Kotahi supports these policies	Accept in part
S132.104	KiwiRail Holdings Ltd	SIGN - Signs	SIGN-P2	Amend	Amend as follows: Avoid the location of signage within legal roadways, rail corridors , except for official signage.	KiwiRail generally supports this policy that avoids signs being located within legal roadways, except for official signage, however, KiwiRail seeks an amendment to include the rail corridor.	Accept
S112.117	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-P3	Support in part	Amend SIGN - P3 as follows: Ensure signs are of a type, scale and design which is appropriate for the location by having regard to the following 1. the safety of road users including pedestrians and cyclists .	Waka Kotahi generally supports this policy as it recognises that signs can adversely affect the safety of the users of the transportation network including pedestrians. Poorly placed or designed signs can have the potential to distract drivers and create obstacles for pedestrians and cyclists causing safety issues within the transport network. Waka Kotahi recommends an amendment to include the word 'cyclists', as they are not captured within the definition of 'pedestrian' but can equally be adversely affected by inappropriate signage	Accept
S123.017	Heritage New Zealand Pouhere Taonga	SIGN - Signs	SIGN-P3	Amend	Amend Ensure signs are of a type, scale and design which is appropriate for the location by having regard to the following: ... 2. the amenity and heritage values, local character, cultural relationships and streetscape.	HNZPT recommends an amendment to policy 3 to reflect that incompatible signage can affect heritage values beyond the character of the area, which needs to be appropriately managed. The matters of discretion direct proposals to be assessed in terms of their consistency with protecting the heritage fabric and values of the heritage item, which is supported. Providing for the protection of historic heritage within the policy framework would align with the matters of discretion. The relevant sign Standards should be amended to incorporate consideration for heritage values in line with the recommended amendment for Policy 3.	Accept
S112.118	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-P5	Support in part	Amend SIGN - P5 as follows or using words of similar intent: Provide for temporary signs, including off-site temporary signs where their duration, size and number are limited to maintain the character and visual amenity of the surrounding area and to ensure the safe, efficient and effective function and operation of the transport network .	Waka Kotahi generally supports this policy as it provides for temporary signs including offsite temporary signs where the duration, size and number are limited to maintain the character and visual amenity of the surrounding area. Waka Kotahi note that temporary signs particularly offsite signs can have an adverse effect on the safety, efficiency and effectiveness of the transport network. We therefore recommend an amendment to this policy to address this concern.	Accept
S101.074	Transpower New Zealand Limited	SIGN - Signs	SIGN-R1	Support	Retain Rule SIGN-R1 as notified.	Transpower supports the inclusion of a rule that provides for official signs as a permitted activity without the need to achieve compliance with any standards.	Accept
S112.120	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R1	Support	Retain as notified	Waka Kotahi supports this rule	Accept
S132.105	KiwiRail Holdings Ltd	SIGN - Signs	SIGN-R1	Support	Retain SIGN-R1 as proposed.	KiwiRail supports the official sign rule as a Permitted Activity.	Accept

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S112.121	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R2	Support in part	Amend SIGN - R2 Matters of discretion as follows, or using words of similar intent: 4. ~~Effects on road safety.~~ The extent to which the temporary sign will impact on the safety, efficiency and effectiveness of the transport network. This includes the outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the sign is visible from any State Highway.	Waka Kotahi generally supports the Matters of discretion that provide for the erection of temporary signs while managing the effects on amenity and heritage values of the surrounding area and the effects on road safety. However, we seek an amendment to SIGN R2 4. to include consideration on the extent to which the temporary sign will impact on safety, efficiency and effectiveness of the wider transport network including the State highway network and the outcomes of consultation with Waka Kotahi for the erection of the temporary sign.	Accept in part
S108.002	HWR Property Limited	SIGN - Signs	SIGN-R3	Support	Retain as notified	Support	Accept
S112.122	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R3	Support	Retain as notified	Waka Kotahi supports this rule	Accept
S108.003	HWR Property Limited	SIGN - Signs	SIGN-R4	Support	Retain as notified	Support	Accept
S112.123	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R4	Support	Retain as notified	Waka Kotahi supports this rule	Accept
S112.124	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R4	Support in part	Amend SIGN - R4 Matters of discretion as follows: 10. Effects on road user and footpath user safety, including motorists, cyclists and pedestrians. This includes the outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the sign is visible from any State Highway	Waka Kotahi generally supports the Matters of discretion that provide for the erection of these signs while managing the effects on amenity and heritage values of the surrounding area and the effects on road safety. However, we seek an amendment to SIGN - R4 10. to include consideration of the outcomes of consultation with Waka Kotahi for the erection of the sign that is visible from the State highway network	Reject
S112.125	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R5	Support	Retain as notified	Waka Kotahi generally supports this rule	Accept
S112.126	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R5	Support in part	Retain but amend the SIGN - R5 Matters of discretion to insert the following: 4. Effects on road user and footpath user safety including motorists, cyclists and pedestrians. This includes the outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the sign is visible from any State Highway	Waka Kotahi generally supports this rule in that it allows for freestanding signs as a permitted activity subject to amendments. Waka Kotahi generally supports the Matters of discretion to ensure consideration is given to the effects of the sign on the surrounding environment including on road user and footpath user safety. However, we seek an amendment to SIGN - R5 4. to include consideration on the outcomes of consultation with Waka Kotahi for the erection of the sign that is visible from the State highway network.	Reject
S124.035	Fire and Emergency NZ	SIGN - Signs	SIGN-R5	Support in part	Amend as follows: Except that: This rule does not apply to signage associated with emergency services facilities, such as fire stations.	Fire and Emergency support this rule in part and are seeking an amendment to have signs that are associated with emergency service facilities exempt from this rule.	Reject
FS14.021	NZ Transport Agency Waka Kotahi			Oppose	Disallow	It is not clear from the submission why an exemption should be made in this instance for FENZ signage.	Accept

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S112.127	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R6	Support	Retain as notified	Waka Kotahi supports this rule	Accept
S112.128	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R6	Support in part	Amend the SIGN - R6 Matters of discretion to insert the following: 6. This outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the cultural marker is visible from any State Highway.	Waka Kotahi generally supports the Matters of discretion to ensure consideration is given to the effects of the cultural marker on the surrounding environment including on road user and footpath user safety. However, we seek an amendment to include a new Matter of discretion as to the outcomes of consultation with Waka Kotahi for the erection of the cultural marker that is visible from the State highway network.	Reject
S112.129	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R7	Oppose in part	Amend SIGN - R7 Digital Signs Where 3. The sign is not visible from a State highway. Activity status where compliance is not achieved with: SIGN-R7(1) and (3): Restricted Discretionary	Waka Kotahi generally opposes this rule as it applies to digital signs visible from a State highway in the Town Centre, Local Centre, Mixed use, Field Days and Light and General Industrial Zones as a permitted activity. Waka Kotahi notes that digital signs are designed to capture vehicle occupant attention and that we would oppose digital signs visible from a State highway where there is a safety risk. In accordance with the approach recommended in the New Zealand Transport Agency's 'Third Party Signs on and visible from the State Highway Corridor Planning & Policy Manual (30th June 2023) Version 1.1', we seek an amendment to SIGN - R7 to insert a new standard that excludes signs visible from a State highway as a permitted activity. This would require all digital signs visible from a State highway to obtain a restricted discretionary activity resource consent and thereby allow the application to be assessed by Waka Kotahi to determine the impact on the safety, efficiency and effectiveness on the State highway network. Waka Kotahi does note its support for the non-complying status of all digital signs located in all other zones. This is on the basis that these signs of this nature (outside of commercial and industrial zones) are likely to cause a higher safety risk to road users.	Reject
S112.130	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-R7	Oppose in part	Amend SIGN - R7(3), Matters of Discretion, as follows: 2. The extent to which the digital sign will impact on the safety, efficiency and effectiveness of the transport network. This includes the outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the sign is visible from any State Highway.	In light of the submission above, Waka Kotahi seeks a new Matter of discretion be inserted to ensure consideration is given to the effects of the signs on the safety, efficiency and effectiveness of the State highway network and the outcomes of consultation with Waka Kotahi for the erection of the digital sign visible from the State highway network.	Reject
S112.133	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-S1	Support in part	Clarify the area intended to be encapsulated by a 'transport corridor' within this provision and/or provide a definition for 'transport corridor' in the Interpretation chapter of the Plan, to provide clarity around the interpretation and implementation of this Standard.	Waka Kotahi supports the intent of clause (1) of this standard, however we note that the term 'transport corridor' is undefined in the Plan and therefore it is unclear exactly what area this is intended to cover. We suggest that the Council clarify the area intended to be encapsulated by a 'transport corridor' within this provision and/or provide a definition for 'transport corridor' in the Interpretation chapter of the Plan, to provide clarity around the interpretation and implementation of this Standard.	Accept in part
S132.106	KiwiRail Holdings Ltd	SIGN - Signs	SIGN-S1	Support	Retain SIGN-S1 as proposed.	KiwiRail supports standard 1 which protects the rail corridor from signs obstructing the line of sight of all rail crossings or obstruct, obscure or impair the view of and of any railway sign or signal. This is essential to avoid safety issues arising at level crossings.	Accept

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S112.134	Waka Kotahi NZ Transport Agency	SIGN - Signs	SIGN-S3	Support in part	Amend SIGN - S3 as follows or words of similar intent: 1. Digital signs must not: .. b) display still images for a duration of ~~no less than 10 seconds.~~ ... (f) take less time than 0.5 seconds to dissolve transition between still images ~~apart from cross-dissolve of a maximum of 0.5 seconds.~~	Waka Kotahi considers that, in respect to clause (b), it is appropriate that still images are displayed for a minimum duration of no less than ten seconds (i.e. for longer than 10 seconds). However, the use of the word 'not' in clause 1 creates a double-negative, and consequently alters the interpretation of the minimum dwell time in clause (b) in a way which is unintended and erroneous. Similarly, we consider that the wording of clause (f) is unclear, perhaps as a result of accommodating the term 'not' in clause 1. Waka Kotahi suggests a minimum of 0.5 second dissolve transition between images is appropriate and that clause (f) should be amended to clearly reflect that.	Accept
S123.018	Heritage New Zealand Pouhere Taonga	SIGN - Signs	SIGN-S3	Amend	Amend :SIGN-S3 Requirements for digital signs Note: The relevant standards for freestanding signs and signs attached to buildings also apply to digital signs.	HNZPT recommends that an additional note for clarification is included within the Signs chapter to ensure that effects on heritage values of individual buildings and the wider heritage streetscape are appropriately managed. Digital signs within areas of heritage value and character may give rise to significant adverse effects on the values of individual heritage places and the wider streetscape, particularly withing the Town Centre Core Zone and the Local Centre Core Zone, through visual dominance, impeding view shafts and incompatibility with amenity values. Including this note ensures that plan users are aware that, where compliance is not achieved, the matters of discretion under SIGN-S2 and SIGN-S5 must be considered, including the visual amenity of the surrounding environment.	Reject
S108.004	HWR Property Limited	SIGN - Signs	SIGN-S4	Oppose in part	Amend rule to remove 0.5m setback and requirement to have 2.6m height above ground level.	It is common to erect signs along site boundaries in the Industrial zones. The setback is considered unnecessary in this zone and will not be sufficient to change amenity affects. The requirement for the sign to be greater than 2.6m above ground level is not understood and has the potential to result in adverse effects.	Accept
S126.138	Southland Federated Farmers of New Zealand	SIGN - Signs	SIGN-S4	Oppose in part	Amend SIGN-S4: General Rural Zone 1. Any sign must: (a) be setback at least 1.5m from the road boundary; and (b) be at least 2.6 metres above the level of ground beneath the sign. 2. The sign must not be placed within 15m of any existing directional sign, where adjacent to and visible from a road reserve; 3. Maximum number of signs per site: five ~~one~~ —(...)	Multiple signs are often in place on farms and may include security signage, health and safety signage, signage directing tankers and biosecurity signage.	Accept in part
S65.001	Gore District Council	SIGN - Signs	SIGN-S4	Amend	Delete SIGN-S4 1(b)	1(B) mandates a 2.6m clearance from the bottom of signs to the ground, leading to signs being a significant height. The purpose of this requirement is unclear, clarification found the rule pertains to veranda signs rather than free-standing signs.	Accept
S115.139	Kevin Robertson	SIGN - Signs	SIGN-S4	Oppose in part	Amend SIGN-S4: General Rural Zone 1. Any sign must: (a) be setback at least 1.5m from the road boundary; and (b) be at least 2.6 metres above the level of ground beneath the sign. 2. The sign must not be placed within 15m of any existing directional sign, where adjacent to and visible from a road reserve; 3. Maximum number of signs per site: five ~~one~~ —(...)	Multiple signs are often in place on farms and may include security signage, health and safety signage, signage directing tankers and biosecurity signage.	Accept in part
S143.150	Rural Ratepayers Group	SIGN - Signs	SIGN-S4	Oppose in part	Amend SIGN-S4: General Rural Zone 1. Any sign must: (a) be setback at least 1.5m from the road boundary; and (b) be at least 2.6 metres above the level of ground beneath the sign. 2.	Multiple signs are often in place on farms and may include security signage, health and safety signage, signage directing tankers and biosecurity signage.	Accept in part

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					The sign must not be placed within 15m of any existing directional sign, where adjacent to and visible from a road reserve; 3. Maximum number of signs per site: five ~~one~~ —(...)		
S148.151	Alistair & Bernadette Hunt	SIGN - Signs	SIGN-S4	Oppose in part	Amend SIGN-S4: General Rural Zone 1. Any sign must: (a) be setback at least 1.5m from the road boundary; and (b) be at least 2.6 metres above the level of ground beneath the sign. 2. The sign must not be placed within 15m of any existing directional sign, where adjacent to and visible from a road reserve; 3. Maximum number of signs per site: five ~~one~~ —(...)	Multiple signs are often in place on farms and may include security signage, health and safety signage, signage directing tankers and biosecurity signage.	Accept in part
S60.141	Ronald Crispin	SIGN - Signs	SIGN-S4	Oppose in part	Amend SIGN-S4: General Rural Zone 1. Any sign must: (a) be setback at least 1.5m from the road boundary; and (b) be at least 2.6 metres above the level of ground beneath the sign. 2. The sign must not be placed within 15m of any existing directional sign, where adjacent to and visible from a road reserve; 3. Maximum number of signs per site: five ~~one~~ —(...)	Multiple signs are often in place on farms and may include security signage, health and safety signage, signage directing tankers and biosecurity signage.	Accept in part
S68.259	John Baynes	SIGN - Signs	SIGN-S4	Oppose in part	Amend SIGN-S4: General Rural Zone 1. Any sign must: (a) be setback at least 1.5m from the road boundary; and (b) be at least 2.6 metres above the level of ground beneath the sign. 2. The sign must not be placed within 15m of any existing directional sign, where adjacent to and visible from a road reserve; 3. Maximum number of signs per site: five ~~one~~ —(...)	Multiple signs are often in place on farms and may include security signage, health and safety signage, signage directing tankers and biosecurity signage.	Accept in part
S124.036	Fire and Emergency NZ	SIGN - Signs	SIGN-S4	Support in part	Amend as follows: Except that: This standard does not apply to signage associated with emergency services facilities, such as fire stations.	Fire and Emergency support in part the standard for freestanding signs. As abovementioned Fire and Emergency are seeking an exemption with relation to freestanding signs. The Fire and Emergency signage guidelines indicate that a Fire Station could have the following signage: Station name with Māori translation FENZ Crest Main Station Sign - freestanding or applied to the building Health and Safety signage. The size of these signs are variable and the number of signs would likely exceed the permitted standards outlined. As such an exemption is sought for signage associated with emergency service facilities across all zones.	Reject
FS14.022	NZ Transport Agency Waka Kotahi			Oppose	Disallow	It is not clear from the submission why an exemption should be made in this instance for FENZ signage.	Accept
S108.005	HWR Property Limited	SIGN - Signs	SIGN-S5	Not Stated	General and Light Industrial Zones point 6. Remove 7m2 from the rule.	Amendment is requested to allow signs as of right which are 10% of the area of the building façade. 7m² is a small area for a sign in the Industrial Zone and given the zone is intended to provide for large buildings with low levels of amenity the restriction to 10% of the building facade is considered sufficient to provide protection of industrial amenity.	Accept
S124.037	Fire and Emergency NZ	SIGN - Signs	SIGN-S5	Support in part	Amend as follows: Except that: This standard does not apply to signage associated with emergency services facilities, such as fire stations.	Fire and Emergency support in part the standard for signs attached to buildings. However, in some instances, Fire and Emergency may have two signs, the main station sign and station name sign attached to the building. The main station sign can vary in size from 1800x600mm through to 3000x500mm which would exceed the maximum area for all other zones. Fire and Emergency is seeking an exemption for signage associated with emergency service facilities.	Reject

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FS14.023	NZ Transport Agency Waka Kotahi			Oppose	Disallow	It is not clear from the submission why an exemption should be made in this instance for FENZ signage.	Accept