

**Before the Hearings Panel  
At Wellington City Council**

**Under** Schedule 1 of the Resource Management Act 1991

**In the matter of** Hearing submissions and further submissions on the  
Proposed Wellington City District Plan

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**Stream 7 Reporting Officer Right of Reply of Josh Patterson on behalf of  
Wellington City Council  
(Signs Chapter)**

**Date: 30 April 2024**

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### **RIGHT OF REPLY AUTHORS**

*Josh Patterson*

- 1 My name is Josh Patterson. I am employed as Principal Advisor in the District Planning Team at Wellington City Council (the Council).
- 2 I have prepared this Reply in respect of the matters in Hearing Stream 7 raised during the hearing.
- 3 I have listened to submitters in Hearing Stream 7, read their evidence and tabled statements, and referenced the written submissions and further submissions relevant to the Rural Chapter and Signs Hearing Stream 7 topics.
- 4 Section 1.2 in both my [Rural Zone](#) and [Signs](#) Section 42A Reports sets out my qualifications and experience as an expert in planning.

5 I confirm that I am continuing to abide by the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023, as applicable to this Independent Panel hearing.

## **INTRODUCTION**

6 This Reply follows Hearing Stream 7, held from Tuesday 19 March to Friday 22 March 2024. Minute 46: Stream 7 Follow Up, requested that the Section 42A report authors submit a written Right of Reply as a formal response to matters raised during the hearing by 30 April 2024. This reply addresses those matters raised in relation to the Signs Chapter.

## **SIGNS ON THE STATE HIGHWAY NETWORK**

7 One of the key issues that has been traversed throughout the preparation of Hearing Stream 7 and during the hearing itself, is the matter of signage on the state highway network and the provisions which manage this.

8 In my [Section 42A Report](#) and in my [supplementary evidence](#) I recommended rejection of submissions which sought to either remove the controls on signage on the state highway network or which sought to differentiate the provisions by speed zones. Mr Harries, on behalf of Out of Home Media Association of Aotearoa, and Mr Costello, on behalf of Go Media, both sought that the provisions differentiate between speed zones. I stand by my recommendations to reject submissions which sought removal of provisions relating to the State Highway Network. However, on reconsideration of the evidence, both written and as presented at the Hearing by both Mr Harries and Mr Costello, I now recommend that the provisions relating to the state highway network are amended to differentiate between low speed (less than 80km/h) and high-speed environments (80km/h or greater).

- 9 I agree with the evidence by Mr Harries and Mr Costello which demonstrates that with no differentiation of speed environments, the provisions as currently recommended are more onerous for low-speed environments on the state highway network than they are for the same speed environments on other roads in the City. I agree that this is illogical and would result in resource consents being required for signs on roads such as Vivian Street and Cobham Drive where the speed limits are 50km/h and 60km/h respectively, where resource consent might otherwise not have been required.
- 10 I recommend that the Panel adopt the recommendation by Mr Harries in paragraph 2.24 of his [evidence](#), to differentiate between low speed (less than 80km/h) and high-speed environments (80km/h or greater). I agree with Mr Harries reasoning for using 80km/h as the differentiation point. Wellington's roading network does not have any streets which have speed limits more than 80km/h whereas the Urban Motorways all have speed limits which are more than 80km/h. This means that any part of the state highway network in Wellington City that is not a part of the urban motorway will fall under the 80km/h metric.
- 11 I note that my original reasoning for rejecting this differentiation was based on the state highway network, regardless of speed limits, carrying much larger traffic volumes than other roads. However, on further evaluation I do not consider that this should be a factor in determining traffic safety and that the speed environments are the more critical factor to consider. This is particularly the case because there are many roads which carry high traffic volumes, such as the Quays, which are not on the state highway network.
- 12 Therefore, I recommend that SIGN-P2, SIGN-S1, SIGN-S5, and SIGN-S8 are all amended to refer to the state highway network where speeds are greater than 80km/h. This change is reflected in Appendix 1.

## RESPONSE TO MINUTE 46

13 There are several matters which the hearings panel has requested I respond to, and I respond to each of these matters in turn below:

*The reporting officer was to reconsider whether the zone differentiators for maximum permitted sign sizes are appropriate: in particular, are the sign size limits in the MCZ appropriate given the scale of development enabled in these centres?*

14 I have reconsidered my position in relation to the zone differentiators for permitted sign sizes and I recommend that the permitted sign size for the Metropolitan Centre Zone is increased. I have re-read the evidence provided by Mr Costello on behalf of Go Media and Mr Harries on behalf of Out of Home Media Association. In addition, I have read the speaking notes from the Hearing provided by Mr Costello and I also listened to Mr Harries during the Hearing.

15 I agree with the submitters that 20m<sup>2</sup> is an appropriate permitted size for signs within the Metropolitan Centre Zone. I agree that the scale of development within the Metropolitan Centre Zones is greater than that anticipated in other zones, such as residential zones, and that the environmental effects resulting from signs on sites bordering residential zones will be no greater than the scale of overall development enabled within the zone and the impact this will have on sites bordering residential zones.

16 Mr Harries and Mr Costello both also recommended that the permitted size for signs within the Commercial Zone is also increased. I note however that there is no longer a Commercial Zone within the Proposed District Plan. Therefore, I recommend that a consequential change is made to the Signs Chapter to remove reference to the Commercial Zone.

*The reporting officer was to provide advice on how 'integrated signs' on roading infrastructure such as bus shelters within the road reserve are managed both outside the RMA and under the notified provisions of the Signs chapter of the PDP*

- 17 Firstly, I will respond to how integrated signs are managed on roading infrastructure, specifically bus shelters, under the Proposed District Plan. For the bus shelters themselves, this is through the Infrastructure Chapter. The Infrastructure Chapter does not manage bus shelters specifically, but it does manage 'Infrastructure Buildings and Structures which are not covered by any other rule' within the Infrastructure Chapter. Bus shelters are a piece of infrastructure relating to the transport network and therefore fall within this category. The relevant rule in the Infrastructure Chapter is INF-R15 which has a Permitted starting point and escalates to Restricted Discretionary where compliance with the matters listed are not met, and Non-Complying where compliance with INF-S1 (Health and Safety) is not met. The key matter for compliance in relation to bus shelters is the bulk and location standards for the zone in which the structure is located. As roads take on the zoning of the adjacent zone to half the width of the road, compliance is therefore required with the bulk and location standards of that zone. In a practical sense this means that bus shelters will nearly always be a permitted activity given the scale of bus shelters are likely to be minimal compared to the buildings or structures permitted within the relevant zone.
- 18 Regarding the signage provisions for signs on bus shelters, the Signs Chapter applies. As noted in paragraphs 26-30 of my [Supplementary Evidence](#), the Signs Chapter does not manage signs on specific structures, rather it manages the type of sign. This means compliance with the Signs Chapter for signs on bus shelters is required as with any sign on any structure.

19 Regarding how signage on bus shelters is managed outside of the Proposed District Plan, this is managed through the [Public Places Bylaw 2022](#). This bylaw requires permission from Council for all signage in public places. Approvals may be subject to Council setting conditions including placement, fees, and the duration a sign may be erected. Generally, Council does not allow advertising in public places. However, Council does have an exclusive contract with oOh! Media through to the end of 2025 for third party advertising on street furniture such as bus and pedestrian shelters. This is in the form of poster and digital advertising boards in A0 format. Going forward Council expects to continue having an exclusive contract for public places advertising. Notwithstanding this, compliance with the Signs provisions in the Proposed District Plan will still be required. However, I note that the area of an A0 poster is 1m<sup>2</sup>, meaning the Signs provisions in relation to size will not impact on this agreement, given the smallest permitted size is a maximum of 1.5m<sup>2</sup>.

*In relation to Policy SIGN-P1, the reporting officer was to reconsider the cumulative tests created by the use of "and" to the end of each clause: for example, as it reads, the Policy necessitates all signs enabled by this policy to be required to meet statutory or regulatory requirements.*

20 I stand by my recommendations made in paragraphs 53 and 54 of my [supplementary evidence](#), in which I consider I have addressed the matter.

21 In my [supplementary evidence](#), I recommended that the 'and' statements at the end of each matter within SIGN-P1 are removed and that an 'and/or' statement is added at the end of matter 6, before matter 7. In summary, my position is that matters 1-6 are necessary to be met for the enablement of signs. However, matter 7 is the exception, whereby not all signs are required for regulatory or

statutory reasons and for this reason it is inappropriate that all enabled signs must be regulatory or statutory signs.

*In relation to Standard SIGN-S13, [how do] 'Permitted signs within the extent of a scheduled archaeological site or site and area of significance to Māori' interrelate with the PDP earthworks provisions relating to scheduled archaeological sites and SASMs.*

- 22 The provisions relating to earthworks within scheduled archaeological sites are contained within the Historic Heritage Chapter (refer to Policy HH-P21 and Rule HH-R25). These provisions are standalone and separate to the Signs Provisions. Therefore, where earthworks are required for the installation of a sign within a scheduled archaeological site, the provisions of both the Signs Chapter and the Historic Heritage Chapter are required to be considered.
- 23 The provisions relating to earthworks within Sites and Areas of Significance to Māori are located within the Earthworks Chapter (refer to Rule EW-R7). Again, these provisions are standalone and separate to the Signs Chapter. Therefore, where earthworks are required for Signs within a Site and Area of Significance to Māori (Category A and B Sites), the provisions of both the Signs Chapter and the Earthworks Chapter apply.
- 24 Notwithstanding this, any sign that requires earthworks anywhere in the city is required to comply with the provisions of both the Signs and the Earthworks Chapters, and possibly other chapters depending on the proposal.
- 25 I do not recommend any changes to the Signs Chapter as I consider that the Signs Introduction already states that other chapters may be relevant.



*The reporting officer was to consider whether reference to Te Reo should be addressed in Policy SIGN-P4 or in the Design Guide for Signs.*

26 I have considered the feedback received during the Hearing relating to whether the Signs Chapter should explicitly encourage the use of Te Reo in signage or if reference to Te Reo should be addressed in SIGN-P4 or the Signs Design Guide.

27 While I appreciate the sentiment and agree that Te Reo and bilingual signage have real benefits, I disagree that the Signs Chapter, or the Signs Design Guide, is the appropriate place to explicitly encourage Te Reo signage. I consider these are most appropriately addressed within bylaws and national requirements. In addition, I note that the Signs Chapter, the Signs Design Guide, and the wider Proposed District Plan does not preclude the use of Te Reo or bilingual signage, nor does it for any matter across the Plan.

28 Further, I do not consider that there is appropriate scope to introduce provisions which explicitly encourage the use of Te Reo in signage. For this reason, and the above points, I do not recommend that the Panel make any changes to the Signs Chapter or Signs Design Guide.

*The reporting officer was also to review the wording of Policy SIGN-P4 to ensure that cultural values related to SASMs are also included (along with the archaeological values associated with scheduled archaeological sites) to ensure that signs established within the extent of SASMs do not detract from the identified cultural values (in the same way as the policy provides for archaeological values).*

29 I agree with the Panel that SIGN-P4 should be amended to ensure that signs established within the extent of Sites and Areas of Significance to Māori do not detract from the identified cultural values. However, on review of submissions I do not consider that there is appropriate scope to make this change. Neither do I consider it appropriate to make this

change under Clause 16 given the more than minor nature of the amendments, which could impact on proposals within Sites and Areas of Significance to Māori.

30 I recommend that a future plan change amends SIGN-P4 through. The amendments I recommend are set out below.

**SIGN-P4 Signs on schedules archaeological sites and sites and areas of significance to Māori.**

Enable signs that relate to safety and interpretation within the extent of scheduled archaeological sites and sites and areas of significance to Māori, and only allow other signs that do not detract from the identified archaeological values or the identified cultural values of sites and areas of significance to Māori, having regard to:

1. The extent to which:
  - a. Land disturbance required for the sign and impacts on archaeological features or cultural values of sites and areas of significance to Māori is minimised;
  - b. Damage from methods of fixing to any feature of the site, including supporting structures, is minimised or reasonably reversible;
  - c. The location and placement of signs obscure appreciation of features integral to the significance of the scheduled archaeological site or cultural values of sites and areas of significance to Māori;
  - d. The area, height and number of signs are appropriate for the scale of the scheduled archaeological site or sites and areas of significance to Māori, or result in visual clutter;
  - e. The quality of the design of the sign complements the scheduled archaeological site or sites and areas of significance to Māori;
  - f. The intensity of any illumination adversely affects archaeological values or cultural values of sites and areas of significance to Māori; and
  - g. The sign fulfils the intent of the **Heritage and Signs Design Guides**; and
2. The benefits of allowing additional signage to support sustainable long term use.

31 Notwithstanding the above recommendation, I consider that an amendment is needed to the introduction of the Signs Chapter, SIGN-P4, and SIGN-R7 to amend the references to 'sites of significance to Māori' so they read 'sites and areas of significance to Māori'. I consider this change can be made under Clause 16 of Schedule 1 to the RMA, given the minor nature of the amendment.

*The reporting officer is to reconsider whether motorway off and on-ramps should be captured as part of signage in relation to State Highways*

32 I have reconsidered my position in relation to Waka Kotahi's submission point [370.243, 370.244, 370.251, and 370.252] seeking that reference to on and off-ramps are included alongside provisions relating to the State Highway Network.

33 In paragraph 232 of my [Section 42A Report](#), I agreed with Waka Kotahi to amend reference to 'signs facing the state highway' to read 'signs oriented to be read from the state highway'. However, I disagreed with the inclusion of on and off-ramps. Based on advice received from the Hearings Panel and on further research undertaken after the hearing, I now agree that motorway on-ramps and off-ramps do form part of the state highway network. Therefore, I recommend acceptance of Waka Kotahi's submission points [370.243, 370.244, 370.251, and 370.252] insofar as they relate to reference to motorway on-ramps and off-ramps.

34 Consequently, I recommend that an amendment is made throughout the Signs Chapter to add the statement 'including on-ramps and off-ramps' to the following provisions: SIGN-P2, SIGN-S1, SIGN-S2, SIGN-S5, and SIGN-S8. These changes are reflected in Appendix 1.

*In relation to the final evidence for WIAL in relation to signs, could the reporting officer please advise his final position.*

- 35 My final position in relation to [evidence](#) from the Wellington International Airport is reflected in the amendments I made in Appendix 1 of my [supplementary evidence](#), and the associated assessment in paragraphs 50-61. In addition, I have considered points made by Ms O’Sullivan during the hearing, I address these in turn below.
- 36 In relation to the Assessment Criteria in SIGN-S14, I agree with Ms O’Sullivan in paragraphs 49(c) and (d) of her [evidence](#) that the listed assessment criteria within these paragraphs can be removed. The reason I am comfortable with this recommendation is that I agree with Ms O’Sullivan that these assessment criteria will be caught by other signage provisions which signage within the Airport Zone will be required to comply with. The recommendations are reflected in Appendix 1.
- 37 On reflection, I agree with Ms O’Sullivan in relation to third party signage within the Miramar South Precinct, insofar as non-compliance with SIGN-S14 should not result in a non-complying activity. I agree that this is not commensurate with the Discretionary Activity Status for Third Party Signs within the residential zones. Therefore, I recommend an amendment to SIGN-R4 to delete the non-complying activity status for third-party signage within the Airport Zone (Miramar South Precinct). This will result in any third-party signage anywhere in the Airport Zone cascading to Restricted Discretionary where the matters within SIGN-S14 are not met. This change is reflected in Appendix 1.
- 38 I agree that a Restricted Discretionary Activity Status is appropriate as it will allow for an assessment of the effects of the signs on neighbouring residential properties at the time of resource consent.

## ZONE REFERENCES

39 During the hearing, it was suggested that a review of the zones the Signs Chapter applies to be undertaken to ensure that all zones are accounted for.

40 As noted in paragraph 16, I have recommended that the Signs Chapter is amended to remove reference to the Commercial Zone, as this zone has been deleted during previous hearing streams. This change is reflected in Appendix 1 and is justified under Clause 16 as a minor amendment.

41 In addition, I have undertaken a review of the remaining provisions which manage signage by zone, the provisions in question being SIGN-R4, SIGN-R5, SIGN-S1, SIGN-S2, and SIGN-S4. In addition, SIGN-S3 only applies to residential and rural zones. I have identified gaps within these provisions in relation to the zones which the provisions apply. I address these gaps in turn below:

41.1 The Metropolitan Centre Zone is included in all provisions, except SIGN-S2. I consider that this is an oversight and should be amended. In all provisions, the Metropolitan Centre Zone is in the same category as the City Centre Zone. Therefore, I recommend that SIGN-S2.1.b is amended to include the Metropolitan Centre Zone.

41.2 The Future Urban Zone is included within SIGN-R4 and SIGN-R5 but not within the relevant standards SIGN-S1, SIGN-S2, and SIGN-S4. Within SIGN-R4 and R5 the Future Urban Zone is included alongside the residential zones. I consider this to be appropriate given the Future Urban Zone is anticipated to contain residential uses. Therefore, I recommend that SIGN-S1.1.a, SIGN-S2.1.a, and SIGN-S4.1.a are amended to include the Future Urban Zone. I note that the Future Urban Zone is proposed to be deleted as recommended by Council's

reporting officer in Hearing Stream 6, however, this change has not yet been recommended by commissioners or considered by Council. Therefore, it is appropriate that it remains in the Signs Chapter for now. This change is reflected in Appendix 1.

41.3 The Tertiary Education Zone is included in all provisions, except SIGN-S2. I consider that this is an oversight, and it should be amended. In all provisions, the Tertiary Education Zone is in the same category as the Centres Zones. Therefore, I recommend that SIGN-S2.1.b is amended to include the Tertiary Education Zone. This change is reflected in Appendix 1.

41.4 Both the Waterfront Zone and the Hospital Zone are included in SIGN-R4 and R5 but not within SIGN-S1, S2, or S4. Given this is also an oversight I consider that an amendment is needed. I consider that the appropriate category for signage within the Waterfront and Hospital Zones is alongside the standards for residential zones. This is because of the sensitive nature of these zones, particularly the Waterfront Zone. Further, any breach of these standards will trigger the need for a resource consent that will be assessed as a Restricted Discretionary Activity, which will enable an assessment of the effects in relation to the specific location the sign is proposed. This change is reflected in SIGN-S1.1.a, SIGN-S2.1.a, and SIGN-S4.1.a, in Appendix 1.

41.5 The Wellington Town Belt Zone is included within SIGN-S2 but no other provision. I consider that this is an oversight which should be amended. The Wellington Town Belt Zone sits alongside the Open Space Zones in SIGN-S2. I consider this to be an appropriate placement given the similarity

between these zones. Therefore, I consider that SIGN-R4, SIGN-R5, SIGN-S1, SIGN-S2 and SIGN-S4 be amended to include the Wellington Town Belt Zone alongside the Open Space Zones within these provisions. This change is reflected in Appendix 1.

41.6 The Corrections Zone and the Quarry Zone are not included within any specific provision in the Signs Chapter. These zones are managed under the provisions that apply to all zones or the discretionary catch all rule (SIGN-R8), depending on the proposal. I do not consider this to be an oversight and I therefore do not recommend any changes.

42 I have considered whether these changes could be made under Clause 16 of Schedule 1 to the RMA and have concluded that this is not appropriate. This is because there has not been a submission received identifying these errors and omissions, seeking that they be corrected.

43 Therefore, I recommend that the Panel direct Council to undertake a Plan Change to amend these references. I have highlighted these amendments in green in Appendix 1 to set them apart.

44 I note that although there are gaps in relation to how the provisions of the Signs Chapter relate to certain zones, the risk of un-anticipated signs being established in these zones is low given they will be caught by the catch-all rule (SIGN-R8) and will default to full Discretionary activity status.

#### **ADDITIONAL MATTERS**

45 During the Hearing, the Panel questioned me on some additional matters, these are addressed in turn below.

- 46 It was pointed out that the 'Electoral Act 2001' is an incorrect reference. I recommend an amendment under Clause 16 of Schedule 1 to the RMA to amend this reference to the 'Local Electoral Act 2001'. This is a minor change given it fixes a minor error in reference to the Act but does not change that the Act still applies. This change is reflected in Appendix 1.
- 47 My amendment to SIGN-P1, recommended in Paragraph 34 and 47 of my [Supplementary Evidence](#), was questioned as the Hearing Panel considered that the notified wording was clearer. I have reconsidered my position in relation to the amended wording and agree with the Panel that the notified wording was clearer. This is because it is unclear in my amendment to what extent visual clutter is required to be minimised, or what minimised means. The notified wording is clear in that signage should not result in visual clutter. Therefore, I recommend that the Panel disregard my recommended amendment in my [Supplementary Evidence](#) and retain the notified wording. This change is reflected in Appendix 1.
- 48 Minute 46 asks reporting officers to advise whether 'cannot be achieved' has been replaced with 'is not achieved', in line with decisions made in previous Hearing Streams. This change has not been made within the Signs Chapter and I therefore recommend that where 'cannot be achieved' is referenced, this is replaced with 'is not achieved'. I consider this amendment can be made under Clause 16 of Schedule 1 to the RMA as the change is minor in that it aligns the Chapter with previous recommendations and decisions made during previous hearings. I recommend this amendment is made to the following provisions: SIGN-R1.2.a, SIGN-R2.2.a, SIGN-R3.3.a, SIGN-R4.2.a, SIGN-R5.2.a, SIGN-R6.2.a, and SIGN-R7.2.a. These changes are reflected in Appendix 1.



**APPENDICES LIST**

49 Appendix 1 provides a marked-up copy of the Signs Chapter. This is the final version I recommend and changes that I have made resulting from my Right of Reply are highlighted in yellow.

**Date:** 30 April 2024

Josh Patterson




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## APPENDIX 1 – MARKED UP SIGNS CHAPTER

Note: Yellow highlighted changes are recommendations made in my Right of Reply.

This entire chapter has been notified using the RMA Part One, Schedule 1 process ([P1 Sch1](#)).

This chapter contains provisions that have legal effect. They are identified with a  next to the provision. To see more about what legal effect means please click [here](#).

# Ngā Tohu

## Signs

<b>SIGN</b>	<b>Signs</b>
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### Introduction

The purpose of the Signs chapter is to manage the potential for adverse environmental effects that can result from the erection and placement of signs across the city. This chapter addresses digital signs, freestanding signs, illuminated signs, official signs, third-party signs, and on-site signs. [Electoral signs](#) [Hoarding signs for local or central government elections](#) are exempt from these rules and are managed under the Electoral Act 1993, [the Local Electoral Act 2001](#) and [the Council's Election Hoarding Guideline](#).

Signs are useful for displaying important information including community messages, directions, health and safety messages, and placenames. Third-party signs are useful to advertise events, products, and services. Signs are crucial for traffic safety to warn motorists of approaching hazards and to convey important information such as speed limits.

If not managed appropriately, signs have the potential to result in adverse environmental effects including visual clutter, degradation of heritage features, and erosion of the amenity of the local and wider environment.

The definition of a sign in this plan is limited to signs that are projected onto, or fixed or attached to, any structure or natural object such as buildings. [Some signs are subject to the Public Places Bylaw 2022. Notwithstanding any rules for signs in public places or within the road reserve, all signs placed in the road reserve will require the prior approval of Wellington City Council, or the approval of Waka Kotahi in respect of signs placed in the state highway network. Portable signs in the form of a board on Council owned land are managed under the Wellington Consolidated Bylaw 2008. Under this bylaw, written approval is required for signage in public places.](#)

### Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-Wide chapters may be relevant.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives	
<b>SIGN-O1</b>	<p><b>Role of signage</b></p> <p>Signs support the needs of the community to advertise and inform while the effects on local amenity, <a href="#">historic heritage, archaeological sites, sites and areas of significance to Māori, and the maintenance of the efficiency and safety of transport networks</a> are <del>effectively</del> managed.</p>
Policies	

SIGN-P1	<p><b>Appropriate signs</b></p> <p>Allow <del>Enable</del> signs where:</p> <ol style="list-style-type: none"> <li>1. They are of an appropriate size, design and location; <del>and</del></li> <li>2. <del>They do not result in visual clutter is minimised; and</del></li> <li>3. Any potential cumulative effects are managed; <del>and</del></li> <li>4. They do not compromise the efficiency of the transport network or the safety of its users, including cyclists and pedestrians; <del>and</del></li> <li>5. In the Residential, Rural and Open Space Zones, they relate to an activity on the site on which they are located;</li> <li>6. They maintain the character and amenity values of the site and the surrounding area; <del>and/or</del></li> <li>7. They are required to meet regulatory or statutory requirements.;</li> </ol>
SIGN-P2	<p><b>Digital and illuminated signs</b></p> <p>Provide for digital and illuminated signs where:</p> <ol style="list-style-type: none"> <li>1. The sign is compatible with the zone and any overlay; <del>and</del></li> <li>2. The sign does not compromise aircraft safety or the safe and efficient functioning of the Airport; <del>and</del></li> <li>3. The sign does not compromise traffic, pedestrian, or cycling safety; <del>and</del></li> <li>4. Any light spill or glare effects are managed so they do not compromise amenity values; <del>and</del></li> <li>5. The sign is not <del>visible oriented to be read</del> from a state highway, including <del>on-ramps and off-ramps, where the speed limit is 80 km/h or greater</del>.</li> </ol>
SIGN-P3	<p><b>Signs and historic heritage</b></p> <p>Enable signs on heritage buildings, heritage structures and within their sites, and within heritage areas to support wayfinding and interpretation and only allow signs for other purposes where they do not detract from the identified heritage values, having regard to:</p> <ol style="list-style-type: none"> <li>1. The extent to which: <ol style="list-style-type: none"> <li>a. Damage to heritage fabric, from methods of fixing, including supporting structures, cabling or wiring is minimized or is reasonably reversible;</li> <li>b. The location and placement of signs obscure architectural features, project above parapet level or reflect the typical positioning of signage on the heritage building or within the heritage area;</li> <li>c. The area, height and number of signs are appropriate for the scale of the heritage building, heritage structure or heritage area or would result in clutter;</li> <li>d. The quality of the design of the sign complements the heritage building, heritage structure or heritage area;</li> <li>e. The intensity of any illumination adversely affects heritage values; and</li> <li>f. The sign fulfils the intent of the <del>Heritage and</del> Signs Design Guides.</li> </ol> </li> <li>2. The benefits of allowing additional signage to support sustainable long term use.</li> </ol>
SIGN-P4	<p><b>Signs on scheduled archaeological sites and sites <del>and areas</del> of significance to Māori</b></p> <p>Enable signs that relate to safety and interpretation within the extent of scheduled archaeological sites and sites of significance, and only allow other signs that do not detract from the identified archaeological values, having regard to:</p> <ol style="list-style-type: none"> <li>1. The extent to which: <ol style="list-style-type: none"> <li>a. Land disturbance required for the sign and impacts on archaeological features is minimised;</li> <li>b. Damage from methods of fixing to any feature of the site, including supporting structures, is minimised or reasonably reversible;</li> <li>c. The location and placement of signs obscure appreciation of features integral to the significance of the scheduled archaeological site;</li> <li>d. The area, height and number of signs are appropriate for the scale of the scheduled archaeological site or result in visual clutter;</li> <li>e. The quality of the design of the sign complements the scheduled archaeological site;</li> </ol> </li> </ol>

	<p>f. The intensity of any illumination adversely affects archaeological values; and</p> <p>g. The sign fulfils the intent of the <del>Heritage and</del> Signs Design Guides; and</p> <p>2. The benefits of allowing additional signage to support sustainable long term use.</p>
<b>SIGN-P5</b>	<p><b>Wellington Regional Stadium signs</b></p> <p>Provide for signs in the Stadium Zone where:</p> <ol style="list-style-type: none"> <li>1. The amenity and historic heritage values of the Zone or adjacent zone are not compromised; <del>and</del></li> <li>2. The landmark and regionally significant status of the stadium is not compromised; and</li> <li>3. The sign does not compromise traffic, pedestrian, or cycling safety.</li> </ol>
<b>SIGN-P6</b>	<p><b>Airport Zone signage</b></p> <p>Manage signage within the Airport Zone to:</p> <ol style="list-style-type: none"> <li>1. Achieve operational safety within the airport; and</li> <li>2. Ensure signage is designed and located in a way which will not detract from the character of the locality and will not cause a traffic hazard.</li> </ol>
<b>Rules: Land use activities</b>	
<b>SIGN-R1</b>	<b>Official signs</b>
All Zones	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. Compliance with the following standards is achieved: <ol style="list-style-type: none"> <li>i. SIGN-S1;</li> <li>ii. SIGN-S4;</li> <li>iii. SIGN-S7.1 to 5;</li> <li>iv. SIGN-S8; and</li> <li>v. SIGN-S14.</li> </ol> </li> </ol>
All Zones	<p>2. Activity status: <b>Restricted Discretionary</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. Compliance with the requirements of SIGN-R1.1 <del>cannot be is not</del> achieved.</li> </ol> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. The matters in SIGN-P1, SIGN-P2, SIGN-P5 and SIGN-P6;</li> <li>2. The Signs Design Guide; and</li> <li>3. The extent and effect of non-compliance with any relevant standard and the matters as specified in the associated assessment criteria for the infringed standards.</li> </ol>
<b>SIGN-R2</b>	<b>Temporary signs</b>
All Zones	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. Compliance is achieved with: <ol style="list-style-type: none"> <li>i. SIGN-S1</li> <li>ii. SIGN-S7;</li> <li>iii. SIGN-S10;</li> <li>iv. SIGN-S11; and</li> <li>v. SIGN-S14.</li> </ol> </li> </ol>
All Zones	<p>2. Activity status: <b>Restricted Discretionary</b></p> <p>Where:</p>



	<p>a. Compliance with the requirements of SIGN-R2.1 <b>cannot be is not</b> achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. The matters in SIGN-P1, SIGN-P2, SIGN-P3 and SIGN-P6;</li> <li>2. The Signs Design Guide; and</li> <li>3. The extent and effect of non-compliance with any relevant standard and the matters as specified in the associated assessment criteria for the infringed standards.</li> </ol>
<b>SIGN-R3</b>	<b>On-site signs</b>
All Zones, except Airport Zone	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with:</p> <ol style="list-style-type: none"> <li>i. SIGN-S1;</li> <li>ii. SIGN-S2;</li> <li>iii. SIGN-S3;</li> <li>iv. SIGN-S4;</li> <li>v. SIGN S5;</li> <li>vi. SIGN-S7;</li> <li>vii. SIGN-S9; and</li> <li>viii. SIGN-S11.</li> </ol>
Airport Zone	<p>2. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with:</p> <ol style="list-style-type: none"> <li>i. SIGN-S14.</li> </ol>
All Zones, including Airport Zone	<p>3. Activity status: <b>Restricted Discretionary</b></p> <p>Where:</p> <p>a. Compliance with the requirements of SIGN-R3.1 <b>or SIGN-R3.2 cannot be is not</b> achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. The matters in SIGN-P1, SIGN-P2, SIGN-P3 and SIGN-P6;</li> <li>2. The Signs Design Guide; and</li> <li>3. The extent and effect of non-compliance with any relevant standard and the matters as specified in the associated assessment criteria for the infringed standards.</li> </ol>
<b>SIGN-R4</b>	<b>Third-party signs</b>
<p>City Centre Zone</p> <p>General Industrial Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p>Mixed Use Zone</p>	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with:</p> <ol style="list-style-type: none"> <li>i. SIGN-S1;</li> <li>ii. SIGN-S2;</li> <li>iii. SIGN-S3;</li> <li>iv. SIGN-S4;</li> <li>v. SIGN-S5;</li> <li>vi. SIGN-S6;</li> <li>vii. SIGN-S7;</li> <li>viii. SIGN-S9;</li> <li>ix. SIGN-S11; and</li> </ol>

<p><b>Commercial Zone</b></p> <p>Metropolitan Centre Zone</p> <p>Airport Zone</p> <p>Hospital Zone</p> <p>Port Zone</p> <p>Stadium Zone</p> <p>Tertiary Education Zone</p> <p>Waterfront Zone</p>	<p>x. SIGN-S14.</p>
<p>City Centre Zone</p> <p>General Industrial Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p>Mixed Use Zone</p> <p><b>Commercial Zone</b></p> <p>Metropolitan Centre Zone</p> <p>Airport Zone</p> <p>Hospital Zone</p> <p>Port Zone</p> <p>Stadium Zone</p> <p>Tertiary Education Zone</p> <p>Waterfront Zone</p>	<p>2. Activity status: <b>Restricted Discretionary</b></p> <p>Where:</p> <p>a. Compliance <b>cannot be is not</b> achieved with the requirements of SIGN-R4.1.a.i. to SIGN-R4.1.a.x (excluding SIGN-R4.1.a.x and SIGN-S14.7).</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. The matters in SIGN-P1, SIGN-P2, SIGN-P3 and SIGN-P6;</li> <li>2. The Signs Design Guide; and</li> <li>3. The extent and effect of non-compliance with any relevant standard and the matters as specified in the associated assessment criteria for the infringed standards.</li> </ol>
<p>Medium Density</p>	<p>3. Activity status: <b>Discretionary</b></p>

<p>Residential Zone</p> <p>High Density Residential Zone</p> <p>General Rural Zone</p> <p>Large Lot Residential Zone</p> <p>Future Urban Zone</p> <p>Natural Open Space Zone</p> <p>Open Space Zone</p> <p>Sport and active recreation Zone</p> <p><b>Wellington Town Bell Zone</b></p>	
<p><b>Airport Zone (Miramar South Precinct)</b></p>	<p><b>4. Activity status: <u>Non-complying</u></b></p> <p><b>Where</b></p> <p><b>a. Compliance cannot be achieved with SIGN-S14.72 (Miramar South Precinct).</b></p> <p><b>Notification Status: An application for resource consent made in respect of this rule must be publicly notified.</b></p>
<p><b>SIGN-R5</b></p>	<p><b>Digital signs</b></p>
<p>City Centre Zone</p> <p>General Industrial Zone</p> <p>Stadium Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p>Metropolitan Centre Zone</p> <p>Mixed Use Zone</p>	<p>1. Activity status: <b>Restricted Discretionary</b></p> <p>Where:</p> <p>a. Compliance is achieved with <u>SIGN-S8.</u></p> <p><del>i. SIGN-S5; and</del></p> <p><del>ii. SIGN-S8.</del></p> <p>Matters of discretion are:</p> <p>1. The matters in SIGN-P1, SIGN-P2, SIGN-P3 and SIGN-P6;</p> <p>2. The Signs Design Guide; and</p> <p>3. The extent and effect of non-compliance with any relevant standard and the matters as specified in the associated assessment criteria for the infringed standards.</p>



<p><b>Commercial Zone</b></p> <p>Airport Zone</p> <p>Hospital Zone</p> <p>Port Zone</p> <p>Tertiary Education Zone</p> <p>Waterfront Zone</p>	
<p>City Centre Zone</p> <p>General Industrial Zone</p> <p>Stadium Zone</p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p>Metropolitan Centre Zone</p> <p>Mixed Use Zone</p> <p><b>Commercial Zone</b></p> <p>Airport Zone</p> <p>Hospital Zone</p> <p>Port Zone</p> <p>Tertiary Education Zone</p> <p>Waterfront Zone</p>	<p>2. Activity status: <b>Discretionary</b></p> <p>Where:</p> <p>a. Compliance with the requirements of SIGN-R5.1 <b>cannot be is not</b> achieved.</p>
<p>Medium Density Residential Zone</p> <p>High Density Residential</p>	<p>3. Activity status: <b>Non-complying</b></p>

Zone  General Rural Zone  Large Lot Residential Zone  Future Urban Zones  Natural Open Space Zone  Open Space Zone  Sport and Active Recreation Zone  Wellington Town Belt Zone	
<b>SIGN-R6</b> 	<b>Signs on heritage buildings, heritage structures and their sites, or on a site within a heritage area</b>
All Zones	1. Activity status: <b>Permitted</b>  Where: a. Compliance with SIGN-S12 is achieved.
All Zones	2. Activity status: <b>Restricted Discretionary</b>  Where: a. Compliance with the requirements of SIGN-R6.1 <b>cannot be is not</b> achieved.  Matters of discretion are: 1. The matters SIGN-P3; and 2. The Signs Design Guide <b>and the Heritage Design Guide</b> .
<b>SIGN-R7</b> 	<b>Signs within the extent of a scheduled archaeological site or sites <b>and areas</b> of significance to Māori</b>
All Zones	1. Activity status: <b>Permitted</b>  Where: a. Signs are for safety or interpretation purposes; and b. Compliance with SIGN-S13 is achieved.
All Zones	2. Activity status: <b>Restricted Discretionary</b>  Where:

	<p>a. Compliance with the requirements of SIGN-R7.1 <b>cannot be is not</b> achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. The matters in SIGN-P4; and</li> <li>2. The Signs Design Guide <b>and the Heritage Design Guide</b>.</li> </ol>	
<b>SIGN-R8</b>	<b>All other signs</b>	
All Zones	<p>1. Activity status: <b>Discretionary</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. The activity is not otherwise provided for as a permitted, restricted discretionary or non-complying activity.</li> </ol>	
<b>Standards</b>		
<b>SIGN-S1</b>	<b>Maximum area of any sign</b>	
1. The following maximum sign areas for any sign must be complied with:		<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Visual amenity effects;</li> <li>2. The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>3. The extent to which any size infringement is necessary to provide for functional needs or operational needs;</li> <li>4. How the sign fits with the design and proportions of the building it is placed on; and</li> <li>5. Any positive effects of the sign.</li> </ol>
<b>Location:</b>	<b>Limit:</b>	
a. Residential Zones Rural Zones <b>Waterfront Zone</b> <b>Hospital Zone</b> <b>Future Urban Zone</b>	i. The area of a single sign must not exceed 1.5m <sup>2</sup> .	
b. City Centre Zone Mixed Use Zone General Industrial Zone <b>Port Zone</b> <b>Metropolitan Centre Zone</b>	i. The area of a single sign must not exceed 20m <sup>2</sup> .	
c. Neighbourhood Centre Zone Local Centre Zone <b>Commercial Zone</b> <b>Metropolitan Centre Zone</b> <b>Tertiary Education Zone</b>	i. The area of a single sign must not exceed 5m <sup>2</sup> .	
d. Open Space Zones <b>Wellington Town Bell Zone</b>	i. The area of a single sign must not exceed 4m <sup>2</sup> .	
e. Stadium Zone	i. The area of a single sign must not exceed 40m <sup>2</sup> .	
f. Signs <b>facing oriented to be read from</b> the State Highway Network, <b>including on-ramps and off-ramps, where the</b>	i. The area of a single sign must not exceed 5m <sup>2</sup> .	

<p>speed limit is 80 km/h or greater.</p>		
<p>2. The maximum sign area calculation must include the frame of the sign within this maximum area.</p>		
<b>SIGN-S2</b>	<b>Maximum total area of signs</b>	
<p>1. The following maximum total area of signs per site must be complied with:</p>		<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Visual amenity effects;</li> <li>2. The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>3. The extent to which any size infringement is necessary to provide for functional needs or operational needs; and</li> <li>4. Any positive effects of the sign.</li> </ol>
<b>Location:</b>	<b>Limit:</b>	
<p>a. Residential and Rural Zones  Waterfront Zone  Hospital Zone  Future Urban Zone</p>	<p>i. The maximum total area of signage per site must not exceed 1.5m<sup>2</sup>.</p>	
<p>b. City Centre Zone  Neighbourhood Centre Zone  Local Centre Zone  Mixed Use Zone  Commercial Zone  General Industrial Zone  Port Zone  Metropolitan Centre Zone  Tertiary Education Zone</p>	<p>i. The maximum total area of signage affixed to an elevation of a building or structure must not exceed 10% of the total area of the elevation.  ii. The maximum total area of free-standing signage along a street frontage of a building must not exceed 35m<sup>2</sup>.</p>	
<p>c. Natural Open Space Zone  Open Space Zone  Wellington Town Belt Zone</p>	<p>i. The maximum total area of signage per site must not exceed 4m<sup>2</sup>.</p>	
<p>d. Sport and Active Recreation Zone</p>	<p>i. The maximum total area of signage per site must not exceed 40m<sup>2</sup>.</p>	
<p>e. Signs facing oriented to be read from the State Highway Network</p>	<p>i. The maximum total area of signage per site must not exceed 5m<sup>2</sup>.</p>	
<p>2. The maximum sign area calculation must include the frame of the sign within this maximum area.</p>		
<b>SIGN-S3</b>	<b>Maximum number of signs</b>	
<p>Residential and Rural Zones</p>	<p>1. The maximum number of signs on any site is 1, except on Rural Zoned sites where the sign is for the purpose of wayfinding.</p>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Visual amenity effects;</li> <li>2. The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>3. The extent to which any size infringement is necessary to provide</li> </ol>

		for functional needs or operational needs; and 4. Any positive effects of the sign.
<b>SIGN-S4</b>	<b>Maximum height of freestanding signs</b>	
1. The following maximum height requirements for freestanding signs must be complied with:		Assessment criteria where the standard is infringed:
<b>Location:</b>	<b>Limit:</b>	<ol style="list-style-type: none"> <li>1. Visual amenity effects;</li> <li>2. The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>3. The extent to which any size infringement is necessary to provide for functional needs or operational needs;</li> <li>4. Any positive effects of the sign; and</li> <li>5. Dominance and shading effects on adjoining properties.</li> </ol>
a. Residential and Rural Zones Neighbourhood Centre Zone Local Centre Zone Metropolitan Centre Zone Mixed Use Zone Open Space Zones <b>Wellington Town Bell Zone</b> City Centre Zone <b>Port Zone</b> <b>Tertiary Education Zone</b> <b>Waterfront Zone</b> <b>Hospital Zone</b> <b>Future Urban Zone</b>	i. The maximum height of any freestanding sign must not exceed 4m.	
b. <b>Commercial Zone</b> General Industrial Zone	i. The maximum height of any freestanding sign must not exceed 8m.	
<b>SIGN-S5</b>	<b>Signs located on a building or structure</b>	
All Zones	<ol style="list-style-type: none"> <li>1. The sign must only be displayed on plain wall surfaces or fences.</li> <li>2. The sign must not obscure windows or architectural features.</li> <li>3. The sign must not project above the highest part of the building or structure.</li> <li>4. Where the sign is <b>facing oriented to be read from</b> the state highway network, or is visible from any intersection with the state highway, <b>including on-ramps and off-ramps and where the speed limit is 80 km/h or greater</b>, the sign must not be internally illuminated.</li> </ol>	Assessment criteria where the standard is infringed: <ol style="list-style-type: none"> <li>1. Visual amenity effects;</li> <li>2. The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>3. The extent to which any size infringement is necessary to provide for functional needs or operational needs;</li> <li>4. Any positive effects of the sign; and</li> <li>5. Any impact of fixing the sign to a building or structure on the structural integrity of the building or structure.</li> </ol>
<b>SIGN-S6</b>	<b>Verandah signs</b>	
All Zones	<ol style="list-style-type: none"> <li>1. The sign must only be affixed to the fascia of the veranda or underneath the verandah.</li> <li>2. A maximum of one verandah sign per tenancy.</li> <li>3. For any sign affixed to the underneath of a verandah, 2.5m of clearance must be provided between the ground level directly below the sign and the lowest part of the</li> </ol>	Assessment criteria where the standard is infringed: <ol style="list-style-type: none"> <li>1. Visual amenity effects;</li> <li>2. The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>3. The extent to which any size infringement is necessary to provide</li> </ol>

	sign.	for functional needs or operational needs; and 4. Any positive effects of the sign.																		
<b>SIGN-S7</b>	<b>Traffic safety</b>																			
All Zones	<ol style="list-style-type: none"> <li>Where any sign is <del>located adjacent</del> <u>oriented to be read from</u> <del>to</del> any road, the sign must not contain any flashing or moving lights.</li> <li>Where any sign is located within 100m of an intersection and <del>visible</del> <u>oriented to be read</u> from a legal road, the sign must only contain static messaging and images.</li> <li>Signs must not be shaped or use images or colours, including changeable messages, that could be mistaken for a traffic control device in colour, shape or appearance.</li> <li>Signs must not obstruct the line of sight of any corner, bend, intersection or vehicle or rail crossing.</li> <li>Signs must not obstruct, obscure or impair the view of any traffic or railway sign or signal.</li> <li>All signs within 10m of a legal road must comply with the minimum lettering height in Table 11 – SIGN: Minimum lettering heights below.</li> </ol> <p><b>Table 11 – SIGN: Minimum lettering heights</b></p> <table border="1"> <thead> <tr> <th>Speed limit of road (KM/H)</th> <th>Minimum lettering height (mm)</th> </tr> </thead> <tbody> <tr> <td>0-<del>50</del><u>70</u></td> <td><del>150</del><u>120</u></td> </tr> <tr> <td><del>51-70</del><u>&gt;70</u></td> <td><del>200</del><u>160</u></td> </tr> <tr> <td><del>71-80</del></td> <td><del>250</del></td> </tr> <tr> <td><del>&gt;80</del></td> <td><del>300</del></td> </tr> </tbody> </table> <ol style="list-style-type: none"> <li>All signs within 10m of a legal road must comply with the minimum setback distances from other signs in Table 12 – SIGN: Minimum Separation Distances from Other Signs below.</li> </ol> <p><b>Table 12 – SIGN: Minimum separation distances from other signs</b></p> <table border="1"> <thead> <tr> <th>Speed limit of road (KM/H)</th> <th>Minimum separation distance (m)</th> </tr> </thead> <tbody> <tr> <td><del>0-70</del></td> <td><del>50</del></td> </tr> <tr> <td>71-80</td> <td>100</td> </tr> <tr> <td>&gt;80</td> <td>200</td> </tr> </tbody> </table>	Speed limit of road (KM/H)	Minimum lettering height (mm)	0- <del>50</del> <u>70</u>	<del>150</del> <u>120</u>	<del>51-70</del> <u>&gt;70</u>	<del>200</del> <u>160</u>	<del>71-80</del>	<del>250</del>	<del>&gt;80</del>	<del>300</del>	Speed limit of road (KM/H)	Minimum separation distance (m)	<del>0-70</del>	<del>50</del>	71-80	100	>80	200	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>Visual amenity effects;</li> <li>The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>The extent to which any size infringement is necessary to provide for functional needs or operational needs; and</li> <li>Any positive effects of the sign.</li> </ol>
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<b>SIGN-S8</b>	<b>Digital signs</b>																			
All Zones	<ol style="list-style-type: none"> <li>Digital signs must not: <ol style="list-style-type: none"> <li>Flash or contain moving images, moving text or moving lights;</li> <li>Obstruct or obscure, including</li> </ol> </li> </ol>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>Visual amenity effects;</li> </ol>																		

	<p>partially, any traffic control device;</p> <p>c. Play music or sound;</p> <p>d. Provide advertising over multiple messages which are displayed across transitioning screens; <u>or</u></p> <p><del>e. Contain phone numbers, email addresses, web addresses, physical addresses or contact details;</del></p> <p><del>f. Contain more than 40 characters; or</del></p> <p>e. Be <u>located adjacent to oriented to be read from</u> a State Highway, <u>including on-ramps and off-ramps, where the speed limit is 80 km/h or greater.</u></p> <p>f. Impair the ability of Air Traffic Control to guide aircraft, or pilots to operate aircraft.</p> <p>2. Each image on a digital sign shall:</p> <p>e. Be static only;</p> <p>f. Be displayed for a minimum of <u>45 8</u> seconds for roads with posted speed limits of less than and equal to 80km/h and a minimum of <u>35 30</u> seconds for roads with a posted speed limit of greater than 80km/h;</p> <p>g. Transition to another image within <u>0.4</u> <del>to</del> 0.5 seconds; and</p> <p>h. Transition to another image without flashing, blinking, fading, <u>or scrolling,</u> <del>or dissolving.</del></p> <p>3. In the event of a malfunction, a digital sign shall default to a blank screen.</p> <p>4. Illumination of any <u>digital</u> sign shall:</p> <p>e. Automatically adjust to allow for ambient light levels; and</p> <p>f. Not result in the illuminance of a roadway by over 4 lux in residential and rural areas and 20 lux in all other areas; and</p> <p>g. Shall not exceed:</p> <p>i. Daytime: 5,000cd/m<sup>2</sup></p> <p>ii. Dawn and dusk: 600cd/m<sup>2</sup></p> <p>iii. Night-time: 250cd/m<sup>2</sup></p>	<p>2. The <u>impact effect</u> of the sign on aircraft safety or the safe and efficient functioning of the Airport;</p> <p>3. The <u>impact effect</u> of the sign on traffic, pedestrian and cycling safety;</p> <p>4. The extent to which any size infringement is necessary to provide for functional needs or operational needs;</p> <p>5. Any positive effects of the sign;</p> <p>6. The frequency and intensity of any light sources;</p> <p>7. The frequency of any image changes;</p> <p>8. The timing and hours of operation of the sign; and</p> <p>9. Any light spill or glare effects.</p>
<p><b>SIGN-S9</b></p>	<p><b>Illuminated signs</b></p>	
<p>All Zones</p>	<p>1. Any illuminated sign must be designed, measured and assessed in accordance with AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting.</p> <p>2. The Light standards for the relevant zone in the Light Chapter must be met.</p> <p>3. Illumination of any sign shall:</p> <p>a. Automatically adjust to allow for ambient light levels; and</p> <p>b. Not result in the illuminance of a roadway by over 4 lux in residential and rural areas and 20 lux in all other areas; and</p> <p>c. Shall not exceed:</p>	<p>Assessment criteria where the standard is infringed:</p> <p>1. Visual amenity effects;</p> <p>2. The impact of the sign on traffic, pedestrian and cycling safety;</p> <p>3. The extent to which any size infringement is necessary to provide for functional needs or operational needs;</p> <p>4. Any positive effects of the sign;</p> <p>5. The frequency and intensity of any light sources;</p> <p>6. The frequency of any image changes;</p>

	<ul style="list-style-type: none"> <li>i. Daytime: 5,000cd/m<sup>2</sup></li> <li>ii. Dawn and dusk: 600cd/m<sup>2</sup></li> <li>iii. Night-time: 250cd/m<sup>2</sup></li> </ul> <p>4. <u>Illuminated signs must not impair the ability of Air Traffic Control to guide aircraft, or pilots to operate aircraft.</u></p>	<ul style="list-style-type: none"> <li>7. The timing and hours of operation of the sign; <del>and</del></li> <li>8. Any light spill or glare effects;</li> <li>9. <u>The timing and hours of operation of the sign;</u></li> <li>10. <u>Any light spill or glare effects; and</u></li> <li>11. <u>The effect of the sign on aircraft safety or the efficient functioning of the airport.</u></li> </ul>
<b>SIGN-S10</b>	<b>Temporary signs</b>	
All Zones	<ul style="list-style-type: none"> <li>1. The sign shall not be displayed any earlier than 28 days prior to the event or activity the sign is advertising, and for no longer than 60 days in total.</li> <li>2. The sign must be removed within 7 days of the completion of the event or activity.</li> </ul>	<p>Assessment criteria where the standard is infringed:</p> <ul style="list-style-type: none"> <li>1. Visual amenity effects;</li> <li>2. The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>3. The extent to which any size infringement is necessary to provide for functional needs or operational needs; and</li> <li>4. Any positive effects of the sign.</li> </ul>
<b>SIGN-S11</b>	<b>Wellington Regional Stadium signs</b>	
Stadium Zone	<ul style="list-style-type: none"> <li>1. The maximum area of any one sign attached to the stadium building shall be 40m<sup>2</sup>.</li> <li>2. Any signs located on the stadium must be flush with the building surface, and not project out from the wall or above the roof of the stadium. This does not apply to small wayfinding and information signs which relate to stadium activities.</li> <li>3. The sign must bear only the name and/or logo of the building owner/sponsor/customer or relate to the stadium occupier(s) and/or stadium activities.</li> </ul>	<p>Assessment criteria where the standard is infringed:</p> <ul style="list-style-type: none"> <li>1. Visual amenity effects;</li> <li>2. The impact of the sign on traffic, pedestrian and cycling safety;</li> <li>3. The extent to which any size infringement is necessary to provide for functional needs or operational needs; and</li> <li>4. Any positive effects of the sign.</li> </ul>
<b>SIGN-S12</b>	<b>Signs on a heritage building or heritage structure, <u>or within a heritage area</u></b>	
All Zones	<p>Only one sign is installed:</p> <ul style="list-style-type: none"> <li>1. The size of the sign does not exceed 0.5m<sup>2</sup>; and</li> <li>2. The sign displays only: <ul style="list-style-type: none"> <li>a. The name or purpose of any activity undertaken on the site; or</li> <li>b. <del>Interpretative content</del> <u>Interpretation</u> about the values and history of the building/object.</li> </ul> </li> </ul>	
<b>SIGN-S13</b>	<b>Permitted signs within the extent of a scheduled archaeological site <u>or site and area of significance to Māori</u></b>	
All Zones	<p>Safety and interpretation signs must not:</p> <ul style="list-style-type: none"> <li>1. Exceed 0.5m<sup>2</sup>;</li> <li>2. Be installed with a post hole greater than 100mm in diameter; and</li> <li>3. Exceed one safety and one interpretation</li> </ul>	



	sign per scheduled archaeological site.	
<b>SIGN-S14</b>	<b>Airport Zone signs and billboards</b>	
Airport Zone	<p><del>1. Signs are not permitted in the Airport East Side designation. Any sign within the East Side Precinct shall be limited to official signs and signs associated with instructional or directional signage.</del></p> <p>2. Any sign which is erected in the Airport Miramar South precinct designation, for the purpose of third party signage: and which is visible from the road reserve or immediately adjacent land:</p> <p style="padding-left: 20px;"><del>a. Shall not contain moving images, moving text or moving lights; and</del></p> <p style="padding-left: 40px;"><del>a. Shall not be located opposite or adjacent to a residential zone for the purpose of third party advertising.</del></p> <p><u>Airport Main Site Designation</u></p> <p><del>3. Signs on buildings shall:</del></p> <p style="padding-left: 20px;"><del>a. Be affixed to the underneath of a verandah and shall provide at least 2.5 metres clearance directly above the footpath or ground level.</del></p> <p style="padding-left: 20px;"><del>b. Be displayed only on plain wall surfaces.</del></p> <p style="padding-left: 20px;"><del>c. Not obscure windows or architectural features.</del></p> <p style="padding-left: 20px;"><del>d. Not project above the parapet level, or the highest part of that part of the building/structure to which it is attached (including above verandah).</del></p> <p><del>4. Signs on buildings, where the sign projects more than 12 metres in height above ground shall:</del></p> <p style="padding-left: 20px;"><del>a. Bear only the name and/or logo of the building owner or occupier, or the building on which the sign is located.</del></p> <p style="padding-left: 20px;"><del>b. Not flash.</del></p> <p><del>5. Any illuminated sign (excluding signs below verandah level) within 50 metres and visible from any Residential zone shall not flash.</del></p> <p>3. For any free-standing sign or sign located on a structure within any part of the Airport Zone area, except the (Airport Main Site) Terminal Precinct:</p> <p style="padding-left: 20px;">a. the maximum area <u>of a single sign</u> is 8m<sup>2</sup>.</p> <p style="padding-left: 20px;">b. the maximum height <u>of a single sign</u> is 4m.</p> <p style="padding-left: 20px;"><del>c. any illuminated sign must not flash.</del></p> <p style="padding-left: 20px;"><del>d. any sign that is visible from Residential zoned land must be located a minimum of 50 metres from that area.</del></p> <p style="padding-left: 20px;"><del>e. no sign shall front onto State Highway 1, Moa Point Road, or Lyall Parade.</del></p> <p>4. In relation to requiring authority signage in</p>	<p>Assessment criteria where the standard is infringed:</p> <p><del>1. Relevant terms and conditions of Airport Zone designations;</del></p> <p>1. <u>Any landscape plan, urban design principles or statement, or integrated design management plan prepared for the Airport Precinct.</u></p> <p>2. <u>In the absence of documents identified in 1, the District Plan Design Guide for Signs;</u></p> <p><del>3. In the Airport Miramar South precinct, signage provisions of the Airport Miramar South Integrated Design Management Plan (IDMP);</del></p> <p>3. Traffic and pedestrian safety; <b>and</b></p> <p><b>4. Residential amenity;</b></p> <p><b>5. Position and dimensions;</b></p> <p>4. Visibility from road reserve or adjacent land;</p> <p><b>5. The nature of moving images, text or lights; and</b></p> <p><b>6. Nature of signage, when attached to a building over 12m above ground level.</b></p>

	<p><del>the (Airport Main Site) Terminal precinct, any free-standing sign or sign located on a structure shall not exceed a maximum height of 9 metres (above ground level).</del></p> <p>4. <u>For any free-standing sign or sign located on a structure within the Terminal Precinct,:</u></p> <ul style="list-style-type: none"><li>a. <u>the maximum area of a single sign must not exceed 20m<sup>2</sup>, and</u></li><li>b. <u>the maximum height of a single sign must not exceed 9m.</u></li></ul>	
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